

MINUTES  
NVTC COMMISSION MEETING – OCTOBER 4, 2012  
NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Fisette at 8:09 P.M.

Members Present

Richard H. Black  
Sharon Bulova  
John Cook  
Thelma Drake (DRPT alternate)  
James Dyke  
William D. Euille  
Jay Fisette  
Catherine Hudgins  
Joe May  
Jeffrey McKay  
David Ramadan  
Ken Reid  
Thomas Rust  
Paul Smedberg  
David F. Snyder  
Christopher Zimmerman

Members Absent

Barbara Comstock  
John Foust  
Jeffrey Greenfield  
Mark R. Herring  
Mary Hynes

Staff Present

Mariela Garcia-Colberg  
Rhonda Gilchrest  
Claire Gron  
Scott Kalkwarf  
Steve MacIsaac (VRE)  
Kala Quintana  
Rick Taube

Chairman Fisette announced that the Northern Virginia General Assembly delegation members were invited to attend this meeting to hear the SJR 297 presentation. He welcomed Senator Barbara Favola, Delegate Robert Brink, Delegate Eileen Filler-Corn, Delegate Jim Scott, Delegate Vivian Watts, Delegate Alfonso Lopez, and Fred Clarke, Legislative Assistant for Delegate Kaye Kory.

#### Minutes of the September 6, 2012 Meeting

Mr. Zimmerman moved, with a second by Delegate Rust, to approve the minutes. The vote in favor was cast by commissioners Black, Bulova, Cook, Dyke, Euille, Fisette, Hudgins, May, McKay, Rust, Snyder and Zimmerman. Commissioners Ramadan, Reid and Smedberg abstained.

#### VRE Items

Report from the VRE Operations Board and Chief Executive Officer. Ms. Bulova reported that Average Daily Ridership (ADR) for August, 2012 was 18,771, which was up 1.3 percent from August, 2011. Overall on-time performance (OTP) for August was 98 percent compared to 90.8 percent for the month of July, 2012. She stated that VRE received a good report card in response to its annual marketing survey. Nearly every category improved over the previous year. Overall service quality graded at 84 percent, which is the highest score VRE has received since 2002. According to the survey results, fares are an issue with VRE riders. However, it should be noted that the survey was conducted shortly after a fare increase.

VRE FY 2014 Preliminary Budget. Mrs. Bulova stated that the Operations Board recommends approval of Resolution #2200, which would authorize staff to send the preliminary FY 2014 VRE budget to its contributing and participating jurisdictions for use in preparing their own FY 2014 budgets. The final version of the budget should be available for action by NVTC and PRTC in January, 2013.

Mrs. Bulova moved, with a second by Mr. Smedberg, to approve the resolution.

Mr. Smedberg stated that as discussed in the Executive Committee meeting, language included in the blue item should be added regarding an explanation about the budget surplus. Mrs. Bulova accepted this as a friendly amendment. Mr. Zimmerman asked if the Operations Board included this language in their motion. Mr Smedberg stated that the Operations Board had a discussion about the budget surplus and recommended that an explanation be included when the budget was forwarded to the commissions.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Black, Bulova, Cook, Dyke, Euille, Fisette, Hudgins, May, McKay, Ramadan, Reid, Rust, Smedberg, Snyder and Zimmerman.

VRE Service Expansion. Mrs. Bulova reported that the VRE Operations Board recommends approval of Resolution #2201, which authorizes the expansion of VRE service. The expansion includes adding additional railcars to the Fredericksburg line train #303/302 and the Manassas line train #330/327. The expanded service would begin October 9, 2012.

On a motion by Mrs. Bulova and a second by Mr. Smedberg, the commission unanimously approved Resolution #2201 (copy attached). The vote in favor was cast by commissioners Black, Bulova, Cook, Dyke, Euille, Fisette, Hudgins, May, McKay, Ramadan, Reid, Rust, Smedberg, Snyder and Zimmerman.

### WMATA Items

Mrs. Hudgins introduced Richard Sarles, WMATA's General Manager, who was invited to make a presentation on the status of WMATA operations. Mr. Sarles stated that his focus continues to be on a Metro system in a state of good repair as well as improved safety. He estimated that it will take another 4-5 years to get WMATA out of the hole, but then it will be back where it was 10 years ago so it is important to also focus on the future, both short and long-term. WMATA is very important to the region.

Mr. Sarles shared some statistics about the economic benefit WMATA has to the region. The areas within one-half mile of Metro stations support 54 percent of the jobs in the region. There are 277 federal agencies that depend on Metro service. \$234 billion of property values are on land near Metro stations that generates \$3 billion in property tax revenues. Land use development around the stations has paid off, especially in Virginia. Mr. Sarles stated that looking forward over the next 30 years, population will escalate and it is forecasted to increase by 30 percent. For those that ride transit today, the rail system is crowded in the core; bus routes are also crowded; and platforms are crowded.

The Silver Line will be a great addition to the system, but there are no plans for further system expansion. That is problematic for a growing region because it is important to have a transportation system sustain the economic growth in the region. Otherwise the economy begins to stagnate. Without transit, it would mean one million more auto trips a day, which is equivalent to adding two new Beltways. Congestion would go up. Transit in general is very important to the region.

For the future, it is important for WMATA to run eight-car trains to relieve congestion. However, it is not just a matter of buying more railcars. The system's infrastructure, especially the traction power system, cannot support eight-car trains. Transfer stations are overcrowded. There need to be improvements to the system core to accommodate additional growth.

Mr. Sarles stated WMATA is seeking comment on WMATA issues, including priorities to support business growth in this region; investments to improve service to the customers; communities in most need of enhanced Metro connectivity; and how does the region achieve adequate predictable funding to maintain and grow the Metro system? WMATA is beginning to see results from the investments already made, including escalator improvements and the signal system being updated.

Mr. Zimmerman stated that the Transportation Planning Board (TPB) established a committee to look at a Bus-on-Shoulder program throughout the metropolitan region. Mr. Sarles responded that, in general, it is a great idea because it will move more people. In response to a question from Mr. Zimmerman, Mr. Sarles stated that WMATA is rebuilding the Automated Train Control (ATC) which was implicated in the Red Line accident. It will take a few years to complete. WMATA is going through a system safety analysis. Once ATC is operational, WMATA should be able to run eight-car trains.

Mr. Reid applauded the Bus-on-Shoulder initiative. He noted that the bus only lane on the Dulles Connector Road will not be used by Fairfax Connector and Loudoun Bus once the Silver Line is opened. Therefore, it may be possible to convert that lane to general purpose use. He also asked if WMATA is doing anything about its union members not sharing in the costs of their pensions. Mr. Sarles stated that WMATA is in negotiations with the unions and this is one of the issues being discussed. However, under the WMATA Compact, WMATA can disagree with the unions but if it goes to arbitration, the arbitrator's decision is final.

Delegate Rust asked for a definition of the Metro "core." Mr. Sarles stated that all Metrorail trains go through the "core." For example, there are only so many trains that can go through the Rosslyn Tunnel. The goal is to get more people going into and through the "core" and possible solutions could be another bridge over the Potomac River or more tracks in the District.

Senator Favola asked how much growth is needed in the revenue stream to meet WMATA's operating and capital expenses for the next 10 years. Mr. Sarles stated that he can provide that information. Senator Favola asked where WMATA would get the increase in revenue based on the current scenario. Mr. Sarles responded that there are only two main sources of operating revenue: fare revenues and jurisdictional subsidies. Mrs. Drake clarified that the jurisdictional portion of WMATA's operating revenue also comes from gas tax revenue and state transit aid.

Delegate May observed that the region faces increased security risks and he asked about cyber attack risks to WMATA's control and signaling systems. Mr. Sarles stated that although he is unable to discuss specifics, WMATA is working with the federal government to guard against any type of attack. WMATA currently has an evaluation underway looking at the vulnerability of the entire system.

Mr. McKay commended WMATA and the Metro Police for their response to serious crime, which is down 16 percent. He also observed that the Blue Line/Yellow Line split seems to be working well from a rider's perspective. Mr. Sarles stated that WMATA is monitoring it and making a few tweaks to the system. There is only so much capacity and with the Silver Line to begin service, there have been some service adjustments. There is only a certain number of trains that can go through the Rosslyn Tunnel. Mr. McKay stated that it is an important point that WMATA can only make so many changes before confusing passengers. It is important to focus on long range planning.

Mr. Snyder asked if Mr. Sarles could provide in writing the data he shared about WMATA and its impact on the economy because it is very important information. As a regular rider, he has seen an improvement in reliability of service. He also asked if WMATA will consider Light Rail or Bus Rapid Transit and how it could be integrated into the Metro system in the future. The Bus-on-Shoulder initiative has benefits, but Mr. Snyder cautioned that the safety issues need to be weighed. Mr. Sarles agreed that safety is a priority.

Mrs. Hudgins stated that she shared a link with NVTC staff earlier in the day on WMATA performance and asked that it be forwarded to commissioners. The link has a great deal of valuable information.

#### DRPT's SJR 297 Report

Chairman Fisette thanked Thelma Drake, Amy Inman, Kevin Page and Joe Swartz for being present for a presentation on the SJR 297 Report. Mrs. Drake stated that currently 20 percent of operating expenses are paid by state transit aid, regardless of the size of the transit agency. Every transit system is treated the same. In the new model, a transit agency with more expenses and/or more efficiencies will receive more transit aid. It is a hybrid method which 50 percent is based on a formula and 50 percent is based on new performance measures. It will be phased in over three years. She stated that in order to be able to make the argument to the administration and General Assembly for the need for additional state transit funding, it is important to show more accountability, to look at performance measures, to put into place incentives to be more efficient, and to be more transparent. The goal is to reward and incentivize efficient performance, demonstrate the needs of transit, and provide an incentive for all transit systems to be at peak performance throughout the commonwealth.

Ms. Inman gave an extensive PowerPoint presentation providing an overview of the study's approach and recommendations.

Mr. Dyke left the meeting at 9:08 P.M. and did not return.

Chairman Fisette stated that Linda McMinimy, VTA's Executive Director, could not attend this meeting to present VTA's statement on SJR 297 Report. He asked Noelle Dominguez from Fairfax County staff to summarize VTA's statement. Ms. Dominguez stated that the SJR 297 recommendation would increase the state's role and control over local transit, even though the local jurisdictions provide the majority of the transit funding. Currently the state provides about 17 percent compared to local contributions of 31-32 percent. There is no evidence that the current system is broken yet this new DRPT approach will be a significant change that will be untested. There is also a concern that there is a disincentive to expand service or make changes to new service because it could affect ridership, which in turn would affect performance measures and state aid. DRPT's new method also emphasizes efficiency and fare recovery over other priorities such as paratransit, demand response, etc. There is also concern that it could pit transit agencies against each other, which could impact regional cooperation if they are competing for the same funding. It reduces the reliability and stability of state funds and it will impact and hinder future planning. It also does not address unmet funding needs. VTA has proposed that individual systems measure their performance and possibly use a new source of funding to reward systems meeting their local objectives.

Mr. Euille stated that as past president of VTA, he supports the concerns presented by VTA. He asked if there are other states that have a similar type of program that is being recommended by DRPT. Mrs. Drake stated that New York and Michigan use a similar type of program. MAP-21 federal legislation is also requiring the development of performance standards.

Mrs. Bulova asked about the timing of the SJR 297 recommendations and if the final report has been released. Ms. Inman stated that the final report will be distributed to the Commonwealth Transportation Board on October 17<sup>th</sup> which will be followed by a 30-day comment period. The interim report will be available on DRPT's website. Mrs. Bulova stated that it is her understanding that the DRPT recommendation will ask for a legislative shift in authority to DRPT. Mrs. Drake stated that the CTB will review DRPT's allocation method every three years.

Delegate Rust stated that the concern he has heard is the potential pitting of transit systems against each other so that there would be winners and losers. He asked if DRPT has done comparisons of what "System A" would get today under the current system and what it would receive under the proposed system. Ms. Inman responded that overall, the funding model would only change allocations by 4+/- percent.

Mr. Zimmerman stated that the proposed methodology does not necessarily reward efficiency. For example, Arlington Transit, which is second in its peer group for customer per revenue mile and is a highly efficient system, actually does poorly in the new methodology because the formula skews against smaller systems.

Mr. Smedberg observed that there are many performance measures and he asked why DRPT chose the four (customers per revenue hour, customers per revenue mile, net cost per revenue hour, net cost per revenue mile). Mr. Page explained that

there are a diverse number of transit systems' designs and operations in Virginia. The challenge is that rural systems have more riders per hour and urban areas have higher customers per revenue mile. The four performance measures chosen allow small systems and large systems from similar geographic areas to compete within the same peer group.

Senator Black stated that if the methodology is going to drive efficiency, then there will be winners and losers. Mrs. Drake responded that with the current system there are winners and losers. It is hoped to incentivize them to be efficient. This method is also coming on the highway side with VDOT. Mr. Page stated that the peer groups are set up to have a level playing field.

Mr. Cook expressed his opinion that measuring performance and encouraging efficiency makes sense but he questioned whether this is the right formula. Mrs. Drake stated that WMATA, VRE and Norfolk Light Rail would be in the same peer group. Metrobus would be in a different one. Mr. Cook asked if cost of living is considered and Mr. Page replied that it is. Mrs. Bulova observed that commuter rail is different than heavy rail (WMATA). Mr. Cook stated that another way to measure performance would be to measure performance against a national standard rather than systems against each other. Virginia has very different economic and demographic areas throughout the state. Mr. Page explained that there are five peer groups. Today all 62 systems are lumped into one pot, which pits them against each other.

Mr. Snyder stated that he appreciates slide #25 of the presentation which calculates the funding shortfalls. It seems like there is an artificially small pot of money and the SJR 297 recommendation is just recirculating it somehow. The funding is inadequate. He referred to Mr. Sarles' comments about the economic impact of WMATA. He wondered if a performance measure should be \$1 invested in transit generates "x" amount in terms of economic activity, which in turn generates "x" amount in taxes. Mr. Snyder suggested other performance measures be considered. He stated that currently for every dollar that is sent from Northern Virginia to Richmond, Northern Virginia receives only 25-cents back. When a proposal is recommended that might look good on the face of it, but that 25-cents gets reduced further, his reaction is not positive because the result is less funding. This ultimately hurts Northern Virginia as well as the commonwealth because it reduces the transit system's ability to generate macroeconomic activity. Mrs. Drake stated that everyone has the same goal and the driving factor of the study is how to make the argument for additional funding for transit. To do that, it is important to show accountability and performance because of people's perception of transit.

Mr. Euille left the meeting at 9:35 P.M. and did not return.

Chairman Fisette observed that the current formula is embedded in statute but DRPT is looking for authorization to change it. Mr. Page stated that the CTB would approve any adjustments every three years. It would then be posted for one year in case there is a challenge at the General Assembly level.

Mr. McKay observed that the statement “transit agencies who spend the most money receive the most money under the current practice today” sounds really good for Northern Virginia because this region spends the most and has the most transit. However, he stated that the statement makes him very nervous because Northern Virginia is a “loser” under the new method. Loudoun County may benefit from the change, but NVTC is a regional body and it is important to not look at it through an individual jurisdiction’s microscope. If one jurisdiction loses, it will impact service to passengers throughout the region.

Mr. McKay stated that Northern Virginia has high congestion, which forces transit operators to change routing to get around the congestion. Every time routing is changed it can create confusion, which can cause ridership to fluctuate. He asked how this would be factored in the process. Mr. Page stated that DRPT will leave that up to the locality to work through in the application as they do today. If ridership goes down, funding would go down. Mr. McKay stated that the peer group concept adds more confusion. He asked what other region in Virginia has congestion like Northern Virginia. Mr. Page stated that as of today, all 62 systems are lumped together.

Mr. McKay observed that this recommendation was initiated for a reason and he would assume that there are perceived inefficiencies among the transit systems. Mrs. Drake stated that the big driver behind this is that as new systems start, there is not a bigger pot of money.

Delegate Watts expressed concern about equity of cost per revenue mile as it favors a less dense system. Northern Virginia’s issue isn’t how many miles a bus travels, but the congestion it has to get through and the fuel and wear and tear on the vehicle. She stated that it is important to have the full final report to see the details. Right now she only sees a “rearranging of the deck chairs” versus a value added proposal.

Delegate May stated that without taking a position one way or the other on the recommendation, he is philosophically in favor of rewarding efficiency and improving the overall performance of transit systems. Mrs. Hudgins stated that it appears that there is a perception from DRPT that there are inefficiencies within the transit systems and that the performance measures the systems use now are not necessarily effective and therefore there needs to be change. However, there is no proposal to increase funding so how does this help to fund the systems and make them more efficient and to address expansion. Mrs. Drake stated that the hope is that as this proposal moves forward there is more accountability. It is totally different in Northern Virginia compared to the rest of the state regarding the message of transit.

Chairman Fisette asked if Northern Virginia gains or loses funding with the recommended proposal. Mr. Page responded that the standard deviation for the entire state is 5+/- percent. He provided the gains and losses for individual systems: WMATA rail +2 percent, WMATA bus -4 percent, Fairfax County Connector -4 percent, VRE no change, Alexandria DASH +1 percent, Arlington Transit -1 percent; Loudoun Bus +9



percent, City of Fairfax -1 percent. (Falls Church comes under WMATA.) Collectively, Northern Virginia gains +2 percent, but without Loudoun it would be -4 percent.

Mr. Zimmerman thanked Mr. Snyder for his comments. He observed that any index or formula can be constructed in a way that involves weighting factors to define efficiency to get the numbers one wants. When you start with a situation with the premise there won't be any more funding and there may be less, it will pit systems against each other. It appears to be a distraction so the focus is not on what really needs to be done. He stated that it has been said that Mrs. Drake has told people in another part of the state that the reason the state was looking to level the playing field was that Northern Virginia was stealing their funding. Mrs. Drake responded that it is absolutely untrue.

Chairman Fisette stated that as NVTC was working with CTB members and DRPT about transit funding distribution in Northern Virginia, the highlighted goal was transparency and simplicity. In his view when he sees the recommendation versus what is already in statute, which has been in place for a long time and seems to have a sense of equity among the transit operators, he does not see where this process or formula creates simplicity. It seems to create complications and potential for manipulation and lack of predictability or transparency. Mrs. Drake disagreed with his perception of what this model is trying to do. She sees it being more transparent because local transit systems will be able to look at what they are doing and what their neighbor is doing. They can learn from each other.

Delegate Watts stated that her recollection regarding the transit formula is that it came from transit groups themselves where they all sat down at the table and came to an agreement. The road construction formula grew out of the JLARC study where jurisdictions talked about their needs. The performance measures were weighted so it reflects needs. On the face of it, she does not see the same professionalism within the statistical realm of how the formula is generated. The transparency seems to be only that now there are four performance factors compared to just the size of the system. There needs to be an understanding of why the performance factors are weighted equally and why performance is 50 percent of the total, as well as how it is supposed to match need. Mrs. Drake stated the 50 percent was chosen because transit operators did not want a 100 percent performance based method.

Mr. Reid asked how Virginia Regional Transit does under the new allocation. Mr. Page explained that 50 percent of their operating funds are covered under FTA Section 5311 funding and the Governor's portion of the Section 5307 federal program. Depending on where they operate they are impacted differently by the recommendation.

Chairman Fisette thanked Mrs. Drake and her staff for coming and responding to questions.

Mr. McKay moved, with a second by Mr. Zimmerman, to submit comments similar to VTA's comments to DRPT. Mr. McKay accepted a friendly amendment from Delegate Rust to include language from Mr. Snyder's comments about economic impact. The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Bulova, Cook, Fisette, Hudgins, May, McKay, Rust, Smedberg, Snyder and Zimmerman. Commissioners Black, Ramadan and Reid voted no.

#### Comments on Draft Report of the Agency Efficiency and Coordination Task Force

Chairman Fisette reported that the draft final report has been released. The Task Force has been meeting over the last four months. At the last meeting a motion was made by Martin Nohe to recommend consolidation of NVTA into NVRC. A matrix has been put together that lists all the factors of each possible alternative. NVRC has the same membership as NVTA and NVRC is the only regional commission that does not do transportation issues. Initially, it is being recommended that NVTA and NVRC share administrative costs and then over time look at the value of legally merging the two organizations. The Task Force meets again later this month to vote on a final recommendation. It will then be forwarded to NVTA, PRTC, NVRC and NVTC for their action. NVTC will take action at its November, 2012 meeting.

Mr. Snyder noted the extensive effort, time and work that was put into this process by jurisdictional staff and Task Force members. They did an incredible job at looking at all of the factors so that whether a person agrees or disagrees with the final recommendations, all the information is available.

#### Award of Contract for Route 7 Alternatives Analysis

Mr. Taube stated that NVTC requested proposals for a consulting team to conduct a two-phase alternatives analysis of high-capacity transit in the Route 7 corridor between Alexandria's King Street Metrorail station and Tysons Corner. Four proposals were received. The evaluation committee, consisting of jurisdiction and agency staff, ranked the proposals based on criteria identified in the proposal. The top-ranked firm was Parsons Brinckerhoff.

Mr. Snyder moved, with a second by Mr. Smedberg, to authorize NVTC's executive director to execute a contract with Parsons Brinckerhoff and issue the notice to proceed. If an agreement cannot be reached, then he is authorized to negotiate with the next highest ranked firms in order until an acceptable agreement is achieved and a contract is executed. The unanimous vote in favor was cast by commissioners Black, Bulova, Cook, Fisette, Hudgins, May, McKay, Ramadan, Reid, Rust, Smedberg, Snyder and Zimmerman.

### Status Report on Implementation of DRPT's New Grant Procedures

Mr. Taube stated that the CTB has approved a resolution directing that NVTC's jurisdictions must be the grantees for transit assistance in place of NVTC. NVTC can serve as an agent for those jurisdictions and run its approved Subsidy Allocation Model and hold the funds in trust. NVTC has established five new bank accounts in which to receive DRPT grant funds as agents for NVTC's five WMATA jurisdictions. The jurisdictions have not yet received any state transit aid. WMATA's October 1<sup>st</sup> billings were paid in full by all of NVTC's WMATA jurisdictions.

Mr. Reid left the meeting at 10:09 P.M. and did not return.

### NVTC Statement for CTB Hearing on the Six-Year Improvement Program

Mr. Taube reported that CTB will conduct a hearing on October 30, 2012. NVTC regularly participates in these hearings to inform CTB about this region's transit performance and funding needs. A draft statement has been prepared but local staff have not had an opportunity to review it.

Delegate Rust moved, with a second by Mr. Smedberg, to authorize NVTC's chairman or his designee to work with NVTC and local staff to refine the draft statement emphasizing the strong performance of Northern Virginia's transit systems and to present the statement at CTB's hearing on October 30<sup>th</sup>.

Mr. Zimmerman stated that he supports the intent of the motion but asked who will look at it before it is submitted. Chairman Fisette stated that he will review it with the other NVTC officers. The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Black, Bulova, Cook, Fisette, Hudgins, May, McKay, Ramadan, Rust, Smedberg, Snyder and Zimmerman.

### Regional Transportation Items

Motor Fuels Tax Collection Transition. Staff will meet on October 11<sup>th</sup> with TAX and DMV officials to discuss the July 1, 2013 transition.

Capital Bikeshare's Bike Trip Planner. OpenPlans, in collaboration with Bike Arlington and Mobility Lab (Arlington County Commuter Services) and MapBox, has developed a new online bicycle trip planning tool at [www.bikeplanner.org](http://www.bikeplanner.org). This website enables users to specify a start and end point anywhere in Arlington and Fairfax counties, the cities of Alexandria, Fairfax and Falls Church, the District of Columbia, and Montgomery and Prince George's counties. It interfaces with real-time Capital Bikeshare data.

NVTC Financial Items for August, 2012

The financial reports were provided to commissioners and there were no questions.

Adjournment

Without objection, Chairman Fisette adjourned the meeting at 10:11 P.M.

Approved this 1<sup>st</sup> day of November, 2012.

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Jay Fisette  
Chairman

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Paul C. Smedberg  
Secretary-Treasurer



## RESOLUTION #2200

**SUBJECT:** Preliminary VRE FY 2014 Operating and Capital Budget.

**WHEREAS:** The VRE Master Agreement requires that the commissions be presented with a preliminary fiscal year budget for consideration at their respective September meetings prior to the commencement of the subject fiscal year;

**WHEREAS:** The VRE Chief Executive Officer has provided the VRE Operations Board with the preliminary FY 2014 Operating and Capital Budget;


**WHEREAS:** Staff recommends a budget built on an average daily ridership of 21,200 average daily riders; and

**WHEREAS:** Subject to the direction provided by the Operations Board, the budget will be updated with additional ridership and cost data and further refined through CAO Budget Task Force review during the fall of 2012.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Northern Virginia Transportation Commission has received and hereby refers the preliminary FY 2014 VRE Operating and Capital Budget to NVTC's participating and contributing jurisdictions for their review and comment.

**BE IT FURTHER RESOLVED THAT** NVTC expects the VRE Operations Board to consider and address comments by the jurisdictions and to forward a final recommended budget for consideration by the commissions in January, 2013.

Approved this 4<sup>th</sup> day of October, 2012.

  
Paul C. Smedberg  
Secretary-Treasurer

  
Jay Fisette  
Chairman





## RESOLUTION #2201

**SUBJECT:** Authorization to Approve the Lengthening of VRE Trains.

**WHEREAS:** As part of the update to the L'Enfant Storage track project in May 2012, VRE staff provided options to reduce overcrowding on peak trains;

**WHEREAS:** Part of this proposal included adding one car to a Fredericksburg line train and up to two cars to a Manassas line train;

**WHEREAS:** By adding one additional railcar to Fredericksburg line train 303/302, seating capacity will increase by 260 seats per day;

**WHEREAS:** By adding one additional railcar to Manassas line train 330/327, seating capacity will increase by 520 seats per day; and

**WHEREAS:** VRE staff projects that there is expected to be a slight increase in new ridership that should materialize from this action.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to lengthen one Fredericksburg and one Manassas line train beginning October 9, 2012 through a budget amendment in an amount not to exceed \$239,100 for the first year of service.

Approved this 4<sup>th</sup> day of October, 2012.

A handwritten signature in black ink, appearing to read "Paul C. Smedberg", is written over a horizontal line.

Paul C. Smedberg  
Secretary-Treasurer

A handwritten signature in black ink, appearing to read "Jay Fisette", is written over a horizontal line.

Jay Fisette  
Chairman

