



MONTHLY COMMISSION MATERIALS

May 2018

MEETING OVERVIEW – May 3, 2018

Action Items Include:

- Minutes of the April 5, 2018 Meeting
- I-66 Commuter Choice FY2018 Program of Projects
- VRE Contract for Operating Services for Commuter Rail
- VRE Contract for Maintenance Services for Commuter Rail

Other Meeting Highlights:

- Report from the Co-Chairs of Legislative and Policy Committee
 - 2018 General Assembly Wrap Up
 - TSDAC Transit Funding Changes
- Reports from WMATA, VRE and DRPT
- Updates on the Route 7 Conceptual Engineering and NVTC FY2018 3rd Quarter Ridership Report

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**NVTC COMMISSION MEETING
THURSDAY, MAY 3, 2018
MAIN FLOOR CONFERENCE ROOM
2300 Wilson Blvd.
Arlington, VA 22201**

7:30 P.M.

**6:40 P.M. Dinner is Available for Commissioners and Staff
6:45 P.M. Executive Committee – First Floor Small Conference Room**

AGENDA

1. Opening Remarks
2. **ACTION ITEM: Approve the Minutes of the April 5, 2018 NVTC Meeting**
3. I-66 Commuter Choice FY2018 Program
 - A. Background
 - B. ACTION ITEM: Resolution #2357: Approval of the I-66 Commuter Choice FY2018 Program of Projects**
4. Report from the Co-Chairs of the Legislative and Policy Committee
 - A. 2018 General Assembly Wrap Up
 - B. TSDAC Transit Funding Changes
5. Washington Metropolitan Area Transit Authority
 - A. Board of Directors Report
 - B. Committee Reports
 - C. Other WMATA News
 - D. Virginia Ridership and Parking Facility Utilization
 - E. Schedule of Upcoming Board Decisions

6. Virginia Railway Express

- A. VRE CEO Report and Minutes
- B. ACTION ITEM: Resolution #2358: Authorization to Execute an Amendment for the Fourth Year of the First Option Period of the Contract for Operating Services for Commuter Rail**
- C. ACTION ITEM: Resolution #2359: Authorization to Execute an Amendment for the Third Year of the Contract for Maintenance Services for Commuter Rail**
- D. Transit Development Plan Update
- E. VRE Financial Modeling Platform Update
- F. Meet the Management Events

7. Route 7 Conceptual Engineering Update

8. NVTC FY2018 3rd Quarter Ridership Report

9. Department of Rail and Public Transportation (DRPT) Report

10. Executive Director Report

- A. Executive Director Newsletter
- B. NVTC Financial Items
- C. DRPT FY2019 Six-Year Improvement Program (SYIP) – NVTC Funding
- D. Major NVTC Actions (May – September 2018)

**MINUTES
NVTC COMMISSION MEETING – APRIL 5, 2018
NAVY LEAGUE BUILDING – FIRST FLOOR CONFERENCE ROOM
ARLINGTON, VIRGINIA**

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Smedberg at 7:28 P.M.

Members Present

Sharon Bulova
Jim Corcoran
Adam Ebbin
Libby Garvey
Catherine Hudgins
David LaRock
Matt Letourneau
Tim Lovain
Jeff McKay
Ron A. Meyer
Paul Smedberg
David Snyder
Jennifer Wexton

Members Absent

John Cook
Katie Cristol
Christian Dorsey
John Foust
Jeff Greenfield

Staff Present

Karen Finucan Clarkson
Andrew D'huyvetter
Nobuhiko Daito
Rhonda Gilchrest
Dan Goldfarb
Patricia Happ
Scott Kalkwarf
Aimee Perron Seibert
Kate Mattice
Joe Swartz (VRE)

Opening Remarks

Chairman Smedberg thanked those Commissioners who attended the just concluded public hearing for the I-66 Commuter Choice FY2018 program.

Approval of the Agenda

Mr. Letourneau moved, with a second by Ms. Bulova, to approve the Agenda. The vote on favor was cast by Commissioners Bulova, Corcoran, Ebbin, Hudgins, LaRock, Letourneau, Lovain, McKay, Meyer, Smedberg, Snyder and Wexton.

Minutes of the March 1, 2018 NVTC Commission Meeting

Ms. Bulova moved, with a second by Mr. Letourneau, to approve the minutes. The vote in favor was cast by Commissioners Bulova, Corcoran, Hudgins, Letourneau, Lovain, Smedberg and Snyder. Commissioners Ebbin, LaRock, McKay, Meyer and Wexton abstained.

Request for Proposals for NTD Data Collection

Ms. Mattice explained that the Commission is being asked to authorize her to issue a Request for Proposals (RFP) for National Transit Data (NTD) data collection services for a three-year contract with two, two-year options. NVTC's current contract with Stantec Consulting expires on June 30, 2018. Staff will return with a requested action for contract award at a future meeting.

Mr. Meyer moved, with a second by Ms. Bulova, to authorize the executive director to issue a RFP for NTD data collection services. The vote in favor was cast by Commissioners Bulova, Corcoran, Ebbin, Hudgins, LaRock, Letourneau, Lovain, McKay, Meyer, Smedberg, Snyder and Wexton.

NVTC Comments on the Six-Year Improvement Program

Ms. Mattice explained that the Commission is being asked to authorize the chairman or his designee to comment on the FY2019-2025 Six-Year Improvement Program (SYIP) before the Commonwealth Transportation Board (CTB) at a public hearing in Northern Virginia on April 30th. As this will be the first opportunity to present to the CTB following the end of the 2018 General Assembly Session, NVTC's comments will align with NVTC's 2018 Legislative and Policy Agenda and issues related to the implementation of recently-enacted legislation. NVTC will also speak to the I-66 Commuter Choice program.

In response to a question from Mr. Meyer, Ms. Mattice explained that staff provided possible topics for comment, since it is anticipated that the testimony will reflect on legislation not yet signed by the governor. She encouraged Commissioners to submit comments to staff.

Mr. Letourneau expressed caution depending on the version of the Metro legislation presented that is actually enacted on April 18th on how NVTC's comments to "express appreciation to the General Assembly and governor for the enactment of legislation," since some Commissioners are not pleased with the language of the legislation presented to the governor.

Mr. Letourneau moved, with a second by Senator Ebbin, to authorize the chairman or his designee to comment on the SYIP before the Commonwealth Transportation Board. The vote in favor was cast by Commissioners Bulova, Corcoran, Ebbin, Hudgins, LaRock, Letourneau, Lovain, McKay, Meyer, Smedberg, Snyder and Wexton.

I-66 Commuter Choice FY2018 Program

Ms. Mattice noted the I-66 Commuter Choice program invests toll revenues in projects to expand transportation capacity in the I-66 corridor Inside the Beltway. NVTC received 18 applications for the FY2018 program and staff has completed the technical evaluation of the FY2018 technical scores for the 18 applications, totaling \$29.6 million. NVTC staff will continue to work with the staff working group, which includes representation from all the jurisdictions, PRTC and VRE. A Commissioner Working Group, comprised of Commissioners Foust, Garvey, Greenfield, Letourneau and Snyder, will meet on April 18th to review the applications and provide Commissioner input into a program of projects for Commission selection and approval at the May meeting. All Commissioners are welcome to participate.

Ms. Happ gave a more detailed overview of the program, including the public input and project selection process. The March 20th open house and public hearing in Reston was cancelled due to a snow storm, but all meeting materials continue to be available on the website. The second open house and public hearing was held prior to this meeting. The public comment period concludes on April 16th and NVTC is accepting comments via telephone, email and the website. In May, staff will present a proposed FY2018 program of projects to the Commission for consideration and approval to submit to the Commonwealth Transportation Board for its May 2018 Workshop. The CTB will be asked to approve the NVTC I-66 Commuter Choice FY2018 Program at its June 2018 Action Meeting.

Senator Wexton asked about the amount of toll revenues available for the FY2018 program. Ms. Happ responded this information is not yet available from the Commonwealth. Delegate LaRock asked who scored the projects. Ms. Happ explained NVTC staff and the consultants completed the technical evaluation and the I-66 Commuter Choice Working Group, made up of local jurisdictional staff, have reviewed the applications and scoring.

Washington Metropolitan Area Transit Authority

Chairman Smedberg announced the WMATA Board approved the FY2019 budget, which includes no fare increase, no service cuts, and a three percent cap in operating

subsidy. The Board also approved a one-year extension of the Capital Funding Agreement. WMATA will be working with the jurisdictions and their local governing boards on a new CFA.

Ms. Hudgins reported that the Safety and Service Delivery Committee received an update on the first six months of the Abilities-Ride Program, WMATA's newest paratransit service alternative. It provides MetroAccess eligible customers with a flexible alternative to MetroAccess service in Maryland.

Mr. Corcoran noted that Metrorail ridership is stable with a slight increase, although it is not back to 2016 levels, it is certainly growing over 2017 levels.

Mr. D'huyvetter reviewed the additions to NVTC's WMATA written report, which now includes 2016 ridership and parking data to put current year data into context due to SafeTrack work in 2017. Saturday and Sunday average Metrorail ridership is now included in the ridership tables, as well as Saturday parking data. The impacts from the February 5, 2018 parking changes are reflected in this data.

Mr. McKay noted Franconia-Springfield Metro Station parking continues to see declines. He asked if there has been any progress made to resolve parking charges for VRE riders. He observed VRE riders can park free at every other VRE station, but now must pay a non-rider parking fee at Franconia-Springfield. He would like staff to report back on this issue.

Chairman Smedberg stated the Potomac Yard Metrorail Station project is moving forward. He also reported that he and Mr. Dorsey are working on recommendations for the Riders Advisory Council as to how it is organized and better utilized.

Mr. Letourneau asked about the capital funding discussion and if the a one-year extension of the existing formula will have any impact on projects. Mr. Corcoran explained that 80 percent of the capital budget is projects already in place, so there is no significant impact. There is still some question on when bondable funds can be spent (FY2019 or FY2020).

Mr. Letourneau also asked about the timeline for arbitration and its impact on the operating budget. Mr. Corcoran stated WMATA and labor are currently in arbitration, but the impact will be to the next budget cycle and/or beyond.

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

Chairman Smedberg asked Ms. Seibert to give a legislative update. Ms. Seibert stated the deadline for any amendments by the Governor's office is midnight on April 9th. Commissioners were provided with copies of letters from the jurisdictions and other regional bodies commenting on legislation. NVTC's letter focused on technical amendments. There is still concern about the sources of funding for WMATA and this has been communicated to the governor and the legislative team has advocated for new funding solutions. Although the deadline is April 9th, the amended legislation will not be

posted to the public for several days. The General Assembly reconvenes on April 18th and the Special Budget Session begins on April 11th.

Ms. Mattice reviewed the legislation pertaining to state transit capital funding and the prioritization process. The Transit Service Delivery Advisory Committee (TSDAC) has already begun to meet to look at these issues. Ms. Mattice stated that it will be important to get Commissioner feedback on these issues. The legislation includes some structural changes to the statewide transit program. The capital prioritization process needs to be in place by December 1, 2018 to be ready for next year's grant cycle.

Ms. Mattice gave a more detailed review of the omnibus transportation funding legislation and stated that the Commission will need to have discussions on NVTC's role and responsibilities pertaining to Metro. The legislation would require NVTC to certify WMATA data and report on benchmarking and performance data. Mr. Meyer stated that the question is if NVTC has the power to play a positive oversight role over WMATA or if it ends up being a pass through of paperwork to the Commonwealth.

There was some Commission discussion on the legislation's language concerning the role of the WMATA alternates. Ms. Mattice stated NVTC requested clarification in its letter since alternates come from all three jurisdictions (MD, DC and VA).

Ms. Mattice asked Delegate LaRock if he would like to speak to his legislation (HB1285) requiring NVTC, NVTA, VRE and CTB to conduct an annual, joint public meeting on transportation projects. Delegate LaRock explained there is benefit to the public to have a joint presentation on projects as well as cooperation and coordination among these entities. Ms. Mattice noted that it fits in well with what NVTC is already doing.

On the federal level, Ms. Mattice reported that President Trump signed a FY2018 appropriations bill for the Federal government. Congress appropriated more to transit than was authorized under the FAST Act to several federal programs that may benefit VRE, PRTC and WMATA. The Federal Transit Administration's State of Good Repair funding was increased, as well as the Bus and Bus Facility Program. Congress funded the TIGER grant program at \$1.5 billion and expanded eligibility for projects to include planning grants. The PRIIA funding for WMATA of \$150 million was also fully funded.

Virginia Railway Express

Mr. Swartz reported that Mr. Allen has not arrived from PRTC. Ms. Bulova noted that there are no action items this month.

Department of Rail and Public Transportation

Mr. Horsley directed Commissioners to the written blue-sheeted DRPT Report. The SYIP hearing will be held on April 30th at 5:30 P.M. at the Northern Virginia VDOT District Office.

Executive Director Report

Ms. Mattice directed Commissioners to her written Executive Director Newsletter. She updated Commissioners on several upcoming events, including the Commission Working Group for the I-66 Commuter Choice program on April 18th at 7:30 P.M. at the City of Fairfax City Hall and a WMATA Board Forum on May 31st at 7:00 P.M. at the Providence Community Center in Fairfax near the Vienna Metro Station.

Ms. Garvey arrived at 8:18 P.M.

Ms. Mattice noted that the Financial Report for January 2018 was provided to Commissioners. There were no questions.

Chairman Smedberg stated that the Executive Committee recommends NVTC hold a Strategic Planning Retreat since the last retreat was over four years ago. Staff will send out a save-the-date to Commissioners.

Mr. Snyder asked that the Route 7/Haycock Road project submitted for consideration for the FY2018 I-66 Commuter Choice program be reviewed again. He explained that there is a significant development planned at that location. The I-66 application is an effort to actually plan the transportation as the development is being planned. Ms. Mattice offered staff to meet with Mr. Snyder to discuss this issue.

Mr. Snyder also suggested the Strategic Planning Retreat include a discussion of new technology and its impact on transit. Chairman Smedberg encouraged Commissioners to forward any agenda topics to the executive director.

Adjournment

Without objection, Chairman Smedberg adjourned the meeting at 8:23 P.M.

Approved this 3rd day of May 2018.

Paul C. Smedberg
Chairman

Katie Cristol
Secretary-Treasurer

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice and Patricia Happ

DATE: April 26, 2018

SUBJECT: I-66 Commuter Choice Program

At the May meeting, the Commission will be asked to approve the FY2018 Program of Projects for submission to the Commonwealth Transportation Board (CTB) for funding under the [I-66 Commuter Choice Program](#).

A. Background

Under the [Amended and Restated Memorandum of Agreement Transform 66: Inside the Beltway Project](#) (MOA), NVTC is responsible for selecting and administering multimodal projects that allow more people to travel faster and more reliably through the I-66 Inside the Beltway corridor. The principal objective of the Transform 66 Multimodal Project is to select projects that meet Transform 66 Multimodal Project Improvement Goals identified in the MOA, which are to (1) move more people, (2) enhance transportation connectivity, (3) improve transit service, (4) reduce roadway congestion, and (5) increase travel options.

B. ACTION ITEM: [Resolution #2357](#): Approval of the I-66 Commuter Choice FY2018 Program of Projects

Based on the evaluation by NVTC staff, the jurisdictional I-66 Commuter Choice Working Group, and the Commissioner Working Group, staff recommend the Commission approve the I-66 Commuter Choice FY2018 Program of Projects, which includes 15 projects for funding, totaling \$12,077,068. NVTC will forward the FY2018 Program of Projects to the CTB for action at its June meeting.

The recommended FY2018 Program of Projects represents a diverse set of projects that addresses the needs of the commuter and local bus riders, provides connections to key destinations, and helps address critical first- and last-mile accessibility, linking commuters to transit. Projects include two new and three enhanced bus services, four access to transit projects, two park and ride lots, two roadway operations projects, a vanpool project, a transportation demand management project, regional outreach and program administration. Two of the projects encompass more than one project type.

Table 1: Projects Recommended for Funding under the FY 2018 I-66 Commuter Choice Program

FY2018 I-66 Commuter Choice Project Name	Applicant	Total Funding Request
Fairfax Connector Express Bus Service Between Vienna/Fairfax-GMU and Pentagon Metrorail Stations	Fairfax County	\$ 3,452,618
Loudoun County Transit Metro Connection Route 88X Extension to Dulles South	Loudoun County	\$ 1,706,040
On-Demand Commuter Lot Shuttles in Prince William County	PRTC	\$ 1,087,796
Loudoun County Transit Metro Connection from New Purcellville Park and Ride	Loudoun County	\$ 1,065,960
CUE Access and Technology Improvements	City of Fairfax/CUE	\$ 965,000
Metrobus Route 3T Extension and Service Expansion	City of Falls Church	\$ 845,754
I-66 Corridor Vienna/Merrifield Bike Share Expansion	Fairfax County	\$ 497,100
I-66 Corridor Intelligent Transportation System Enhancements	Arlington County	\$ 400,000
Traffic Management Center	Arlington County	\$ 400,000
Expanded Transportation Demand Management Outreach to the I-66 Corridor	Arlington County	\$ 350,000
Flexible Vanpool Program	PRTC	\$ 317,600
Linton Hall OmniRide Metro Direct Bus Service Enhancement	PRTC	\$ 134,200
Bicycle Parking Improvements at Manassas VRE Station	City of Manassas	\$ 55,000
I-66 Commuter Choice Marketing and Outreach	NVTC	\$ 400,000
Program Administration, Evaluation and Oversight	NVTC	\$ 400,000
Total		\$ 12,077,068

FY2018 Program Benefits

- ✓ **Moves an additional 2,000 people** through the corridor during the morning peak period
- ✓ **Saves approximately 120,000 hours** of travel delay per year during the commuter peak periods
- ✓ **Connects people to more than 15 activity centers** in Virginia and the District of Columbia
- ✓ **Provides two new bus routes and enhances service on three existing bus routes**
- ✓ **Improves emergency and incident response capabilities** to keep I-66 moving
- ✓ **Solves first and last mile issues** by improving access to park and ride lots and transit, and increases parking options

FY2018 Program Characteristics

- Sixty percent of the program (\$7.2 million) will fund **new or enhanced bus service**
- Twenty-two percent (\$2.6 million) of the program will improve **access to park and ride lots, bus stops, and Metrorail and VRE stations**
- Seven percent of the program (\$0.8 million) will directly serve to **improve responsiveness to incidents** along the I-66 corridor
- Six percent of the program (\$0.6 million) will support **transit incentives and alternate ways to travel such as carpool and vanpool**

Project Summaries

Fairfax Connector Express Bus Service Between Vienna/Fairfax-GMU and Pentagon Metrorail Stations

Fairfax County (\$3,452,618)

Having proved popular when SafeTrack shut down Metrorail's Orange Line, this express bus service carried passengers between the Vienna/Fairfax-GMU station and the Pentagon, a major employment and transportation hub. The project will fund restoration of this service, including the purchase of five new buses, to provide 10 inbound morning and 10 outbound afternoon trips along the I-66 corridor each weekday.

Loudoun County Transit Metro Connection Route 88X Extension to Dulles South

Loudoun County (\$1,706,040)

Beefing up service on Loudoun County Transit's successful Metro Connection bus route will increase ridership on the 88X, which operates daily between the East Gate park and ride lot and the Wiehle-Reston East Metrorail station during rush hour. This project will fund the purchase and operation of two new buses to extend service further west, past Dulles International Airport to the Dulles South park and ride lot, while maintaining bus frequency.

On-Demand Commuter Lot Shuttles in Prince William County

PRTC (\$1,087,796)

A lack of parking spots will no longer deter commuters from getting to Prince William County park and ride lots, where they can board OmniRide Metro Direct buses. The project will fund new software to allow PRTC to operate free on-demand shuttles between Gainesville/Haymarket neighborhoods and nearby commuter lots, as well as new vehicles, on-board vehicle hardware, transit operations, and promotion.

Loudoun County Transit Metro Connection from New Purcellville Park and Ride

Loudoun County (\$1,065,960)

This project will fund new express bus service and the leasing of at least 80 parking spaces to provide another travel option for commuters each weekday between the Town of Purcellville and Wiehle-Reston East Metrorail station. Three new buses will provide a total of nine trips in both the morning and afternoon. This new Metro Connection route will give commuters a more reliable alternative to solo driving on I-66 inside the Beltway.

CUE Access and Technology Improvements

City of Fairfax/CUE (\$965,000)

Improvements in reliability, access and comfort will make CUE a more attractive option for commuters traveling between the City of Fairfax, George Mason University and the Vienna-Fairfax/GMU Metrorail station. This project includes the funding of real-time transit arrival information and other bus stop enhancements. Additionally, a marketing campaign will increase awareness of CUE's services, making a multimodal commute a more viable option.

Metrobus Route 3T Extension and Service Expansion

City of Falls Church (\$845,754)

The restoration of direct Metrobus service between the West Falls Church-VT/UVA and East Falls Church stations will increase access to the Metrorail system and give commuters an attractive alternative to existing bus service. This project will fund the operations of additional Metrobus 3T bus service – featuring bidirectional, peak-period service with 20-minute headways – to run along West Broad and North Washington streets.

I-66 Corridor Vienna/Merrifield Bike Share Expansion

Fairfax County (\$497,100)

By closing this significant gap in the Fairfax County bike share network, commuters will have greater access to the Vienna/Fairfax-GMU and Dunn Loring-Merrifield Metrorail stations as well as the future I-66 bicycle and pedestrian trail. This project will fund 10 new bike share stations to improve connectivity between Tysons and Merrifield along Gallows Road and to Capital Bikeshare stations in Falls Church via the W&OD trail. The bike docks will be situated in an area that includes the Gallows Road/I-495 intersection and Inova Fairfax's campuses.

I-66 Corridor Intelligent Transportation System Enhancements

Arlington County (\$400,000)

A rapid response to traffic incidents in the I-66 corridor will minimize back-ups and enable Arlington County to alert commuters about resulting delays. This project will fund enhancements to the county's intelligent transportation system to reduce gaps in monitoring coverage, strengthen real-time situational awareness in the corridor, and allow for the sharing of information with commuters, VDOT and local law enforcement and emergency personnel.

Traffic Management Center

Arlington County (\$400,000)

To make optimal use of its intelligent transportation system, which minimizes back-ups in the I-66 corridor by allowing for a rapid response to traffic incidents, Arlington County needs to staff its traffic management center during business hours. This project will fund additional staffing to help the county centralize traffic data from field devices, evaluate the

data to improve operations, and better coordinate with partner agencies such as VDOT and first responders.

Expanded Transportation Demand Management Outreach to the I-66 Corridor
Arlington County (\$350,000)

Having laid the groundwork to convince solo drivers to consider other ways of commuting, Arlington County Commuter Services (ACCS) is requesting additional funds for 66Commute. This project will fund new staff – one for marketing and one for outreach – to expand ACCS’s employer and residential interactions with a focus on promoting telework and flexible work schedules. Arlington Transportation Partners will provide, in kind, a quarter-time outreach person to complement the grant-funded staff. Reduced congestion and emissions, increased Metrorail ridership, and enhanced job access are among the benefits of this initiative.

Flexible Vanpool Program
PRTC (\$317,600)

New technology will increase the attractiveness of vanpools in the I-66 corridor by providing flexible scheduling. This project will fund vanpool rostering and fare payment software – for both smartphone and desktop applications – to allow riders registered in one vanpool to ride with another and unregistered riders to catch a one-time ride.

Linton Hall OmniRide Metro Direct Bus Service Enhancement
PRTC (\$134,200)

As construction on I-66 disrupts the commutes of thousands of drivers, this Metro Direct bus service will be able to accommodate increased demand. This project will support OmniRide’s popular Linton Hall route, which runs between stops in Prince William County and the Tysons Corner Metrorail station, to cover the capital and operating costs associated with expanded service in the morning and evenings.

Bicycle Parking Improvements at Manassas VRE Station
City of Manassas (\$55,000)

With parking at the Manassas Virginia Railway Express (VRE) station often at capacity, bicycle parking improvements will give commuters another way to access the station, increasing ridership on both VRE and Amtrak trains. This project will fund new, sheltered bike racks, 10 bicycle lockers and a bicycle repair stand to provide safe and convenient long-term bicycle parking options.

I-66 Commuter Choice Marketing and Outreach
NVTC (\$400,000)

NVTC will assume the responsibilities of coordinating outreach and marketing to encourage the use of transit and carpools for commuters using the I-66 corridor Inside the Beltway. These efforts were previously managed and funded by the Virginia Department of Transportation. This initial funding will allow for the hiring of a project manager for I-66 Commuter Choice outreach and marketing to coordinate such efforts

across jurisdictions, identify gaps in efforts, and initiate a campaign to expand knowledge of transportation alternatives along this corridor.

Program Administration, Evaluation and Oversight

NVTC (\$400,000)

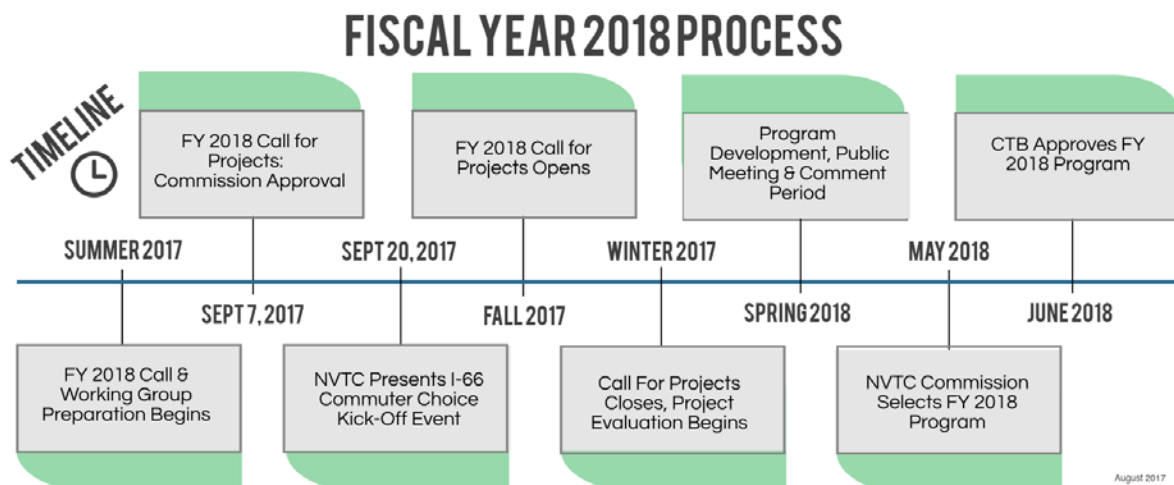
This effort will fund the administration, evaluation and oversight efforts necessary for NVTC to successfully manage the I-66 Commuter Choice program. As this is a competitive program with required reporting of near and long-term outcomes, these funds will support the call for projects, technical evaluation, financial and program management, and project and program evaluation. VDOT previously funded consulting services to support these efforts. This funding would move the efforts in-house to be managed and funded directly by NVTC.

Call for Projects and Program Development Process

The September 7, 2017 Call for Projects produced [17 applications](#) for a total of \$29.6 million in requests for projects designed to benefit toll payers by expanding transportation capacity in the I-66 corridor Inside the Beltway. NVTC received applications 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).

[Section II.B.2 of the MOA](#) states that NVTC shall select projects, or components of a program, based upon a process established by NVTC includes the following elements: a) a request for components open to all jurisdictions and other transportation providers in Virginia Planning District 8; b) the evaluation, prioritization, and selection of components by NVTC, and the submission of selected components to the CTB; and c) a public hearing held by NVTC prior to NVTC's selection of Components for submission to the CTB.

The following timeline describes the NVTC FY2018 I-66 Commuter Choice Program process:



Throughout the evaluation and prioritization process, NVTC staff facilitated the I-66 Commuter Choice Working Group, comprised of staff from all NVTC jurisdictions, as well as Prince William County, PRTC, the Department of Rail and Public Transportation, and the Virginia Department of Transportation. The group met nine times between August 2017 and April 2018.

At the March 2018 meeting, NVTC staff briefed the Commission on the results of the technical evaluation of the FY2018 applications using evaluation criteria approved by the Commission in March 2016 (Table 2). Following presentation of the technical evaluation results to the Commission, the jurisdictional Working Group prepared a proposed Program of Projects. The technical evaluation is a part of the program selection process, which also considers input by the Working Group to build a program designed to meet the improvement goals and benefit the region.

Table 2: I-66 Commuter Choice Program Evaluation Criteria

Evaluation Category	Evaluation Criteria	Criteria Objective	Weight
Congestion Relief	Person Throughput	To move more people through the corridor efficiently.	45
	Peak Period Travel Time	To provide consistent travel during congested periods for users of the corridor and improves operational efficiency of the transportation network	15
	Connectivity	To create, complete, or link transportation network elements and/or modes.	15
	Accessibility	To provide people access to opportunities.	15
Diversion Mitigation		To mitigate the impacts of trips diverted from I-66 inside the Beltway resulting from tolling and/or high occupancy vehicle restrictions	10
Total Benefit Score			100
Cost Effectiveness Score		To have a cost-effective solution relative to the realized benefits	<u>Total Benefit Score*1M</u> Funding Request

In April 2018, NVTC staff presented the proposed FY2018 Program of Projects to the I-66 Commuter Choice Commissioner Working Group, comprised of Libby Garvey (Arlington County), Jeff Greenfield (City of Fairfax), John Foust (Fairfax County), Matt Letourneau (Loudoun County), and David Snyder (City of Falls Church). The I-66 Commuter Choice Commissioner Working Group provided feedback to NVTC staff on the list of proposed projects reflected in this final staff recommendation.

Public Comment

NVTC received one comment by email and three comments at the public hearing held on April 5th. NVTC held the public comment period from March 19th through April 16th, accepting comments through NVTC's [website](#), by telephone and by email. [The comment and public hearing transcript](#) are provided as attachments.



RESOLUTION #2357

SUBJECT: Approval of the I-66 Commuter Choice FY2018 Program of Projects

WHEREAS: Under the *Amended and Restated Memorandum of Agreement Transform66: Inside the Beltway Project* (MOA), NVTC is responsible for selecting and administering multimodal projects that allow more people to travel faster and more reliably through the I-66 Inside the Beltway corridor;

WHEREAS: The principle objective of the Transform 66 Multimodal Project is to select projects that meet goals identified in the MOA, which are to (1) move more people, (2) enhance transportation connectivity, (3) improve transit service, (4) reduce roadway congestion, and (5) increase travel options;

WHEREAS: NVTC is responsible for component selection; financing and financial management; compliance, including evaluation, reporting, and quality assurance; and providing information to the public;

WHEREAS: NVTC's September 7, 2017 FY2018 Call for Projects produced 17 applications for a total of \$29.6 million in requests for projects designed to benefit toll payers by expanding transportation capacity in the I-66 Inside the Beltway corridor;

WHEREAS: Based upon the evaluation by NVTC staff, the jurisdictional I-66 Commuter Choice Working Group, and the Commission Working Group, staff recommends approval of the I-66 Commuter Choice FY2018 Program of Projects, which includes 15 projects of funding, totaling \$12,077,068 (Attachment 1); and

WHEREAS: The projects support a diverse program that addresses the needs of the commuter and local bus riders, provides connections to key destinations, and helps to address critical first and last mile bus services, four access to transit projects, two park and ride lots, two roadway operations projects, a vanpool project, a and transpiration demand management project, regional outreach, and program administration.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby approves the I-66 Commuter Choice FY2018 Program of Projects and authorizes staff to forward the Program of Projects to the Commonwealth Transportation Board for action.

Approved this 3rd day of May 2018.

Paul C. Smedberg
Chairman

Katie Cristol
Secretary-Treasurer

Attachment 1
Program of Projects Recommended for Funding
under the FY 2018 I-66 Commuter Choice Program

FY2018 I-66 Commuter Choice Project Name	Applicant	Total Funding Request
Fairfax Connector Express Bus Service Between Vienna/Fairfax-GMU and Pentagon Metrorail Stations	Fairfax County	\$ 3,452,618
Loudoun County Transit Metro Connection Route 88X Extension to Dulles South	Loudoun County	\$ 1,706,040
On-Demand Commuter Lot Shuttles in Prince William County	PRTC	\$ 1,087,796
Loudoun County Transit Metro Connection from New Purcellville Park and Ride	Loudoun County	\$ 1,065,960
CUE Access and Technology Improvements	City of Fairfax/CUE	\$ 965,000
Metrobus Route 3T Extension and Service Expansion	City of Falls Church	\$ 845,754
I-66 Corridor Vienna/Merrifield Bike Share Expansion	Fairfax County	\$ 497,100
I-66 Corridor Intelligent Transportation System Enhancements	Arlington County	\$ 400,000
Traffic Management Center	Arlington County	\$ 400,000
Expanded Transportation Demand Management Outreach to the I-66 Corridor	Arlington County	\$ 350,000
Flexible Vanpool Program	PRTC	\$ 317,600
Linton Hall OmniRide Metro Direct Bus Service Enhancement	PRTC	\$ 134,200
Bicycle Parking Improvements at Manassas VRE Station	City of Manassas	\$ 55,000
I-66 Commuter Choice Marketing and Outreach	NVTC	\$ 400,000
Program Administration, Evaluation and Oversight	NVTC	\$ 400,000
Total		\$ 12,077,068

FY 2018 Project Application Evaluations

Project Type	Project Name	Applicant	Benefit Score <i>(max points)</i>						Cost Effectiveness Score (benefit/funding req)	Non-Transit Operating Request (Normalized)	Transit Operating Request (Normalized)	Total Funding Request (Normalized)*
			Increases Person Throughput (45)	Improves Peak Period Travel Time (15)	Enhances Connectivity (15)	Enhances Accessibility (15)	Mitigates Diversion (10)	Total Benefit Score (100)				
Intersection Safety / Access to Transit	Multimodal Access to West Falls Church-VT/UVA Metrorail Station	City of Falls Church	15	0	15	15	3	48	8	\$ 6,208,678	\$ -	\$ 6,208,678
Capital Rail Improvements	VRE L'Enfant Station Improvements	Virginia Railway Express	N/A**	N/A**	N/A**	N/A**	N/A**	**	**	\$ 6,000,000	\$ -	\$ 6,000,000
Capital Rail Improvements	VRE Crystal City Station Improvements	Virginia Railway Express	N/A**	N/A**	N/A**	N/A**	N/A**	**	**	\$ 4,000,000	\$ -	\$ 4,000,000
New Bus Service	Fairfax Connector Express Bus Service Between Vienna/Fairfax-GMU and Pentagon Metrorail Stations****	Fairfax County	30	15	10	15	10	80	18	\$ 2,230,000	\$ 1,222,618	\$ 3,452,618
Enhanced Bus Service	Loudoun County Transit Metro Connection Route 88X Extension to Dulles South	Loudoun County	30	5	10	10	10	65	38	\$ 439,200	\$ 1,266,840	\$ 1,706,040
Enhanced Bus Service	OmniRide Manassas Metro Direct Bus Service Enhancement	PRTC	30	0	10	0	3	43	39	\$ -	\$ 1,098,100	\$ 1,098,100
Park and Ride Lot / Access to Transit	On-Demand Commuter Lot Shuttles in Prince William County	PRTC	30	5	10	5	7	57	52	\$ 576,796	\$ 511,000	\$ 1,087,796
Park And Ride Lot / New Bus Service	Loudoun County Transit Metro Connection from New Purcellville Park and Ride	Loudoun County	30	10	15	10	10	75	70	\$ 129,600	\$ 936,360	\$ 1,065,960
Access to Transit	CUE Access and Technology Improvements	City of Fairfax/CUE	30	0	15	15	10	70	73	\$ 965,000	\$ -	\$ 965,000
Enhanced Bus Service	Metrobus Route 3T Extension and Service Expansion	City of Falls Church	30	0	15	15	10	70	83	\$ -	\$ 845,754	\$ 845,754
Access to Transit	I-66 Corridor Vienna/Merrifield Bike Share Expansion	Fairfax County	30	5	15	15	3	68	137	\$ 497,100	\$ -	\$ 497,100
Roadway Operations	I-66 Corridor Intelligent Transportation System Enhancements	Arlington County	0	0	5	0	3	8	21	\$ 400,000	\$ -	\$ 400,000
Roadway Operations	Traffic Management Center	Arlington County	0	5	5	0	3	13	33	\$ 400,000	\$ -	\$ 400,000
Transportation Demand Management	Expanded Transportation Demand Management Outreach to the I-66 Corridor	Arlington County	30	10	10	10	7	67	190	\$ 350,000	\$ -	\$ 350,000
Vanpool or Carpool	Flexible Vanpool Program	PRTC	30	5	10	10	7	62	194	\$ 317,600	\$ -	\$ 317,600
Enhanced Bus Service	Linton Hall OmniRide Metro Direct Bus Service Enhancement	PRTC	30	5	15	15	10	75	559	\$ -	\$ 134,200	\$ 134,200
Access to Transit	Bicycle Parking Improvements at Manassas VRE Station	City of Manassas	15	10	10	5	3	43	788	\$ 55,000	\$ -	\$ 55,000
Total Evaluated Applications (17)***										\$ 22,568,974	\$ 6,014,872	\$ 28,583,846

*Normalized funding requests represent no more than 2 years of funding for transit operations

**Evaluation criteria are not applicable to a final design project

***Total Funding Request Before Fairfax County Reduced Funding Request for New Bus Service Project = \$29,619,728

**** Fairfax County adjusted the funding request for this project. Scores still pertain to original funding request at the time of scoring.

Note: VRE withdrew the application for the Manassas Line Realtime Multimodal Traveler Information project before scoring evaluation

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**PUBLIC HEARING TRANSCRIPT
FY2018 I-66 COMMUTER CHOICE PROGRAM
APRIL 5, 2018
NAVY LEAGUE BUILDING – FIRST FLOOR CONFERENCE ROOM
ARLINGTON, VIRGINIA**

NVTC Members Present

Sharon Bulova
Jim Corcoran
Adam Ebbin
Catherine Hudgins
Matt Letourneau
Paul Smedberg
David Snyder
Jennifer Wexton

NVTC Staff Present

Karen Finucan Clarkson
Nobuhiko Daito
Andrew D'huyvetter
Rhonda Gilchrest
Dan Goldfarb
Patricia Happ
Scott Kalkwarf
Kate Mattice
Colethia Quarles
Melissa Walker

The Public Hearing started at 7:07 P.M.

Chairman Smedberg: *Good evening everyone. I would like to welcome you to the Public Hearing for the FY2018 I-66 Commuter Choice program. I trust you have had a chance to look at all our projects during the open house. We are interested in hearing your comments. For those of you who would like to speak, if you haven't had a chance, please sign up so we have your name on record. That would be very much appreciated.*

Before we start the public comments and receive your comments, I would like to ask Kate Mattice, NVTC's Executive Director, to give us a brief overview of the program and what we hope to accomplish this evening.

Ms. Mattice: *Thank you, Mr. Chairman. As some of you know, this is NVTC's second call for projects for the I-66 Commuter Choice program. This year eight jurisdictions and transit agencies submitted 17 transit and roadway improvement projects totaling \$29.6 million. Just to give a little bit of background, in 2016, NVTC awarded a total of \$9.8 million to 10 projects, all of which are operational, bringing more people through the I-66 Inside the Beltway corridor. The I-66 Commuter Choice program is a 40-year partnership between NVTC and the Commonwealth. It has five goals—to move more people, to enhance transportation connectivity, improve transit service, reduce roadway congestion and increase travel options, again, along those who travel Inside the Beltway on I-66.*

Tonight's hearing will be the first step in the process designed to identify projects that will best improve travel in the I-66 Inside the Beltway corridor. After the call for projects was closed in December, a Working Group consisting of representatives of all NVTC jurisdictions and transit agencies, reviewed the projects that were applied for, determined if they were eligible, and then performed technical evaluations. You will find these evaluations in the

packet of fact sheets made available. This is on our website as well as copies available outside this room.

So tonight, our Commissioners are here to listen to your thoughts about these 17 projects. Your comments will be part of the official record and shared with all Commissioners prior to next month's vote to fund specific projects. Because as I mentioned that I-66 is a joint project with the Commonwealth, the Commonwealth Transportation Board will consider the Commission's recommendations at its June meeting. Once the CTB has approved the slate of projects, our jurisdictions or transit agencies, those who are awarded, will be able to move ahead. Now, I want to return your attention back over to the chairman, who will outline the procedures for tonight's hearing.

Chairman Smedberg: *Before we go over that, I want to point out one thing—that for those of you who don't know a lot about NVTC, sitting around the table are various representatives—we have the governor's appointee, we have local elected officials, we have officials representing VDOT, and we have state senators and state delegates. This gives you a flavor of the people around the room.*

So next, when I call your name, if you would please come to the podium over here and state your name and address for the record. You will have up to three minutes to speak and if you have a written statement you can give that to us and if you have copies please make them available. Our first speaker is Mr. Rob Whitfield of Reston.

Mr. Rob Whitfield of Reston and the Fairfax County Taxpayers Alliance

Mr. Whitfield: *Members of the Northern Virginia Transportation Commission, thank you for this opportunity. Unfortunately, the public hearing in Reston was cancelled due to inclement weather. We have a fundamental problem with the inequity in tolling inbound commuters but not outbound commuters. Until that matter is resolved, I honestly believe that no jurisdiction Inside the Beltway should benefit from the revenues that come from commuters coming from Outside the Beltway. I gather that Mr. Donohue is supposed to come here next month to provide an update and I will recommend that if this NVTC does not adopt mandatory reverse tolling—tonight, I started in about four o'clock from Tysons with extreme congestion. I got off at Falls Church and went to the library for an hour and continued extreme congestion at six o'clock. Those cars are not being treated in congestion management relief tolling. They should be treated equally. It is a sheer act of discrimination not to toll reverse commuters. And if nothing is done in the next 30 days or so, I will ask the Federal Highway Administration to deem this toll mechanism as discriminatory.*

As to the projects proposed, I support the bus transit projects from Loudoun, Western Prince William and Fairfax County, but until we resolve the tolling issue for reverse commuters none of the projects for Inside the Beltway jurisdictions should be allowed to proceed. I will provide further comment in written comment shortly.

Chairman Smedberg: *Thank you, Mr. Whitfield. Next, we have Mr. Bob Chase.*

Bob Chase of Falls Church and the Northern Virginia Transportation Alliance

Mr. Chase: *Good evening, I've never done this before (laughter). Expanding I-66 outside and inside the Capital Beltway multimodal capacity has been a longstanding Alliance priority and the Alliance offers the following comments on the applications for I-66 Inside the Beltway toll revenues.*

First. Keep foremost in mind that the Commuter Choice program's mandate is to ensure the greatest benefits to I-66 Inside the Beltway users, which means ensuring that their toll dollars are invested to move the most people (not just a few), reduce congestion and improve transit service. It's also important to select investments, the benefits of which are easily measurable and quantifiable.

Second, not surprisingly the number of application dollars exceed available dollars and the Alliance believes most applications fail to meet the standard of moving significant numbers of people, reducing congestion or improving transit markedly. And while some may improve connectivity, the number of beneficiaries does not appear large. Many also lack the ability to measure corridor impacts.

Third, understandably every jurisdiction along the corridor seeks its piece of the toll revenue pie. However, the Alliance urges the Commission to focus on a small number of projects, the benefits of which are easily measurable, to build public confidence that serious funds are being invested in serious, difference making projects. Of those applications submitted, the Alliance believes those with the greatest merit are the Fairfax Connection – Fairfax to Pentagon Service, Loudoun Transit – Dulles South to Wiehle-Reston, OmniRide Manassas to Tysons, OmniRide Linton Hall to Tysons, and Flexible Van Pool Service.

Fourth, it is particularly important to set aside future toll revenues for widening the westbound Sycamore to Washington Blvd. segment to mirror the soon to be constructed third eastbound lane.

The Alliance also observes there is no requirement for the Commission to commit every available dollar the first year and repeat investments of future dollars to a given project must be dependent upon proven and not considered annual entitlements.

In short, given the "controversary" surrounding I-66 Inside the Beltway tolls and projected future travel demand, choosing wisely to ensure that toll revenues directly and significantly benefit the toll-paying public is essential.

Chairman Smedberg: Thank you, Mr. Chase and you did well for your first-time public speaking (laughter). Next, we have Mr. Stewart Schwartz.

Stewart Schwartz of the Coalition for Smarter Growth, Washington, DC

Mr. Schwartz: *I guess that makes me a novice too, by that definition (laughter). I am Stewart Schwartz, Executive Director of the Coalition for Smarter Growth. We are headquartered at 316 F Street, NW, Washington, DC and in our 21st year this year. I commend you all for the work done on I-66. I think it is one of the best multimodal models in the nation. Inside the*

Beltway, in particular, is I think going to be a national model for moving people, and for sharing the revenues and other investments that benefit the corridor, expanding choices and expanding access to transportation for people in the corridor and access to transit oriented developments. Of the projects, we are certainly supportive of transportation demand management and marketing that is included, but we would like to see that done at a full regional scale. Arlington has been doing a great job with it; other jurisdictions haven't been able to spend quite as much money. There is probably some benefit in terms of NVTC's role in regional transit marketing, and TDM marketing, in general. The VRE station improvements, given the ridership we are seeing on VRE and the critical role that the Crystal City and L'Enfant stations play in the system, that's a great investment. Hopefully VRE's investment in Crystal City includes the proposed move of the platform so it is better synced up with the Metro station accessibility as well as National Airport accessibility that is being talked about.

Certainly, Bob mentioned a number of good long-distance bus investments and I think that they make sense. Of course, the congestion pricing of I-66 is made possible much more effectively with bus service in the corridor. Falls Church's investments are smart as well as Manassas and Fairfax on access to Metro with 3T bus, the bike share and bike accessibility. It's one of the most cost-effective ways to get people the last mile or two to Metro without having to then build very expensive park-and-ride facilities. Those are all very important. I agree we should toll in both directions on I-66 and we supported that in the original package until it was taken out. I think it would make sense but I don't think it's any reasons to stop a lot of good projects that need to go forward right now in the corridor, which we can indeed show the benefit to the public.

I think lastly, in response to Mr. Chase, my usual response is that transit oriented development, the mixed use, walkable communities that we are all building now and are so much in demand by the public—whether it is the younger workforce or down-sizing empty-nesters. Every one of those where enhanced bike/ped or good access to transit is a regional transportation solution. People in these communities drive less. I was talking to Supervisor Hudgins and she has had her battles in supporting transit oriented development in her community. We need to stand up for it. It is good for the environment and it is a regional transportation solution. So, I thank all of you who have been continuing to support transit oriented development, not just for economic development and land use but because it is a transportation solution. Thank you.

Chairman Smedberg: *Thank you, Mr. Schwartz. Is there anyone who did not have an opportunity to sign the list, but would like to speak? If not, we thank you for all your comments and this ends the public hearing.*

The Public Hearing ended at 7:19 P.M.

CERTIFICATION

This certification hereby acknowledges the transcript for the I-66 Commuter Choice FY2018 Public Hearing has been recorded to the best of my ability.

Rhonda Gilchrest

Rhonda Gilchrest

I-66 Commuter Choice Written Comment

From: Mark Scheufler <scheufler@gmail.com>

Sent: Friday, March 30, 2018 10:47 AM

To: Melissa Walker <melissawalker@novatransit.org>

Subject: FY 2018 I-66 Commuter Choice Program Comments

Strongly recommended the following projects be funded for the FY 2018 I-66 Commuter Choice Program

VRE L'Enfant Station Improvements (3M-6M)

Justification: Since this project is not located in Northern Virginia, it is not eligible to receive funding from the Northern Virginia Transportation Authority. As the busiest VRE station, this is a transformative commuter rail project that needs to be constructed as part of the Long Bridge expansion.

Expanded TDM Outreach to the I-66 Corridor (350K)

Justification: More Outreach is needed as the I-66 Corridor is transform between Gainesville and DC

Bicycle Parking Improvements at Manassas VRE Station (55K)

Justification: First/Last Mile Improvements in Outer Suburbs will create more Multi-Modal Opportunities

Fairfax Connector Express Bus Service between Vienna/Fairfax-GMU and Pentagon Metrorail Stations (2.5M-4.5M)

Justification: Provides peak period bus service on I-66 Inside the Beltway. Recommend shifting the end point from Vienna Metro to Fairfax County Government Center (New Parking Garage is planned) and new Metrorail station in 2032 J . The parking fee at Vienna will lower potential ridership on this route.

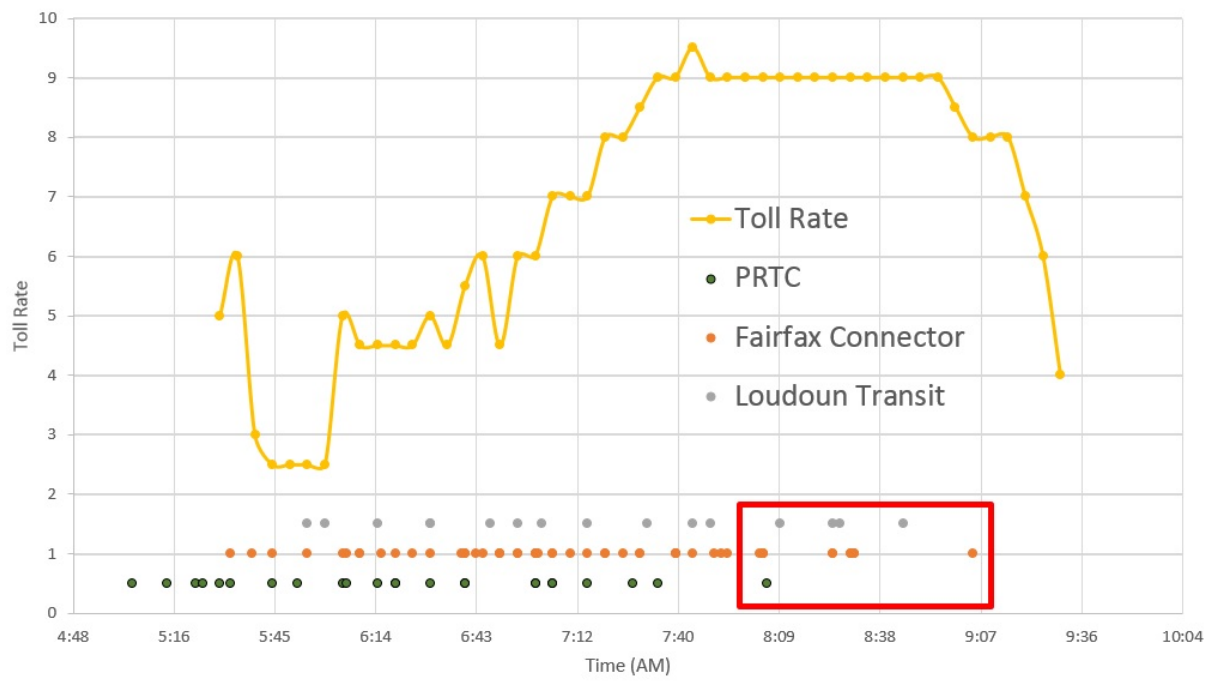
Other:

Strongly Recommend providing more peak period bus service on I-66 between 8:00AM and 9:30AM when tolls are the highest (See Attached)

Recommend excess toll revenue be used to support 2nd Rosslyn Station and Long Bridge

Thanks,
Mark Scheufler
novarapidtransit.org
202-210-1404

AM I-66 Toll Rate (Full Length) versus I-66 Bus Trip (FFX Connector, PRTC, Loudoun)



Agenda Item #4: Report from the Co-Chairs of the Legislative and Policy Committee



TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice

DATE: April 26, 2018

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

Co-Chairs Katie Cristol and Jeff Greenfield, with the support of Aimee Perron Seibert, will provide an update on the conclusion of the 2018 General Assembly Session. Kate Mattice will provide an overview of the legislative provisions and update the Commission on proposed changes to state funding allocations that will be addressed by the Transit Service Delivery Advisory Committee (TSDAC).

A. State Legislative Activities

March 10th was *sine die* marking the end of the regular 2018 General Assembly Session where three of NVTC's priority areas from its [2018 Legislative and Policy Agenda](#) were reflected in legislation. On April 18th, the General Assembly reconvened to vote on Governor's amendments, including those made to the omnibus Metro/VRE Funding Bills (HB1359/SB856).

Below are details on bills that passed the General Assembly, and in some instances, have been signed by the Governor. In addition, lawmakers are still negotiating the biennial budget, which must be signed by the Governor by June 30, 2018. There are [several budget amendments that could affect NVTC](#).

Omnibus Metro/VRE Funding Bills (HB1539/SB856)

On April 18th, both the House and Senate adopted gubernatorial amendments that provided technical changes to the conference report from [HB1539](#) and [SB856](#), the transit funding bills that, upon enactment, provide \$154 million in dedicated funding for WMATA and \$15 million for VRE, and makes modifications to the state transit funding process. The House did not accept any changes proposed by the Governor to modify the source of funding for WMATA, so the funding provisions passed in the conference report remain in the bill. At the time of this publication, the Governor has not signed this legislation into law.

The final bill includes the following provisions:

Dedicated VRE Funding

Creates a dedicated funding account “Commuter Rail Operating and Capital Fund” (C-ROC), initially funded at \$15 million through a portion of new revenues from a floor on the gas tax from NVTC and PRTC jurisdictions. The House and Senate accepted technical amendments proposed by NVTC/VRE to clarify the legal status of VRE as an entity owned by NVTC and PRTC.

Dedicated WMATA Capital Funding

Redirects existing state, regional and local funding to a new Washington Metropolitan Area Transit Authority Capital Fund, estimated at \$154 million/year.

Revenue	Millions	Bill Section	Notes
New Revenue:			
NVTC Regional Gas Tax Floor	\$22.3	58.1-2299.20	Gain from floor, less dedicated VRE share
Subtotal	\$ 22.3		
Redirected State Revenue:			
Motor Vehicle Rental Tax (1%)	10.0	58.1-1741, A	One-third of tax revenue, redirected from TTF
NVTD Fund	20.0	33.2-2400, D	Redirected from NVTD fund
Subtotal	\$30.0		
Redirected Regional and Local Revenue:			
Grantors Tax (\$0.15 per \$100)	44.9	58.1-802.3	New tax for NVTC district, NVTA tax repealed
Transit Occupancy Tax (2%)	29.7	58.1-1743	New tax for NVTC district, NVTA tax repealed
Local Funds	27.1	33.2-3404	NVTA 30% or other local funds
Subtotal	\$101.6		
Total Dedicated Revenue	\$154.0		

WMATA Governance and NVTC Reporting

1. Creates Metro Reform Commission
 - o Creates a four-member commission appointed by the House Speaker and Senate Committee on Rules to make recommendations on reforms to the Wolf Act. Members do not need to be GA members nor reside in areas served by WMATA. Recommendations are to be provided to the WMATA Compact members.

2. Requires NVTC Certification of WMATA Reporting
 - As a condition of all WMATA funding, NVTC must certify annually that it has received the WMATA capital budget, results of independent financial audit, NTD profile, and FTA-required single audit.
 - Note: These items are consistent with reporting required by WMATA to the State of Maryland in its legislation
3. Requires NVTC Reporting on WMATA Benchmarking and Performance
 - On November 1st of each year, NVTC shall report to the Governor and the General Assembly a set of benchmarking and performance data on both the rail and bus systems, information on financial performance, operational cost containment strategies, how funds were used to address safety and condition, and ridership.
 - Note: These items are consistent with reporting required by WMATA to the State of Maryland in its legislation.
4. Operating Subsidy Cap
 - Requires Virginia's contribution to WMATA's annual operating budget must not increase by more than three percent from the previous year or CTB shall withhold an amount equal to 35 percent of DRPT's allocations to NVTC for WMATA (with some limited exceptions).
 - The Governor's amendments related to including the costs associated with funding the Office of Inspector General were not accepted by the House.
5. Role of Alternates on WMATA Board (enactment clause 7)
 - CTB shall withhold 20 percent of DPRT funds to NVTC for WMATA if "any alternate members participate or take action at an official [WMATA] Board meeting as Board members for a WMATA compact member when both members appointed by that same WMATA compact member are present at the WMATA Board meeting."
 - The House and Senate approved amendments that would provide an option for the WMATA Board to adopt bylaw changes to modify the role of alternates.
6. WMATA Budget/Strategic Plan and NVTC Public Meetings (enactment clause 8)
 - CTB shall withhold 20 percent of DRPT funds to NVTC for WMATA unless WMATA adopts 1) a "detailed capital improvement program" for five fiscal years, plus holds a public hearing in an NVTC locality; 2) an updated strategic plan, with a public hearing in an NVTC locality. The strategic plan needs to address items from the LaHood study.
7. Qualification of Virginia WMATA Board Members (enactment clause 13)
 - Virginia shall seek to appoint WMATA Board members with experience in a number of items and familiarity with the WMATA system (appears consistent with current Virginia Code).

State Transit Funding

1. Restructures the state transit funding to set WMATA funding as separate allocation.
2. Requires that state capital assistance be allocated based upon new prioritization schemes for state of good repair and major expansion projects starting in FY2020.
3. Requires that all state operating assistance be allocated based wholly on service delivery factors starting in FY2020.
4. Requires transit agencies in urban areas with bus fleets greater than 20 vehicles to complete five-year strategic plans.

Gas Tax Floor

The General Assembly approved [SB896 \(Wagner\)](#) which establishes a floor on the 2.1 percent regional gas tax, a NVTC legislative priority since 2013. The new floor supports gas sold in Northern Virginia and Hampton Roads by requiring that the average distributor price upon which the tax is based be no less than what the statewide average distributor price would have been on February 20, 2013. The Governor signed this into law on April 6, 2018, with an enactment date of July 1, 2018.

Review of WMATA Board Membership Provisions

On March 7th, the General Assembly passed [HB384 \(Kearney\)](#) directing the Secretary of Transportation to conduct a review of the membership provisions for the Washington Metropolitan Area Transit Authority Board of Directors. The Governor signed this into law on March 23, 2018, with an enactment date of July 1, 2018.

Northern Virginia Transportation Projects Public Meeting

The General Assembly also approved [HB1285 \(LaRock\)](#) requiring NVTC, the Authority, VRE and CTB to conduct an annual, joint, public meeting on the transportation projects proposed by each entity in Planning District 8. The Governor signed this into law on March 30, 2018, with an enactment date of July 1, 2018.

B. Transit Service Delivery Advisory Committee (TSDAC) Efforts

Kate Mattice will brief the Commission on the recent efforts of the [Transit Service Delivery Advisory Committee \(TSDAC\)](#), who has been tasked to advise DRPT in the implementation of three key provisions in HB1539/SB856. Specifically, TSDAC will be advising DRPT in the development of a prioritization approach for state transit capital funding, a new allocation model for state transit operating funding, and guidance on the development of transit agency-specific strategic plans. TSDAC's efforts are on a fast track as the first two of these requirements will need to be completed in advance of the DRPT grant application process for FY2020, which will open in December 2018.

Background

While HB1538/SB856 established dedicated funding streams for WMATA and VRE, it did not address the pending loss of state transit capital revenues that will affect all the transit agencies in the Commonwealth. Transit agencies in Northern Virginia have the greatest need of state transit capital funding, as many use state transit capital to provide as much as 68 percent of vehicle replacement funding, 38 percent of facility construction costs, and 17 percent of other supporting capital funds. It is unclear at this time what impact a new prioritization approach will have on the transit agencies that serve Northern Virginia, as all state transit agencies will not compete for these funds based upon transit asset age and condition.

In addition, since 2013 when the General Assembly passed Senate Bill 1140, state transit operating funding has been allocated to transit agencies based upon both need (past operating costs) and on service delivery factors. HB1539/SB856 will end that practice and will require all future state transit operating funds be allocated 100 percent based upon service delivery factors. TSDAC will working with DPRT to understand the impact of this new approach on transit agencies.

Membership

TSDAC consists of two members appointed by the Virginia Transit Association (Kate Mattice – NVTC - and Brian Smith – HRT), one member appointed by the Community Transportation Association of Virginia (Tom Fox – Blacksburg Transit), one member appointed by the Virginia Municipal League (Cindy Mester – City of Falls Church), one member appointed by the Virginia Association of Counties (John McGlennon – James City County), and three members appointed by the Director of the Department of Rail and Public Transportation (Jim Dyke, Hap Connor, Brad Sheffield), to advise the Department of Rail and Public Transportation.

Legislative Directive

[At its first meeting in 2018](#), TSDAC was charged with an ambitious task of providing guidance to DRPT on the implementation of the new requirements anticipated to be enacted under HB1539/SB856. Between March 2018 and the fall of 2018, TSDAC is expected to meet monthly to review and advise DPRT in the development of the following:

1. A new funding prioritization allocation model of state transit capital funding for projects that are state of good repair and major expansion.
 - Implementation of this new prioritization approach will be for state capital funding allocated in FY2020.
 - The prioritization process shall, for state of good repair projects, be based upon transit asset management principles, including federal requirements for Transit Asset Management pursuant to 49 U.S.C. § 5326.
 - The prioritization process shall, for major expansion projects, be based on an objective and quantifiable analysis that considers the following factors relative to the cost of a major expansion project: congestion mitigation, economic development, accessibility, safety, environmental quality, and land use.

2. A new allocation model for state operating assistance based on service delivery factors starting in FY2020.
 - Prior to the Board approving service delivery factors, the Director of the DPRT and the Chairman of TSDAC shall brief the House Committees on Appropriations and Transportation and the Senate Committees on Finance and Transportation regarding the findings and recommendations of the TSDAC and DPRT.
 - Before redefining any component of the service delivery factors, CTB shall consult with the Director of DPRT, TSDAC, and interested stakeholders, and shall provide for a 45-day public comment period. The process required to be delivered by this subsection shall be adopted no later than July 1, 2019 and shall apply beginning with the fiscal year 2020-2025 Six-Year Improvement Program.

3. Guidance for transit agency strategic plans, required for transit systems urban areas with bus fleets greater than 20 vehicles.
 - The guidelines shall require the following:
 - An assessment of state of good repair needs;
 - A review of the performance of fixed-route bus service, including schedules, route design, connectivity, and vehicle sizes;
 - An evaluation of opportunities to improve operating efficiency of the transit network, including reliability of trips and travel speed;
 - An examination and identification of opportunities to share services where multiple transit providers' services overlap; and
 - An examination of opportunities to improve service in underserved areas.

Proposed Schedule and NVTC Engagement

DPRT has set an ambitious schedule to address the implementation requirements of HB1539/SB856. TSDAC will be meeting at least monthly between March 2018 and December 2018. All meeting materials are to be shared with TSDAC members at least one week prior to each meeting. NVTC has established a regional working group of NVTC jurisdictional and transit agency staff transit to provide technical guidance and support to NVTC's representative on TSDAC, Kate Mattice.

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice and Andrew D'huyvetter

DATE: April 26, 2018

SUBJECT: Washington Metropolitan Area Transit Authority (WMATA)

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

A. Board of Directors Report

- Approval of Updated Joint Development Policies

On April 26th, the WMATA Board is anticipated to take action on [updating WMATA's joint development policies and removing the requirement to direct all joint development revenue to the Capital Improvement Program](#). Joint development is a form of public private partnership, where real estate developers co-locate private real estate development with transit services and pay WMATA for use of its land. WMATA has one of the nation's most active joint development programs. The development itself also generates ridership for WMATA, and WMATA has a vested interest in the design of the project to support transit use and safe access.

The policies were last updated in 2013, and WMATA staff recommends updating the policies to achieve the following goals: clarify and streamline Board approvals and state WMATA's policies on replacement facilities. Additionally, the update includes policies regarding transit demand management, environmental sustainability, affordable housing, and jurisdictional coordination. The recommended Board action would also remove a limitation on the use of joint development revenue for the CIP which would allow for flexibility in determining the best use of joint development revenue.

- Approval of WMATA's Transit-Oriented Development Objectives

On April 26th, the WMATA Board is anticipated to take action to approve the [Transit-Oriented Development Objectives](#). These objectives are intended to be used by members of the Board when advocating for Transit Oriented Development (TOD) in their respective jurisdictions, as well as by WMATA staff when coordinating with the local jurisdictions and providing input into local land use plans, small area plans, and comprehensive plans. The objectives outline the benefits of TOD to WMATA as well as WMATA's roles and objectives regarding TOD. The most impactful TOD strategies that support transit ridership include addressing underutilized development capacity that will result in ridership growth and developing policies and plans that support TOD and balance travel demand.

- *Approval of Permanent Adoption of University Pass Program*

On April 26th, the WMATA Board is anticipated to take action on the [Adoption of the University Pass Program](#). The UPass program is currently a pilot program which will expire on June 30, 2018. This action would establish a permanent Pass Program for colleges and universities in the region. The UPass program is a group-discounted fare medium offering unlimited riding privileges on Metrobus and Metrorail to full-time students at accredited post-secondary institutions during the academic year.

In 2018, WMATA enrolled 10 new schools in the pilot program, and UPass has generated over two million trips and \$5.4 million in cumulative revenue since August 2016. Over 60 percent of UPass ridership has occurred during non-peak periods when WMATA has excess service capacity. WMATA will continue working to enroll new schools and is exploring how to expand the program to include the participation of regional transit partners. NVTC staff continue to work with WMATA and jurisdictional staff to understand the program and its potential expansion in Northern Virginia.

- *Authorization to Renegotiate and Execute DC Kids Ride Free Program*

On April 26th, the WMATA Board is anticipated to take action on changes to the [DC Kids Ride Free Program](#). These actions would authorize staff to modify the program structure to improve program management and utilization. The District provides a subsidy for students to ride Metrobus and Metrorail, making equitable payments to WMATA for the reduced fares. Students currently utilize the DC One Card to enter the Metrorail and Metrobus system. Card distribution and activation were obstacles to the program being fully successful, so management and the District propose replacing the DC One cards with pre-loaded SmarTrip cards valid for the academic school year for students participating in the program. Additional program changes include removing the geographic restrictions to help eliminate fare disputes and fare evasion.

- *Approval of Amendment to the Reimbursable Project Budget for Potomac Yard Station*

On April 26th, the WMATA Board is anticipated to take action on board [approval of various actions related to the Potomac Yard Metrorail Station](#). These actions would increase the Potomac Yard Station budget by \$279 million for design and construction, authorize the GM/CEO to negotiate and execute a funding agreement with the City of Alexandria, and amend the CIP. This project is funded by the City of Alexandria and is anticipated to be open to customers in mid-FY2022. Preliminary estimates indicate that additional annual operating expenses will be approximately \$2-3 million and initial incremental operating revenue will range from \$1-2 million.

B. Committee Reports

1. Business Oversight Committee

▪ Small Business Program Update

On April 12th, the Business Oversight Committee received an [update on the Small Business Programs Office](#). The Business Oversight Committee has requested monthly updates regarding WMATA's reorganization of the Small Business Programs Office. WMATA is currently verifying data based on contracts eligible for reimbursement. From April through September 2017, WMATA awarded 28 percent of contracts to DBEs. An automated prompt payment tracking tool has been developed and implemented to ensure payments to prime and sub-contractors, including DBEs, are tracked and reported in a timely and accurate manner.

2. Safety and Service Delivery Committee

▪ Fair Share Initiative Update

On April 12th, WMATA provided the Committee with an [update on the Fair Share Initiative](#). Fare evasion presents a safety concern for employees, an equity issue for paying customers, a loss of revenues, and results in inaccurate farebox ridership counts. In the Metrorail system, the improper use of the swing gates is the primary way customers avoid paying fares. WMATA launched a pilot program in May 2017 at Fort Totten and Gallery Place stations with the goal of reducing fare evasion by stopping the use of the station swing gates except in the event of an emergency. The pilot was determined to be effective at reducing, but not eliminating, fare evasion. Staff evaluated the pilot and found that swing gate usage at Fort Totten was reduced by more than 90 percent and that ridership saw a net-gain of two percent compared to year-over-year trends before the pilot. The pilot also informed a revised configuration for the swing gates that will be included in the system-wide implementation (Figure 1).

Figure 1: Revised Swing Gate Design Configuration



Source: WMATA Safety and Service Delivery Committee Presentation on the [Fair Share Initiative](#).

Based on the findings from the pilot, WMATA will implement the program at the remaining rail stations in five phases. By the summer of 2018, the new swing gates will be implemented at half of the rail stations, with the remaining half being completed in FY2019. The presentation from WMATA staff includes an implementation schedule by station.

- *Rail Safety Initiatives*

On April 12th, WMATA provided the Committee with an update on [Rail Safety Initiatives](#). WMATA provided the committee with an update to the Farragut North derailment. WMATA has completed a derailment investigation and transmitted the report to the FTA for final review. The root cause of the derailment was corrosion pitting on the underside of the base of the rail that eventually escalated into a fatigue crack. Although this type of crack would be undetectable, multiple track process improvements including tie scanning, rail base corrosion testing, utilization of high resolution cameras and ultrasonic testing have begun to bolster track inspections. In addition, several initiatives are underway to improve employee and customer safety including a third rail mat program, a hard hat pilot, a boarding area signage pilot, the installation of closed circuit television monitors at stations with curved platforms, an update to the roadway worker protection access guide, the installation of improved track and tunnel signage to improve first responder safety, and the development of two new teams in the safety department.

3. Capital and Strategic Planning Committee

- *Regional Fare Collection Modernization Program Update*

On April 12th, WMATA provided the committee with an [update on the Fare Collection Modernization Program](#). The fare collection system, which includes faregates, fare vendors, bus fareboxes, and the operating software systems, has many components that have aged well beyond their design life and are in need of modernization. WMATA intends to deliver a series of strategic investments to improve system reliability and operations to reduce expenses, reduce the potential for fare evasion, and provide an intuitive and flexible to use customer interface.

Currently, actions are underway to bring the system to a state of good repair by extending the life of fareboxes, improving faregate operations, maintaining fare vendors, and making necessary improvements to the back-end system. Modernization initiatives are also underway to procure and install new faregates and a new mobile APP. The mobile initiative would include a mobile APP which would include trip planning, way finding, and fare payments that would leverage current infrastructure by being accepted wherever SmarTrip is accepted today. Additional modernization initiatives that are upcoming include new fareboxes, new fare vending machines, and a new back-office system. NVTC staff continue to work with WMATA, jurisdictional staff, and regional partners to coordinate regional fare payment efforts.

- *Preliminary Rail Fleet Plan*

On April 12th, WMATA provided the committee with an update on the [Preliminary Rail Fleet Plan](#). The rail fleet plan is being updated to comply with FTA requirements and to reflect changes in the operating environment. WMATA is completing the procurement of the 7000 series, which will total 748 railcars. This procurement has already allowed for the retirement of the 1000 and 4000 series cars. In total this procurement will have accomplished expansion of service for the Silver Line Phases 1 and 2, the removal of the 5000 series from service later this year, and increased capacity with additional eight-car trains to approximately 505 during peak service. With the completion of the procurement,

the average age of the rail fleet will be reduced to an average age of 12.5 years (from 24.5 years in 2015) and will consist of the following fleets shown in Figure 2.

Figure 2: Metrorail Railcar Fleet Age with the Full Procurement of the 7000 Series

Series	Number of Cars	Years Placed in Service
2000	76	1983-1984
3000	282	1984-1988
6000	184	2005-2007
7000	748	2015-2019
Total	1,290	

Source: WMATA Capital and Strategic Planning Committee Presentation on the [Preliminary Rail Fleet Plan](#).

The oldest fleet, the 2000 and 3000 series, have been in service since 1983. These railcars underwent a midlife overhaul which extended their useful life to 40 years. The 2000 and 3000 series will reach the end of their useful life in the next 5-10 years. WMATA staff have outlined a six-year procurement process for the new 8000 series. Based on current ridership and service and assuming no increases, at least 248 of the 358 2000 and 3000 series cars will need to be replaced with the future 8000 series. A long-range projection of ridership growth will be conducted which will provide a justification for the purchase of additional railcars.

4. Finance and Budget Committee

▪ Other Post-Employment Benefits Update

On April 12th, WMATA staff provided the committee with an [update on Other Post-Employment Benefits \(OPEB\)](#), including upcoming changes in OPEB reporting guidelines and progress towards establishing an OPEB Trust. OPEB includes non-pension costs for retiree medical, prescription drug coverage, and life insurance. WMATA has a \$1.8 billion unfunded OPEB liability as of June 30, 2017. WMATA's annual OPEB expenses, which are funded on a pay-as-you-go basis are approximately \$51 million.

WMATA has taken several steps to mitigate its OPEB liability, including discontinuing retiree healthcare benefits for most represented employees since 2010 and non-represented employees since 2017. Additionally, the Government Accounting Standards Board has implemented new guidance to improve accounting and financial reporting by state and local governments for post-employment benefits other than pensions. This change will increase WMATA's current unfunded OPEB liability and make it more volatile. Consistent with resolution 2017-11 approved by the WMATA Board last year, the GM will establish an OPEB Trust Fund with \$3 million in savings from various initiatives to reduce absenteeism, overtime, and long-term absence.

C. Other WMATA News

- Swearing in of New Board Member from Maryland

Keturah Harley, a Principal Director appointed by Governor Hogan, resigned from the WMATA Board in April 2018. Governor Hogan appointed Clarence Crawford to fill the vacant position, and he is anticipated to be sworn in at the April 26th WMATA Board meeting.

- Preventative Maintenance and Major Capital Projects

WMATA has announced a [revised schedule of major track work for 2018](#). The following major projects will affect Metrorail service in Virginia:

- *Blue, Orange, and Silver Lines (August 11 – August 26)*

WMATA will rebuild track infrastructure on the tightest curve in the Metrorail system between McPherson Square and Smithsonian Stations. This will be a 24/7 work zone with single tracking between McPherson Square and Smithsonian.

- *Blue and Yellow Lines (November 2 – November 5)*

WMATA will upgrade several switches outside the Reagan National Airport Station and install new concrete pads beneath the rails along the aerial structure of the station. Reagan National Airport and Crystal City Stations will be closed.

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

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

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

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

WMATA updated its [Overview of Regulatory Compliance Actions](#) on April 20th.

There were no new internal reviews posted to WMATA's [Internal Reviews webpage](#) or to the [OIG page](#).

D. Virginia Ridership and Parking Facility Utilization

The following tables show WMATA ridership by mode in Virginia for March 2018. When comparing ridership data to 2017, it is important to reference if there were any service disruptions due to [SafeTrack](#).

March 4 - April 12 40 days  Continuous Single Track [Braddock Rd to Huntington/Van Dorn St](#)

Between March 4th through April 12, 2017, the Blue Line had continuous single tracking between Braddock Rd and Van Dorn St Stations and the Yellow Line had continuous single tracking between Braddock Rd and Huntington Stations.

WMATA Virginia Ridership March 2016, 2017, and 2018					
	March 2016	March 2017	March 2018	Percent Change (2016-2018)	Percent Change (2017-2018)
Metrorail					
Total¹	9,164,289	7,499,415	7,736,669	-15%	+3%
Weekday Average²	317,971	267,654	280,480	-12%	+5%
Saturday Average²	152,988	113,766	110,313	-28%	-3%
Sunday Average²	94,320	74,840	77,650	-18%	+4%
Metrobus					
Total¹	1,767,297	1,622,723	1,396,542	-21%	-14%
Weekday Average¹	68,231	64,299	57,448	-16%	-11%
MetroAccess¹					
Total	28,989	28,307	27,873	-4%	-2%

1: Unlinked Passenger Trips

2: Based on Station Entries and Exits

Source: WMATA

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

WMATA Virginia Parking Facility Usage (Weekday) March 2016, 2017, and 2018						
Station/Lot	March 2016	Y-T-D FY16	March 2017	Y-T-D FY17	March 2018	Y-T-D FY18
Huntington	81%	71%	49%	64%	69%	69%
West Falls Church	58%	55%	49%	49%	52%	47%
Dunn Loring	82%	77%	70%	58%	68%	70%
Vienna	84%	79%	70%	61%	71%	71%
Franconia	72%	68%	46%	53%	55%	55%
Van Dorn	111%	107%	71%	96%	102%	102%
East Falls Church	122%	115%	109%	112%	110%	113%
Wiehle-Reston East	94%	88%	88%	81%	88%	90%
Northern Virginia Total	80%	75%	61%	62%	68%	68%

Source: WMATA

On February 10, 2018, WMATA started charging a \$2 fee for Saturday parking. Saturday parking revenue collection periods are 10:00 A.M. – 2:00 A.M. Saturday parking utilization data is currently being collected by WMATA. Later this summer, the General Manager will present findings, recommendations, and a Title VI equity analysis to the Board for its consideration of whether to permanently adopt parking fare and/or operational changes.

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

Agenda	Meeting	Date
Water Remediation (I) FY2018 Third Quarter Capital Program Updates (I) Station Platform Work (I)	Capital & Strategic Planning Committee	May 10, 2018
Quarterly Metro Performance Report (I) Preventative Maintenance Update (I) Employee Reporting Systems (I)	Safety & Services Delivery Committee	May 10, 2018
FY2018 Third Quarter Financial Update (I)	Finance & Budget Committee	May 10, 2018

(A) Action (I) Information

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice and Rhonda Gilchrest

DATE: April 26, 2018

SUBJECT: Virginia Railway Express (VRE)

A. VRE CEO Report and Minutes

At the May meeting, VRE CEO Doug Allen's will update the Commission on VRE activities. The [Minutes of the April 20th VRE Operations Board Meeting](#) and the [VRE CEO Report for April 2018](#) are attached.

B. ACTION ITEM: [Resolution #2358](#): Authorization to Execute an Amendment for the Fifth Year of the First Option Period of the Contract for Operating Services for Commuter Rail

The VRE Operations Board recommends the Commissions authorize the VRE CEO to execute an amendment to the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by approving up to \$15,718,000 for the fourth year of the first option period, for a total contract value not to exceed \$163,124,557, through June 30, 2019. More information is provided in the [attached VRE memorandum](#).

C. ACTION ITEM: [Resolution #2359](#): Authorization to Execute an Amendment for the Third Year of the Contract for Maintenance Services for Commuter Rail

The VRE Operations Board recommends the Commissions authorize the VRE CEO to amend the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by increasing the total contract authorization by \$7,674,000, for a total amount not to exceed \$22,018,638, through June 30, 2019. This action covers contracted services for maintenance, inspection and repairs of VRE locomotives, passenger railcars and maintenance facilities for FY2019. More information is provided in the [attached VRE memorandum](#).

D. Transit Development Plan Update

VRE staff gave a [presentation on the Transit Development Plan \(TDP\) Update](#) to the Operations Board at its April 20th meeting. DRPT requires VRE to update its TDP as a condition of receiving state funding. VRE's last TDP was adopted in 2011 covering

FY2013-FY2018. VRE has initiated a major update to encompass two timeframes: a six-year (FY2020-2025) fiscally-constrained plan and a 10-year (FY2020-2029) fiscally-unconstrained plan forecasting longer-term capital and operating needs.

The TDP highlights projects and policies that would be prioritized in the next six years to implement the long-range vision of the VRE System Plan. It provides an overview of all the major projects and initiatives, outlines VRE's service needs, identifies service and capital improvements to meet those needs, and outlines a financial plan for the required resources.

VRE facilitated a workshop with staff from VRE member jurisdictions and other regional stakeholders on February 28th to provide an overview of the VRE system and gather feedback on the proposed goals and objectives. NVTC staff and jurisdictional staff attended this workshop. A second stakeholder workshop will be scheduled in the May-June timeframe to promote a better understanding of VRE's operations and capital projects, as well as fiscal needs. The updated TDP is anticipated to be presented for adoption at the November 2018 Operations Board meeting.

E. VRE Financial Modeling Platform Update

At its April 20th meeting, the VRE Operations Board authorized a task order to PFM Solutions LLC for a financial modeling platform, which will allow VRE to migrate to a new, more robust financial modeling platform to support long-term financial planning. This will provide a greater capacity to do advanced reporting and graphic/charting capabilities to assist VRE in analyzing various scenarios and presenting results to the Operations Board, the Commissions, jurisdictional partners, and other stakeholders.

VRE plans to refresh its long-term projections, including an update to ridership forecasts as well as schedules and funding sources for projects in the Capital Improvement Program (CIP). In addition, while unfunded projects in the current CIP represent the most immediate needs to be supported by the anticipated dedicated funding through the newly created Commuter Rail Operating and Capital (CROC) fund, the updated financial model will assist in modeling detailed cashflow needs as well as opportunities to leverage the dedicated funding in conjunction with future grant applications.

F. Meet the Management Events

VRE's Meet the Management events are starting in May. VRE conducts annual Meet the Management events to show appreciation to its riders, by providing refreshments and meeting the riders in person in order to hear any comments, complaints, or questions. VRE management will also discuss mid-day train storage, transportation benefits, the Alexandria pedestrian tunnel, VRE's communication channels, Wi-Fi, station platform extensions and other station improvements, VRE mobile ticketing, and safety, among other things. The Meet the Management events will be held at a different station every week, with the following schedule:

May 9, 2018 – Union Station
May 16, 2018 – L'Enfant
May 23, 2018 – Crystal City
May 30, 2018 – Alexandria
June 6, 2018 – Franconia/Springfield

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**Virginia Railway
Express**

Martin E. Nohe
Chairman

Katie Cristol
Vice-Chairman

Maureen Caddigan
Secretary

John C. Cook
Treasurer

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

Alternates

Ruth Anderson
Pete Candland
Jack Cavalier
Hector Cendejas
Libby Garvey
Jeanine Lawson
Tim Lovain
Jeff McKay
Michael McLaughlin
Cindy Shelton
Paul Trampe
Billy Withers
Mark Wolfe

Doug Allen
Chief Executive Officer

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

MINUTES

VRE Operations Board Meeting PRTC Headquarters – Prince William County, Virginia April 20, 2018

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

Members Absent	Jurisdiction
Mark Dudenhefer (PRTC)	Stafford County
Jennifer Mitchell	DRPT
Gary Skinner (PRTC)	Spotsylvania County

Alternates Present	Jurisdiction
Jeanine Lawson (PRTC)	Prince William County
Michael McLaughlin	DRPT
Paul Trampe (PRTC)	Spotsylvania County

Alternates Absent	Jurisdiction
Ruth Anderson (PRTC)	Prince William County
Pete Candland (PRTC)	Prince William County
Jack Cavalier (PRTC)	Stafford County
Hector Cendejas (PRTC)	City of Manassas Park
Libby Garvey (NVTC)	Arlington County
Tim Lovain (NVTC)	City of Alexandria
Jeff McKay (NVTC)	Fairfax County
Cindy Shelton (PRTC)	Stafford County
Billy Withers (PRTC)	City of Fredericksburg
Mark Wolfe (PRTC)	City of Manassas

Staff and General Public	
Doug Allen – VRE	Cindy King – VRE
Monica Backmon – NVTA	Mike Lake – Fairfax County DOT
Paolo Belita – Prince William County	Lezlie Lamb – VRE
Nydia Blake – Prince William County	Bob Leibbrandt – Prince William County
Colin Burch – DRPT	Steve MacIsaac – VRE Legal Counsel
Rich Dalton – VRE	Betsy Massie – PRTC
Andrew D’huyvetter – NVTC	Kate Mattice – NVTC
John Duque – VRE	Kristen Nutter – VRE
Rhonda Gilchrest – NVTC	Aimee Perron Seibert – The Hillbridge Group
Chris Henry – VRE	Bob Schneider – PRTC
Tom Hickey – VRE	Mark Schofield – VRE
Christine Hoeffner – VRE	Darrell Smith – SDG
Pierre Holloman – Arlington County	Sonali Soneji – VRE
Todd Horsley – DRPT	Joe Swartz – VRE
Robert Hostelka – VRE	Neil Villerin – NVE
Todd Johnson – First Transit	Norine Walker – VRE
John Kerins – Keolis	Ciara Williams – DRPT

Chairman Nohe called the meeting to order at 9:08 A.M. Following the Pledge of Allegiance, Roll Call was taken.

Approval of the Agenda – 3

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

Approval of the Minutes of the March 16, 2018 Operations Board Meeting – 4

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

Chairman's Comments –5

The Board stepped out of the room to take an official Operations Board photo. When they came back in, Ms. Sebesky apologized for having to leave to attend an event in Manassas.

[Ms. Sebesky left the meeting at 9:15 A.M.]

Chairman Nohe asked Mr. Smedberg, Chair of the CEO Evaluation Committee, to update the Board on the CEO evaluation process. Mr. Smedberg asked Board Members to respond to the survey regarding Mr. Allen's performance. The committee is also conducting a compensation study.

Chief Executive Officer's Report –6

Mr. Allen reviewed recent VRE security and safety initiatives:

- VRE held preparedness training for Virginia State Police troopers and canine units;
- VRE and Keolis personnel participated in Positive Train Control (PTC) classroom training (PTC implementation is still on track to meet the deadline); and
- VRE's Office of Development completed a safety certification, so as they are designing new facilities, they will design with safety in mind.

Mr. Allen reported average daily ridership for the month of March was 19,000 with on-time performance (OTP) of 92 percent.

Mr. Allen stated the 2018 General Assembly Session has concluded. He observed the success VRE was able to achieve during this Session started at the Operations Board level several years ago by developing a long-range vision and financial analysis, which laid the groundwork for being able to communicate VRE's needs to the jurisdictions, constituents, local elected officials, and legislators. He thanked Ms. Perron Seibert and Mr. Swartz for all their hard work during the Session. He asked Ms. Perron Seibert to give an update.

Ms. Perron Seibert reported the General Assembly considered the Governor's amendments and vetoes at the Reconvened Session on April 18th. For VRE, all the technical amendments were passed and no changes were made to the VRE funding structure in the original omnibus transportation legislation. Annually, \$15 million will be deposited into the newly created Commuter Rail Operating and Capital fund (CROC) for VRE to use for operating and capital. PRTC jurisdictions will receive additional gas tax funds that total a little above \$7 million annually and can be used for transportation.

[Ms. Lawson arrived at 9:22 A.M.]

Ms. Perron Seibert stated member jurisdictions will probably have some operational questions about the Maintenance of Effort (MOE) provision and will need to work through its implementation. Mr. Kelly stated he looks forward to continuing conversations on how the MOE will be implemented. Chairman Nohe observed there are several provisions of the legislation that need clarification, including how the MOE will be interpreted for FAMPO jurisdictions. He also stated clarification is also needed as to when the legislation goes into effect, since it says it goes into effect 30 days after Maryland and the District adopt parallel legislation. Both jurisdictions adopted parallel legislation but they don't go into effect until 2020.

Ms. Bulova observed that many Board Members wear multiple hats. Depending on which hat is being worn, one is either delighted or disappointed in the final legislation passed. It is good news for VRE with additional funding. She congratulated VRE leadership on being prepared to take advantage of opportunities during the Session. If one is wearing a NVTA hat, there is disappointment with the amount of regional funding being taken from NVTA. If wearing a NVTC hat, one is impressed with NVTC's new authority and a larger role in transportation and transit. She hopes future legislative sessions can address some of the disappointing aspects of the bill.

Ms. Cristol stated the loss of NVTA funds will also be an impact to VRE, since it has two projects in the NVTA project list for the upcoming six-year plan. Chairman Nohe stated NVTA is on the brink of adopting its first six-year plan and was anticipating funding approximately \$1.5 billion in projects before this legislation passed. Ms. Backmon stated the legislation reduces the anticipated funding from \$1.5 billion to \$1.2 billion. Chairman Nohe stated there will be a substantial impact on the number of projects to be funded, the type of projects to be funded, and how quickly the projects can move ahead. He also discussed how it will impact the statewide Smart Scale program, which will impact other parts of the Commonwealth.

[Mr. Naddoni arrived at 9:24 A.M.]

The Board further discussed the implications to NVTA funding. Mr. Swartz stated the Crystal City project scored well and VRE was counting on NVTA funding since no other source of funding has been identified. The Woodbridge project did not score as well. Mr. Allen stated VRE is trying to coordinate the Crystal City project with the Commonwealth's fourth track project, which is part of the Atlantic Gateway project. In response to a question

from Mr. Cook, Ms. Backmon clarified the change will impact future projects in the six-year plan and the previously approved project list will not be affected.

In response to a question from Mr. Smedberg, Ms. Perron Seibert stated the state budget has not been adopted yet, but she does not anticipate a budgetary fix to the NVTa funding issue.

Mr. Kelly discussed the financial impacts to the City of Fredericksburg. He understands the political dynamics, but this legislation resulted in no new state funding and fixed the problem with local dollars. He questioned how far VRE should go in praising the General Assembly since the problem still remains. The outcome of this legislation really affects the smaller jurisdictions, especially as the Commonwealth approaches the fiscal cliff.

Mr. Allen gave a few more highlights of recent meetings. VRE staff met with the congressional delegation, and he is in the process of meeting with the CAO's of the jurisdictions. VRE also participated in a quarterly meeting with CSX and DRPT and it was a productive meeting. He is scheduled to participate in the Transportation Leadership Forum on April 23rd.

VRE Riders' and Public Comment – 7

There were no rider comments.

Consent Agenda – 8

On a motion by Mr. Kelly and a second by Ms. Maurer, the Operations Board unanimously approved the following Consent Agenda:

- Resolution #8A-04-2018: Authorization to Issue an Invitation for Bids for the Purchase of Railcar End Body Door Diaphragm Kits
- Resolution #8B-04-2018: Authorization to Issue an Invitation for Bids for Construction of Benchmark Road Slope Stabilization
- Resolution #8C-04-2018: Authorization to Issue an Invitation for Bids for Construction of Rolling Road Platform Extension
- Resolution #8D-04-2018: Authorization to Execute an Amendment for the First Two-Year Option to the Contract for Financial Auditing Services

The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Cristol, Jenkins, Kelly, Maurer, McLaughlin, Naddoni, Nohe, Smedberg and Trampe.

Authorization to Issue a Task Order for Financial Modeling Platform – 9A

Mr. Allen stated the Operations Board is being asked to authorize him to issue a Task Order to PFM Solutions LLC (an affiliate of PFM) for a financial modeling platform in the amount of \$245,000, plus a contingency of \$7,000 (for two years of an additional seat license if needed), for a total not to exceed \$252,000. Resolution #9A-04-2018 would accomplish this.

Mr. Allen explained VRE wishes to migrate to a new, more robust financial modeling platform to support long-term financial planning. Under this task order, PFM will implement their proprietary software, which will support a comprehensive update to VRE's 2040 financial plan as well a decision support for future budget and Capital Improvement Program (CIP) formulation.

Ms. Cristol moved, with a second by Ms. Bulova, to approve Resolution #9A-04-2018.

Ms. Cristol stated, as Chair of the Capital Committee, she is excited to see this action item, which will allow greater capacity to model scenarios of evolving variables in real-time. It has been difficult for the Capital Committee and the Operations Board to try to understand these projects and the variety of sources of funding with all the variables. This software will help facilitate a greater discussion by the Capital Committee as well as the Operations Board.

The Board then voted on the motion and it passed. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Cristol, Jenkins, Kelly, Maurer, McLaughlin, Naddoni, Nohe, Smedberg and Trampe.

Authorization to Issue a GEC-VII Task Order for Construction Management Services for the Rolling Road Station Improvement Project – 9B

Mr. Allen stated the Operations Board is being asked to authorize him to issue a General Engineering Consulting Contract (GEC-VII) task order for construction management services for the Rolling Road Station Improvement Project to STV Incorporated in the amount of \$197,918, plus a 10 percent contingency of \$19,792, for a total amount not to exceed \$217,710. Resolution #9B-04-2018 would accomplish this.

Mr. Cook moved, with a second by Mr. Smedberg, to approve Resolution #9B-04-2018. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Cristol, Jenkins, Kelly, Maurer, McLaughlin, Naddoni, Nohe, Smedberg and Trampe.

Authorization to Execute an Agreement for Data Networking Hardware and Associated Software Licenses – 9C

Mr. Allen stated the Operations Board is being asked to authorize him to execute an agreement with Saitech, Inc., of Fremont, California to acquire Cisco data network components and associated software licenses in the amount of \$214,978, plus a 10 percent contingency of \$21,498, for a total not to exceed \$236,476. Resolution #9C-04-2018 would accomplish this.

Ms. Maurer moved, with a second by Mr. Smedberg, to approve Resolution #9C-04-2018.

In response to a question from Mr. Smedberg, Mr. Hostelka stated that the software package will be updated every five years and will accommodate future changes. The

software supports everything from a data network perspective that happens at the stations and headquarters, such as ticket vending machines and security cameras.

The Board then voted on the motion and it passed. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Cristol, Jenkins, Kelly, Maurer, McLaughlin, Naddoni, Nohe, Smedberg and Trampe.

Authorization to Execute a Contract and Task Order for Maintenance Services for VRE Facilities – 9D

Mr. Allen stated the Operations Board is asked to authorize him to execute a contract with NVE, Inc. of Herndon, Virginia for Maintenance Services for VRE facilities in an amount not to exceed \$3,525,414, for a base period of three years with the option to extend for one additional two-year period. This contract includes base work along with task order work. VRE staff will return to the Board for authorization to exercise the two-year option period and associated funding. Resolution #9D-04-2018 would accomplish this.

The resolution would also authorize the CEO to issue an initial task order under this contract for comprehensive on-call services, including miscellaneous repair, installation and inspection services, electrical, lighting, generator and plumbing service and repairs. HVAC service and repairs and elevator service and repairs, in an amount of \$665,000, plus a five percent contingency of \$33,250, for a total not to exceed \$698,250.

Ms. Bulova moved, with a second by Ms. Caddigan, to approve Resolution #9D-04-2018.

Mr. McLaughlin noted VRE only received a single proposal. He stated it is important for VRE's procurement department to be doing everything it can to receive multiple responses, which contains costs. Ms. Nutter gave an overview of the competitive procurement process, which included 20 contractors attending the pre-proposal conference. Staff surveyed them to determine why they did not submit a proposal and staff is satisfied with the results. The main reason was the magnitude of the maintenance program that spans the entire VRE service area, where some offerors were only interest servicing specific segments of the required work.

The Board then voted on the motion and it passed. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Cristol, Jenkins, Kelly, Maurer, McLaughlin, Naddoni, Nohe, Smedberg and Trampe.

Authorization to Execute a Contract and Task Order for Custodial and Seasonal Services for VRE Facilities – 9E

Mr. Allen stated the Operations Board is asked to authorize him to execute a contract with Fresh Air Duct Cleaning, LLC of Capitol Heights, Maryland for custodial and seasonal services for VRE facilities in an amount not to exceed \$6,370,219, for a base period of three years with the option to extend for one additional two-year period. VRE staff will return to the Board for authorization to exercise the two-year option period and associated funding. Resolution #9E-04-2018 would accomplish this.

The resolution also will authorize the CEO to issue an initial task order under this contract for on-call services, including miscellaneous repair and installation services, custodial, landscaping, additional facility cleaning, trash removal and painting services, in an amount of \$190,000, plus a five percent contingency of \$9,500, for a total not to exceed \$199,500.

Ms. Bulova moved, with a second by Mr. Kelly, to approve Resolution #9E-04-2018. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Cristol, Jenkins, Kelly, Maurer, McLaughlin, Naddoni, Nohe, Smedberg and Trampe.

Authorization to Execute an Amendment to the Vendor Agreement for Sale of Fare Media with The Convention Store (CommuterDirect) – 9F

Chairman Nohe stated this item and Agenda Item #10B “Broad Run Station Expansion Project Update” will be addressed in Closed Session later in the Agenda.

Authorization to Execute an Amendment to the Contract for Wayside Power Construction at L’Enfant North Storage Track – 9G

Mr. Allen stated the Operations Board is asked to authorize him to execute an amendment to the contract with C3M Power Systems, LLC of Capitol Heights, Maryland, for the construction of the L’Enfant North Storage Track Wayside Power, increasing the contract value by \$8,300, from \$576,406, for a total amount not to exceed \$584,706. Resolution #9G-04-2018 would accomplish this.

Mr. Allen further explained the L’Enfant North Storage Track Wayside Power project has experienced delays due to permitting requirements, the acquisition of unanticipated materials, and other factors. C3M Power Systems has submitted a change order to purchase an extension of the insurance required for working in the railroad right-of-way, as well as for the purchase and installation of a small electrical module for the control cabinet, which was identified as a need at the time of final testing of the system.

Mr. Smedberg asked about coordination with Amtrak and the other railroads. Mr. Allen stated there is coordination, which will include railroad worker protection, as needed, while work is being done.

Mr. Smedberg moved, with a second by Ms. Bulova, to approve Resolution #9G-04-2018. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Cristol, Jenkins, Kelly, Maurer, McLaughlin, Naddoni, Nohe, Smedberg and Trampe.

Recommend Authorization to Execute an Amendment for the Fourth Year of the First Option Period of the Contract for Operating Services for Commuter Rail – 9H

Mr. Allen stated the Operations Board is being asked to recommend the Commissions authorize him to amend the Contract for Operation Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by approving up to \$15,718,000 for the fourth year of

the first option period, for a total contract value not to exceed \$163,124,557 through June 30, 2019. Resolution #9H-04-2018 would accomplish this.

Mr. Smedberg moved, with a second by Mr. Kelly, to approve Resolution #9H-04-2018.

Because of the scale of this work, Mr. Smedberg stated it would be helpful for staff to give an update on the contract when returning for future amendments. Mr. Allen offered to give a brief update. He stated VRE is receiving great service from Keolis on operations and maintenance (next agenda item). He gave some background on the contract for newer Board Members. Several years ago, when VRE transitioned to a life-cycle maintenance approach, the contract was divided into two contracts (operations and maintenance). Keolis won both of those contracts. Keolis has performed its work well. VRE continues to receive good feedback from riders about the interaction between the crew and riders, which is very important especially for safety reasons.

Chairman Nohe stated both contracts (operating and maintenance) were originally multi-year contracts, but the Operations Board decided to have them come back every year for review and adoption.

The Board then voted on the motion and it passed. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Cristol, Jenkins, Kelly, Maurer, McLaughlin, Naddoni, Nohe, Smedberg and Trampe.

Recommend Authorization to Execute an Amendment for the Third Year of the Contract for Maintenance Services for Commuter Rail – 9I

Mr. Allen stated the Operations Board is asked to recommend the Commissions authorize him to amend the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by increasing the total contract authorization by \$7,674,000, for a total amount not to exceed \$22,018,638, through June 30, 2019. Resolution #9I-04-2018 would accomplish this.

Mr. Smedberg moved, with a second by Ms. Bulova, to approve Resolution #9I-04-2018. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Cristol, Jenkins, Kelly, Maurer, McLaughlin, Naddoni, Nohe, Smedberg and Trampe.

Transit Development Plan Update – 10A

Mr. Allen introduced the project manager, Sonali Soneji, who gave a brief update on the Transit Development Plan (TDP). Ms. Soneji explained DRPT requires VRE to update its TDP as a condition of receiving state funding. VRE has initiated a major update of its TDP in accordance with DRPT requirements encompassing two time frames: a six-year (FY 2020-2025) fiscally-constrained plan; and a 10-year (FY 2020-2029) fiscally-unconstrained plan forecasting longer-term capital and operating needs.

Ms. Soneji explained the TDP is also valuable to VRE for internal use to connect all daily actions and initiatives to the long-range vision laid out in the System Plan. Much has

happened since 2011 when VRE adopted its last full TDP. She reviewed the changes VRE has experienced over the last six years.

Ms. Soneji reported VRE held its first of two TDP stakeholder workshops. In response to a question from Mr. Smedberg, she stated staff from member jurisdictions, NVTC, PRTC, DRPT, NVTA, TPB, FAMPO, WMATA, MARC and other transit providers participated in the workshop. The host railroads were invited but did not attend. In response to a question from Mr. Smedberg, Ms. Soneji replied Keolis can be invited to the second workshop, which is anticipated in the May or June timeframe. The TDP will be brought back for adoption at the November Operations Board meeting.

Spending Authority Report –10C

The written report includes the following:

- Blanket Purchase Order for an amount not to exceed \$56,600, to ACRO Service Corp for temporary staffing services for grant account support.
- Purchase Order of \$63,760, to Roadway Worker Training, LLC to provide mandated FRA Roadway Worker Protection Training.
- Task Order of \$86,616 to Keolis Rail Services Virginia to replace the emergency access markings located on the roof of each passenger railcar.

There were no questions or comments.

Closed Session – 11

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

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A (3), (6) and (7) of the Code of Virginia), the VRE Operations Board authorizes a Closed Session for the purpose of discussion of two procurement issues and discussion or consideration of the investment of public funds where competition or bargaining is involved, where, if made public initially, the financial interest of the governmental unit would be adversely affected.

The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Cristol, Jenkins, Kelly, Maurer, McLaughlin, Naddoni, Nohe, Smedberg and Trampe.

The Board entered into Closed Session at 10:17 A.M. and returned to Open Session at 11:18 A.M. [Ms. Bulova left the meeting during the Closed Session and did not return.]

Mr. Kelly moved, with a second by Ms. Maurer, the following certification:

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

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

The vote in favor was cast by Board Members Caddigan, Cook, Cristol, Jenkins, Kelly, Maurer, McLaughlin, Naddoni, Nohe, Smedberg and Trampe.

Authorization to Execute an Amendment to the Vendor Agreement for Sale of Fare Media with The Convention Store (CommuterDirect) – 9F

Mr. Kelly moved, with a second by Mr. Smedberg to approve Resolution #9F-04-2018, which authorizes the VRE CEO to execute an amendment for a one-year extension of the Vendor Agreement for Sale of Fare Media with The Convention Store, Inc. to finalize negotiations from a RFP for Fare Media Sales. The vote in favor was cast by Board Members Caddigan, Cook, Cristol, Jenkins, Kelly, Maurer, McLaughlin, Naddoni, Nohe, Smedberg and Trampe.

Operations Board Member Time – 12

There were no comments.

Adjournment

Without objection, Chairman Nohe adjourned the meeting at 11:20 A.M.

Approved this 18th day of May 2018.

Martin Nohe
Chairman

Maureen Caddigan
Secretary

CERTIFICATION

This certification hereby acknowledges the minutes for the April 20, 2018 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

Rhonda Gilchrest

Rhonda Gilchrest

**Virginia Railway Express
Operations Board**

**Resolution
8A-04-2018**

**Authorization to Issue an Invitation for Bids for the
Purchase of Railcar End Body Door Diaphragm Kits**

WHEREAS, VRE has adopted a Lifecycle Maintenance strategy for locomotives and passenger railcars; and,

WHEREAS, the maintenance strategy includes constantly monitoring, evaluating and analyzing systems and components to determine their useful life; and,

WHEREAS, due to age and environmental elements, the end body rubber diaphragms on VRE's Gallery IV passenger railcars have lost their effectiveness allowing weather, debris, and noise elements to enter between cars; and,

WHEREAS, new diaphragm kits will replace the aged diaphragms currently on VRE passenger railcars;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue an Invitation for Bids for the Purchase of Gallery IV End Body Door Diaphragm Kits.

Approved this 21st day of April 2018


Maureen Caddigan
Secretary


Martin Nohe
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
8B-04-2018**

**Authorization to Issue an Invitation for Bids for Construction of
Benchmark Road Slope Stabilization**

WHEREAS, a major rain event that washed out the culvert carrying Massaponax Creek under Benchmark Road also washed out significant portions of the railroad embankment adjacent to the Hamilton-to-Crossroads Third Track and Benchmark Road; and,


WHEREAS, the embankment slope must be repaired and stabilized to complete contract commitments and close out funding agreements for the project; and,

WHEREAS, the work is best accomplished while Benchmark Road is closed for the VDOT culvert design and replacement; and,

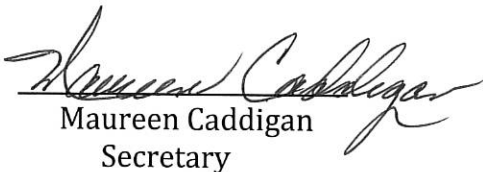
WHEREAS, VRE staff recommends an IFB for procurement of a contractor to accomplish this work in a timely and cost-effective manner;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue an Invitation for Bids for Construction of Benchmark Road Slope Stabilization.

Approved this 20th day of April 2018



Martin Nohe
Chairman



Maureen Caddigan
Secretary

**Virginia Railway Express
Operations Board**

**Resolution
8C-04-2018**

**Authorization to Issue an Invitation for Bids for
Construction of Rolling Road Platform Extension**

WHEREAS, a platform extension and other improvements are necessary at Rolling Road Station that will accommodate present train consists as well as accommodate longer train consists in the future; and,

WHEREAS, design for Rolling Road Station improvements is 90 percent complete and anticipated to begin construction in Summer 2018; and,

WHEREAS, VRE Staff will thoroughly review and evaluate all bids received through the prescribed IFB process; and,

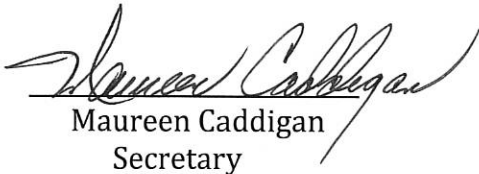
WHEREAS, VRE staff recommends an IFB for procurement of a contractor to accomplish this work in a timely and cost-effective manner;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue an Invitation for Bids for Construction of Rolling Road Platform Extension.

Approved this 20th day of April 2018



Martin Nohe
Chairman



Maureen Caddigan
Secretary

**Virginia Railway Express
Operations Board**

**Resolution
8D-04-2018**

**Authorization to Execute an Amendment for the First
Two-Year Option to the Contract for Financial Auditing Services**

WHEREAS, in March 2015, the VRE Operations Board authorized the Chief Executive Officer to execute a contract with PBMares, LLP for financial auditing services for a base period of three years with options to extend for up to four additional years, in two-year increments, with a total not to exceed amount of \$415,100 inclusive of contingency and all option years; and,

WHEREAS, the VRE Operations Board required that Board approval be received before exercising any options on this contract; and,

WHEREAS, the base period of the contract will expire in May 2018, and VRE wishes to exercise the first two-year option period;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to amend the contract with PBMares, LLP of Harrisonburg, Virginia, for Financial Auditing Services to exercise the first two-year option period.

Approved this 20th day of April 2018



Martin Nohe
Chairman

Maureen Caddigan
Secretary

**Virginia Railway Express
Operations Board**

**Resolution
9A-04-2018**

**Authorization to Issue a Task Order for
Financial Modeling Platform**

WHEREAS, in May 2017, the Operations Board approved a task order contract between VRE and PFM for financial advisory services, with a one-year base and nine one-year options, and with an aggregate contract amount not to exceed \$300,000; and,


WHEREAS, in January 2018, VRE executed Task Order 1 with PFM for support services related to the RRIF loan refinancing, in an amount not to exceed \$35,000; and,

WHEREAS, under a previous contract, PFM developed and implemented a financial modeling platform to support the financial planning component of VRE's original 2040 System Plan; and,

WHEREAS, VRE wishes to migrate this long-term financial model to PFM's new modeling platform and to update the ridership, project delivery, and financial assumptions in the model to support ongoing decision-making by staff, Operations Board members, and other VRE stakeholders;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue a Task Order to PFM Solutions LLC (an affiliate of PFM) for a financial modeling platform in the amount of \$245,000, plus a contingency of \$7,000, for a total not to exceed \$252,000.

Approved this 20th day of April 2018


Maureen Caddigan
Secretary



Martin Nohe
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
9B-04-2018**

**Authorization to Issue a GEC-VII Task Order for Construction
Management Services for the Rolling Road Station Improvement Project**

WHEREAS, the existing platform at Rolling Road Station can only accommodate trains up to five cars in length, prohibiting train crews from opening all doors on longer trains at the station; and,

WHEREAS, a platform extension and other improvements are necessary at Rolling Road Station to accommodate present train consists and longer trains planned for the future; and,

WHEREAS, design for Rolling Road Station improvements is 90 percent complete and construction is anticipated to begin in Summer 2018; and,

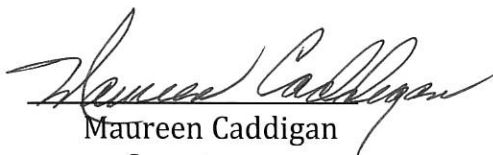
WHEREAS, construction management services are necessary to support VRE staff during procurement and construction; and,

WHEREAS, the VRE Operations Board authorized execution of General Engineering Consultant contracts (GEC-VII) in July 2015 and STV Incorporated was subsequently awarded the prime consultant contract for Task Order A – Construction Management Support; and,

WHEREAS, STV Incorporated has presented an acceptable proposal to perform said services;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue a General Engineering Consultant Contract (GEC-VII) task order for construction management services for the Rolling Road Station Improvements in the amount of \$197,918, plus a 10% contingency of \$19,792, for a total amount not to exceed \$217,710.

Approved this 20th day of April 2018


Maureen Caddigan
Secretary



Martin Nohe
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
9C-04-2018**

**Authorization to Execute an Agreement for Data
Networking Hardware and Associated Software Licenses**

WHEREAS, VRE operations rely on timely and secure communications running over the data network installed at all VRE locations; and,

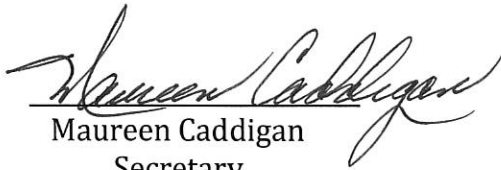
WHEREAS, VRE provides reliable information to VRE passengers and staff daily through systems such as the Variable Messaging System (VMS) and security cameras; and,


WHEREAS, the January 2017 LAN WAN Cybersecurity Assessment identified the requirement to replace outdated network components with standardized data network hardware and associated licenses at all station locations; and,

WHEREAS, the data network components and associated five-year software licensing is available through a US General Services Administration (GSA) cooperative purchasing schedule in accordance with VRE Public Procurement Policies and Procedures;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to Execute an Agreement with Saitech, Inc., of Fremont, California to acquire Data Networking Hardware and Associated Software Licenses through a GSA cooperative purchasing schedule in the amount of \$214,978, plus a 10% contingency of \$21,498, for a total not to exceed \$236,476.

Approved this 20th day of April 2018


Maureen Caddigan
Secretary


Martin Nohe
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
9D-04-2018**

**Authorization to Execute a Contract and Task Order For
Maintenance Services for VRE Facilities**

WHEREAS, in April 2013, the Operations Board approved a new five-year contract with one base year and four one-year options for Facilities Maintenance Services with NV Enterprises; and,

WHEREAS, the Operations Board subsequently approved execution of each of the four option years for the contract; and,

WHEREAS, the current contract is set to expire on May 19, 2018; and,

WHEREAS, this contract will provide ongoing maintenance services at 18 rail stations, two rail storage yards and headquarters and satellite office spaces; and,

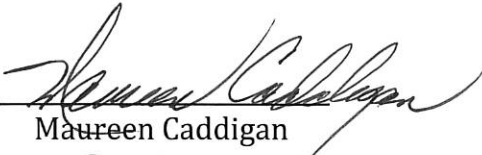
WHEREAS, the Operations Board's approval of this procurement does not represent its independent assessment of the candidate's responses to the solicitation or of each step in the procurement process followed by staff; rather, the Operations Board's action is premised upon its conclusion, after review of the information before it, that the process used by the staff was in accordance with law and that the staff recommendation appears to be reasonable;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a contract with NVE, Inc. of Herndon, Virginia for Maintenance Services for VRE Facilities in an amount not to exceed \$3,525,414 for a base period of three (3) years with the option to extend for one (1) additional two-year period. VRE staff will return to the Operations Board for approval to exercise the two-year option period and associated funding; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue a task order under the Maintenance Services for VRE Facilities contract to NVE, Inc. of Herndon, Virginia for comprehensive on-call services, including miscellaneous repair, installation and inspection services, electrical, lighting, generator and plumbing service and repairs, HVAC service and repairs and elevator service and repairs, in an amount \$665,000, plus 5% contingency of \$33,250, for a total not to exceed \$698,250.

Resolution 9D-04-2018 continued

Approved this 20th day of April 2018


Maureen Caddigan
Secretary



Martin Nohe
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
9E-04-2018**

**Authorization to Execute a Contract and Task Order For
Custodial and Seasonal Services for VRE Facilities**

WHEREAS, in April 2013, the Operations Board approved a new five-year contract with one base year and four one-year options for Custodial and Seasonal Services with Fresh Air Duct Cleaning, LLC; and,

WHEREAS, the Operations Board subsequently approved execution of each of the four option years for the contract; and,

WHEREAS, the current contract is set to expire on May 19, 2018; and,

WHEREAS, this contract will provide ongoing custodial and seasonal services at 18 rail stations, two rail storage yards and headquarters and satellite office spaces; and,

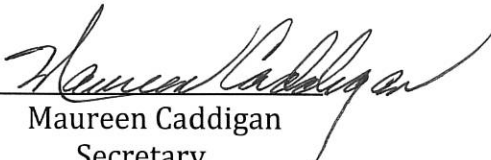
WHEREAS, the Operations Board's approval of this procurement does not represent its independent assessment of the candidate's responses to the solicitation or of each step in the procurement process followed by staff; rather, the Operations Board's action is premised upon its conclusion, after review of the information before it, that the process used by the staff was in accordance with law and that the staff recommendation appears to be reasonable;


NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a contract with Fresh Air Duct Cleaning, LLC of Capitol Heights, Maryland for Custodial and Seasonal Services for VRE Facilities in an amount not to exceed \$6,370,219 for a base period of three years with the option to extend for one additional two-year period. VRE staff will return to the Operations Board for approval to exercise the two-year option period and associated funding; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue a task order under the Custodial and Seasonal Services for VRE Facilities contract to Fresh Air Duct Cleaning, LLC of Capitol Heights, Maryland for on-call services, including miscellaneous repair and installation services, custodial, landscaping, station and platform cleaning, trash removal and painting services, in an amount of \$190,000, plus a 5% contingency of \$9,500, for a total not to exceed \$199,500.

Resolution 9E-04-2018 Continued

Approved this 20th day of April 2018


Maureen Caddigan
Secretary


Martin Nohe
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
9F-04-2018**

**Authorization to Execute an Amendment to the Vendor Agreement for
Sale of Fare Media with The Convention Store (Commuter Direct)**

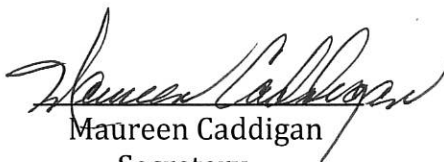
WHEREAS, the current agreement with The Convention Store, Inc. for the sale of Fare Media will expire in May 2018; and,

WHEREAS, the Request for Proposals for VRE Fare Media Sales issued in July 2017 is currently in negotiations; and,

WHEREAS, additional time is needed to finalize negotiations before the current agreement ends;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute an amendment for a one-year extension of the Vendor Agreement for Sale of Fare Media with the Convention Store, Inc., owner and operator of CommuterDirect, The Commuter Store at Crystal City and various smaller outlets including the Springfield Connector Store, to finalize negotiations from a Request for Proposal for Fare Media Sales.

Approved this 20th day of April 2018


Maureen Caddigan
Secretary



Martin Nohe
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
9G-04-2018**

**Authorization to Execute an Amendment to the Contract for
Wayside Power Construction at L'Enfant North Storage Track**


WHEREAS, the VRE Operations Board authorized execution of a contract for Wayside Power Construction on the L'Enfant North Storage Track Wayside Power with C3M Power Systems, LLC, on June 19, 2015, for a contract amount of \$449,500 with a 10% contingency for a total of \$494,450; and,

WHEREAS, the contract value has previously been increased to \$576,406 due to delays and unanticipated material requirements, resulting in a current total authorization of \$578,050, including contingencies; and,

WHEREAS, the contractor has requested an additional \$8,300, for the cost of extending its railroad insurance coverage for the duration of the contract delay, as well as for the purchase and installation of a small electrical module for the control cabinet, which was identified as a need at the time of final testing of the wayside power system;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to amend the current contract with C3M Power Systems, LLC of Capitol Heights, MD for L'Enfant North Storage Track Wayside Power to increase the contract in the amount of \$8,300, to a total amount not to exceed \$584,706.

Approved this 20th day of April 2018


Maureen Caddigan
Secretary



Martin Nohe
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
9H-04-2018**

**Recommend Authorization to Execute an Amendment for the
Fourth Year of the First Option Period of the Contract for
Operating Services for Commuter Rail**

WHEREAS, on October 16, 2009, the VRE Operations Board approved a 5-year contract with Keolis Rail Services Virginia for VRE operations and maintenance services and mobilization in the amount of \$18,459,348 through June 30, 2011; and,

WHEREAS, a contract amendment was approved on December 17, 2010 in the amount of \$2,085,000; and,

WHEREAS, on May 20, 2011, the Operations Board approved the second contract year, through June 30, 2012, in the amount of \$17,954,527, for a total contract value not to exceed \$38,498,875; and,

WHEREAS, on April 20, 2012, the Operations Board approved the third contract year, through June 30, 2013, in the amount of \$18,008,591, for a total contract value not to exceed \$56,507,466; and,

WHEREAS, on April 19, 2013, the Operations Board approved the fourth contract year, through June 30, 2014, in the amount of \$18,974,041, for a total contract value not to exceed \$75,481,507; and;

WHEREAS, on April 18, 2014, the Operations Board approved the fifth contract year, through June 30, 2015, in the amount of \$20,115,047, for a total contract value not to exceed \$95,596,554; and,

WHEREAS, on May 15, 2015, the Operations Board approved the first year of the first option period, through June 30, 2016, in the amount of \$20,931,000, for a total contract value not to exceed \$116,527,554; and,

WHEREAS, on May 20, 2016, the Operations Board further authorized amending the agreement to remove the requirements for the Maintenance of Equipment and Facilities; and,

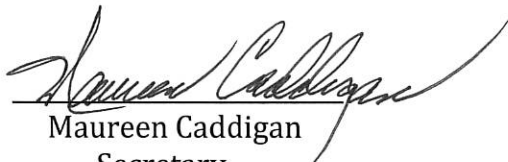
WHEREAS, on May 20, 2016, the Operations Board approved the second year of the first option period, through June 30, 2017, in the amount of \$15,463,003, for a total contract value not to exceed \$131,990,557; and,

Resolution 9H-04-2018 continued

WHEREAS, on April 21, 2017, the Operations Board approved the third year of the first option period, through June 30, 2018, in the amount of \$15,416,000, for a total contract value not to exceed \$147,406,557;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Chief Executive Officer to amend the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC by approving up to \$15,718,000 for the fourth year of the first option period, for a total Contract value not to exceed \$163,124,557 through June 30, 2019.

Approved this 20th day of April 2018


Maureen Caddigan
Secretary


Martin Nohe
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
9I-04-2018**

**Recommend Authorization to Execute an Amendment for the
Third Year of the Contract for Maintenance Services for Commuter Rail**

WHEREAS, in 2015, the VRE Operations board recommended, and the Commissions approved, a five-year Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV); and,

WHEREAS, the Contract start date and total authorization was amended in May of 2016; and,

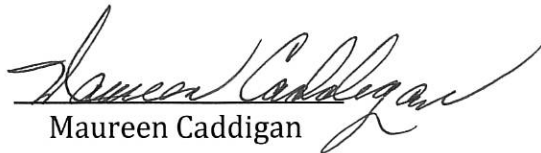
WHEREAS, on April 21, 2017, the Operations Board approved the second contract year, through June 30, 2018, in the amount of \$7,092,267, for a total contract value not to exceed \$14,344,638; and,

WHEREAS, the current Contract authorization runs through June 30, 2018; and,

WHEREAS, the increase in Contract authorization will allow for continued maintenance services and life cycle maintenance work scheduled for FY 2019;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Chief Executive Officer to amend the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by increasing the total Contract authorization by \$7,674,000, for a total amount not to exceed \$22,018,638, through June 30, 2019.

Approved this 20th day of April 2018


Maureen Caddigan
Secretary



Martin Nohe
Chairman

CEO REPORT

APRIL 2018



OUR MISSION

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



CEO REPORT | APRIL 2018

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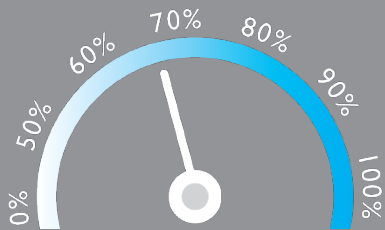


VIRGINIA RAILWAY EXPRESS
A better way. A better life.



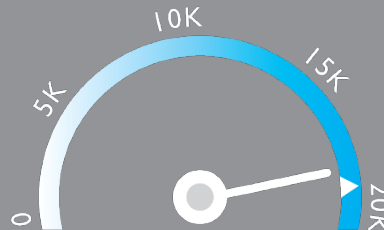
SUCCESS AT A GLANCE

Data provided reflects February 2018 information.



PARKING
UTILIZATION

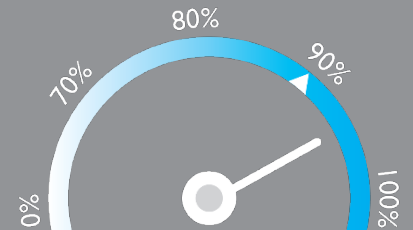
The total number of parking spaces used in the VRE system during the month, divided by the total number of parking spaces available.



AVERAGE DAILY
RIDERSHIP

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

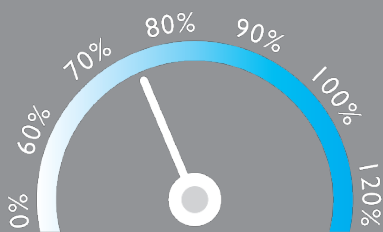
▲ Same month, previous year.



ON-TIME PERFORMANCE

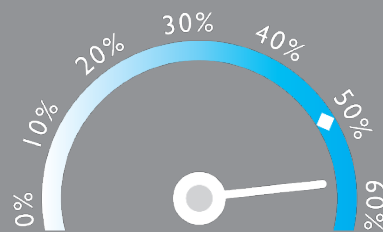
Percentage of trains that arrive at their destination within five minutes of the schedule.

▲ 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.

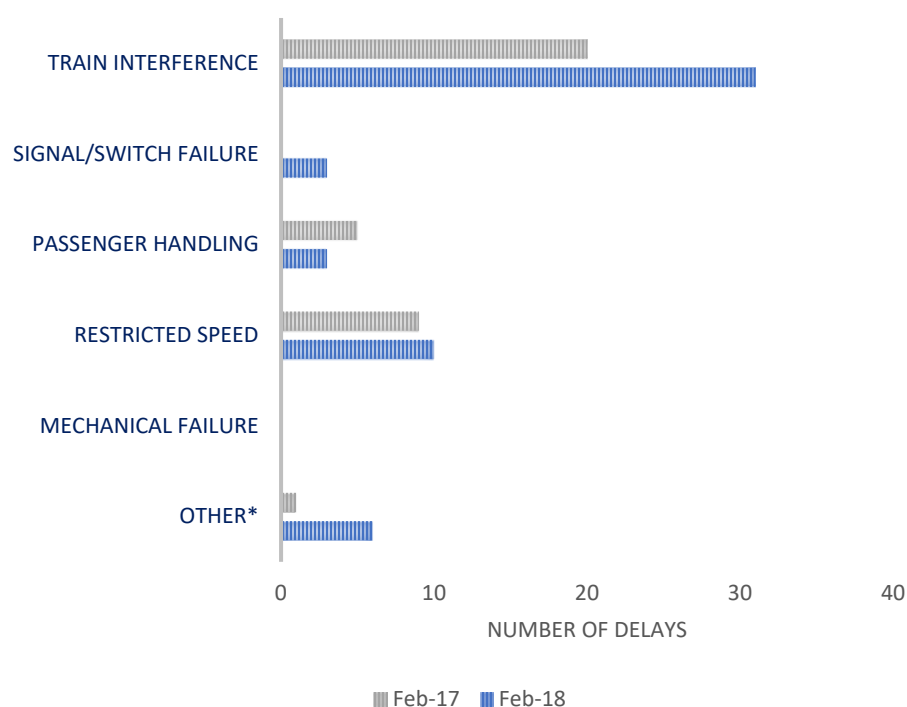
◆ Board-established goal.

ON-TIME PERFORMANCE

OUR RECORD

	February 2018	January 2018	February 2017
Manassas Line	96%	90%	94%
Fredericksburg Line	95%	90%	86%
System Wide	95%	90%	90%

REASONS FOR DELAYS



VRE operated 608 trains in February.

Our on-time percentage for February was 95%.

Twenty-eight of the trains arrived more than five minutes late to their final destinations. Twelve of those late trains were on the Manassas Line and 16 of those late trains were on the Fredericksburg Line.

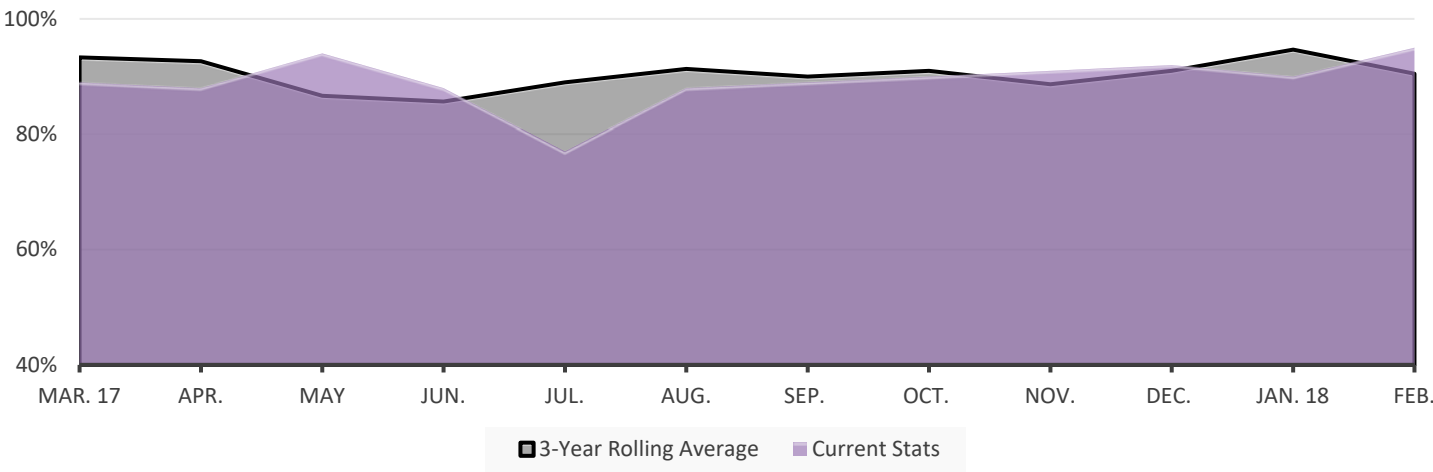
*Includes those trains that were delayed due to late turns, weather, signal/switch failures and maintenance of way.

LATE TRAINS

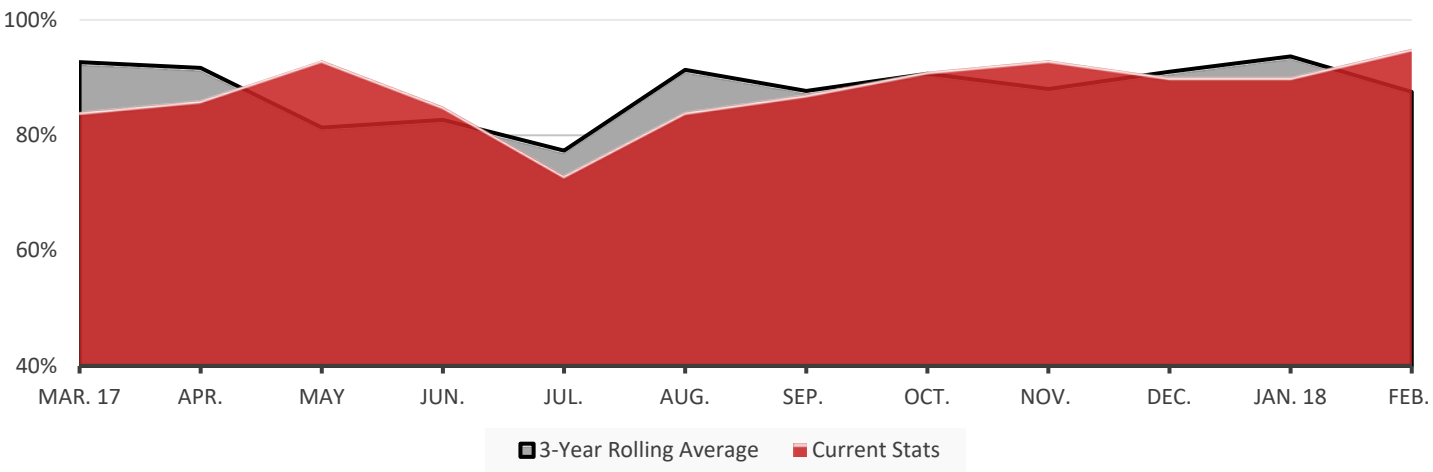
	System Wide			Fredericksburg Line			Manassas Line		
	Dec.	Jan.	Feb.	Dec.	Jan.	Feb.	Dec.	Jan.	Feb.
Total late trains	49	68	28	29	35	16	20	33	12
Average minutes late	22	25	13	24	14	16	21	35	9
Number over 30 minutes	8	6	2	4	2	2	4	4	0
Heat restriction days / total days	0/20	0/21	0/19						

ON-TIME PERFORMANCE

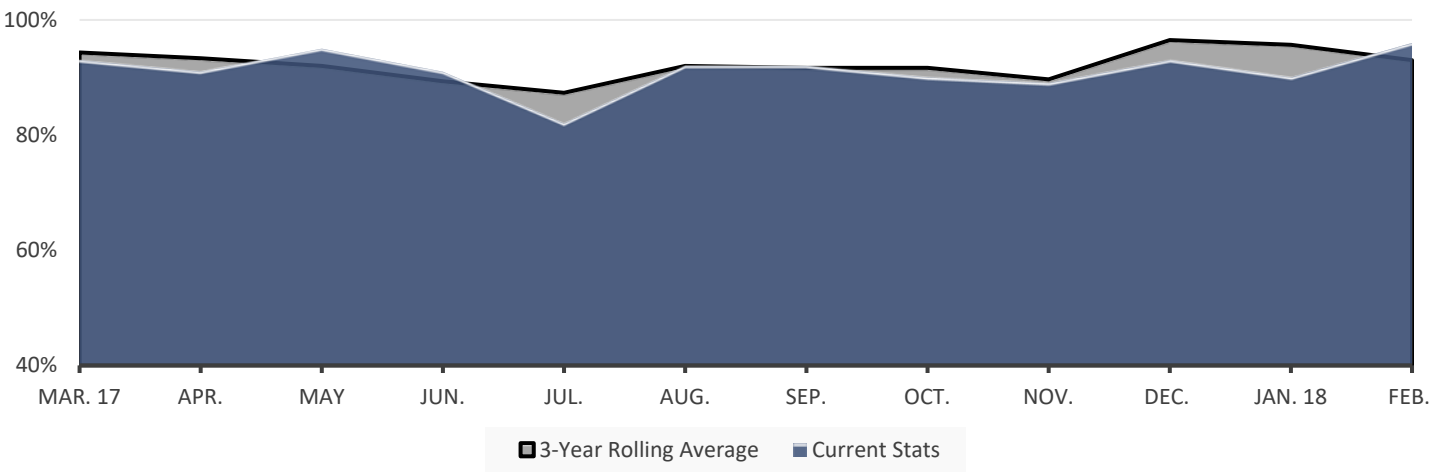
VRE SYSTEM



FREDERICKSBURG LINE

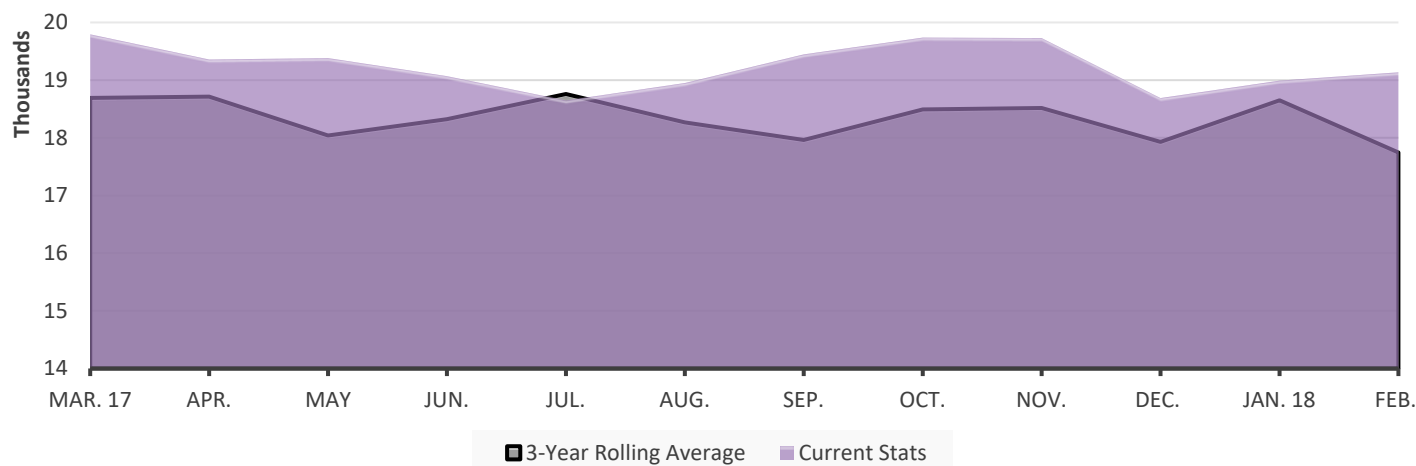


MANASSAS LINE

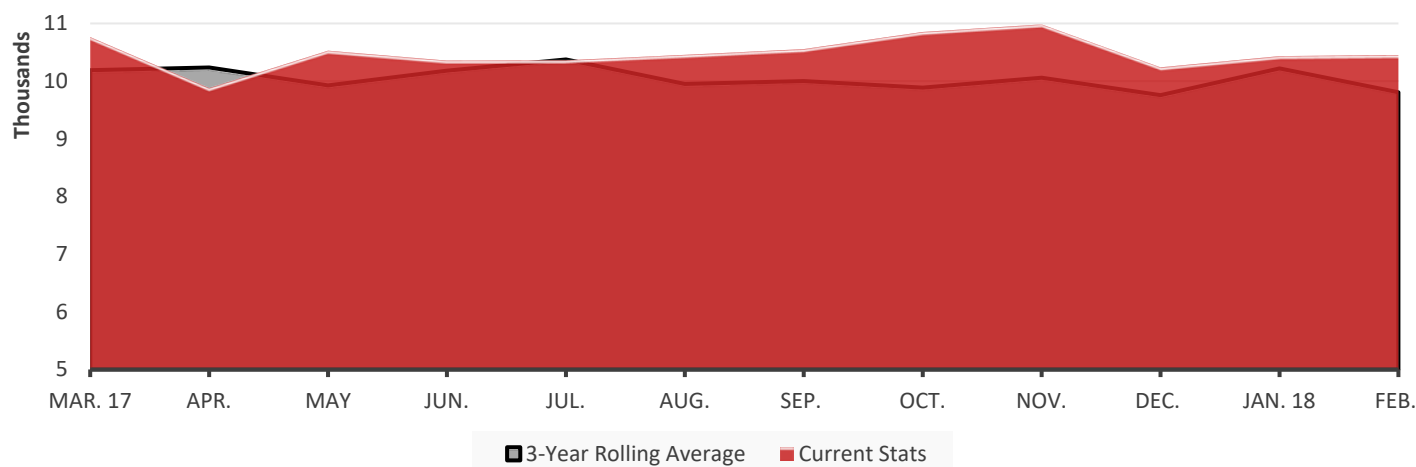


AVERAGE DAILY RIDERSHIP

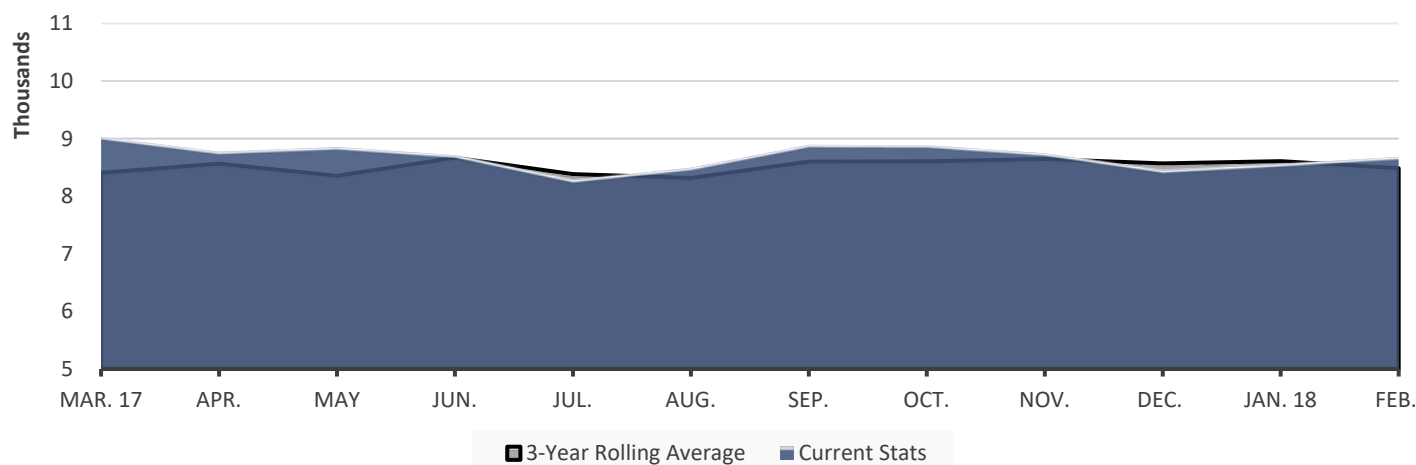
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



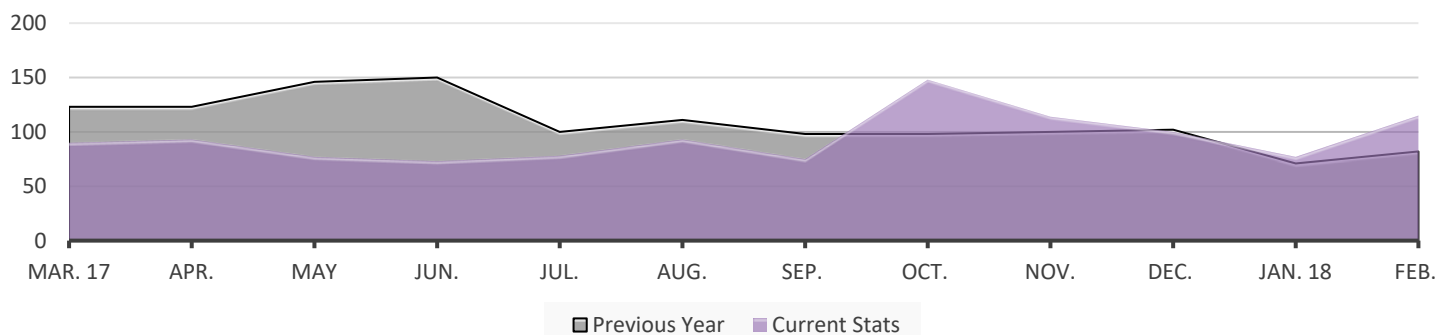
RIDERSHIP UPDATES

Average daily ridership (ADR) in February was approximately 19,100.

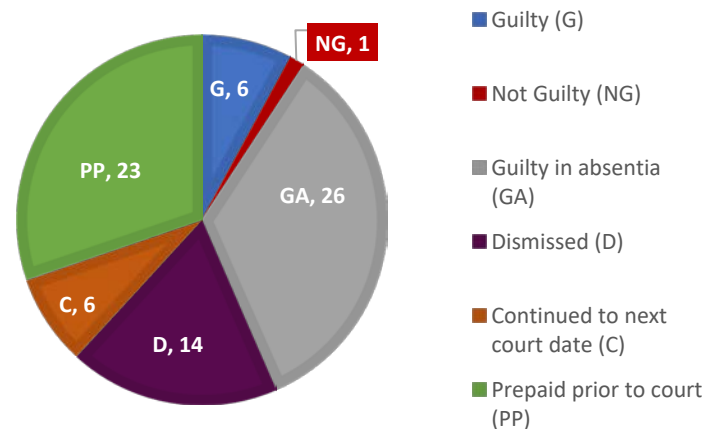
	February 2018	January 2018	February 2017
Monthly Ridership	363,591	398,785	379,260
Average Daily Ridership	19,136	18,990	19,961
Full Service Days	19	21	19
"S" Service Days	0	0	0

SUMMONSES ISSUED

VRE SYSTEM

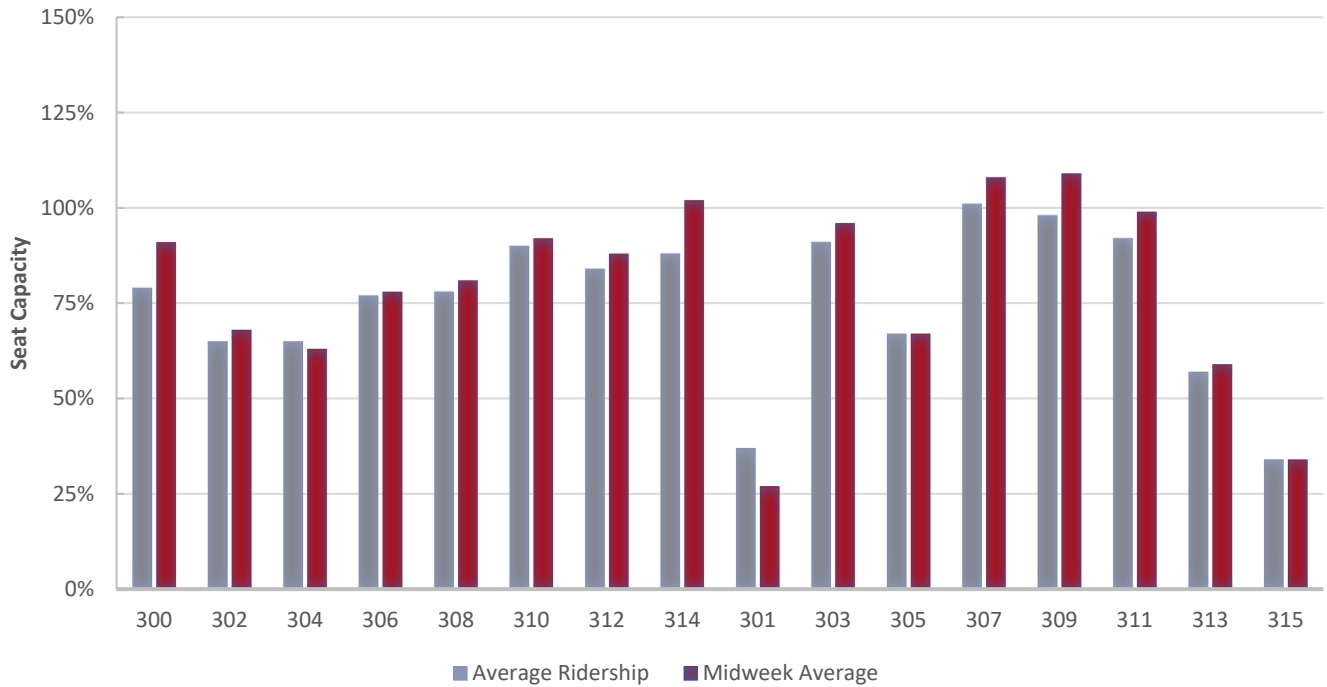
SUMMONSES WAIVED
OUTSIDE OF COURT

Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	20
One-time courtesy	14
Per the request of the conductor	15
Defective ticket	0
Per Ops Manager	0
Unique circumstances	0
Insufficient information	7
Lost and found ticket	0
Other	1
Total Waived	57

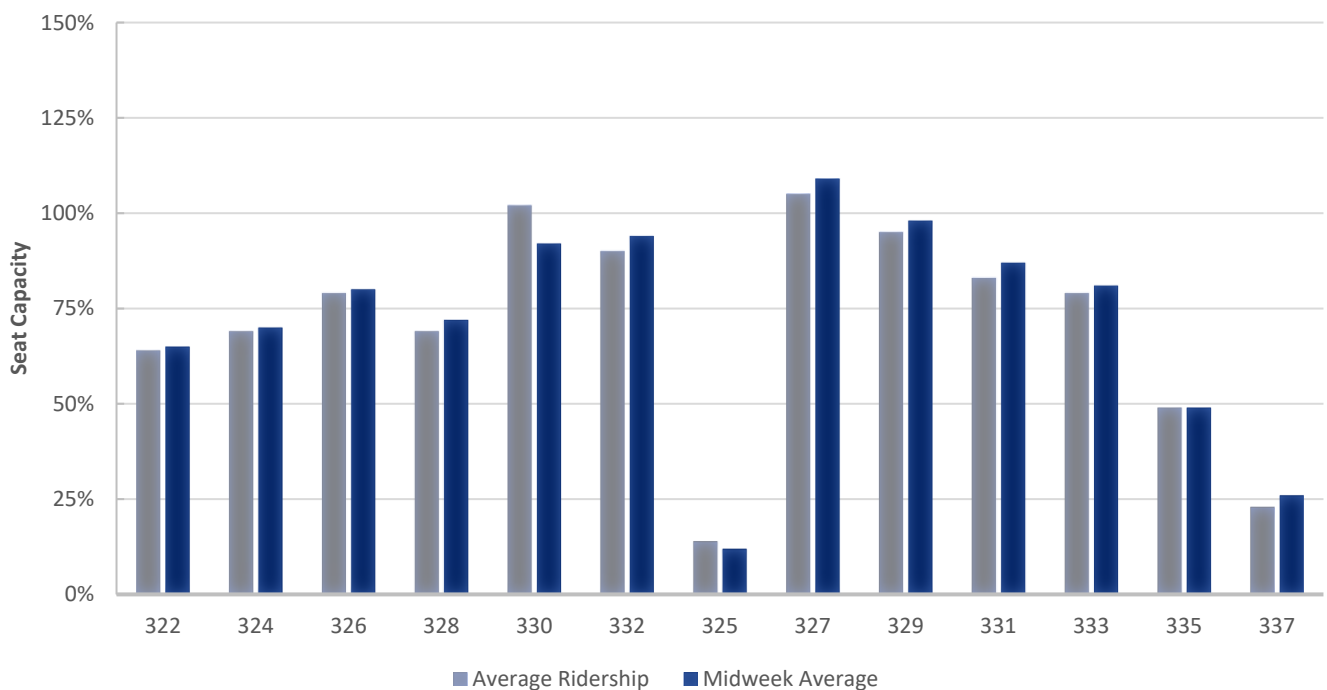
MONTHLY SUMMONSES
COURT ACTION

TRAIN UTILIZATION

FREDERICKSBURG LINE

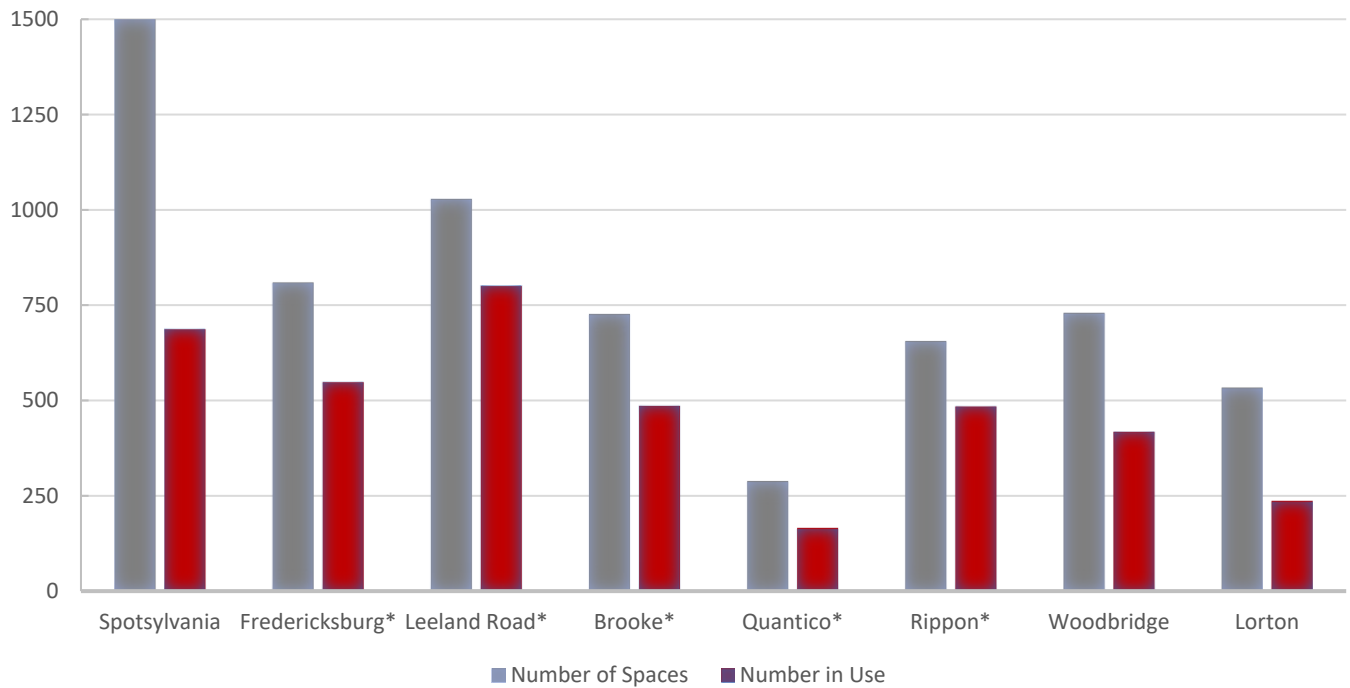


MANASSAS LINE



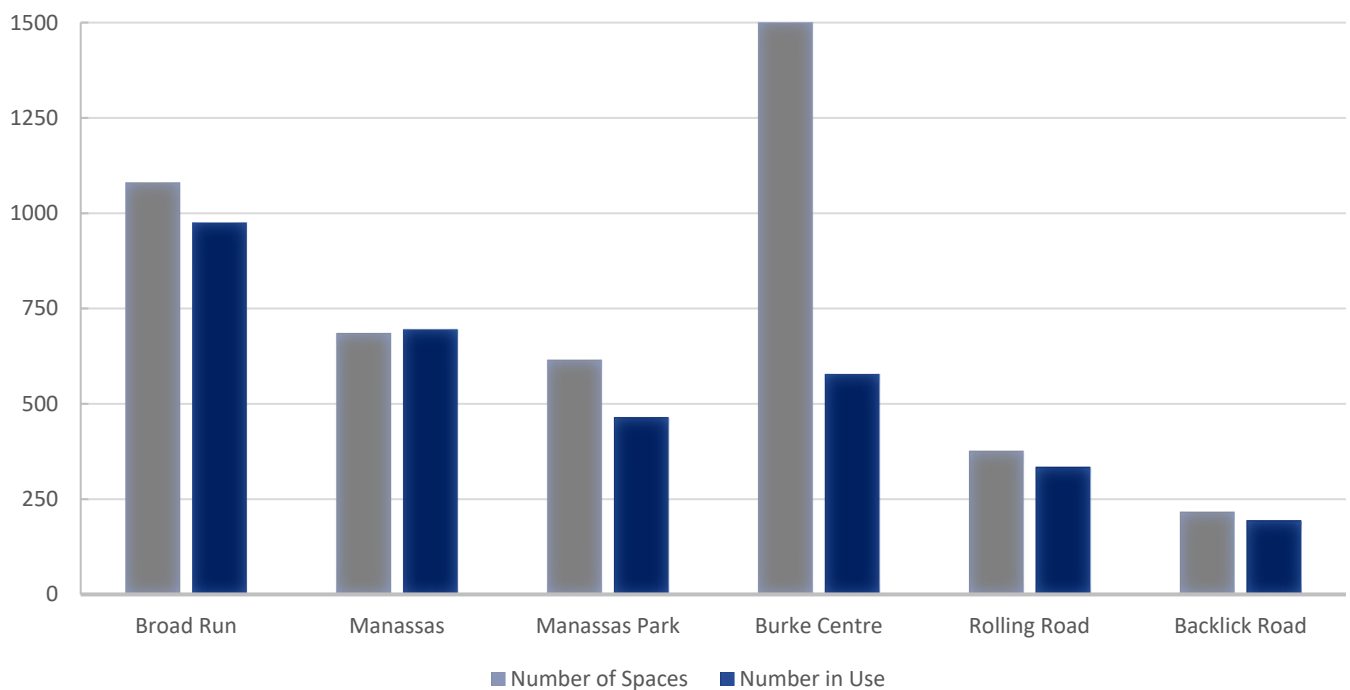
PARKING UTILIZATION

FREDERICKSBURG LINE



*Denotes stations using historical parking data for this report. Updated parking information will resume in the next CEO Report.

MANASSAS LINE



FINANCIAL REPORT

Fare revenue through the first eight months of FY 2018 is \$1.59 million above budget (a favorable variance of 6.0%) and is up 0.6% compared to the same period in FY 2017.

The operating ratio through December is 58%. VRE's budgeted operating ratio for the full twelve months of FY 2018 is 50%.

A summary of the FY 2018 financial results through December 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 February 28, 2018							
	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY18 BUDGET
Operating Revenue							
Passenger Ticket Revenue	3,424,539	3,076,864	28,151,433	26,558,193	1,593,240	6.0%	40,485,050
Other Operating Revenue	29,167	17,100	196,491	147,600	48,891	33.1%	225,000
Subtotal Operating Revenue	3,453,706	3,093,964	28,347,924	26,705,793	1,642,131	6.1%	40,710,050
Jurisdictional Subsidy (1)	-	-	17,250,240	17,250,240	-	0.0%	12,875,140
Federal/State/Other Jurisdictional Subsidy	2,560,102	2,512,247	20,537,841	20,565,307	(27,466)	-0.1%	30,731,253
Appropriation from Reserve/Other Income	-	-	-	-	-	0.0%	955,000
Interest Income	43,895	5,700	367,602	49,200	318,402	647.2%	75,000
Total Operating Revenue	6,057,703	5,611,911	66,503,607	64,570,539	1,933,067	3.0%	85,346,443
Operating Expenses							
Departmental Operating Expenses	5,220,719	5,843,103	49,243,410	51,921,978	2,678,568	5.2%	78,595,573
Debt Service	559,765	559,573	4,478,183	4,476,580	(1,603)	0.0%	6,714,870
Other Non-Departmental Expenses	-	-	-	-	-	0.0%	36,000
Total Operating Expenses	5,780,484	6,402,675	53,721,593	56,398,558	2,676,965	4.7%	85,346,443
Net income (loss) from Operations	277,219	(790,764)	12,782,014	8,171,982	4,610,032	0.0%	-
Operating Ratio							
			58%	51%		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:

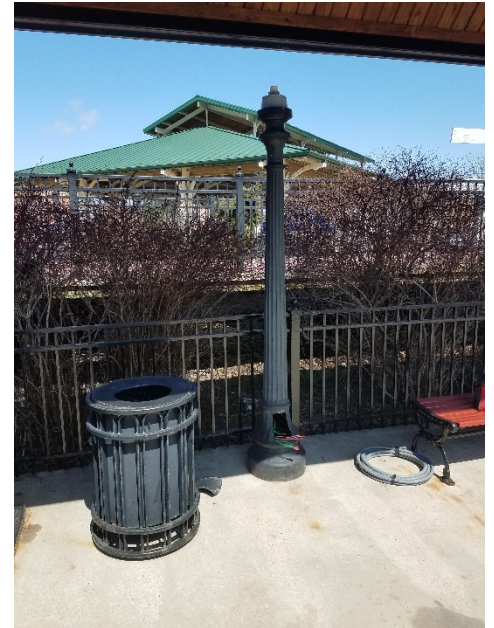
1. Cleaning of west elevator stainless steel shaft exterior at Franconia-Springfield Station

Projects scheduled to be completed this quarter:

1. Removal of vegetation along north edge of L'Enfant storage track
2. Repairs to fascia and soffit at Woodbridge Station east building
3. Replacement of ADA parking signage at Brooke and Leeland Road Stations
4. Repairs to ADA ramp at Leeland Road Station
5. Upgrades to electrical power supply for new communication cabinet at Burke Centre Station
6. Repairs to platform lighting and communications conduits at Manassas Park Station
7. Repairs to platform concrete at Manassas Station
8. Replacement of light poles and fixtures at Manassas Station
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. Cleaning of HVAC ductwork at Alexandria Headquarters, Woodbridge Station vendor spaces, Quantico Station, Fredericksburg office, and Crossroads and Broad Run storage yard buildings

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. Painting of Franconia-Springfield Station
4. Continuation of painting of Woodbridge Station
5. Replacement of light poles and fixtures at Fredericksburg Station
6. Replacement of parking lot signage at Broad Run Station



Existing Light Fixtures and Poles Being Replaced at Manassas Station



New LED Light Fixtures and Poles at Manassas Station

7. Repairs to pavement and striping at Franconia-Springfield, Rippon, Quantico and Leeland Road Stations, parking lot G in Fredericksburg and Crossroads and Broad Run yards
8. Renovations to Alexandria Headquarters (Suite 201, office space adjacent to Suite 202, to be leased)
9. Replacement of tactile warning strips at various stations
10. 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
- 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
- Seat Bottoms for Passenger Cars
- Gallery Car Door Control Switches
- Automated Electric Motor Parking Brake Systems
- Facility Security Services

CAPITAL PROJECTS UPDATES

AS OF MARCH 9TH, 2018

Broad Run Expansion Study (BRX)

- Participated in Project Management Team (PMT) meetings on February 7th and February 20th
- Planned for March public meeting
- Participated in call with AECOM on February 12th
- Participated in call/meeting with Federal Transit Administration (FTA) on February 15th
- Participated in internal design review for 3rd main track and delivery access design concepts on February 22nd
- Participated in meeting with Contractors Storage LLC, on February 28th
- Developed and finalized conceptual design details and preliminary evaluation of parking alternatives and other design elements
- Participated in a conference call on February 6th regarding additional mapping with AECOM
- Reviewed January 28th operations meeting notes and provided comments to VRE Manager of Project Development
- Reviewed January 31st PMT meeting and provided comments to VRE Manager of Project Development
- Participated in PMT meetings on February 7th and February 20th
- Reviewed Section 106 letter submitted by AECOM
- Reviewed list of contacts from GHX that had been compiled with VRE Manager of Project Development; determined the changes to be made and those who should receive an e-mail offering them to continue or be removed from the list
- Reviewed draft letter to FTA and attachment with project description, purpose, and need; provided comments to VRE Manager of Project Development
- Discussed upcoming BRX public meeting scheduled for March 22nd
- Communicated comments on additional AECOM Property Owner postcard and distribution list comments
- Reviewed “Press Release” provided by consultant team and sent comments to VRE Public Affairs Administrator
- Revised letters to potentially affected property owners regarding expanded yard and parking
- Participated in conference call with FTA on February 15th
- Requested deed and plat information for Construction Storage, LLC property just north of NS tracks in Broad Run complex vicinity and received on February 13th
- Attended review of track configuration and revised access to west end of yard on February 22nd
- Reviewed AECOM’s NS Right of Entry application and provided comments to VRE Manager of Project Development
- Coordinated with VRE Manager of Facilities Maintenance for Roadway Worker Protection training for AECOM team members
- Met with the owner of Contractors Storage, LLC the property that is north of the Broad Run Station

- Revised letter to Williams Communication, LLC and forwarded to VRE Chief Development Officer for final review
- Created tracking sheet for meetings and meeting note preparation to keep track of reviews
- Discussed property mosaic with Continental Field Services; requested base map from AECOM which was forwarded to Continental Field Services
- Requested additional property owner information from Continental Field Services which was provided March 8th
- Participated in team review meeting on March 5th and March 9th

Midday Storage Replacement Facility

- Reviewed revised Project Management Plan (PMP)
- Survey-only agreement signed by VRE and released for transmittal to Amtrak on February 7th; still waiting for executed agreement from Amtrak
- Started discussion with Amtrak on Permit to Enter (PTE) and with VHB mobilization
- All Scope of Work (SOW) for private parcel acquisition to VHB

Rolling Road Platform Extension

- Met with Dewberry on February 5th to review project status and issues
- Spoke with Norfolk Southern to discuss upcoming reviewing schedule and flagging needs for the summer
- Submitted Task Order (TO) for Construction Management (CM) activities to Procurement on February 9th
- Received 90 percent plans on February 22nd

Crossroads Real Estate Acquisition

- FTA reviewed and approved appraisal and review appraisal on February 8th
- Prepared and submitted offer package to VRE Legal on February 8th

Long Bridge Expansion Study

- Received quarterly financial and progress report from District Department of Transportation (DDOT); sent to Accounting for review
- Participated in PMT meeting on January 31st
- Arranged for teleconference with Department of Rail and Public Transportation (DRPT) to discuss project status and upcoming Project Oversight Committee (POC) meeting
- Draft Memorandum of Agreement (MOA) with Federal Railroad Administration (FRA) comments received and forwarded for Legal review

Southeast High Speed Rail Corridor (DC2RVA) Coordination

- Participated in Task Force meeting on February 8th
- Participated in Service Development Plan (SDP) meeting on February 8th

Washington Union Station Project Environmental Impact Statement (EIS)

- Provided comments on 90 percent drawings
- Participated in Public Information Display System (PIDS) project update

Lorton Platform Extension

- Final Invoice received
- Ribbon Cutting occurred on March 8th

Quantico Station Improvements

- 60 percent design for station and 90 percent design for site, civil, drainage, track, and retaining walls in vicinity of station reviewed by stakeholders
- Utility location and potential conflicts coordinated on site through CSXT
- DRPT Task Order for STV to be able to complete 60 to 90 percent design was executed
- Participated in Progress Calls on February 15th and March 1st
- Second Task Order between STV and DRPT for design was finalized and executed



Representatives of the VRE Operations Board, Fairfax Board of Supervisors, Northern Virginia Transportation Commission, Northern Virginia Transportation Authority, and Fairfax County staff assembled with VRE CEO Doug Allen to cut the ribbon on the new platform extension at Lorton Station.

Franconia-Springfield Station Improvements

- The 30 percent plan revisions are pending final emergency egress and American with Disabilities Act (ADA) access decisions by VRE, as well as design review comments by CSXT engineering and operations staff
- Provided updates during the monthly coordination call with CSXT on February 13th
- Reviewed and recommended payment for General Engineering Consulting (GEC) Invoice #17

Lorton Station Improvements (Second Platform)

- The 30 percent plan revisions are pending final emergency egress and ADA access decisions by VRE, as well as design review comments by CSXT engineering and operations staff
- Continued developing Army Corps of Engineers (ACOE) Jurisdictional Determination documentation
- Provided updates during the monthly coordination call with CSXT on February 13th
- Completed review of preliminary plans from GEC concerning egress and access
- Corresponded with DRPT regarding Virginia Department of Transportation (VDOT) Congestion Mitigation and Air Quality (CMAQ) funding and grant administration

Rippon Station Improvements

- Continued development of 30 percent plans and cost estimate
- Continued developing ACOE Jurisdictional Determination documentation
- Requested Force Account Estimate from CSXT for design review agreement
- Began developing Consent Board Item for the CSXT design review agreement
- Began developing draft CSXT design review agreement for Legal review
- Provided updates during the monthly coordination call with CSXT on February 13th
- Corresponded with DRPT regarding VDOT CMAQ funding and grant administration



Nearly 80 consultant and contractors attended VRE's Second Annual Industry Day.

- Participated in a field meeting with CSXT to review concepts on February 22nd

Leeland Road Station Improvements

- Continued development of 30 percent plans and cost estimate
- Requested Force Account Estimate from CSXT for design review agreement
- Began developing Consent Board Item for the CSXT design review agreement
- Began developing draft CSXT design review agreement for Legal review
- Provided updates during the monthly coordination call with CSXT on February 13th
- Corresponded with DRPT regarding VDOT CMAQ funding and grant administration

- Participated in a field meeting with CSXT to review concepts on February 22nd

Brooke Station Improvements

- Continued development of 30 percent plans, cost estimate, and environmental documents
- Continued developing the cost tool estimate for Option 7 based on GEC phasing plan
- Requested Force Account Estimate from CSXT for design review agreement
- Began developing Consent Board Item for the CSXT design review agreement
- Began developing draft CSXT design review agreement for Legal review
- Provided updates during the monthly coordination call with CSXT on February 13th
- Corresponded with DRPT regarding VDOT CMAQ funding and grant administration
- Participated in a field meeting with CSXT to review concepts on February 22nd

Alexandria Pedestrian Tunnel Project

- Participated in conference calls with Gannet Fleming's team for the study of fourth track, bridges and pedestrian tunnel as a solution on February 8th and February 16th
- Participated in meeting with Gannet Fleming's team for the study of fourth track, bridges and pedestrian tunnel alternative phasing on February 23rd
- Compiled a comparison of the prior 60 percent design construction phases and the current study proposed construction phases as a way to review that reasonable assumptions were being made
- Began collecting sources for alternative phasing report text
- Participated in conference call on March 6th with Gannett Fleming to discuss alternative phasing study and report status
- Discussed project during visit from Women's Transportation Seminar /Dunbar High School students on February 14th, followed by site visit

Crossroads Lifecycle Overhaul & Upgrade Facility (LOU)

- Communicated progress to CSXT, STV, the equipment manufacturers, and VRE's procurement department
- Reviewed Independent Cost Estimate prepared by VRE Chief Engineer for Construction Management Services contract and submitted to procurement for use in the procurement documents
- Discussed Evaluation Factors for Construction Management Services Request for Proposals (RFP) with VRE Chief Engineer
- Completed/signed additional forms for Construction Management services RFP
- Communicated the project information during Industry Day on February 8th
- Communicated with Kensington Consulting regarding Preliminary Hazard Analysis and requested dates available to review results for LOU
- Reviewed draft RFP for LOU Construction Management Services prepared by procurement/Contracts; discussed and compiled comments internally, and returned to procurement
- Discussed and agreed on the Evaluation Factors for Construction Management Services RFP with VRE Chief Engineer
- Confirmed date of February 28th for meeting with Kensington Consulting to review LOU questions and products regarding Safety and Hazard Analysis and Certification
- Discussed easement for CSXT during the Monthly CSXT meeting on February 13th
- Began reviewing Div 001 specifications with VRE Chief Engineer
- Cross-checked the TO for Construction Management services with the Procurement version and made notes to add to the next version
- Met with Kensington Consulting on February 28th to review safety analysis and discuss steps moving forward
- Reviewed draft LOU PHAs sent by Kensington Consulting on March 5th

L'Enfant (North) Storage Track Wayside Power

- Requested back-up information for final services invoice from C3M Power
- Conducted audit of payments to C3M, and confirmed with VRE Finance, to ensure amount for final retainage invoice
- Received a request from HDR for additional funds to complete the as-built plans
- Received as-built plans from HDR
- Prepared TO amendment for additional funds for HDR
- Processed AECOM invoice for services through February 3rd, and notified procurement of final payment
- Provided VRE COO data for contract audit
- L'Enfant (South) Storage Track Wayside Power
- Notified PEPCO on February 12th of design elements required and monitoring preparation by HDR
- Coordinated PEPCO junction box location with CSXT
- CSXT advised that trees will have to be located in the area of the new construction; relayed information to HDR to include in design
- HDR responded with items for VRE to coordinate, based on previous correspondence

APRIL 2018

- Met with HDR on February 23rd to review their response to PEPCO comments on design elements
- Discussed with HDR the trees that will be removed with their placement of the equipment
- Sent communication to CSXT presenting three proposals for tree solution
- Received plans from HDR and forwarded to Pepco requesting a review meeting the first week of April

Slaters Lane/Alexandria Track 1 Access

- Discussed during monthly CSXT briefing on February 13th
- Requested progress reports from CSXT accountant following request from Northern Virginia Transportation Authority (NVTA) October 12th, 2017

Manassas Park Station Parking Expansion

- Reviewed revisions made to meeting notes from meeting with City held in January and forwarded to City of Manassas Park representatives
- Contacted City of Manassas Park about outstanding comments on Traffic Impact Analysis and comments on 30 percent plans
- Contacted VHB regarding outstanding items such as cost estimate and requested a call
- A submittal for a design review agreement with Norfolk Southern is being prepared; coordination with Norfolk-Southern was initiated

Crystal City Station Improvements

- Met with VHB to develop project schedule and cost to complete concept design and ongoing tasks in this phase
- Draft Categorical Exclusion documentation revised per VRE comments
- Concept design for the station and track is being developed, including resolution of circulation conflicts on Crystal Drive at both access points
- Additional discussions on noise and air pollution in response to concerns voiced by residents are being held

VRE Transit Development Plan Update

- Began development of presentation materials for Workshop #1; VRE review occurred February 22nd

Projects Progress Report to Follow

PASSENGER FACILITIES

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

PHASE: CD - Conceptual Design PD - Preliminary Design EC - Environment Clearance RW - Right of Way Acquisition FD - Final Design CN - Construction

STATUS: ◆ Completed ● Underway ■ On Hold ◆ part of the "Penta-Platform" program

¹Total project cost estimate in adopted FY2018 CIP Budget

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

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

Total ¹	ESTIMATED COSTS (\$)			Expended ²	COMPLETION			STATUS
	Funded	Unfunded	Authorized		Percent	Date		
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%	3rd 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	-	*	313,129	20%	2nd QTR 2020	●	Preliminary engineering is anticipated to be complete in 2nd QTR 2018.
16,150,000	16,150,000	-	*	336,243	20%	2nd QTR 2020	●	Preliminary engineering is anticipated to be complete in 2nd QTR 2018.
16,632,716	16,632,716	-	*	231,125	20%	4th QTR 2021	●	Preliminary engineering is anticipated to be complete in 3rd QTR 2018.
No costs for VRE. Private developer providing station.					10%	TBD	●	Design resumed after resolution of DRPT/CSXT/FRA track project issues.
9,500,000	9,500,000	574,706	-	-	30%	TBD	●	Completion of FD & construction pending execution of IPROC grant by DRPT.
21,334,506	21,334,506	-	*	220,914	20%	4th QTR 2021	●	Completion of PD & EC pending execution of REF grant by DRPT.
14,336,156	14,336,156	-	*	179,310	20%	4th QTR 2021	●	Completion of PD & EC pending execution of REF grant by DRPT.
19,600,000	2,500,000	17,100,000	665,785	601,176	25%	2nd QTR 2018	●	30% design plans received and under review.
2,000,000	2,000,000	-	442,900	224,030	20%	3rd QTR 2020	●	60% design plans under review by NS.
21,160,000	400,000	20,760,000	370,285	360,747	10%	2nd QTR 2023	●	Completion of PD & EC pending execution of REF grant by DRPT.
68,600,000	2,980,000	65,620,000	-	45,139	10%	2nd QTR 2023	●	Completion of planning, PD & EC pending execution of REF grant by DRPT.

TRACK AND INFRASTRUCTURE

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

MAINTENANCE AND STORAGE FACILITIES

L'Enfant 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	◆	◆	◆	N/A	●	●
Lifecycle Overhaul and Upgrade Facility	New LOU facility to be added to the Crossroads MSF.	◆	◆	◆	N/A	◆	■
Crossroads Maintenance and Storage Facility Land Acquisition	Acquisition of 16.5 acres of land, construction of two storage tracks and stormwater retention and new	◆	N/A	N/A	●	N/A	N/A
Midday Storage	New York Avenue Storage Facility: Planning, environmental and preliminary engineering.	◆	●	●	●		

ROLLING STOCK

Passenger Railcar Procurement	Acquisition of 29 new railcars.	◆	N/A	N/A	N/A	◆	◆
Positive Train Control	Implement Positive Train Control for all VRE locomotives and control cars.	◆	N/A	N/A	N/A	◆	●

PLANNING, COMMUNICATIONS AND IT











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

PHASE: CD - Conceptual Design PD - Preliminary Design EC - Environment Clearance RW - Right of Way Acquisition FD - Final Design CN - Construction

STATUS: ◆ Completed ● Underway ■ On Hold

¹ Total project cost estimate in adopted FY2018 CIP Budget

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

Total ¹	ESTIMATED COSTS (\$)				COMPLETION		STATUS
	Funded	Unfunded	Authorized	Expended ²	Percent	Date	
32,500,000	32,500,000	-	33,285,519	30,578,003	100%	4th QTR 2015	 Close-out pending repair of storm damage to embankment.
4,398,996	4,398,996	-	4,398,996	3,272,713	100%	2nd QTR 2017	 Wayside power installation complete. Track and signals in service.
3,965,000	3,965,000	-	2,937,323	3,045,774	50%	3rd QTR 2017	 Power design under review by CSXT & Pepco. Track and signals in service.
38,146,323	38,146,323	-	3,176,039	3,156,717	30%	TBD	 Design 100% complete. On hold pending property acquisition.
2,950,000	2,950,000	-	2,950,000	2,950,000	90%	TBD	 Property appraisal underway, followed by review by FTA.
88,800,000	88,800,000	-	3,588,305	993,204	15%	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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VRE.ORG





RESOLUTION #2358

SUBJECT: Authorize the VRE CEO to Execute an Amendment for the Fourth Year of the First Option Period of the Contract for Operating Services for Commuter Rail

WHEREAS: On October 16, 2009, the VRE Operations Board approved a five-year contract with Keolis Rail Services Virginia for VRE operations and maintenance services and mobilization in the amount of \$18,459,348 through June 30, 2011;

WHEREAS: A contract amendment was approved on December 17, 2010 in the amount of \$2,085,000;

WHEREAS: On May 20, 2011, the Operations Board approved the second contract year, through June 30, 2012, in the amount of \$17,954,527, for a total contract value not to exceed \$38,498,875;

WHEREAS: On April 20, 2012, the Operations Board approved the third contract year, through June 30, 2013, in the amount of \$18,008,591, for a total contract value not to exceed \$56,507,466;

WHEREAS: On April 19, 2013, the Operations Board approved the fourth contract year, through June 30, 2014, in the amount of \$18,974,041, for a total contract value not to exceed \$75,481,507;

WHEREAS: On April 18, 2014, the Operations Board approved the fifth contract year, through June 30, 2015, in the amount of \$20,115,047, for a total contract value not to exceed \$95,596,554;

WHEREAS: On May 15, 2015, the Operations Board approved the first year of the first option period, through June 30, 2016, in the amount of \$20,931,000, for a total contract value not to exceed \$116,527,554;

WHEREAS: On May 20, 2016, the Operations Board further authorized amending the agreement to remove the requirements for the Maintenance of Equipment and Facilities;

WHEREAS: On May 20, 2016, the Operations Board approved the second year of the first option period, through June 30, 2017, in the amount of \$15,463,003, for a total contract value not to exceed \$131,990,557;

WHEREAS: On April 21, 2017, the Operations Board approved the third year of the first option period, through June 30, 2018, in the amount of \$15,416,000, for a total contract value not to exceed \$147,406,557; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED THAT, the Northern Virginia Transportation Commission authorizes the VRE CEO to amend the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC by approving up to \$15,718,000 for the fourth year of the first option period, for a total contract value not to exceed \$163,124,557 through June 30, 2019.

Approved this 3rd day of May 2018.

Paul C. Smedberg
Chairman

Katie Cristol
Secretary-Treasurer



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 9-H
Action Item

To: Chairman Nohe and the VRE Operations Board

From: Doug Allen

Date: April 20, 2018

Re: Recommend Authorization to Execute an Amendment for the Fourth Year of the First Option Period of the Contract for Operating Services for Commuter Rail

Recommendation:

The VRE Operations Board is asked to recommend the Commissions authorize the Chief Executive Officer to amend the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by approving up to \$15,718,000 for the fourth year of the first option period, for a total contract value not to exceed \$163,124,557 through June 30, 2019.

Summary:

This action will authorize contracted services for certified locomotive engineers and conductors to operate VRE commuter rail trains for FY 2019.

Background:

On October 16, 2009 the VRE Operations Board recommended, and the Commissions subsequently approved, a five-year contract with KRSV for commuter rail operations and maintenance. The maintenance portion was removed from this contract and these services are now included in a separate contract for maintenance services. The fourth



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year of the first option period for operating services will start July 1, 2018. The total amount requested for authorization is equal to the total amount budgeted for FY 2019.

The work performed under this contract includes providing certified locomotive engineers and conductors to operate VRE commuter rail trains. The contract scope of work also includes Federal Railroad Administration reporting and claims management. Below is a list of the amendment, contract modifications and proposed actions for this contract:

Date	Description	Amount	Authorized Value (Cumulative)
10-16-2009	1 st Contract Year & Mobilization	\$18,459,348	\$18,459,348
12-17-2010	Amendment (a)	\$2,085,000	\$20,544,348
5-20-2011	2 nd Contract Year	\$17,954,527	\$38,498,875
4-20-2012	3 rd Contract Year (b)	\$18,008,591	\$56,507,466
4-19-2013	4 th Contract Year	\$18,974,041	\$75,481,507
4-18-2014	5 th Contract Year (c)	\$20,115,047	\$95,596,554
5-15-2015	1 st Year of the First Option Period (6 th Contract Year)	\$20,931,000	\$116,527,554
5-20-2016	2 nd Year of the First Option Period (7 th Contract Year) (d)	\$15,463,003	\$131,990,557
4-21-2017	3 rd Year of First Option Period (8 th Year)	\$15,416,000	\$147,406,557
4-20-2018	4 th Year of the First Option Period (9 th Year) (e)	\$15,718,000	\$163,124,557

(a) Amendment included service enhancements, higher than anticipated insurance costs; items included in the original negotiations, contingency funds, and removed the requirement that Keolis indemnify VRE for all liability claims arising from the contract service with a value of up to \$5,000,000.

(b) FY 2013 budget amended mid-year for service enhancements resulting in the lengthening of two trains. This increased the FY 2013 contract budget amount to \$18,248,591. Authorization available from prior year approvals.

(c) FY 2015 budget includes adding the new Fredericksburg line train for half of the fiscal year.

(d) FY 2017 budget reflects the amended agreement removing the maintenance of equipment and facilities maintenance functions.

(e) Pending Approval

This action will increase the contract value by \$15,718,000, for a cumulative amount not to exceed \$163,124,557. The year over year increase is due to a contractually mandated increase of 2.04% based on the Consumer Price Index for the fixed cost components of the contract.

Fiscal Impact:

Funding for the fourth year of the first option period (9th year) is included in the FY 2019 operating budget. The total amount budgeted for train operations is \$15,718,000.

**Virginia Railway Express
Operations Board**

**Resolution
9H-04-2018**

**Recommend Authorization to Execute an Amendment for the
Fourth Year of the First Option Period of the Contract for
Operating Services for Commuter Rail**

WHEREAS, on October 16, 2009, the VRE Operations Board approved a 5-year contract with Keolis Rail Services Virginia for VRE operations and maintenance services and mobilization in the amount of \$18,459,348 through June 30, 2011; and,

WHEREAS, a contract amendment was approved on December 17, 2010 in the amount of \$2,085,000; and,

WHEREAS, on May 20, 2011, the Operations Board approved the second contract year, through June 30, 2012, in the amount of \$17,954,527, for a total contract value not to exceed \$38,498,875; and,

WHEREAS, on April 20, 2012, the Operations Board approved the third contract year, through June 30, 2013, in the amount of \$18,008,591, for a total contract value not to exceed \$56,507,466; and,

WHEREAS, on April 19, 2013, the Operations Board approved the fourth contract year, through June 30, 2014, in the amount of \$18,974,041, for a total contract value not to exceed \$75,481,507; and;

WHEREAS, on April 18, 2014, the Operations Board approved the fifth contract year, through June 30, 2015, in the amount of \$20,115,047, for a total contract value not to exceed \$95,596,554; and,

WHEREAS, on May 15, 2015, the Operations Board approved the first year of the first option period, through June 30, 2016, in the amount of \$20,931,000, for a total contract value not to exceed \$116,527,554; and,

WHEREAS, on May 20, 2016, the Operations Board further authorized amending the agreement to remove the requirements for the Maintenance of Equipment and Facilities; and,

WHEREAS, on May 20, 2016, the Operations Board approved the second year of the first option period, through June 30, 2017, in the amount of \$15,463,003, for a total contract value not to exceed \$131,990,557; and,

Resolution 9H-04-2018 continued

WHEREAS, on April 21, 2017, the Operations Board approved the third year of the first option period, through June 30, 2018, in the amount of \$15,416,000, for a total contract value not to exceed \$147,406,557;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Chief Executive Officer to amend the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC by approving up to \$15,718,000 for the fourth year of the first option period, for a total Contract value not to exceed \$163,124,557 through June 30, 2019.

Approved this 20th day of April 2018

Martin Nohe
Chairman

Maureen Caddigan
Secretary

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RESOLUTION #2359

SUBJECT: Authorize the VRE CEO to Execute an Amendment for the Third Year of the Contract for Maintenance Services for Commuter Rail

WHEREAS: In 2015, the VRE Operations Board recommended, and the Commissions approved, a five-year Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV);

WHEREAS: The contract start date and total authorization was amended in May of 2016;

WHEREAS: On April 21, 2017, the Operations Board approved the second contract year, through June 30, 2018, in the amount of \$7,092,267, for a total contract value not to exceed \$14,344,638;

WHEREAS: The current contract authorization runs through June 30, 2018;

WHEREAS: The increase in contract authorization will allow for continued maintenance services and life cycle maintenance work scheduled for FY2019; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE CEO to amend the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by increasing the total contract authorization by \$7,674,000, for a total amount not to exceed \$22,018,638 through June 30, 2019.

Approved this 3rd day of May 2018.

Paul C. Smedberg
Chairman

Katie Cristol
Secretary-Treasurer



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 9-I
Action Item

To: Chairman Nohe and the VRE Operations Board

From: Doug Allen

Date: April 20, 2018

Re: Recommend Authorization to Execute an Amendment for the Third Year of the Contract for Maintenance Services for Commuter Rail

Recommendation:

The VRE Operations Board is asked to recommend the Commissions authorize the Chief Executive Officer to amend the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by increasing the total Contract authorization by \$7,674,000, for a total amount not to exceed \$22,018,638, through June 30, 2019.

Summary:

This action will authorize contracted services for the maintenance, inspection and repairs of VRE locomotives, passenger rail cars and maintenance facilities for FY 2019.

Background:

On January 15, 2015, the VRE Operations Board recommended, and the Commissions subsequently approved, the CEO to execute a Contract with KRSV for Maintenance Services for Commuter Rail. On May 20, 2016, the VRE Operations Board recommended, and the Commissions subsequently approved an amended start date for the first year of the Contract to July 1, 2016, and the total Contract amount for the first year of \$7,252,371. On April 21, 2017, the VRE Operations Board recommended, and the



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VRE.org



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Woodbridge, VA 22192
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Commissions subsequently approved increasing the Contract authorization for the second year for a cumulative amount not to exceed \$14,344,638.

The work performed under this contract includes daily and periodic servicing, inspection and repairs of locomotives and passenger rail cars. Life Cycle maintenance and extensive rolling stock repair work are included in this contract through a task order process. For FY 2019, this work will also include daily maintenance and support services at the L'Enfant Storage tracks. In addition to locomotive and passenger rail car work, the scope of work includes inspection, maintenance and repair of facilities equipment including yard tracks and buildings. Below is a list of the amendments, contract modifications and proposed action for this Contract:

Date	Description	Amount	Authorized Value (Cumulative)
May 20, 2016	1 st Contract Year & Mobilization	\$7,252,371	\$7,252,371
April 21, 2017	2 nd Contract Year	\$7,092,267	\$14,344,638
April 20, 2018	3 rd Contract Year (a)	\$7,674,000	\$22,018,638

(a) Pending Approval

This action will increase the contract value by \$7,674,000, for a cumulative amount not to exceed \$22,018,638, through the third year of the base five-year contract. The year over year increase is primarily due to:

- a contractually mandated increase of 2.04% based on the Consumer Price Index,
- an increase in the daily service and maintenance requirements for the nine expansion cars received in 2017,
- and mechanical support for the L'Enfant Storage track operations.

Fiscal Impact:

Funding is provided for in the FY 2019 Operating budget for Maintenance Services for Commuter Rail and the CIP budget for Asset Management – Rolling Stock Equipment and Asset Management- Facilities includes funding for the third year of this work.

FY 2019 Operating Budget: Maintenance Services for Commuter Rail	\$7,020,500
FY 2019 CIP Budget: Asset Management – Rolling Stock Equipment and Asset Management - Facilities	\$653,500
Total:	\$7,674,000

**Virginia Railway Express
Operations Board**

**Resolution
9I-04-2018**

**Recommend Authorization to Execute an Amendment for the
Third Year of the Contract for Maintenance Services for Commuter Rail**

WHEREAS, in 2015, the VRE Operations board recommended, and the Commissions approved, a five-year Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV); and,

WHEREAS, the Contract start date and total authorization was amended in May of 2016; and,

WHEREAS, on April 21, 2017, the Operations Board approved the second contract year, through June 30, 2018, in the amount of \$7,092,267, for a total contract value not to exceed \$14,344,638; and,

WHEREAS, the current Contract authorization runs through June 30, 2018; and,

WHEREAS, the increase in Contract authorization will allow for continued maintenance services and life cycle maintenance work scheduled for FY 2019;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Chief Executive Officer to amend the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by increasing the total Contract authorization by \$7,674,000, for a total amount not to exceed \$22,018,638, through June 30, 2019.

Approved this 20th day of April 2018

Martin Nohe
Chairman

Maureen Caddigan
Secretary

VIRGINIA RAILWAY EXPRESS

FY2020 - FY2025

TRANSIT DEVELOPMENT PLAN

VRE Operations Board
April 20, 2018



A BETTER WAY. A BETTER LIFE.

ROLE OF THE TRANSIT DEVELOPMENT PLAN



Internal perspective (VRE)

Summarizes and **coordinates** near term actions and initiatives to achieve VRE's long range vision

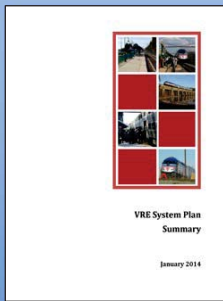
External perspective (DRPT)

Commonwealth transit agencies **identify needs, service changes, required funding, and local priorities** to meet near and long term opportunities and challenges

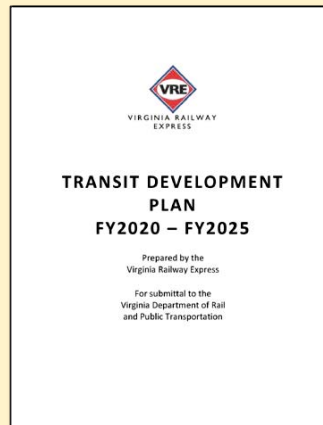


VIRGINIA RAILWAY EXPRESS

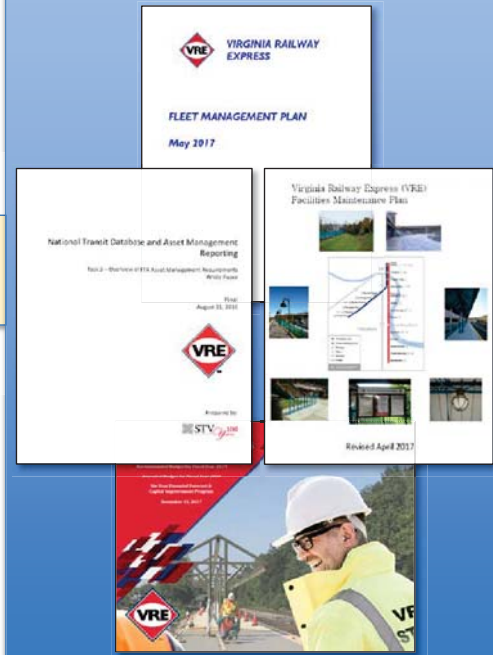
Long Range Plans



Transit Development Plan



Annual Work Plans

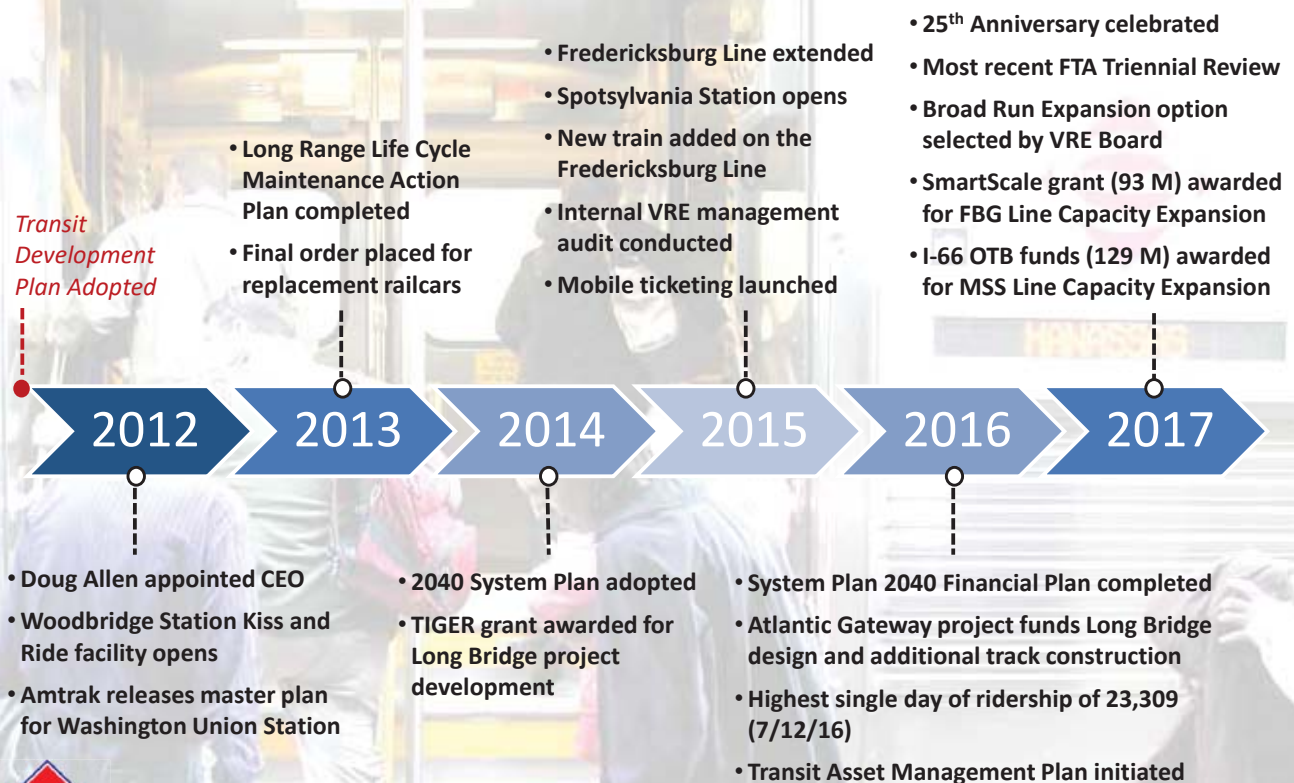


VIRGINIA RAILWAY EXPRESS

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SINCE THE LAST MAJOR TDP UPDATE ...

Transit Development Plan Adopted

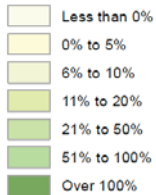


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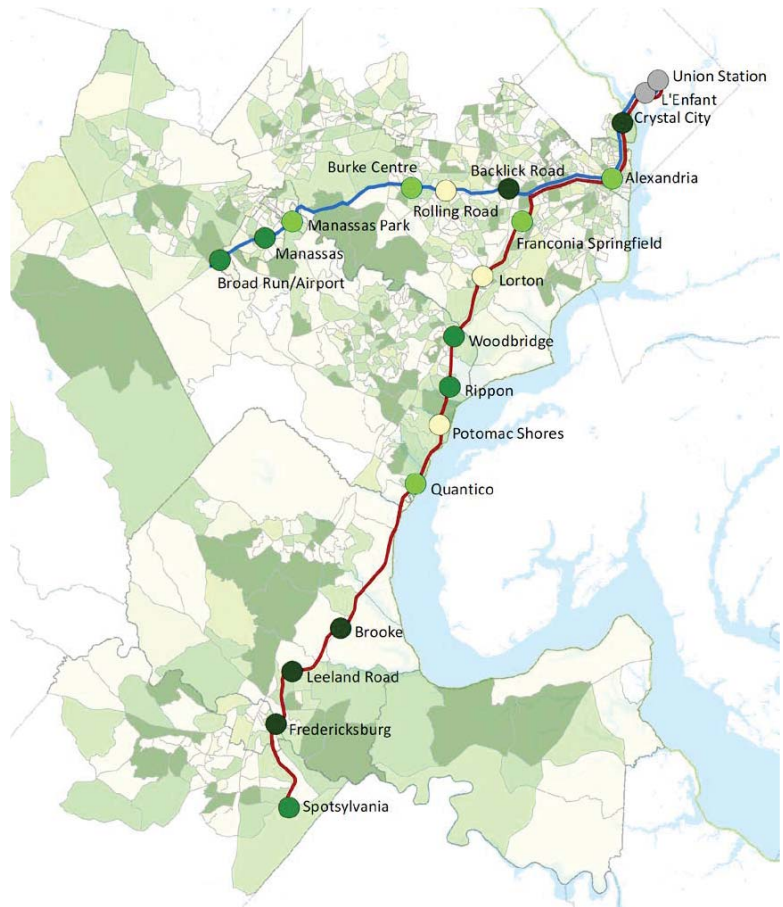
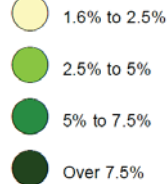
POPULATION CHANGES (2013-2016)

Higher population growth
at outlying stations

Census Block Group
Population Change
(2013 - 2016)



Station Catchment Area
Population Change
(2013 - 2016)



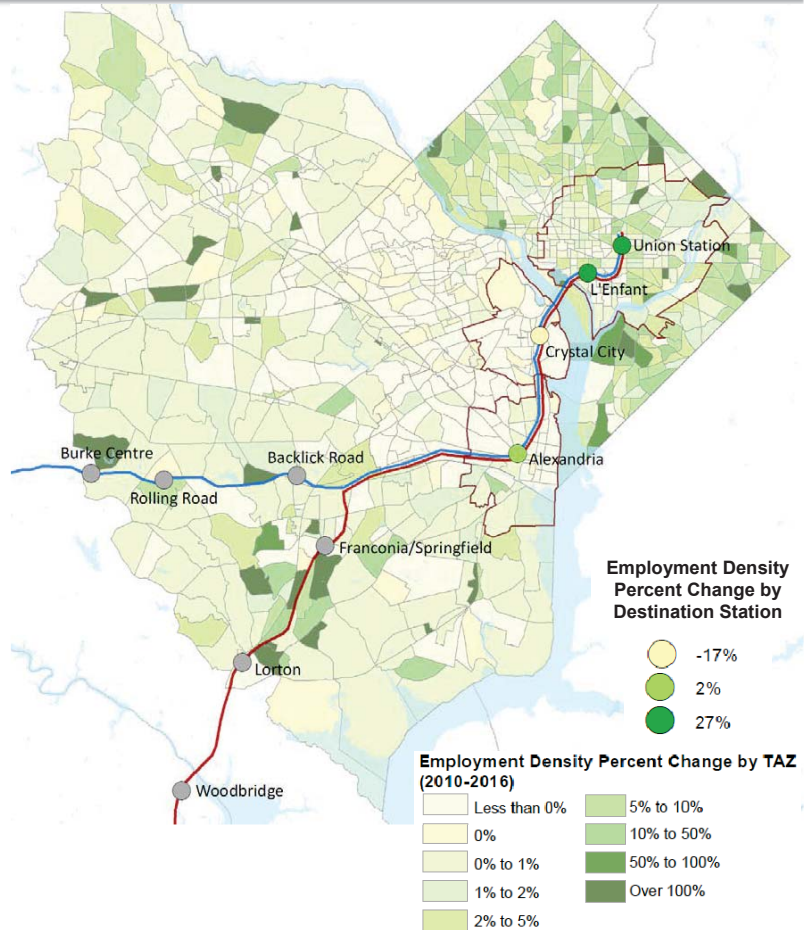
VIRGINIA RAILWAY EXPRESS

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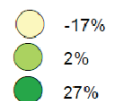
EMPLOYMENT CHANGES (2013-2016)

Employment has shifted
away from VRE
destination stations,
e.g. Crystal City

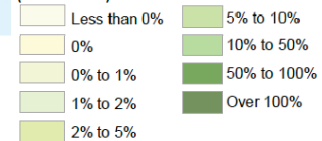
New locations with
employment
concentrations, e.g.
Franconia-Springfield to
Lorton corridor



Employment Density
Percent Change by
Destination Station



Employment Density Percent Change by TAZ
(2010-2016)



VIRGINIA RAILWAY EXPRESS

6

PROPOSED VRE TDP GOALS

■ GOAL #1 – SERVICE DELIVERY

Deliver safe, secure, high-quality, and convenient service that is responsive to customer needs.

■ GOAL #2 – BUSINESS PRACTICES

Employ industry-leading business practices to drive operating efficiency, project delivery, regulatory compliance, and partnerships.

■ GOAL #3 – SERVICE ENHANCEMENT

Expand VRE ridership efficiently and economically through operational enhancements, physical improvements, and coordinated intermodal integration throughout the region.



VIRGINIA RAILWAY EXPRESS

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GOAL #1 – SERVICE DELIVERY

Deliver safe, secure, high-quality, and convenient service that is responsive to customer needs.



Objective 1.1 – Maintain a positive safety culture.



Objective 1.2 – Maintain a secure environment on trains and at facilities.



Objective 1.3 – Act on improvements identified through annual customer surveys and other feedback.



Objective 1.4 – Track monthly performance indicators and address trends requiring action internally or with partners.



VIRGINIA RAILWAY EXPRESS

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GOAL #2 – BUSINESS PRACTICES

Employ industry-leading business practices to drive operating efficiency, project delivery, regulatory compliance, and partnerships.



Objective 2.1 – Proactively maintain all assets in a state of good repair.



Objective 2.2 – Demonstrate accountability and good stewardship to host railroads, funding partners, commissions, contractors, and regulatory entities.



Objective 2.3 – Implement technology to streamline administrative and operational functions and project delivery.



Objective 2.4 – Provide training and oversight to promote workforce development and create a positive work environment.



Objective 2.5 – Seek opportunities to incorporate environmentally conscious practices, design, and equipment.



VIRGINIA RAILWAY EXPRESS

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GOAL #3 – SERVICE ENHANCEMENT

Expand VRE ridership efficiently and economically through operational enhancements, physical improvements, and coordinated intermodal integration throughout the region.



Objective 3.1 – Execute the adopted Capital Improvement Plan.



Objective 3.2 – Pursue strategies and partnerships to serve new markets.



Objective 3.3 – Support and advocate for regional initiatives that benefit the delivery of multimodal transportation solutions.



Objective 3.4 – Advance project readiness and operational planning to be able to tap into emerging revenue sources.



VIRGINIA RAILWAY EXPRESS

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OBJECTIVE CATEGORIES/DISTRIBUTION



VIRGINIA RAILWAY EXPRESS

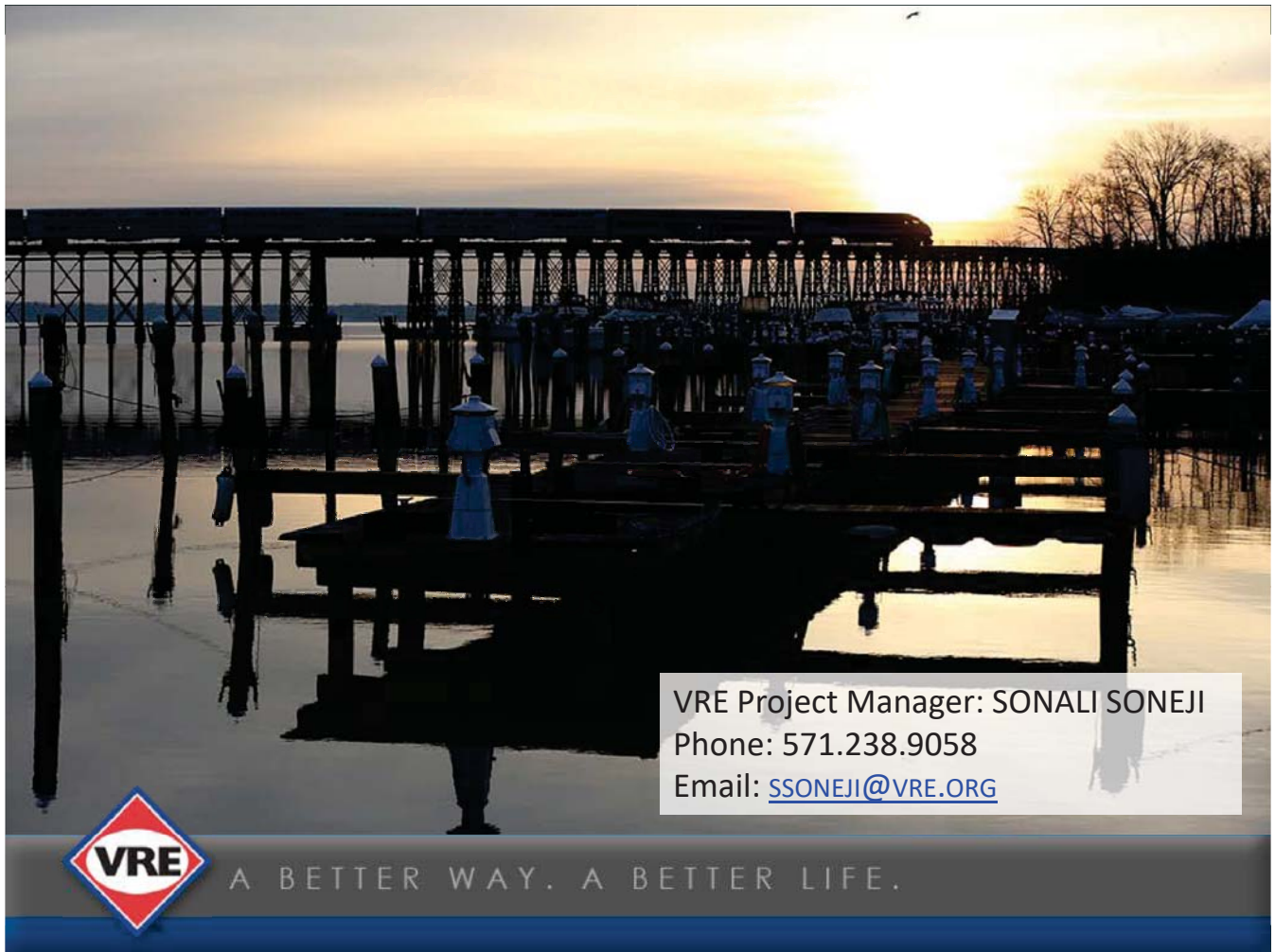
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PROCESS, MILESTONES AND OUTCOMES



VIRGINIA RAILWAY EXPRESS

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VRE Project Manager: SONALI SONEJI
Phone: 571.238.9058
Email: [SSONEJI@VRE.ORG](mailto:ssoneji@vre.org)



A BETTER WAY. A BETTER LIFE.

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TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice and Dan Goldfarb, PE

DATE: April 26, 2018

SUBJECT: Route 7 Conceptual Engineering Update

The Commission will be updated on the status of the [Envision Route 7 Project](#), a proposed high capacity transit service that would run along VA Route 7 from Mark Center in the City of Alexandria to the Spring Hill Metro Station in Tysons.

Background

The Phase II study was completed in early 2017. Based on the findings from that study, the Commission recommended Bus Rapid Transit (BRT) for the Route 7 corridor. The Phase II study estimated BRT would serve an additional 9,500 new daily transit riders. This BRT service is proposed to run 11 miles, mostly in a dedicated lane, between the Spring Hill Metro Station in Tysons and Mark Center in City of Alexandria, leaving Route 7 briefly to connect to the East Falls Church Metrorail Station. The alignment is shown in

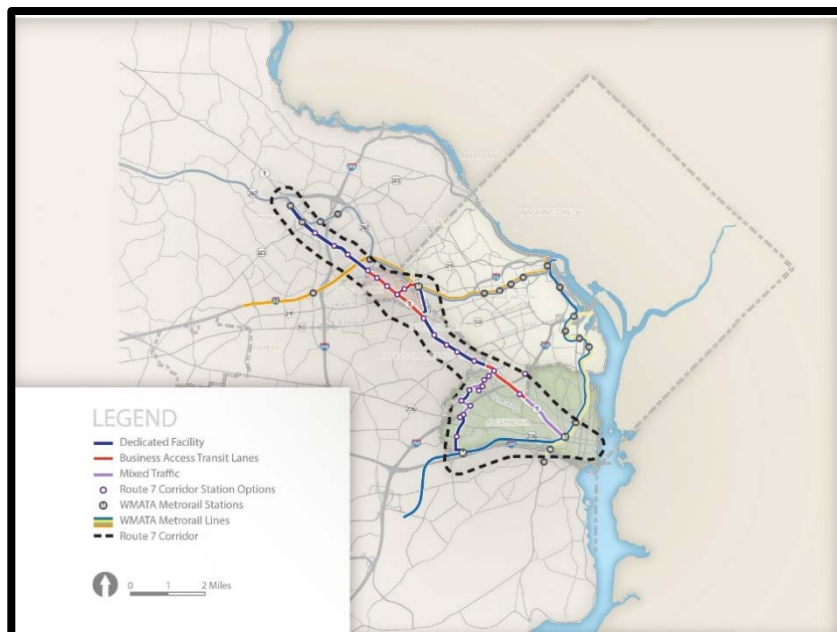


Figure 1. The results of the Phase II study showed that this regional solution will expand travel options, provide added mobility, and reduce greenhouse gas emissions and traffic congestion. The BRT benefits a wide range of trip purposes, with two thirds of the new riders traveling for other purposes than commuting.

**Figure 1 – Envision
Route 7 BRT Corridor**

Phase III: Conceptual Engineering

NVTC is now embarking on Phase III of this effort: a conceptual engineering study for Envision Route 7. The conceptual engineering study will help to refine the project cost, identify potential areas of concern, develop a potential staging strategy, and provide

guidance on preserving the required right-of-way. This study will be identifying right-of-way that could be utilized by the BRT and guide jurisdictions in their subarea and sector planning. As development occurs along Route 7, including Mark Center, Seven Corners, City of Falls Church, and Tysons, the Envision Route 7 Phase III Conceptual Engineering Study covers a critical step by identifying right of way concerns for advancing a BRT along Route 7.

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

The overall objectives of the Phase III study are:

- To continue the planning for a high-quality transit mode along Route 7 from Tysons to Mark Center;
- To identify right-of-way needs and develop a conceptual footprint for the proposed BRT along Route 7 as outlined in the Envision Route 7 Phase II report; and
- To provide guidance for the local jurisdictions as they pursue redevelopment along the corridor.

On March 26, 2018, NVTC issued a [Request for Proposals](#) to perform the defined scope of work for the Phase III Conceptual Engineering. NVTC held a pre-proposal conference on April 6, 2018, attended by nine firms, that provided potential bidders the opportunity to discuss the submission process and provide clarification to any questions asked by the potential bidders.

Proposals are due to NVTC on May 4, 2018 by 2:00 PM. NVTC and jurisdictional staff will review the proposals and negotiate with the top qualified firm. The Commission will be requested to take action to award a contract to the top firm at the June Commission meeting. NVTC anticipates issuing a notice to proceed by June 14, 2018. The Phase III study will conclude by June 30, 2019.

Agenda Item #8: NVTC FY2018 3rd Quarter Ridership Report



TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice and Nobuhiko Daito

DATE: April 26, 2018

SUBJECT: NVTC FY2018 3rd Quarter Ridership Report

The FY2018 3rd Quarter Ridership Report shows that ridership among Northern Virginia transit agencies declined four percent in the 3rd quarter of FY2018 when compared to the same time period in FY2017. All agencies showed some level of decline in ridership, ranging from – one percent (Metrorail) to 17 percent (Arlington Transit).

During February and March of FY2017, SafeTrack was underway. In response to planned service disruptions to Metrorail, local transit agencies offered additional services. These SafeTrack surges included a [Blue Line segment shutdown between Rosslyn and Pentagon](#) (February 11-28) and [continuous single tracking between Braddock Rd and Huntington/Van Dorn St](#) (March 4 – April 12). [A complete list of SafeTrack surges and when they occurred can be found on WMATA's website.](#)

Ridership in Virginia by System - 3 rd Quarter FY 2018			
System	FY17 Q3	FY18 Q3	Percent Change (2017-18)
Arlington Transit	836,137	696,501	-17%
Alexandria DASH	878,139	852,579	-3%
Fairfax County Connector	2,007,944	1,897,939	-6%
Fairfax City CUE	159,389	145,461	-9%
Loudoun County Transit	424,017	394,790	-7%
PRTC Omni Ride & Omni Link	617,803	570,507	-8%
Virginia Railway Express	1,181,632	1,126,439	-5%
Metrobus	4,501,679	4,008,393	-11%
Metrorail	21,435,488	21,200,425	-1%
Total	32,042,228	30,893,034	-4%

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

Average Weekday Ridership in Virginia - 3 rd Quarter FY 2018				
System	January FY18	February FY18	March FY18	FY18 Q2
Metrorail ¹	255,387	265,072	280,480	266,980
Metrobus ²	54,599	58,184	57,448	56,744

1: Based on Station Entries and Exits 2: Unlinked Passenger Trips

Source: WMATA and NVTC.

Attached is a [detailed breakdown of ridership by Metrorail station in Virginia for the 3rd quarter of FY2018.](#)

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Metrorail Ridership by Station in Virginia
3rd Quarter FY2018



NORTHERN VIRGINIA TRANSPORTATION COMMISSION						Percent Change FY17-18
Line/Station	Year	January	February	March	Q3 Total	
Silver						
Greensboro	FY17	49,862	46,702	53,414	149,977	9.5%
	FY18	57,141	51,427	55,673	164,241	
McLean	FY17	71,942	67,928	78,640	218,510	5.1%
	FY18	78,591	72,185	78,839	229,616	
Spring Hill	FY17	50,169	45,555	56,950	152,673	-2.7%
	FY18	49,769	43,984	54,810	148,562	
Tysons Corner	FY17	144,212	135,111	157,070	436,393	6.1%
	FY18	154,719	140,054	168,045	462,817	
Wiehle-Reston East	FY17	333,696	305,412	359,992	999,100	0.4%
	FY18	335,987	299,890	367,180	1,003,056	
Total Silver Line	FY17	649,880	600,708	706,066	1,956,655	2.6%
	FY18	676,207	607,540	724,546	2,008,293	
Orange						
Dunn Loring	FY17	160,536	156,691	187,062	504,289	0.7%
	FY18	171,939	155,262	180,383	507,584	
West Falls Church	FY17	107,830	104,845	120,244	332,920	-2.6%
	FY18	108,751	99,544	115,994	324,289	
Vienna	FY17	406,393	393,487	461,000	1,260,880	-2.9%
	FY18	410,519	373,785	439,886	1,224,190	
Total Orange Line	FY17	674,759	655,023	768,306	2,098,088	-2.0%
	FY18	691,210	628,590	736,263	2,056,063	
Silver/Orange						
Ballston	FY17	437,964	423,596	488,626	1,350,185	-8.1%
	FY18	419,395	383,085	438,926	1,241,406	
Clarendon	FY17	190,302	186,077	213,172	589,551	2.8%
	FY18	204,923	186,802	214,610	606,336	
Court House	FY17	294,977	287,382	341,784	924,142	-3.2%
	FY18	301,382	275,454	317,828	894,664	
East Falls Church	FY17	181,903	173,783	204,518	560,204	-4.5%
	FY18	181,935	161,013	191,890	534,839	
Rosslyn	FY17	616,757	545,294	651,712	1,813,764	-4.8%
	FY18	568,898	528,334	629,735	1,726,966	
Virginia Square	FY17	159,548	159,833	185,370	504,751	0.5%
	FY18	172,854	157,540	177,028	507,422	
Total	FY17	1,881,451	1,775,965	2,085,182	5,742,598	-4.0%
	FY18	1,849,386	1,692,228	1,970,018	5,511,632	

Source: WMATA. Ridership is based on Station Entries and Exits

Line/Station	Year	January	February	March	Q3 Total	Percent Change FY17-18
Blue						
Arlington Cemetery	FY17	43,009	7,843	76,424	127,276	10.0%
	FY18	27,171	24,925	87,903	140,000	
Franconia	FY17	301,174	255,348	191,860	748,382	6.6%
Springfield	FY18	265,626	236,653	295,730	798,009	
Van Dorn	FY17	127,406	117,367	96,058	340,831	-0.8%
	FY18	114,978	103,894	119,375	338,248	
Total	FY17	471,589	380,558	364,342	1,216,489	4.9%
	FY18	407,775	365,473	503,008	1,276,257	
Yellow						
Eisenhower Avenue	FY17	66,274	61,406	57,670	185,350	33.1%
	FY18	80,487	76,187	90,090	246,764	
Huntington	FY17	319,863	308,911	286,220	914,994	1.1%
	FY18	311,779	283,661	329,235	924,676	
Total	FY17	386,137	370,317	343,890	1,100,344	6.5%
	FY18	392,266	359,849	419,325	1,171,440	
Blue/Yellow						
Braddock Road	FY17	201,664	188,539	160,256	550,459	5.0%
	FY18	197,038	178,467	202,705	578,210	
Crystal City	FY17	502,975	470,213	533,110	1,506,297	-2.3%
	FY18	483,604	442,310	546,036	1,471,950	
King Street	FY17	331,498	312,117	301,842	945,457	-2.7%
	FY18	289,702	276,131	354,164	919,996	
National Airport	FY17	326,500	269,468	334,144	930,112	-10.8%
	FY18	257,725	244,790	327,298	829,813	
Pentagon	FY17	580,029	571,313	662,746	1,814,088	-2.7%
	FY18	615,486	546,409	603,149	1,765,044	
Pentagon City	FY17	598,831	553,761	650,582	1,803,174	-5.0%
	FY18	549,552	517,976	646,199	1,713,727	
Total	FY17	2,541,497	2,365,410	2,642,680	7,549,586	-3.6%
	FY18	2,393,107	2,206,083	2,679,551	7,278,740	
Total Virginia Stations	FY17	6,605,313	6,147,981	6,910,466	19,663,760	-1.8%
	FY18	6,409,951	5,859,763	7,032,711	19,302,425	

Source: WMATA. Ridership is based on Station Entries and Exits

Agenda Item #9: Department of Rail and Public Transportation



TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice

DATE: April 26, 2018

SUBJECT: Department of Rail and Public Transportation (DRPT)

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

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COMMONWEALTH of VIRGINIA

Jennifer L. Mitchell
Director

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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: April 24, 2018

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

General Update

The Commonwealth Transportation Board's (CTB) Spring 2018 Public Hearing in Northern Virginia on the Six-Year Improvement Program (SYIP) for FY 19-24 is scheduled for Monday, April 30, 2018 (prior to the May NVTC meeting) at 5:30 p.m. at the VDOT NOVA District Office in Fairfax. DRPT's draft SYIP for FY 19-24 is available at: <http://www.drpt.virginia.gov/media/2396/fy19-draft-syip-4-4-2018-2.pdf>. The CTB is scheduled to approve the SYIP at its June 2018 meeting.

The July 2018 CTB Workshop and Meeting are scheduled to be held in Northern Virginia, likely in Alexandria.

The next meeting of the Transit Service Delivery and Advisory Committee (TSDAC) is scheduled for 10:00 a.m. on Monday, April 30, 2018 at VDOT's Fredericksburg Residency located at 87 Deacon Road in Fredericksburg. A webinar option will be available for anyone who cannot attend in person. TSDAC members continue work on the development of a capital prioritization process and revision of the operating allocation formula to service development factors, both due to be fully implemented by the CTB by July 1, 2019 per SB 856/HB 1539.

The SMART Portal for the input of Pre-Applications for SMART SCALE Round 3 funding opened on March 1. Pre-Applications must be submitted by 5:00 p.m. on June 1, 2018. Applicants must submit a Pre-Application by this date in order to submit a Full Application for funding (this is a change from previous cycles). The deadline for the submission of Full Applications is 5:00 p.m. on August 1. The Virginia Office of Intermodal Planning and Investment (OIPI) is hosting several SMART SCALE training sessions for applicants through the spring. DRPT staff is available to provide technical assistance to interested transit project applicants. Todd Horsley is DRPT's Smart Scale application contact in Northern Virginia. He can be contacted at todd.horsley@drpt.virginia.gov.

DRPT.Virginia.gov

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

On April 4, FTA announced that it has awarded \$8.6 million to three Virginia public transit agencies from the discretionary Bus and Bus Facilities program: Blacksburg Transit will receive \$1.4 million for two articulated buses, PRTC will receive \$3.6 million for new commuter buses, and WMATA will receive \$3.6 million for bus shelters.

DRPT continues to work on moving various planning and pre-construction elements of the Atlantic Gateway Program forward, which will improve freight and passenger rail service in Northern Virginia, DC, and points south. This includes a third track project from Occoquan to Franconia, 4th tracking in Alexandria and Arlington, and improvements to the Long Bridge, which will double train capacity over the Potomac.

DRPT continues to support the establishment of the Metro Safety Commission (MSC). The MSC is now meeting bi-weekly at the MWCOG offices in Washington, DC. On April 24 the MSC announced the hiring of David L. Mayer as its Executive Director. Mr. Mayer comes to the MSC from the New York MTA where he was the Chief Safety Officer. Mr. Mayer is also a former Managing Director of the National Transportation Safety Board (NTSB). On March 27 Commissioners elected DC appointee Christopher Hart as MSC Chair and Virginia appointee Mark Rosenker as MSC Vice-Chair. Both the new Chair and Vice-Chair of the MSC also previously served as Chair of the NTSB. The MSC is working to submit all required certification documentation to the FTA by September 30, 2018 to allow for certification by the April 15, 2019 deadline.

On March 19, FTA sent a letter to DRPT, DDOT and MDOT informing the parties that FTA is immediately withholding five percent of FY 2018 Section 5307 Urbanized Area Formula Funds to transit systems in Maryland, Virginia, and the District of Columbia until the MSC is certified as a State Safety Oversight organization.

DRPT is currently recruiting to fill a vacant Northern Virginia Transit Programs Manager position that will work from DRPT's Northern Virginia office. Please direct interested applicants to the DHRM web page at: <https://virginiajobs.peopleadmin.com/postings/108720>.

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice

DATE: April 26, 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 provides the latest information on NVTC's work to meet new legislative mandates, participation in a Northern Virginia transportation forum for elected leaders, issuance of two requests for proposals, and meeting of a Commissioner Working Group to review I-66 Commuter Choice projects.

B. NVTC Financial Report

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

C. DRPT FY2019 Six-Year Improvement Program (SYIP) – NVTC Funding

DRPT presented the [Draft FY2019 Six-Year Improvement Program \(SYIP\)](#) at the April 17th CTB meeting. The final SYIP is scheduled to be approved in June.

Included in the draft SYIP is state transit assistance applied for through NVTC totaling \$205.6 million for the NVTC member jurisdictions' share of WMATA capital and operating subsidies, and the capital and operating needs of the WMATA jurisdictions' local systems. This is an increase of \$8.7 million (4.4 percent) from the FY2018 approved program.

The draft SYIP reflects a provision in the WMATA funding bill which carves out 53.5 percent from DRPT's overall program to be used by NVTC to assist the jurisdictions in making their WMATA capital and operating subsidy commitments. In prior years NVTC received funding based on the statewide operating and capital transit formulas in effect at the time. The draft SYIP includes \$154.3 million in assistance for WMATA, an increase of \$7.2 million (4.9 percent) from the FY2018 approved program.

State assistance for the capital and operating needs of the NVTC WMATA jurisdictions' local systems totals \$51.3 million, an increase of \$1.5 million (3.1 percent) from the FY2018 approved program.

The draft SYIP also includes \$40,000 from DRPT's intern program to support NVTC's Fellows program.

NVTC will be the grantee for the state assistance supporting a portion of the WMATA capital and operating subsidies, while the NVTC jurisdictions will be the grantees for the local systems funding. However, all funding will flow through NVTC's Special Revenue Fund where it is allocated by the Subsidy Allocation Model (SAM) formula, and held in trust for the jurisdictions' restricted use.

The draft SYIP also includes the Commonwealth's \$50 million annual commitment to match one third of the federal PRIIA funding for WMATA. This assistance is not applied for through NVTC, and will be contracted directly by DRPT with WMATA.

The draft SYIP does not reflect the \$154 million dedicated funding for WMATA, as the final legislation was not known at the time the SYIP was prepared.

The following table summarizes the FY2019 NVTC assistance, with a comparison to the FY2018 approved SYIP. [Additional tables providing a greater level of detail are attached.](#)

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
STATE TRANSIT ASSISTANCE APPLIED FOR THROUGH NVTC
FY 2018 Approved SYIP and FY 2019 Draft SYIP
(\$ in millions)

	FY 2018	FY 2019	Increase (Decrease)	
			\$	%
Local Systems				
Transit Capital Assistance	\$ 27.050	\$ 27.565	\$ 0.515	1.9%
Transit Operating Assistance	22.721	23.730	1.009	4.4%
Total Local Systems	49.771	51.295	1.524	3.1%
WMATA Subsidies				
Transit Capital Assistance	41.671			
Transit Operating Assistance	105.430			
Transit Capital and Operating (53.5%)		154.273		
Total WMATA Subsidies	147.101	154.273	7.172	4.9%
Other Transit Assistance	0.040	0.040	-	0.0%
Total NVTC Transit Assistance	<u>\$196.912</u>	<u>\$205.608</u>	<u>\$ 8.696</u>	<u>4.4%</u>

Note - The table excludes \$50M PRIIA match and Dedicated Funding to be provided directly to WMATA.

D. Major NVTC Actions (May – September 2018)

The [Major NVTC Actions \(May – September 2018\)](#) outlines Commission actions through the summer.

Executive Director Newsletter

May 2018



As dust from the General Assembly session settles, NVTC staff have rolled up their sleeves and begun unpacking the omnibus transit bill. There's a lot to sift through and evaluate. WMATA funding grabbed the headlines but this bill is chockful of provisions with implications for NVTC and transit agencies – Metro, VRE and five bus systems – that operate in Northern Virginia.

While NVTC has long been charged with the funding and stewardship of WMATA, our level of responsibility is elevated by this bill, which has yet to be signed by the Governor. It directs NVTC to obtain information from WMATA regarding its budget, independent audits, National Transit Database profile, and more. To ensure WMATA's compliance, penalties – ranging from the withholding of 20-100 percent of funding from Virginia – are established. NVTC is working with WMATA staff to determine what information currently is reported and what may need to be added. How and to what extent NVTC embraces this new role is a topic for the Commission to consider moving forward. We will need to explore how best to meet the General Assembly's expectations given existing resources.

Another set of mandates requiring changes to the allocation of state transit funding, could have repercussions in Northern Virginia. As a member of TSDAC, I have been working to ensure the fairness of any prioritization formula given transit's importance to economic development and quality of life in our region. Of particular concern is assuring that transit agencies with a history of poor maintenance not be rewarded with additional funds for bus replacement, which could imperil current levels of state transit capital investment in our region. Meanwhile, a provision pertaining to operating assistance would base state funding on service factors, effective in 2020. Just a portion of these funds are now allocated in that manner.

A final provision would require transit agencies with 20+ buses to develop a strategic plan every five years to assess operational efficiencies.

NVTC has connected with NVTA, VRE and CTB about another bill requiring an annual, joint public hearing, designed to allow for public comment on projects proposed by each entity in Planning District 8.

With Virginia's budget in limbo, so too are budget amendments that could affect NVTC and transit agencies. Two address tolling on I-66, funds from which are used in part to support NVTC's I-66 Commuter Choice program. The provisions direct VDOT to reevaluate and implement by this July 1 changes to the algorithm that sets toll amounts and to begin dynamic tolling on reverse commute routes following the completion of the I-66 eastbound widening project inside the Beltway.

A final amendment could change the House of Delegates' representation on NVTC by allowing the Speaker to appoint Commissioners from the public. Currently the four House seats must be filled by sitting Delegates.

The legislature's regular session has left NVTC with much work and the second special session may add to that. Staff are moving ahead, ensuring that when time comes to implement these mandates, NVTC will be ahead of the curve.

Executive Director

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Northern Virginia Transportation Commission
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Key Dates

Apr. 30	CTB SYIP Public Hearing
May 3	NVTC Monthly Meeting
May 10	WMATA Board Meeting
May 10	NVTA Monthly Meeting
May 15-16	CTB Monthly Meeting
May 16	TPB Monthly Meeting
May 18	VRE Operations Board Meeting
May 24	WMATA Board Meeting
May 31	VA WMATA Board Member Forum
June 7	NVTC Monthly Meeting

NVTC Issues Two Requests for Proposals

NVTC is soliciting proposals for services pertaining to two projects – Envision Route 7 bus rapid transit (BRT) and National Transit Database (NTD) reporting. The Commission will be asked to award contracts for both projects at its June meeting.



For Envision Route 7, NVTC is looking for [a qualified firm to conduct a conceptual engineering study](#) along the length of the defined corridor. The study will help identify and allow for mitigation of possible fatal flaws or locations of concern, including issues related to right-of-way and/or structural limitations. Representatives from nine firms attended a pre-proposal conference at NVTC's offices on April 2 during which Dan Goldfarb, transit planning and programs manager, provided an overview of and responded to questions about the request for proposals. The deadline for proposals is May 4 at 2 p.m.

The NTD request for proposals seeks a qualified firm to [annually update sampling plans, complete data collection, and prepare reports](#) on behalf of some or all of NVTC's member jurisdictions and, possibly, Virginia Railway Express. Proposals are due to NVTC by 2 p.m. on May 18.

Forum Gives Elected Officials Insight into Transportation Issues

Providing clarity so that elected leaders understand the roles and responsibilities of organizations involved in transportation in Northern Virginia was the goal of forum in which NVTC recently participated. The Apr. 23 event at George Mason University's Arlington campus attracted more than 20 officials – including NVTC Commissioners Sen. Adam Ebbin, Del. Dave LaRock and Fairfax Sup. Cathy Hudgins – who heard about [collaboration and coordination of transportation planning, policy de-](#)

[velopment, and funding](#) between NVTC and the Department of Rail and Public Transportation, Virginia Department of Transportation, Northern Virginia Transportation Authority, National Capital Region Transportation Planning Board, Potomac and Rappahannock Transportation Commission, and Virginia Railway Express (VRE). Executive Director Kate Mattice spoke to NVTC's unique role in the region as the voice of transit and its governance and stewardship of Metro and VRE.



NVTC Executive Director Kate Mattice speaks to her agency's unique role as the voice of transit in Northern Virginia.



VRE CEO Doug Allen describes the railroad's plans to add capacity by running longer trains and improving and extending station platforms.



**Attend Virginia Transit Association's
2018 Transit Conference in Richmond
May 22-23**



I-66 Commuter Choice Working Group Reviews Projects for Funding

Five NVTC Commissioners — Dave Snyder, John Foust, Matt Letourneau, Jeff Greenfield and Libby Garvey — met with NVTC and jurisdictional staff in mid-April at Fairfax City Hall to review the slate of projects proposed for funding under the I-66 Commuter Choice program. The slate, developed by consultants and a group of staff from NVTC and some PRTC jurisdictions and transit agencies, are diverse in terms of geography and modality and designed to benefit toll payers in the I-66 corridor. The slate will be considered by the Commission at its May meeting. The Commonwealth Transportation Board will review the projects in May and vote on them in June.



TSDAC Continues Work on Transit Capital Prioritization Formula

In response to a General Assembly mandate, Virginia's Transit Service Delivery Advisory Committee (TSDAC), of which NVTC Executive Director Kate Mattice is a member, began work [to develop a prioritization approach for state transit capital funding](#). TSDAC members reviewed illustrative scoring of the fiscal year 2018 program of state transit capital funding based upon the age and condition of the item that the funds would pay to replace. Most state funds for transit capital are used to

replace buses and build facilities. The omnibus transit funding bill, which awaits the Governor's signature, requires all state capital funding to be allocated based on some type of prioritization. Of concern to Northern Virginia transit agencies is assuring that systems not be rewarded with funds for additional buses when poor maintenance is behind the need for replacement. TSDAC is on a fast track, as a prioritization formula must be in place by December 1.

visualize2045 A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Arlington County

Wed., May 2 | 6:30-8:30 P.M. | Arlington County Central Library Aud.

Fairfax County

Tues., May 8 | 7-9 P.M. | Providence Community Center

Loudoun County

Wed., May 16 | 7-9 P.M. | Government Center



VRE's Meet the Management Returns

Spring is synonymous with VRE's [Meet the Management](#). Armed with refreshments, managers greet riders, listening to any complaints or comments and responding to questions. Managers will discuss midday train storage, transportation benefits, the Alexandria pedestrian tunnel, station improvements, VRE mobile ticketing, and safety, among other things. Meet the Management begins Wed., May 9 at Union Station for evening trains. Other dates are May 16 (@ L'Enfant), May 23 (@Crystal City), May 30 (@ Alexandria), and June 6 (@Franconia/Springfield).



RIDE

VIRGINIA RAILWAY EXPRESS MAGAZINE





NEW ISSUE NOW AVAILABLE ONLINE

NVTC Jurisdictions to Sponsor Bike to Work Day Pit Stops

On Fri., May 18, thousands of commuters from around the region will take part in Bike to Work Day, an annual event that promotes bicycling as an eco-friendly, fun and healthy way to get to work. The first 20,000 who register for the will receive a t-shirt at their selected pit stop. All NVTC member jurisdictions are hosting pit stops. There are five in the [City of Alexandria](#), nine in

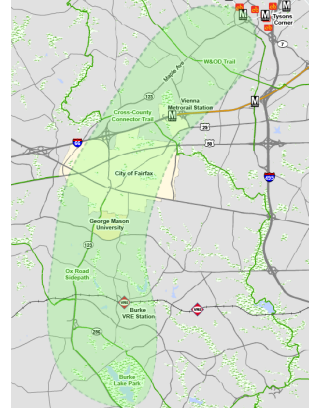
[Arlington County](#), one each in the cities of [Fairfax](#) and [Falls Church](#), 17 in [Fairfax County](#), and two in [Loudoun County](#). [Registration is free](#). Bike to Work Day was created by the League of American Bicyclists in 1956. In the metropolitan Washington region, the event has grown from a few hundred participants in 2001 to more than 18,000 last year.



Town & Gown Partnership to Explore Feasibility of Expanded Bike Share

George Mason University, the City of Fairfax, Fairfax County and the Town of Vienna will jointly evaluate the benefits, opportunities and challenges associated with bringing bikeshare to their communities. The study will explore how a bikeshare system would be used to travel within and throughout these communities as well as to connect to the metropolitan region. It also will identify what type of bike share system will be most successful and where shared bicycles and other bike share infrastructure should be located. Study staff will conduct "pop-up" events throughout the spring and summer to

talk about the bike share study. Input also is being accepted online through a [crowdsourcing map](#) that allows for suggestions about bike share station locations and [a survey](#) that inquires about level of interest in bikeshare, how it might be used, and preference as to a type of system.



All the Transit News that's Fit to Print...

delivered each weekday to your inbox
courtesy of NVTC

[Subscribe at https://bit.ly/2vHKBgN](https://bit.ly/2vHKBgN)

Join Virginia's WMATA Board Members for a Discussion of the Challenges & Opportunities in Getting Metro Back on Track

Forum is open to the public and accessible via Metrorail

Thursday, May 31, 2018 at 7 p.m.
Providence Community Center
3001 Vaden Drive
Fairfax, Virginia

This forum, which includes a presentation and question/answer session, is sponsored by the Northern Virginia Transportation Commission. Learn more about NVTC and the upcoming forum at www.novatransit.org.



Transportation Planning Board



TPB recently approved more than \$5 million in funding for bicycle and pedestrian projects in Northern Virginia. The projects were selected in part based on how well they advance regional priorities, such as improving accessibility for communities with high concentrations of low-income and/or minority populations and people with disabilities, and for enhancing walkability to schools and transit. Among the 11 projects are \$800,000 for bike connection improvements to Vienna Metro, \$480,000 for the Fair Lakes Boulevard walkway, and \$392,000 for ADA improvements in the Rosslyn-Ballston corridor.



Capital Bikeshare



To celebrate its upcoming 20 millionth ride, Capital Bikeshare (CaBi) is giving away five lifetime memberships and 15 additional "fun prizes" to anyone who finds a golden key that has been hidden under the seats of 20 rental bikes. The company says anyone who finds a golden key should send a direct message to Capital Bikeshare's their Twitter account (@bikeshare) to retrieve the prize. CaBi has been operating in the region since 2012. The company has more 4,300 bikes and 499 stations accessible across the region, including Arlington and Fairfax counties and the City of Alexandria.

The Impact of 20 Million Rides



42,121,980
Miles Ridden



28,642,947
Lbs of CO₂
Reduced



1,811,245,154
Calories
Burned



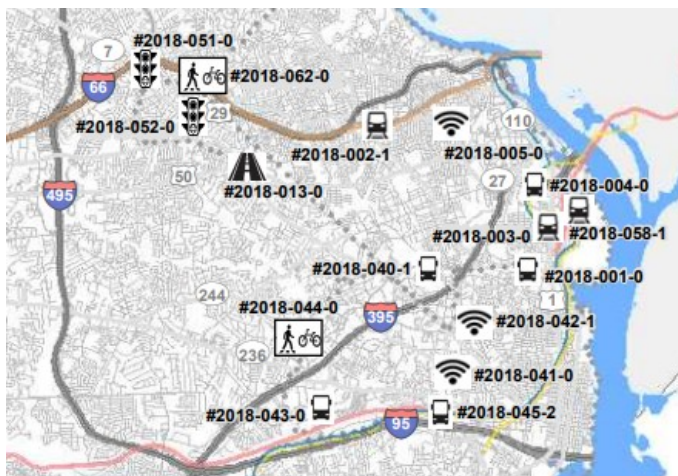
1,727,001
Gallons of
Gasoline Saved

Northern Virginia Transportation Authority



NVTa has released its slate of transportation projects for the fiscal year 2018-2023 Six Year Program and is accepting public comment through Sun., May 20.

There are several ways – online or via mail or email – to share thoughts and opinions. NVTa has planned seven public outreach events, between April 29 and May 18, during which staff will solicit public comment. For additional information, contact Sarah Camille Hipp.



PRTC's OmniRide



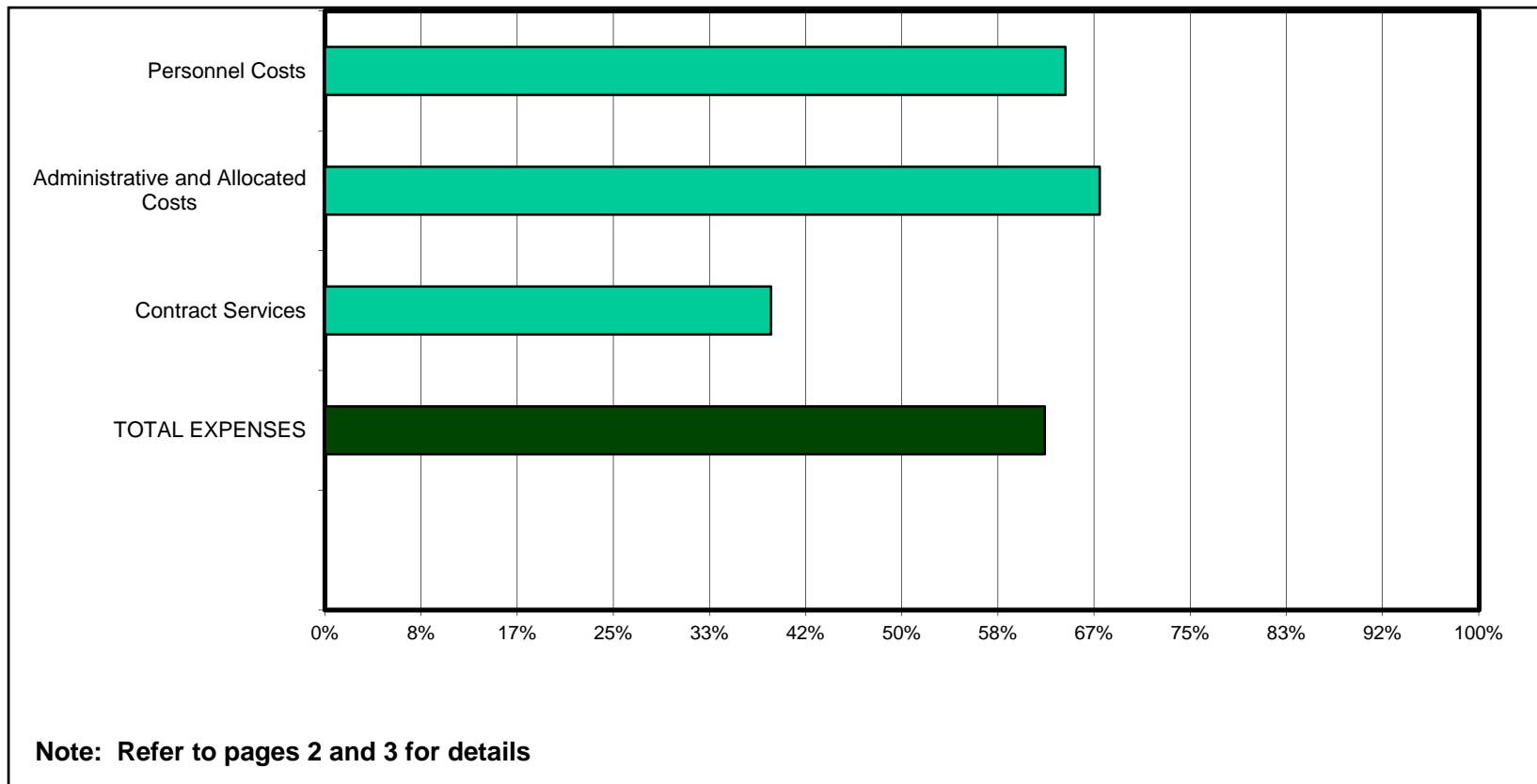
OmniRide bus operator Mohamed Elatrebi won the 2018 Virginia State Bus Rodeo in Lynchburg and will test his skills at an international competition later this spring. Elatrebi captured first place in the 40-foot bus category on March 18 by successfully maneuvering his vehicle through a timed obstacle course while demonstrating driving skills such as backing up into 90-degree turns and pulling the bus within 6 inches of the curb. He and the 13 other bus operators who competed in the 40-foot category were graded on a written test, uniform, and a pre-trip bus inspection during which they identified simulated problems with the vehicle. This was the fourth time Elatrebi competed at the state-wide rodeo. His best finish was 4th place in 2016. Elatrebi advances to the International Bus Rodeo, which will be held in May in Tampa, Florida.



Northern Virginia Transportation Commission

Financial Reports
March, 2018

Percentage of FY 2018 NVTC Administrative Budget Used
March 2018
(Target 75% or less)



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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries and Wages	\$ 104,176.65	\$ 889,864.57	\$ 1,390,500.00	\$ 500,635.43	36.0%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>104,176.65</u>	<u>889,864.57</u>	<u>1,390,500.00</u>	<u>500,635.43</u>	<u>36.0%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	10,459.07	62,243.04	93,500.00	31,256.96	33.4%
Group Health Insurance	7,582.87	69,675.09	130,700.00	61,024.91	46.7%
Retirement	10,596.00	95,364.00	123,500.00	28,136.00	22.8%
Workmans & Unemployment Compensation	98.12	1,577.17	4,900.00	3,322.83	67.8%
Life Insurance	317.80	2,609.42	5,100.00	2,490.58	48.8%
Long Term Disability Insurance	521.38	4,470.02	6,500.00	2,029.98	31.2%
Total Benefit Costs	<u>29,575.24</u>	<u>235,938.74</u>	<u>364,200.00</u>	<u>128,261.26</u>	<u>35.2%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	1,100.00	9,350.00	12,800.00	3,450.00	27.0%
<i>Rents:</i>	<i>20,681.43</i>	<i>182,422.25</i>	<i>246,000.00</i>	<i>63,577.75</i>	<i>25.8%</i>
Office Rent	19,224.78	169,304.30	229,700.00	60,395.70	26.3%
Parking & Transit Benefits	1,456.65	13,117.95	16,300.00	3,182.05	19.5%
<i>Insurance:</i>	<i>473.00</i>	<i>5,617.10</i>	<i>6,800.00</i>	<i>1,182.90</i>	<i>17.4%</i>
Public Official Bonds	100.00	1,333.00	2,000.00	667.00	33.4%
Liability and Property	373.00	4,284.10	4,800.00	515.90	10.7%
<i>Travel:</i>	<i>2,142.30</i>	<i>16,553.61</i>	<i>30,300.00</i>	<i>13,746.39</i>	<i>45.4%</i>
Conference / Professional Development	450.00	6,492.50	17,000.00	10,507.50	61.8%
Non-Local Travel	551.32	2,723.22	2,500.00	(223.22)	-8.9%
Local Travel, Meetings and Related Expenses	1,140.98	7,337.89	10,800.00	3,462.11	32.1%
<i>Communication:</i>	<i>881.55</i>	<i>8,589.43</i>	<i>13,000.00</i>	<i>4,410.57</i>	<i>33.9%</i>
Postage	(7.17)	907.70	1,700.00	792.30	46.6%
Telephone and Data	888.72	7,681.73	11,300.00	3,618.27	32.0%
<i>Publications & Supplies</i>	<i>431.42</i>	<i>8,997.44</i>	<i>12,500.00</i>	<i>3,502.56</i>	<i>28.0%</i>
Office Supplies	-	1,955.47	2,700.00	744.53	27.6%
Duplication and Paper	431.42	6,541.97	9,300.00	2,758.03	29.7%
Public Information	-	500.00	500.00	-	0.0%

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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	471.72	13,924.58	45,500.00	31,575.42	69.4%
Furniture and Equipment (Capital)	-	9,430.34	11,000.00	1,569.66	14.3%
Repairs and Maintenance	66.00	66.00	1,000.00	934.00	93.4%
Computer Operations	405.72	4,428.24	33,500.00	29,071.76	86.8%
 <i>Other General and Administrative:</i>	 549.11	 6,669.23	 8,600.00	 2,245.77	 26.1%
Subscriptions	-	315.00	-	-	0.0%
Memberships	80.75	944.50	1,400.00	455.50	32.5%
Fees and Miscellaneous	468.36	4,680.29	5,600.00	919.71	16.4%
Advertising (Personnel/Procurement)	-	729.44	1,600.00	870.56	54.4%
Total Administrative Costs	<u>26,730.53</u>	<u>252,123.64</u>	<u>375,500.00</u>	<u>123,691.36</u>	<u>32.9%</u>
 <u>Contracting Services</u>					
Auditing	-	16,000.00	22,600.00	6,600.00	29.2%
Contract Services and Support	4,265.52	38,019.47	150,000.00	111,980.53	74.7%
Legal	2,916.67	26,250.03	35,000.00	8,749.97	0.0%
Total Contract Services	<u>7,182.19</u>	<u>80,269.50</u>	<u>207,600.00</u>	<u>127,330.50</u>	<u>61.3%</u>
 Total Gross G&A Expenses	<u><u>\$ 167,664.61</u></u>	<u><u>\$ 1,458,196.45</u></u>	<u><u>\$ 2,337,800.00</u></u>	<u><u>\$ 879,918.55</u></u>	<u><u>37.6%</u></u>

NVTC
RECEIPTS and DISBURSEMENTS
March 2018

Date	Payer / Payee	Purpose	Wells Fargo	Wells Fargo	Virginia LGIP	
			Checking	Savings	G&A / Project	Trusts
RECEIPTS						
2	DMV	Motor Vehicle Fuels Sales tax receipt				\$ 2,635,224.37
5	DRPT	Capital grant receipt			556.00	
5	DRPT	Grant receipt - New fare collection project			3,842.00	
12	VRE	Staff support		7,578.05		
13	DRPT	Capital grant receipt - Fairfax				370,491.00
13	DRPT	Capital grant receipt				3,910.00
14	DRPT	Operating assistance - WMATA				8,785,836.00
19	DRPT	Capital grant receipt - Arlington				1,108.00
21	DRPT	Capital grant receipt - Arlington				1,604.00
22	DRPT	Capital grants receipts - Arlington				109,239.00
26	DRPT	Capital grant receipt - Arlington				208,196.00
28	DRPT	Capital grant receipt - Arlington				97,874.00
28	DRPT	Capital grant receipt				7,042.00
31	Banks	Investment earnings		3.64	15,052.48	168,134.49
			-	7,581.69	19,450.48	12,388,658.86
DISBURSEMENTS						
1-31	Various	G&A expenses	(139,023.61)			
8	Kimley-Horn	Consulting - New fare collection project	(7,684.39)			
31	Banks	Service fees	(130.64)	(4.70)		
			(146,838.64)	(4.70)	-	-
TRANSFERS						
5	Transfer	LGIP to checking	150,000.00		(150,000.00)	
			150,000.00	-	(150,000.00)	-
NET INCREASE (DECREASE) FOR MONTH			\$ 3,161.36	\$ 7,576.99	\$ (130,549.52)	\$ 12,388,658.86

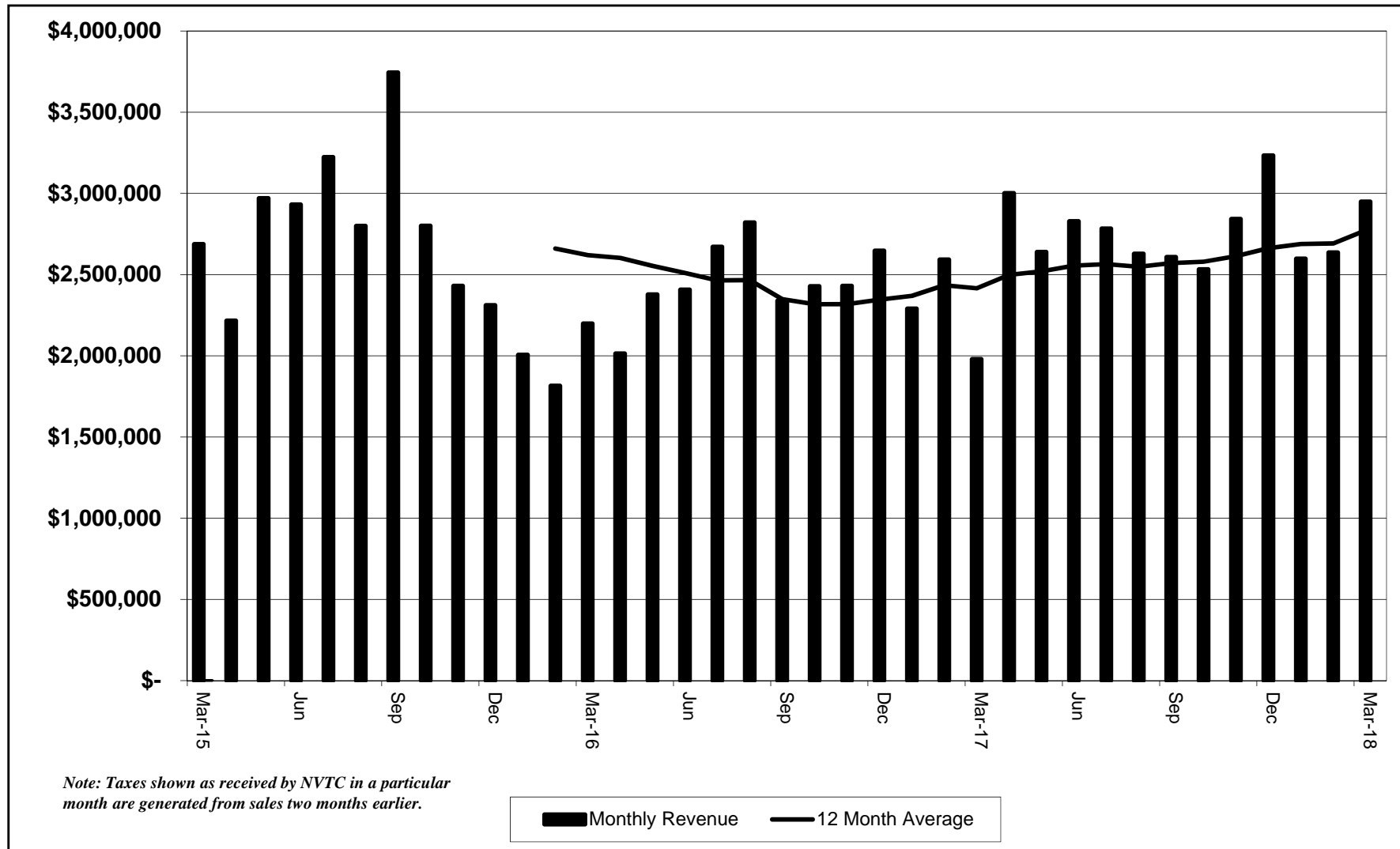
**NVTC
INVESTMENT REPORT
March 2018**

Type	Rate	Balance 2/28/2018	Increase (Decrease)	Balance 3/31/2018	Balance		
					NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund
<u>Cash Deposits</u>							
Wells Fargo: NVTC Checking	N/A	\$ 21,201.38	\$ 3,161.36	\$ 24,362.74	\$ 24,362.74	\$ -	\$ -
Wells Fargo: NVTC Savings	0.100%	38,154.08	7,576.99	45,731.07	45,731.07	-	-
<u>Investments</u>							
Bank of America: Virginia Local Government Investment Pool (LGIP)	1.659%	122,954,072.82	12,258,109.34	135,212,182.16	10,760,333.91	105,511,215.50	18,940,632.75
		<u>\$ 123,013,428.28</u>	<u>\$ 12,359,271.92</u>	<u>\$ 135,282,275.97</u>	<u>\$ 10,830,427.72</u>	<u>\$ 105,511,215.50</u>	<u>\$ 18,940,632.75</u>

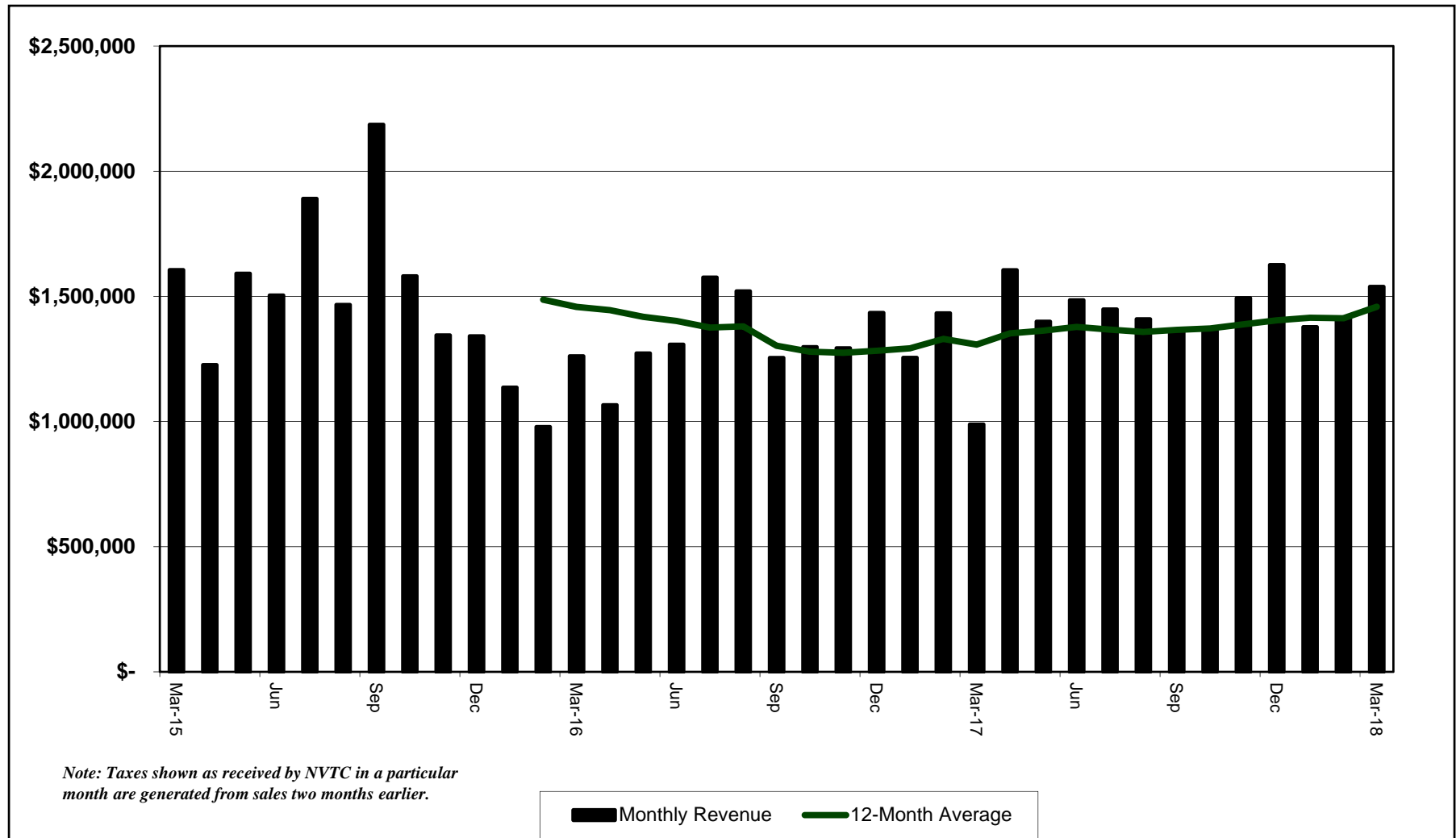
NVTC MONTHLY GAS TAX REVENUE

ALL JURISDICTIONS

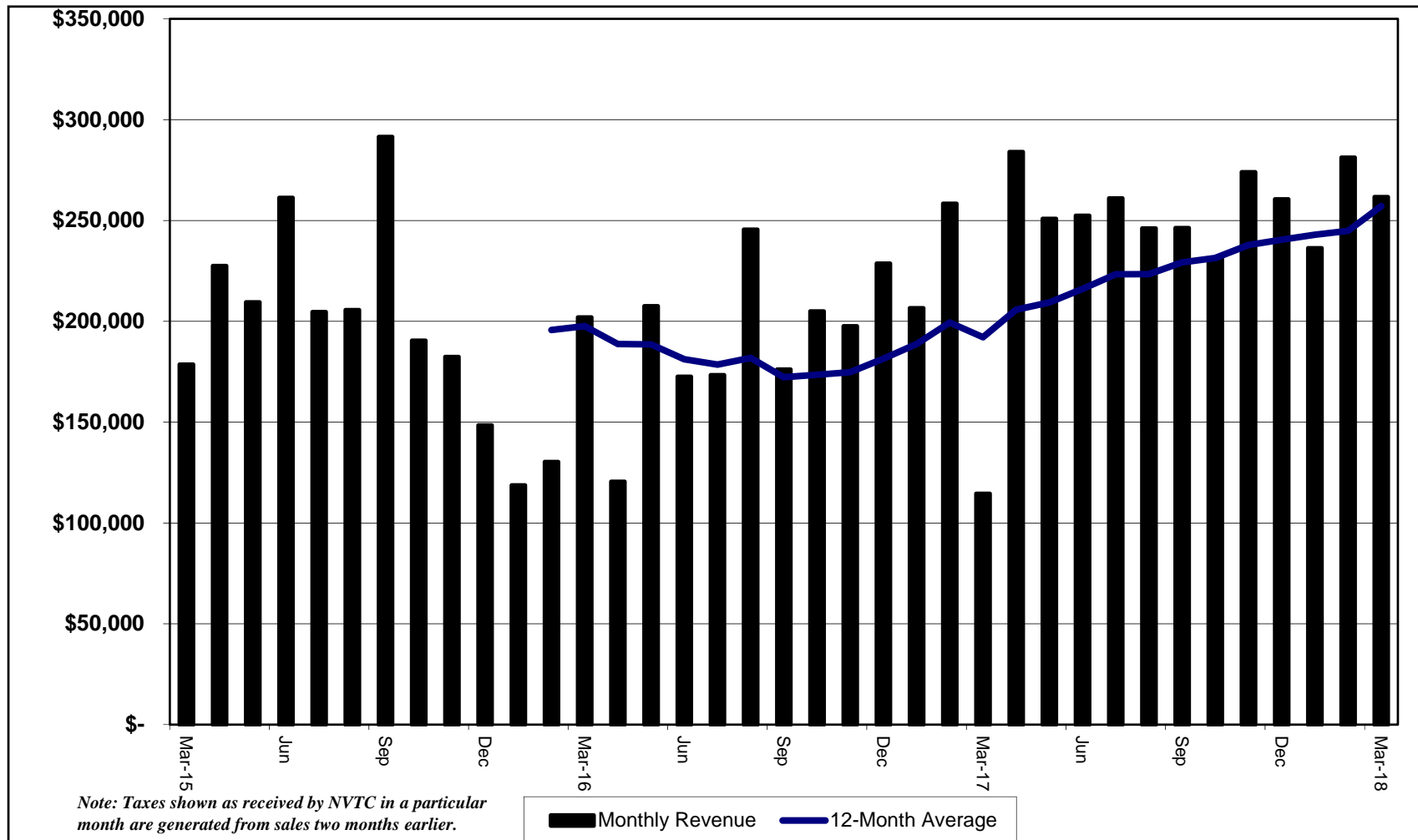
FISCAL YEARS 2015-2018



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



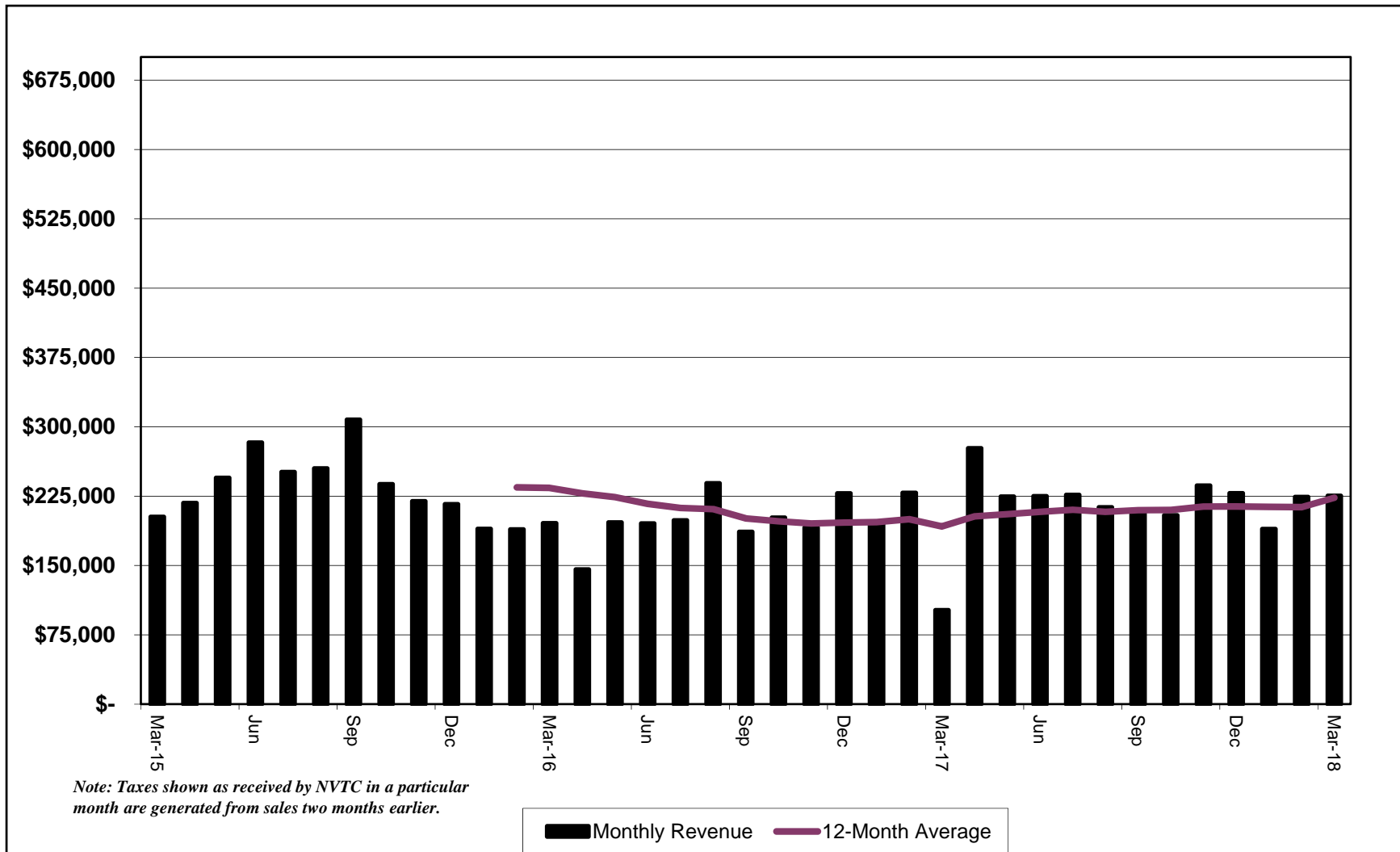
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2015-2018



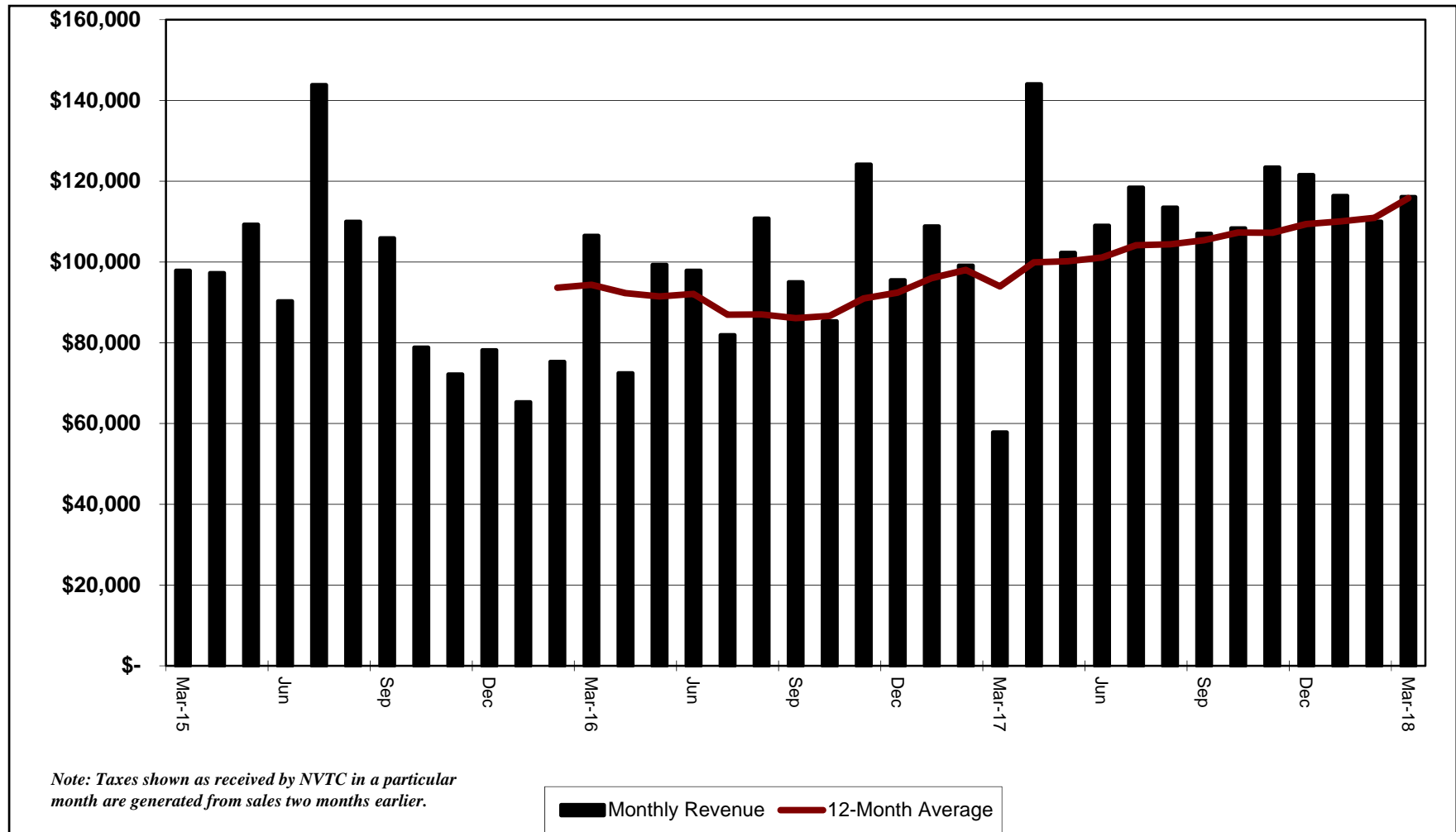
NVTC MONTHLY GAS TAX REVENUE

ARLINGTON COUNTY

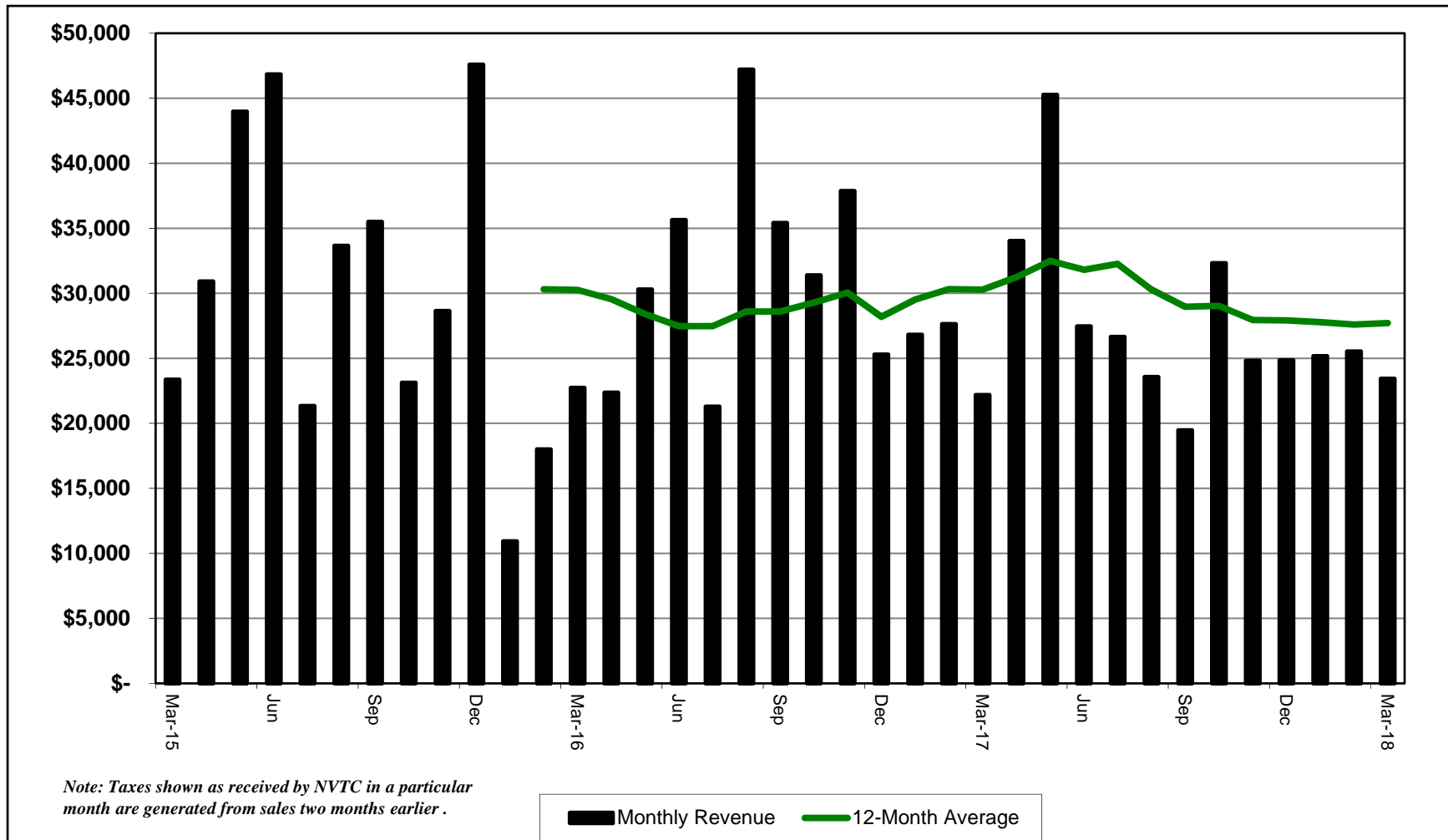
FISCAL YEARS 2015-2018



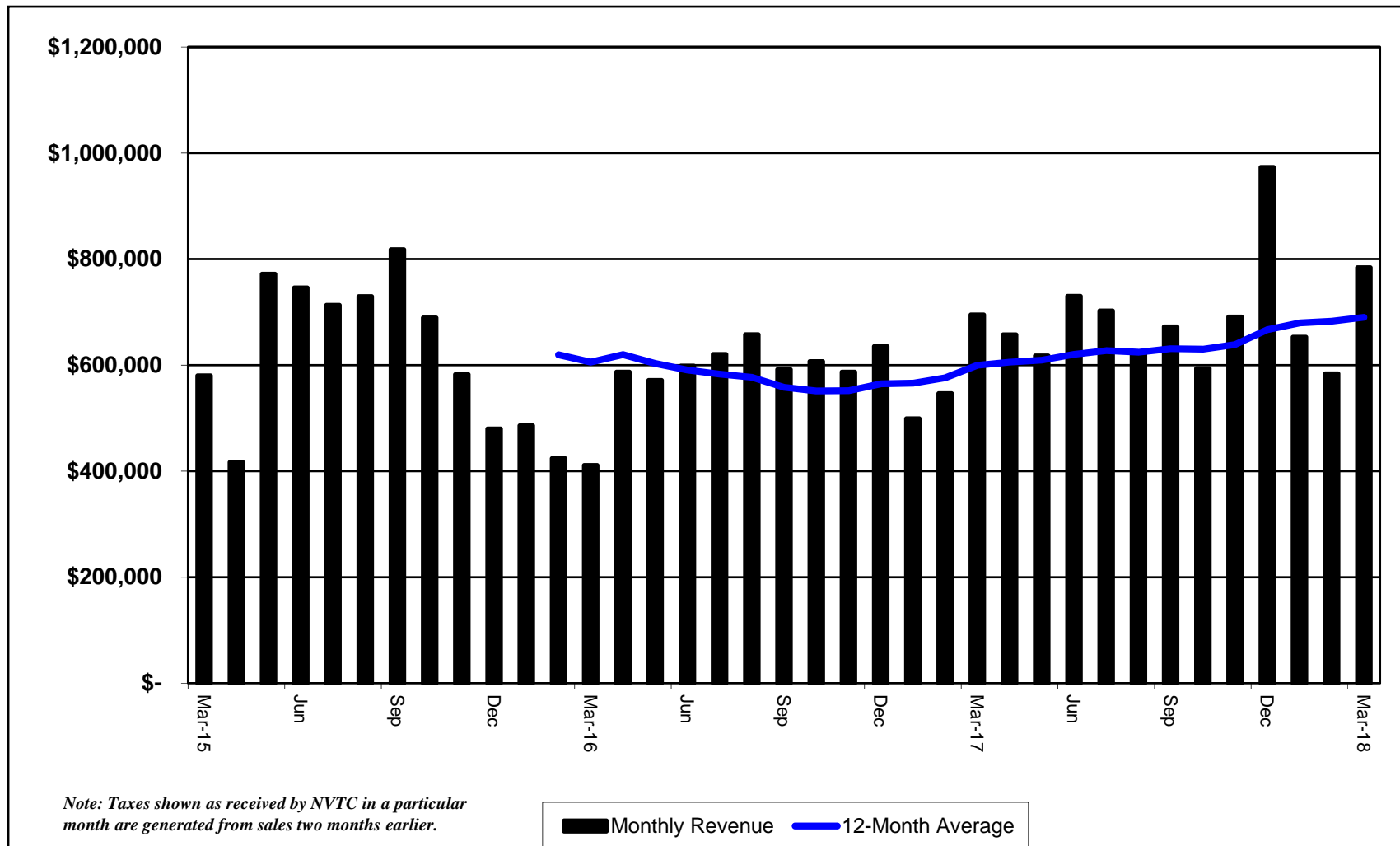
NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2015-2018



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



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



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**NORTHERN VIRGINIA TRANSPORTATION COMMISSION
STATE TRANSIT ASSISTANCE APPLIED FOR THROUGH NVTC
FY 2018 Approved SYIP and FY 2019 Draft SYIP**

Attachment #10C

	FY 2018 Approved		FY 2019 Draft		Increase (Decrease)	
	State Assistance	Effective State %*	State Assistance	Effective State %*	\$	%
Local Systems						
Transit Capital (Schedule A)						
Tier 1 - 68% (total cost)	\$ 8.770	68.0%	13.869	68.0%		
Tier 2 - 34% (total cost)	18.136	34.0%	13.153	34.0%		
Tier 3 - 17% (total cost)	0.144	17.0%	0.544	17.0%		
Total Transit Capital	<u>27.050</u>	<u>40.3%</u>	<u>27.566</u>	<u>44.3%</u>	<u>0.515</u>	<u>1.9%</u>
Transit Operating (Schedule B)						
Traditional Formula	14.600		14.473		(0.126)	
Performance Based Formula	8.121		9.256		1.135	
Total Transit Operating	<u>22.721</u>	<u>19.8%</u>	<u>23.730</u>	<u>20.3%</u>	<u>1.009</u>	<u>4.4%</u>
Total Local Systems	<u>49.770</u>		<u>51.295</u>		<u>1.524</u>	<u>3.1%</u>
WMATA Subsidies						
Transit Capital						
Tier 1 - 68% (total cost)	\$ 19.605	29.1%				
Tier 2 - 34% (total cost)	18.872	30.7%				
Tier 3 - 17% (total cost)	3.194	16.3%				
Total Transit Capital	<u>41.671</u>	<u>28.1%</u>				
Transit Operating						
Traditional Formula	60.461					
Performance Based Formula	44.969					
Total WMATA Subsidies	<u>105.430</u>	<u>22.2%</u>				
Transit Capital and Operating (53.5%)	<u>-</u>		<u>154.273</u>			
Total WMATA Subsidies	<u>147.101</u>		<u>154.273</u>		<u>7.172</u>	<u>4.9%</u>
Total Local Systems and WMATA	196.872		205.568		8.696	4.4%
Other Transit Assistance (Schedule C)	<u>0.040</u>	<u>80.0%</u>	<u>0.040</u>	<u>80.0%</u>	<u>-</u>	<u>-</u>
Total NVTC Transit Assistance	<u>\$ 196.912</u>		<u>\$ 205.608</u>		<u>\$ 8.696</u>	<u>4.4%</u>

Notes:

- > The effective state percentage is based on non-federal costs for capital, and second prior year actual expenses for operating.
- > The table excludes \$50M PRIIA match and Dedicated Funding provided directly to WMATA.

STATE TRANSIT CAPITAL ASSISTANCE

Draft SYIP

LOCAL SYSTEMS

FY 2019

	As Applied			Adjustments To Applications	Non-Federal Costs	State Funding			
	Total Costs	Federal	Non-Federal Costs			68% Tier 1	34% Tier 2	17% Tier 3	Total
CITY OF ALEXANDRIA									
Purchase replacement 35-ft buses (8)	\$ 3,876,000	\$ -	\$ 3,876,000		\$ 3,876,000	\$ 2,635,680	\$ -	\$ -	\$ 2,635,680
Purchase hybrid bus battery packs (4)	200,000	-	200,000		200,000	-	-	34,000	34,000
Total	4,076,000	-	4,076,000	-	4,076,000	2,635,680	-	34,000	2,669,680
CITY OF FAIRFAX									
Total	-	-	-	-	-	-	-	-	-
FAIRFAX COUNTY									
Design & construction of Springfield CBC parking garage	6,305,295	-	6,305,295	(6,305,295)	-	-	-	-	-
Design & construction of Innovation Metrorail garage	17,500,000	-	17,500,000		17,500,000	-	5,950,000	-	5,950,000
Design & construction of Herndon Metrorail garage	11,000,000	-	11,000,000		11,000,000	-	3,740,000	-	3,740,000
ITS implementation phase 2	3,000,000	-	3,000,000		3,000,000	2,040,000	-	-	2,040,000
Purchase fare collection equipment	1,500,000	-	1,500,000		1,500,000	1,020,000	-	-	1,020,000
Purchase passenger shelters	1,200,000	-	1,200,000		1,200,000	-	408,000	-	408,000
Purchase shop equipment	600,000	-	600,000		600,000	-	-	102,000	102,000
Purchase spare parts	450,000	-	450,000		450,000	-	-	76,500	76,500
Purchase support vehicles	90,000	-	90,000		90,000	-	-	15,300	15,300
Midlife bus rebuild program	3,250,000	-	3,250,000		3,250,000	2,210,000	-	-	2,210,000
Total	44,895,295	-	44,895,295	(6,305,295)	38,590,000	5,270,000	10,098,000	193,800	15,561,800
ARLINGTON									
Bus engineering & design of maintenance facility	311,765	-	311,765	(311,765)	-	-	-	-	-
Bus engineering & design of storage facility	2,220,589	-	2,220,589	(1,320,589)	900,000	-	306,000	-	306,000
Bus purchase maintenance facility	4,650,000	-	4,650,000		4,650,000	-	1,581,000	-	1,581,000
Construction of Ballston Metrorail improvements	1,647,059	-	1,647,059	1,352,941	3,000,000	-	1,020,000	-	1,020,000
Transit ITS and security program	1,117,648	-	1,117,648		1,117,648	-	-	190,000	190,000
Off-vehicle fare collection development & implementation	743,000	-	743,000		743,000	-	-	126,310	126,310
Eng. & design second entrance Crystal City Metrorail station	150,000	-	150,000	(150,000)	-	-	-	-	-
Purchase replacement 35-ft buses (14)	8,769,012	-	8,769,012		8,769,012	5,962,928	-	-	5,962,928
Purchase passenger shelters	435,295	-	435,295		435,295	-	148,000	-	148,000
Total	20,044,368	-	20,044,368	(429,413)	19,614,955	5,962,928	3,055,000	316,310	9,334,238
CITY OF FALLS CHURCH									
Total	-	-	-	-	-	-	-	-	-
TOTAL LOCAL CAPITAL	\$ 69,015,663	\$ -	\$ 69,015,663	\$ (6,734,708)	\$ 62,280,955	\$ 13,868,608	\$ 13,153,000	\$ 544,110	\$ 27,565,718

NVTC

SCHEDULE B

**STATE TRANSIT OPERATING ASSISTANCE
LOCAL SYSTEMS
FY 2019**

	LOCAL SYSTEMS				
	<u>Alexandria</u>	<u>City of Fairfax</u>	<u>Fairfax County</u>	<u>Arlington County</u>	<u>Total</u>
FY 2019					
FY 2017 Operating Expenses	\$ 17,238,355	\$ 3,941,598	\$ 79,576,770	\$ 16,303,813	\$ 117,060,536
FY 2017 Ridership	4,001,012	645,687	8,631,906	3,507,219	16,785,824
Operating Assistance					
Traditional Formula	\$ 2,131,306	\$ 487,329	\$ 9,838,666	\$ 2,015,761	\$ 14,473,062
Performance Based Formula	1,748,767	329,191	5,552,014	1,626,501	9,256,473
Total Operating Assistance	\$ 3,880,073	\$ 816,520	\$ 15,390,680	\$ 3,642,262	\$ 23,729,535

FY 2018

FY 2016 Operating Expenses	\$ 17,117,042	\$ 4,037,333	\$ 80,874,793	\$ 14,072,592	\$ 116,101,760
FY 2016 Ridership	4,160,094	678,967	8,984,286	3,215,459	17,038,806
Operating Assistance					
Traditional Formula	\$ 2,107,061	\$ 484,350	\$ 10,321,501	\$ 1,686,608	\$ 14,599,520
Performance Based Formula	1,480,826	293,320	5,108,804	1,238,205	8,121,155
Total Operating Assistance	\$ 3,587,887	\$ 777,670	\$ 15,430,305	\$ 2,924,813	\$ 22,720,675

**NVTC
OTHER STATE TRANSIT ASSISTANCE
FY 2019**

SCHEDULE C

	<u>Costs</u>	<u>State Assistance</u>
Intern Program		
NVTC Fellows Program	<u>\$ 50,000</u>	<u>40,000</u>
	<u><u>\$ 50,000</u></u>	<u><u>\$ 40,000</u></u>

NVTC Major Actions (May – September 2018)



MAY 31, 2018 – NVTC Public Forum of WMATA (Providence District Community Center)

JUNE 7, 2018

- Action: Authorization to Award Contract for NTD Data Collection
- Action: Authorization to Award Contract for Route 7 Conceptual Engineering
- Presentation: I-66 Inside the Beltway Traffic and Transit Performance (Nick Donohue invited)
- Presentation: Regional Fare Collection Strategy
- Recognition of Departing Commissioner (Jeff Greenfield)
- FY2017 Annual Transit Performance Report
- Virginia WMATA Board Members Report
- VRE Report and Action Items
- NVTC Committee Reports
- DRPT Report
- NVTC Executive Director Report (Newsletter, Financial Report)

Committee Meeting: Executive Committee

JUNE 22, 2018 – NVTC Strategic Planning Retreat (location TBD)

JULY 5, 2018

- I-66 Commuter Choice
 - Action: FY2018 I-66 Commuter Choice Program Project Agreements
 - Action: NVTC I-66 Commuter Choice Program Policies
- Action: Fare Payment and University Pass MOA
- Presentation: Report on Results of NVTC Strategic Planning Retreat
- Virginia WMATA Board Members Report
- VRE Report and Action Items
 - VRE Commission Orientation
- NVTC Committee Reports
- DRPT Report
- NVTC Executive Director Report (Newsletter, Financial Report)

Committee Meeting: Executive Committee

AUGUST 2018 – No Commission Meeting

SEPTEMBER 6, 2018

- I-66 Commuter Choice Program
 - Action: I-66 Commuter Choice Program FY2019 Call for Projects
 - Action: Annual Report to the CTB
- Presentation: NVTC/PRTC MOA on I-395 Transit Payment Program
- Presentation: Emergency Preparedness Effort
- Presentation: Route 7 Conceptual Engineering Project
- FY2018 4th Quarter Ridership Report
- Virginia WMATA Board Members Report
- VRE Report and Action Items
- NVTC Committee Reports
- DRPT Report
- NVTC Executive Director Report (Newsletter, Financial Report)

Committee Meetings: Executive Committee, Legislative and Policy Committee

SEPTEMBER/OCTOBER 2018 (date to be determined) NVTC Public Forum on WMATA