



**NVTC COMMISSION MEETING
THURSDAY, APRIL 3, 2014
MAIN FLOOR CONFERENCE ROOM
2300 Wilson Blvd.
Arlington, VA 22201
8:00 P.M.**

NOTE: Executive Committee will meet at 7:00 P.M. Dinner is also available at that time.

AGENDA

1. WMATA
 - A. WMATA General Manager Presentation
 - B. WMATA FY 2015 Budget
 - C. New Electronic Payments Program (NEPP)
 - D. Vital Signs/Dashboard Reports
 - E. WMATA General Manager's Remarks Before the Commonwealth Transportation Board (CTB)
2. General Assembly Update
3. ACTION ITEM: Approve the March 6, 2014 NVTC Minutes
4. ACTION ITEM: Approve the Consent Agenda (subject to approval by Chairman)
 - A. Authorize the Chairman to Send a Letter Regarding Implications of Exhaustion of Highway Trust Funds
 - B. Approve Resolution #2241: Authorize the Executive Director to Execute a Project Agreement with the Northern Virginia Transportation Authority (NVTA) for Transit Alternatives Analysis Study in the Route 7 Corridor (Phase II)
 - C. Authorize the Chairman or His Designee to Submit Testimony on the Preliminary Six-Year Improvement Program (SYIP) to the Commonwealth Transportation Board (CTB)
5. ACTION ITEM: Approve NVTC's FY 2015 General and Administrative Budget
6. Executive Director's Report

7. NVTC Financial Report

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

- General Update
- FY 2015 WMATA Funding
- Route 1 Multimodal Alternatives Analysis
- Transit Service Delivery Advisory Committee (TSDAC)
- SuperNoVa Transit and TDM Action Plan
- Rail

9. Northern Virginia Transportation Authority (NVTA) Report

10. Virginia Railway Express (VRE) Report

- A. VRE CEO Report and Minutes
- B. ACTION ITEM: Resolution #2242: Authorize the VRE CEO to Amend the VRE Operating Agreement with Norfolk Southern
- C. ACTION ITEM: Resolution #2243: Authorize VRE CEO to Execute the Northern Virginia Transportation Authority (NVTA) Project Agreements
- D. TIGER Grant for the Long Bridge Expansion
- E. VRE Operations Board 2014 Meeting Schedule Changed
- F. Meet the Management Events

11. ACTION ITEM: Resolution #2244: Approve the Award of Contract for the VRE Management Audit

12. ACTION ITEM/PERSONNEL ITEM: Resolution #2245: Approve Amendment to the VRE Chief Executive Officer's Contract

13. Information Items

- A. Secretary Layne Previews Changes to Approach to Long Term Planning, Transit Investments and Project Evaluation
- B. APTA Provides Resources on Benefits of Transit
- C. NVTC Seeks Applicants for Transit Fellowship



AGENDA ITEM #1

TO: Chairman Smedberg and NVTC Commissioners
FROM: Kelley Coyner, Claire Gron and Jillian Linnell
DATE: March 26, 2014
SUBJECT: WMATA

A. WMATA General Manager Presentation

Richard Sarles, WMATA's General Manager, will join the Commission to discuss the highlights of the FY 2015 Budget. He will also:

- Update progress in implementing Momentum, WMATA's new strategic plan;
- Provide an overview of the New Electronic Payments Program (NEPP) and the ways in which this will provide a seamless payment system for regional providers and improve connectivity for Virginia's transit riders; and
- Address other items of interest including the Silver Line project.

B. WMATA FY 2015 Budget

The GM/CEO presented the proposed FY 2015 capital and operating budgets to the Board in December and WMATA held public hearings in January and February. WMATA plans to approve the operating budget on March 27th and the capital budget in April. An update will be provided at NVTC's April 3rd meeting.

Separately, WMATA will soon begin developing a new Capital Funding Agreement (CFA) with the target of completing it before July 2015.

C. New Electronic Payments Program (NEPP)

NVTC moved forward in the process of securing technical assistance for Northern Virginia transit systems to be ready for the pilot phase of NEPP. NVTC continued to work closely with the Northern Virginia transit systems including VRE and PRTC in



AGENDA ITEM #2

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kelley Coyner and Aimee Perron Seibert, Government Relations Liaison

DATE: March 26, 2014

SUBJECT: General Assembly Update

It was a brisk Session for transportation with many bills being filed that would impact provisions of HB2313 and change how its related funds are allocated. Most of those bills were tabled as there was little support for revoking HB2313 or changing provisions that hadn't had any time to be implemented. A policy change from HB2313 that did pass was the repeal of the annual license tax on hybrids; Governor McAuliffe signed it. The one funding allocation bill that passed was HB2. That bill patroned by Delegate Stolle requires that the Commonwealth Transportation Board establish a method that prioritizes statewide projects. Secretary Layne spoke in favor of the bill in its revised and enacted form. Details are provided below. Still pending is a budget amendment that would require all regional projects for NVRTA to be evaluated, rated and ranked by the Project Selection Model being developed pursuant to HB599.

The General Assembly approved legislation to allow the appointment of fare enforcement inspectors to enforce the payment of fares by mass transit facilities operating in Northern Virginia. Requested by WMATA, the legislation provides for civil penalties for failure to pay fares. A handful of bills focused on improving access to transit and alternative forms of transportation, such as SB225(Senator Petersen), which would have fined drivers for not waiting for an appropriate amount of time to open their door into traffic, specifically trying to reduce the incidents of "dooring" for those traveling in bike lanes. This bill was defeated narrowly in a House subcommittee.

Next Steps: As the General Assembly continues its consideration of the budget, NVTC staff in conjunction with the Management Advisory Committee and the Northern Virginia legislative liaisons will focus on implementation of those bills passed and developing analysis needed to lay the ground work for the development of the prioritization process called for in HB2, for addressing transit and rail funding issues in the next Session, and for engaging with the Commonwealth Transportation Board. NVTC's Legislative and Policy Committee will meet on May 1 to review the status of implementation of the 2014 Legislative and Policy Agenda and to provide guidance both on implementation of bills passed and on planning for the next General Assembly Session.

Below are a few highlighted bills and a budget amendment from the Session:

[HB2 \(Stolle\)](#)

HB2, introduced by Delegate Stolle, passed the House and Senate unanimously with the support of the Secretary of Transportation. It specifically directs the Commonwealth Transportation Board to develop a statewide prioritization process for projects funded by the CTB with construction monies, starting in the FY17-22 Six-Year Improvement Program. It covers roadway, transit, rail, technology operational improvements, and transportation demand management strategies if funded by highway construction monies. Projects funded through state assistance or federal pass through funds would not be subject to this process. Projects fully funded as of June 30, 2014 and that have completed environmental review may be exempt from this process. The prioritization process will be based on “objective and quantifiable analysis that considers, at a minimum, the following factors relative to the cost of the project or strategy: congestion mitigation, economic development, accessibility, safety, and environmental quality.”

[HB 957 \(Filler-Corn\)](#)

Delegate Filler-Corn introduced HB957 to repeal [HB2152](#), a bill passed last year that changed the voting structure of the Virginia Railway Express (VRE) Operations Board by requiring that the vote of the Commonwealth’s representative carry the same weight as that of the highest contributing jurisdiction (Prince William County). As enacted, the bill simply extends the effective date of the change. Last Session, the legislature passed HB2152 with a July 2014 enactment date. Discussions with key legislators made it clear that there was no appetite for repeal. Legislators encouraged VRE Operations Board and the Commissions to work together on a sound approach to implementing the legislation. The legislators agreed to delay the enactment for another year to allow time for further discussions. As passed, HB957 moved the enactment date from July 1, 2014 to July 1, 2015. NVTC joined Fairfax County, Arlington, Alexandria and Prince William County in expressing concerns about the need to ensure that local decision-making authority at VRE remains strong.

[Budget Item 427 #1h](#)

This amendment was added to the House budget, both in HB30 and HB5002 (Special Session bill); that would prohibit the NVTA from using their 70% funds, as defined in HB2313, and previously exempted 2014 regional funds for any projects unless they have been evaluated and prioritized pursuant to the 599 process. This limitation also applies to debt service on any project using fiscal year 2015 or fiscal year 2016 funding. NVTA opposed this amendment and asks that it be removed from the final bill. Because the budget is still being negotiated, this item is still pending. NVTC is working closely with NVTA and NVTC’s local jurisdictions on this issue. If approved, the amendment would have a detrimental effect on transit projects. NVTA’s letter is linked here: <http://tinyurl.com/mc95uvf>.

[SB 161 \(Favola\)/HB 193 \(Minchew\)](#)

These two bills amend the Freedom of Information Act (FOIA) by removing the current requirement that a public body approve -- by a majority vote of the members present at a meeting -- the remote participation in the meeting by one of its members. The bill instead requires the public body to have adopted a written electronic communication policy allowing for and governing participation, including an approval process for such participation of its members. Once adopted, the public body shall apply this policy strictly and uniformly, without exception, to its entire membership.

2014 Special Session

Finally, the General Assembly was called back into a Special Session on March 24th by the Governor to pass a budget, which they failed to do by sine die, March 8th. The struggle between the House and the Senate/Governor on Medicaid expansion overshadowed the entire budget process. Here's the state of play: the Governor drafted a new budget -- [HB5003](#) and [SB5003](#) -- with 104 new amendments to the base budget Governor McDonnell introduced, including Medicaid expansion. The House introduced [HB5001](#) and [HB5002](#) and reported both bills out of House Appropriations on March 24th. The bills overlay many of the original House amendments, including Budget Item 427 #1h that we oppose, and include a few new ones that they say are points of compromise with the Senate on HB5002. In the same meeting, they turned down the Governor's version of the budget, HB5003.

On Monday, March 24th, both the House and the Senate passed what is called the 'caboose bill,' HB5001, which completes the LAST fiscal year cycle and sent it to the Governor for his signature. In a surprise move, the Senate adjourned on Monday evening not to return until Monday, April 7th.

Despite the Senate leaving town, the House met on Tuesday, March 25th at 7:30 P.M. to take up HB5002 and any floor amendments. The Democrats offered an amendment in the nature of a substitute that was essentially HB5003, the Governor's proposed budget with Medicaid expansion included. After extended debate, the substitute was rejected, 30-Y 69-N. The House of Delegates then passed HB5002, advanced it to its third reading and communicated it to the Senate.

The Senate has not introduced their own budget bill, nor have they taken up the Governor's version, SB5003, in committee. A Senate Finance Committee meeting is scheduled on Tuesday, April 1st where they will have a public hearing on the Governor's proposed budget. The conferees are not scheduled to meet before the April 1st meeting.



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

3060 Williams Drive ♦ Suite 510 ♦ Fairfax, VA 22031

www.TheNoVaAuthority.org

February 26, 2014

The Honorable Charles J. Colgan
Senate of Virginia
201 North 9th Street, Room 326
Richmond, Virginia 23219

The Honorable S. Chris Jones
House of Delegates
P.O. Box 406, Room 948
Richmond, Virginia 23218

The Honorable Emmett W. Hanger, Jr.
Senate of Virginia
201 North 9th Street, Room 431
Richmond, Virginia 23219

The Honorable R. Steven "Steve" Landes
House of Delegates
P.O. Box 406, Room 947
Richmond, Virginia 23218

The Honorable Janet D. Howell
Senate of Virginia
201 North 9th Street, Room 321
Richmond, Virginia 23219

The Honorable M. Kirkland "Kirk" Cox
House of Delegates
P.O. Box 406, Room 607
Richmond, Virginia 23218

The Honorable Thomas K. Norment, Jr.
Senate of Virginia
201 North 9th Street, Room 621
Richmond, Virginia 23219

The Honorable John M. O'Bannon, III
House of Delegates
P.O. Box 406, Room 521
Richmond, Virginia 23218

The Honorable Richard L. Saslaw
Senate of Virginia
201 North 9th Street, Room 613
Richmond, Virginia 23219

The Honorable Thomas A. "Tag" Greason
House of Delegates
P.O. Box 406, Room 513
Richmond, Virginia 23218

The Honorable John Watkins
Senate of Virginia
201 North 9th Street, Room 331
Richmond, Virginia 23219

The Honorable Johnny S. Joannou
House of Delegates
P.O. Box 406, Room 423
Richmond, Virginia 23218

Re: HB 30 Amendment Related to the Northern Virginia Transportation Authority (Item 427 #1h)

Dear Members of the Committee of Conference on the Budget:

On behalf of the Northern Virginia Transportation Authority (NVTa), and based on discussions that occurred at NVTa's February 20, 2014, meeting, I am writing to express our opposition to Budget Item 427 #1h, which affects future actions of the Northern Virginia Transportation Authority. If adopted, this language would prohibit the Authority from providing funding to any project after June 30, unless it has been evaluated and prioritized pursuant to the requirements of § 33.1-13.03:1 of the Code.

Last session, the Governor and General Assembly exempted FY 2014 funds from the requirement for this Virginia Department of Transportation (VDOT) evaluation to allow projects to commence quickly. Following that direction, NVTa approved a list of projects to be paid by both bonds and pay-as-you-go financing in July 2013. VDOT has also begun working on the analysis required by § 33.1-13.03:1 (as approved in 2012 in HB 599) and the first round of evaluations is not scheduled to be completed until the end of calendar year 2014. NVTa was scheduled to nominate projects for this analysis on February 20, 2014; and the Commonwealth Transportation Board (CTB) is expected to adopt a project list at its March meeting.

Additionally, HB 2313 exempts mass transit capital projects that increase capacity from this required analysis. Therefore, the list of projects considered by NVTa on February 20, 2014, does not include transit projects as would be required by the proposed budget item. Changing the scope of projects to be evaluated, transit or otherwise, also delays the evaluation, and, consequently, project implementation. Requiring this analysis for the unallocated FY 2014 funds would also delay project implementation.

Because NVTa is in agreement with giving priority to those projects that provide the greatest congestion relief relative to cost, NVTa undertook a thorough analysis of projects considered for FY 2014 funding to ensure compliance with HB 2313 and NVTa's authorizing statutes, which include analysis documenting that its projects would provide the greatest congestion relief relative to the cost. NVTa initiated a bond validation proceeding related to the regional funds to test the validity of the bonds, processes, and authorizing statute. The Fairfax County Circuit Court ruled in NVTa's favor on all matters. It is imperative that no changes be made to the Northern Virginia portions of HB 2313 or to the code sections specifically related to NVTa, as it begins implementing these new funding provisions.

We hope that the General Assembly will not use the budget to change well defined processes for the development, review and approval of transportation projects. If you have any questions or would like additional information, please call me at (703) 792-4620.

Sincerely,



Martin E. Nohe
Chairman

Cc: Members, Northern Virginia Delegation of the General Assembly
Members, Northern Virginia Transportation Authority

the procurement of technical assistance and in securing a Memorandum of Agreement. Specifically, NVTC held a proposal review and selection committee meeting. Key milestones include:

Proposal Review and Selection Committee Meeting	March 18
Interview NEPP Technical Assistance Bidder	April 1
NVTC consideration and approval of contractor	May 1

D. Vital Signs Report/Dashboard Report (Attachment #1D)

E. WMATA General Manager's Presentation on Momentum at the Commonwealth Transportation Board Meeting (Attachment #1E)

FY2014 JANUARY HIGHLIGHTS

Ridership and Revenue

Metrorail

January rail ridership was 15.2 million: 2.4 million below budget and 2.1 million below January last year.

- The FY2014 budget assumed six months of revenue service for the Silver Line to Wiehle Avenue beginning in January 2014, with net additional ridership of 0.7 million trips per month. Due to the delay of the Silver Line, this negative ridership variance will continue during the second half of the year until the Silver Line opens.
- Winter weather affected ridership on a number of weekdays in January, with a total combined impact on ridership of approximately 1.2 million trips. The estimated loss of daily ridership is indicated below for each day:
 - **Three OPM-designated weather days:**
 - **Jan 3: federal government open with unscheduled leave/telework plus New Year's holiday timing (240,000)**
 - **Jan 21: federal government closed (410,000)**
 - **Jan 22: two-hour delay for federal government with unscheduled leave/telework (140,000)**
 - **Other bad weather days:**
 - **Jan 2: snow and New Year's holiday timing (150,000)**
 - **Jan 7: extreme cold (150,000)**
 - **Jan 28 and 29: very cold (100,000 combined on two days)**

Metrobus

January bus ridership was 10.5 million: 0.5 million below budget and 0.2 million below January last year.

- Bus ridership was down compared to its normal weekday average on the same bad weather days indicated above for rail. Total estimated loss of ridership was 0.8 million.
- Absent the weather, bus would have been above budget by approximately 0.3 million, in line with prior months.

MetroAccess

January MetroAccess ridership was 161,000: 3,000 below budget and 7,000 below January last year.

- After six months of above budget performance, MetroAccess ridership was below budget in January for the first time. However, this was due primarily to the suspension of service on January 21 due to the weather. If average daily ridership of 6,900 passengers had been carried on that day, monthly ridership would have been above budget and in line with previous months.

Operating Revenue

Total operating revenue in January was \$65.2 million: \$6.7 million below budget, or -9.4 percent.

- Passenger fares and parking fees were \$6.2 million below budget in January as a result of lower rail and parking revenues due to the weather and the delayed Silver Line opening. Non-transit sources were also \$0.6 million below budget during the month as a result of small negative variances in advertising and miscellaneous revenues.
- For the year to date, operating revenues are \$4.3 million below budget:
 - Passenger fares and parking fees are below budget by \$9.9 million, with approximately \$8.5 million of that amount attributable to the October government shutdown and the lack of Silver Line service in January.
 - Non-transit revenues are \$5.6 million above budget through January. In addition to positive performances in advertising, fiber optic, and joint development revenues, Metro received a one-time insurance payment in the second quarter that boosted non-transit revenues.

Operating Expenses

January Year-To-Date operating expenses are favorable to budget by \$14.7 million or 1.5 percent.

Salaries and Wages

- Salaries and Wages are favorable year-to-date by \$7.1 million or 1.6 percent, primarily due to Authority-wide vacancy levels. The vacancy rate at the end of January was 6.6 percent. The favorability was partially offset by higher personnel expenses associated with the new Collective Bargaining Agreements.
- January year-to-date overtime was \$0.6 million lower than the same period last year. Year-to-date overtime is \$11.2 million over budget primarily due to Car Maintenance (CMNT) 2K, 3K and 5K work, vacancy coverage, leave coverage, and special events.
- Fringe benefits are \$3.2 million over budget year-to-date. **The overage is due to higher than expected D.C. workers' compensation assessment costs of \$1.6 million.** Due to the unpredictability of the D.C. workers' compensation assessment billing, it is difficult to predict payments. **Higher than anticipated pension costs due to the CBA of \$0.9 million and higher than projected salaried HMO costs of \$0.7 million also contributed to the unfavorability.**

Materials and Supplies

- Materials and Supplies are \$9.2 million unfavorable year-to-date mainly due to \$8.6 million unfavorability associated with the maintenance on the 2K, 3K and 5K railcars and Bus overruns of \$4.6 million as a result of accidents and vandalism. The overruns are partially offset by favorability in Communications (CSCM), Financial Services (CFO), Safety (SAFE) and Access (ACCS).

Services

- Services expenses are \$14.9 million favorable year-to-date due to Transit Infrastructure and Engineering Services (TIES) which includes Plant (PLNT), System Maintenance (SMNT) and Car Maintenance (CMNT) contracts timing of \$3.4 million; timing of a Treasury contract settlement of \$3.4 million; Access Service (ACCS) contract closeout claims offset by increased ridership of \$2.3 million; and timing of contract services procurements for DGMO of \$1.5 million, timing of transportation and environmental services for Safety (SAFE) of \$1.3 million, Bus Services (BUS) of \$1.1 million and CSCM of \$0.7 million.

Fuel, Propulsion, and Utilities

- Fuel, Propulsion, and Utilities are favorable to budget by \$14.2 million year-to-date due to lower than projected power consumption, favorable diesel rates in Metro's hedges, the CNG tax credit, and a delay in the Silver Line service. Of the variance, approximately \$3.3 million is due to price favorability, \$8.4 million is due to lower volume, \$1.6 million due to other lubricants and \$0.9 million due to the CNG credit. The Silver Line service favorability of \$0.7 million is included in the rate and volume variance above.

Capital Program

Metro has invested \$375 million of the \$996 million FY2014 Capital Improvement Program (CIP) budget through January, this is \$3 million less than was invested in the same period last year. As a result of the new bus contract, which full payments are made on acceptance of buses instead of milestone/progress payments, investments are \$40 million less than the same period last year. All figures below are year to date.

Grant Closure

- Metro closed the remaining American Recovery and Reinvestment Act (ARRA) FTA Grant in January, bringing the total number of grants closed in FY2014 to 14.

Bus Acquisition

- A multi-year contract is in place for the acquisition of new buses. The FY2014 order includes 85 forty-foot hybrid/electric buses that will replace buses at the end of their useful life. An initial set of buses will be delivered for testing in March 2014. Metrobus broke ground on the environmentally friendly Cinder Bed Road facility, which replaces the 70-year-old Royal Street Bus Garage and enables Metro to run modern buses on these routes. Metrobus also purchased 35 acres of land at Andrews Federal Campus in District Heights, MD to build a replacement facility for Southern Ave. bus garage.

Access Vehicle Replacement

- A contract is in place for the acquisition of 120 paratransit vans. The first article inspection is complete and delivery is expected to begin in February 2014.

Escalator and Elevator Rehabilitation and Replacement

- Fourteen escalators rehabilitations are complete and seven are in progress. Three escalator replacements at Pentagon Station are complete and in service. Five of the seven additional escalator replacements planned for completion during FY2014 are in progress at Van Ness-UDC (2), Georgia Ave-Petworth, Mt Vernon Sq., and Bethesda.
- Nine elevator rehabilitations are complete and two are in progress.
- The escalator rehabilitation at Foggy Bottom is in progress and is expected to be returned to service in time for the Cherry Blossom festival in March.

Station Rehabilitation and Lighting Improvements

- Five of the 12 planned full station enhancement projects are complete and three are in progress. Six of the 12 planned mini station enhancements are complete and two are in progress.
- Metro awarded a multi-year contract for the replacement of over 13,000 parking garage light fixtures in 25 parking facilities.
- Metro began installing new, brighter mezzanine lighting at underground stations. Lighting upgrades have been completed at 11 stations. The remaining 36 stations are expected to be completed by 2015.

Track Rehabilitation

- Metro welded 418 open weld joints, rehabilitated 3,756 linear feet of grout pads, tamped 20.55 miles of track, repaired 1,519 leaks, and replaced 5.91 miles of running rail, 3.01 miles of third rail, 8,055 cross ties, 16,152 fasteners, 3,877 insulators, 19 yard turnouts, and 767 safety signs.

Benefits to Customers

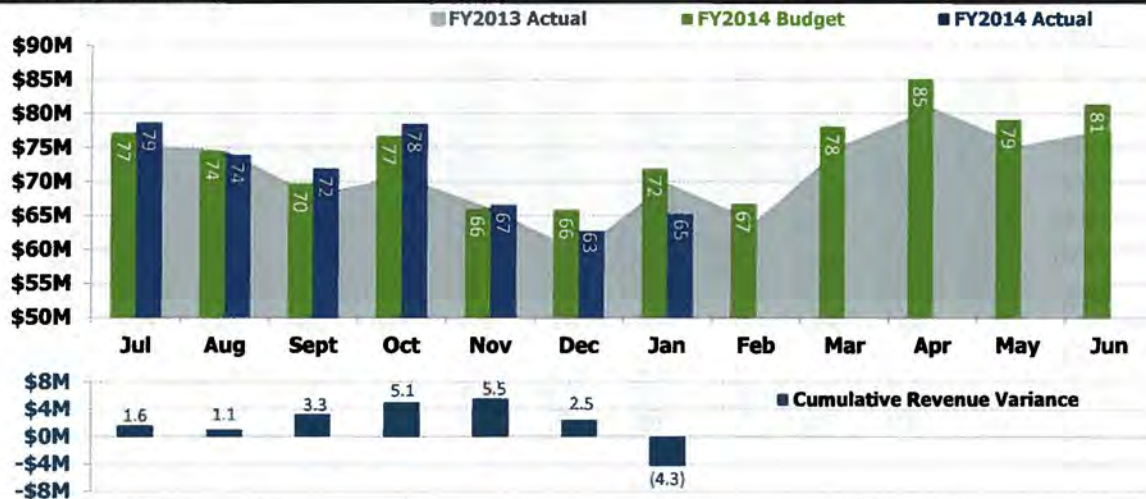
- Testing the new 7000-Series railcars on the rail system. The new railcars are equipped with state-of-the-art safety technology and numerous features designed with extensive customer input.
- Replacing Metro's existing fare collection system with a state-of-the-art system that enables customers to continue to use the SmarTrip cards while expanding fare payment to chip-enabled credit cards, identification cards, and mobile phones using near field communications.
- Replacing the carpet in the existing railcar fleet with new slip resistant resilient flooring. The new flooring also reflects some interior and exterior light, creating a brighter, more open feel inside the car.



REVENUE AND RIDERSHIP

January FY2014

REVENUE (in Millions)

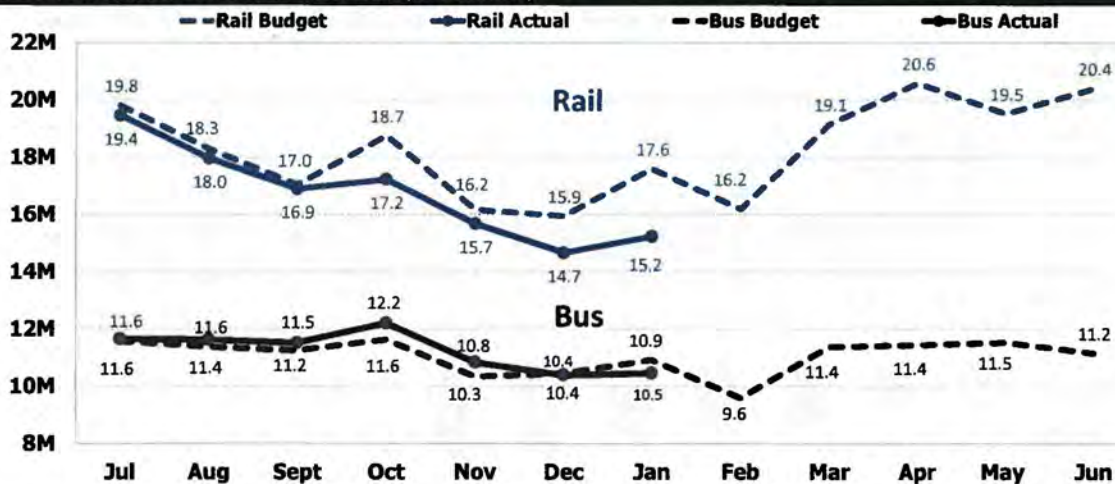


RIDERSHIP (trips in Thousands)

MTD	Q2-FY2013	Q2-FY2014		Variance FY14	
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	17,317	15,225	17,591	-12.1%	-13.5%
Metrobus	10,653	10,455	10,914	-1.9%	-4.2%
MetroAccess	168	161	165	-4.0%	-2.1%
System Total	28,138	25,841	28,671	-8.2%	-9.9%

YTD	FY2013	FY2014		Variance FY14	
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	119,229	117,061	123,514	-1.8%	-5.2%
Metrobus	76,134	78,666	77,496	3.3%	1.5%
MetroAccess	1,165	1,228	1,171	5.4%	4.9%
System Total	196,528	196,954	202,180	0.2%	-2.6%

MONTHLY RIDERSHIP FOR RAIL AND BUS (in Millions)

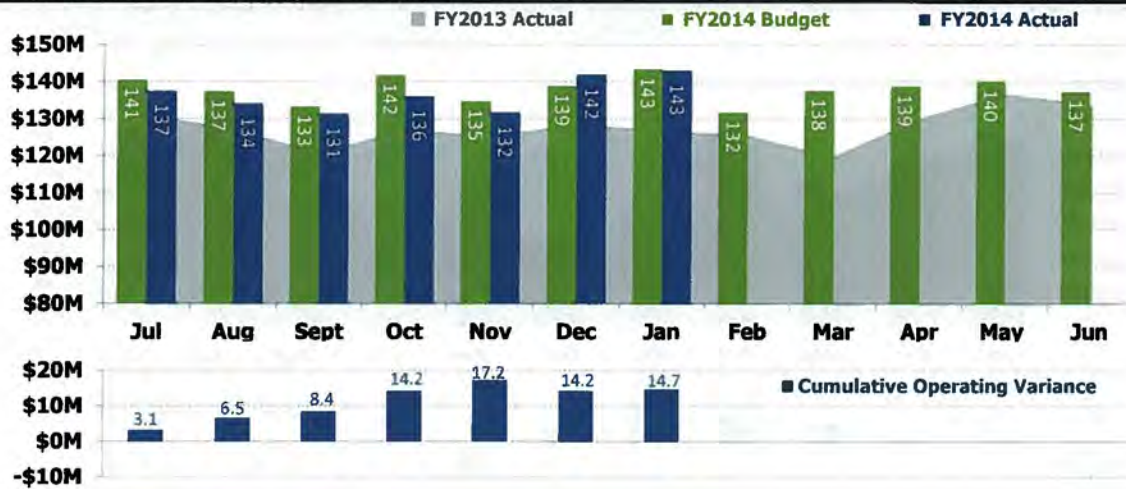




OPERATING BUDGET

January FY2014

OPERATING EXPENDITURES (\$ in Millions)

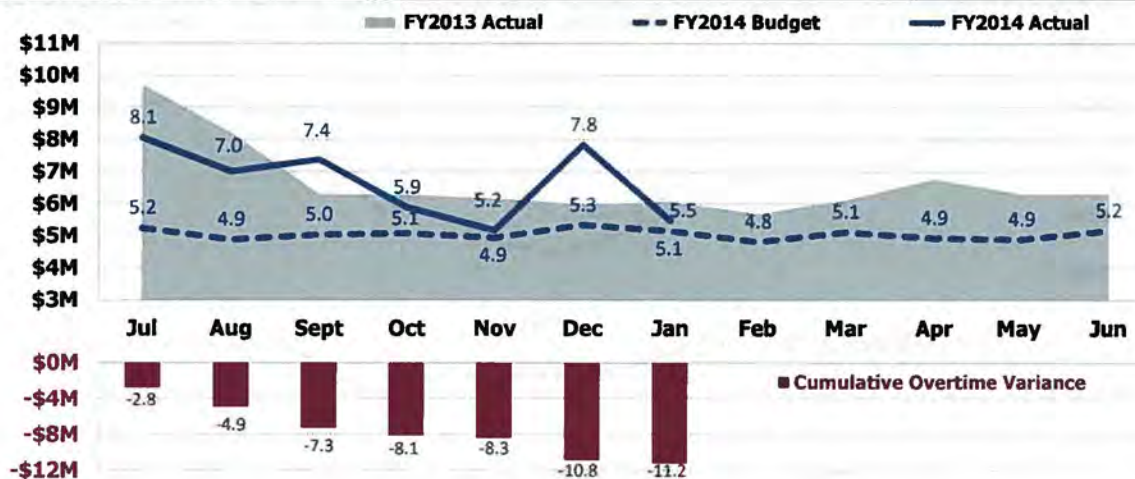


OPERATING BUDGET (\$ in Millions)

MTD	Jan-FY2013	Jan-FY2014		Variance FY14	
	Actual	Actual	Budget	\$	Percent
Revenue	\$ 69.4	\$ 65.2	\$ 71.9	\$ (6.7)	-9.4%
Expense	\$ 126.3	\$ 143.0	\$ 143.5	\$ 0.5	0.4%
Subsidy	\$ 56.9	\$ 77.8	\$ 71.6	\$ (6.2)	-8.7%
Cost Recovery	55.0%	45.6%	50.1%		

YTD	FY2013	FY2014		Variance FY14	
	Actual	Actual	Budget	\$	Percent
Revenue	\$ 481.8	\$ 497.3	\$ 501.5	\$ (4.3)	-0.9%
Expense	\$ 882.5	\$ 955.1	\$ 969.8	\$ 14.7	1.5%
Subsidy	\$ 400.7	\$ 457.8	\$ 468.2	\$ 10.4	2.2%
Cost Recovery	54.6%	52.1%	51.7%		

YTD OVERTIME BUDGET VS ACTUAL (\$ in Millions)





CAPITAL PROGRAM

January FY2014

CIP EXPENDITURES (\$ in Millions)



FY2014 USES OF FUNDS (\$ in Millions)

	Budget	Forecast	Expended	% Exp.
FY2014 CIP	\$ 996	\$ 919	\$ 375	38%
Safety & Security	10	10	0	1%
ARRA	3	3	3	84%
Reimbursable	69	79	30	43%
Total	\$ 1,078	\$ 1,011	\$ 407	38%

FY2014 PLANNED SOURCES OF FUNDS (\$ in Millions)

	CIP	Planned	Received
Federal Reimbursement		\$ 491	\$ 16
State and Local		401	302
Other Sources/Rollover		104	66
Subtotal		\$ 996	\$ 384
Safety & Security		\$ 10	\$ -
ARRA		3	3
Reimbursable		69	10
Subtotal		\$ 82	\$ 13
Total		\$ 1,078	\$ 397

Remarks before the Commonwealth Transportation Board

Richard Sarles
General Manager and CEO
WMATA

March 19, 2014

strategic plan 2013-2025

Rebuilding the Foundation

Metro Forward: \$5 billion, six-year investment program



MOMENTUM
metro The Next Generation of Metro

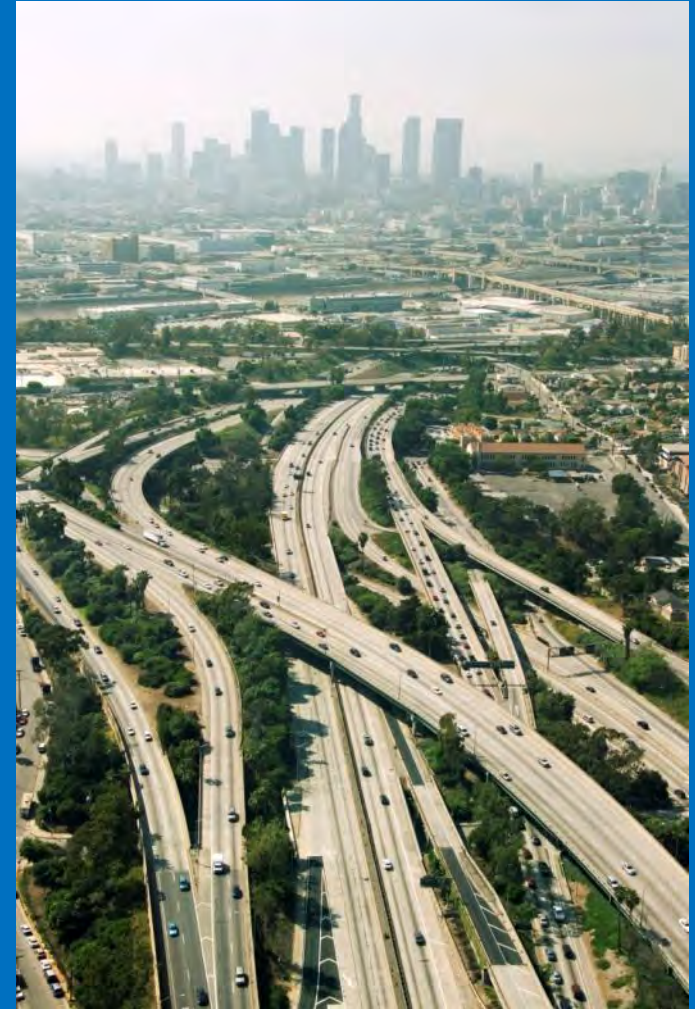
Keeps the Region Working

- 54% of region's two million jobs within ½ mile of Metro
- VA: \$23M in additional property tax revenue from Metrorail-adjacent property
- VA costs without Metro: \$1.3B on roads and \$358M on parking



What If There Were No Metro?

- More cars on the road
- New beltways
- More lanes for river crossings
- More parking spaces
- More congestion
- More money spent on auto expenses
- Poorer air quality



What If We Do Nothing More?

- Threats to safety
- More delays, service disruptions and crowded conditions
- More congested highways as regional growth will outpace Metro investment
- Reduced overall quality of life
- Harms region's competitive advantage –talent, jobs, and investment dollars



Need to Plan

It's About Choices

- Rail system core already strained
- Standing room only: rail, bus, stations
- No funding for expansion beyond Silver Line
- Region facing unprecedented growth
 - 30% increase in population
 - 39% increase in employment



Momentum Delivers Metro 2025



Longest possible trains to provide more seats

More cars + power improvements and maintenance facilities to operate all 8-car trains during rush hours



Improved flow through major stations

More escalators, stairs and mezzanine space added at transfer Stations to accommodate more riders more comfortably



More reliable, faster bus service

Bus-only lanes along major corridors, additional limited-stop and express service, and more buses will upgrade bus service

Momentum Delivers Metro 2025



More timely, reliable customer information

Metro will provide a network for region-wide transit information and fare collection, giving customers information when and how they want it



Improve reliability of rail system

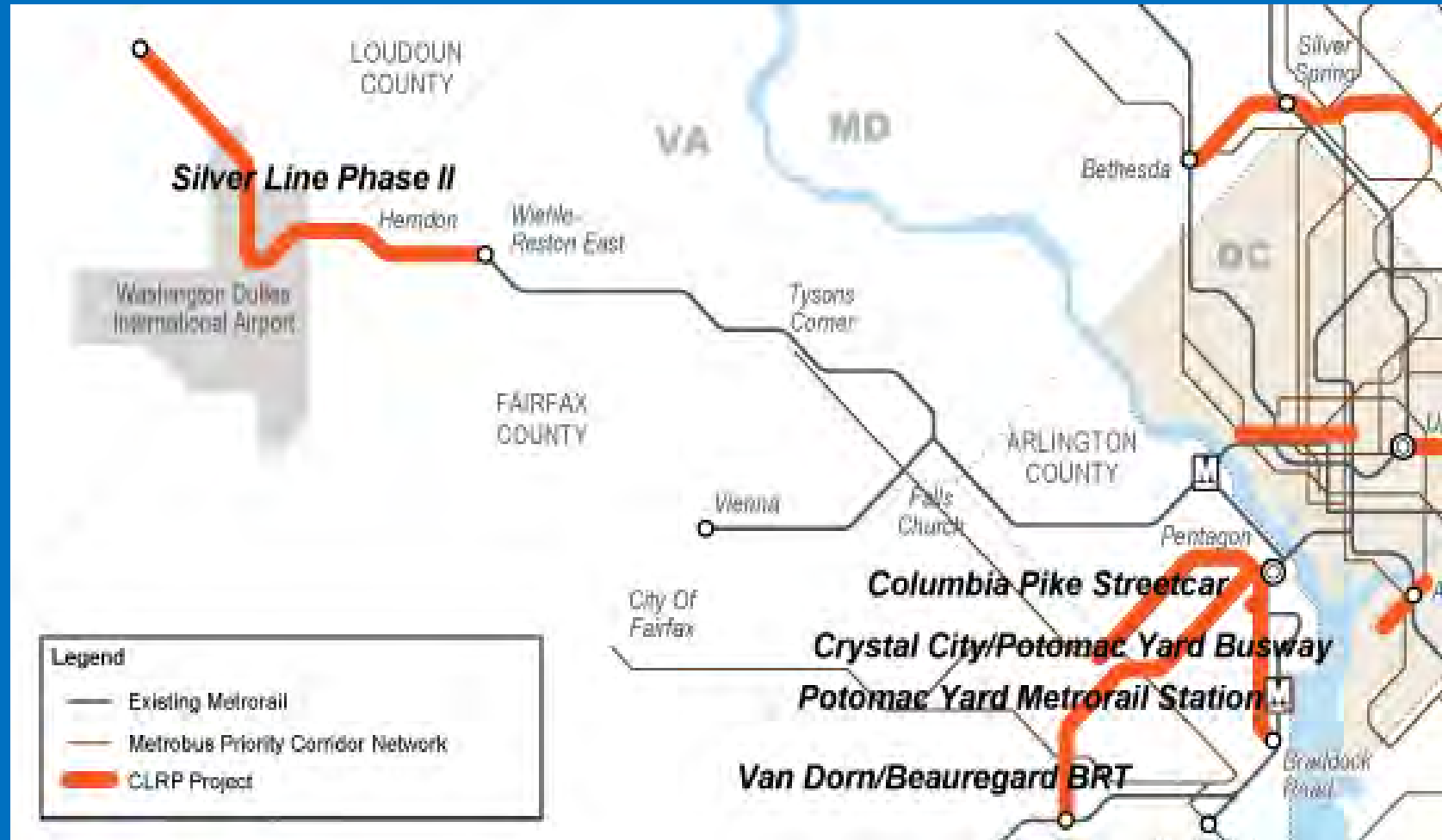
New connections will allow trains to more easily be routed around delays and get back on-time more quickly



Increase rush hour service on the Blue Line

New track connections or a new station at Rosslyn will allow for more frequent Blue Line service during rush hours

Metro 2025 Supports VA Transit Projects



Metro 2025 Supports VA's Economy

Northern Virginia:

- Since 2000, population up 15%
- By 2040, projected influx of over 415,000 jobs (42% increase)
- Metro 2025 critical to handle growth



Metro 2025 Will Improve Capacity

To match Metro 2025 capacity:



Metro 2025 Will Relieve Crowding

- Over 18,000 Virginians on uncomfortably crowded rail cars daily
- Number doubles to nearly 40,000 by 2025
- Running all 8-car trains at rush hour:
 - Cuts rider crowding from 26% to 9%



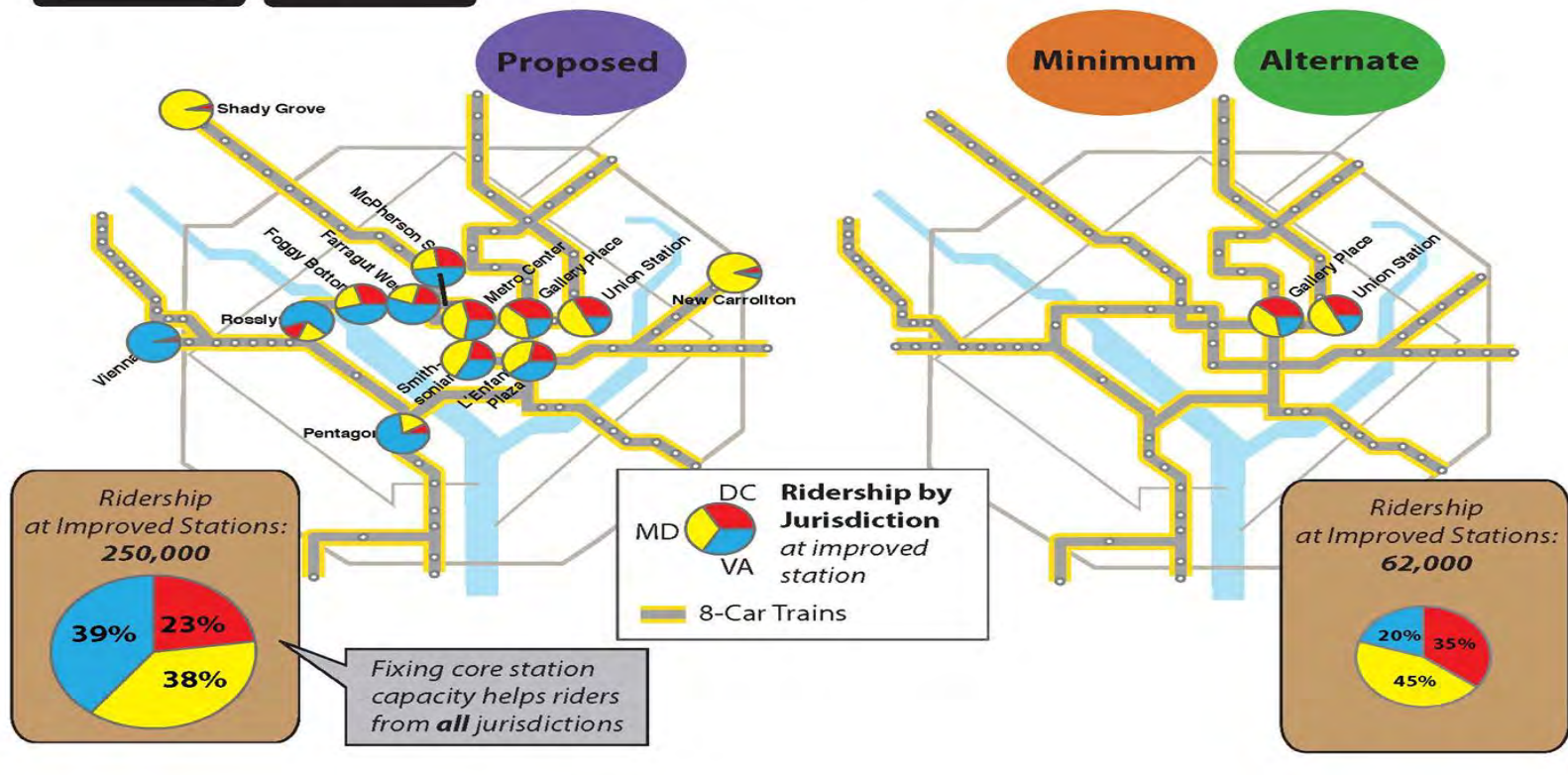
Metro 2025 Investment Scenarios

(in millions)	FY15-20		
	Proposed Investment	Alternate Investment	Minimum Investment
8-Car Trains & Station Capacity	\$2,014	\$1,476	\$1,476
Bus PCN and Fleet Expansion	\$536	\$173	\$ -
Other M25 Initiatives	\$307	\$62	\$ -
Total	\$2,857	\$1,711	\$1,476

Fixing Core Capacity Helps VA Riders



Eight-Car Trains and Station Capacity

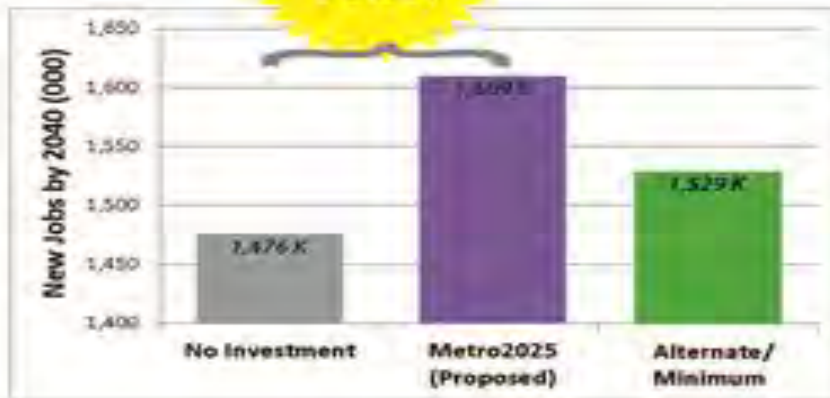


Metro 2025 Will Help the Economy



Without full Metro 2025, congestion would hurt our economy

**133 K
Jobs!**



\$130 million

Annual benefit of having fewer cars on the road because of Metro 2025.

9%

More new jobs due to congestion relief with Metro 2025.

18

Equivalent *lanes of highway* into our regional core needed to match the effect from going "all 85" in Metro 2025.

Thank you

At its June 2013 meeting, the Washington Metropolitan Area Transit Authority's (WMATA) Board adopted a new strategic plan for the Authority. The plan, Momentum: the Next Generation of Metro, is the first such transit plan for the National Capital Region in more than a decade. Even as WMATA continues rebuilding virtually the entire system to improve safety, reliability and customer service, the Board of Directors and management are planning for the future to ensure that WMATA is able to deliver more than 1.6 million trips per day and continue to support the region's economic growth.

STRATEGIC PLAN – A KEY STEP IN GOVERNANCE REFORM

In 2010, the governors of Virginia and Maryland and the mayor of the District of Columbia called on WMATA's Board of Directors to review the Authority's governance to ensure WMATA meets the needs of the region. As a foundation for its governance activities, the Board developed a new Vision, Mission and Strategic Goals, which guided the preparation of Momentum. The plan benefits from more than a year of unprecedented outreach. We heard from nearly 12,000 customers and stakeholders. The plan provides a road map to achieve the goals, and guides WMATA's annual business plan over the next 10 years. Momentum has been vetted by business leaders, advocacy groups, legislative decision makers, jurisdictional partners, and riders.

WHY INVEST IN WMATA?

- Half of the region's four million jobs are within ½ mile of Metrorail or Metrobus.
- Land around Metrorail stations comprises only 1.2% of the region's land base, but drove 14% of the region's job growth over the last decade.
- Property at Metrorail stations generates \$3.1B annually in jurisdiction tax revenue. Of this, \$240M is directly attributable to Metro.
- Because WMATA service takes 1.2 million trips off the road each weekday, every peak car trip is on average 10 minutes shorter, saving the region almost a billion dollars each year in otherwise lost productivity.
- WMATA and its riders relieve the jurisdictions' need to construct at least 1,000 lane miles of roads and tens of thousands of parking spaces:
 - Virginia would have to spend \$1.3B on roads and \$358M on parking.
 - Maryland would have to spend \$1.2B on roads.
 - D.C. would have to spend \$2B on roads and \$2.5B on parking.

PRIORITIES FOR 2025: PREPARING FOR TOMORROW, TODAY

Numerous regional transit investments – approximately \$7B – are being planned all around Metro, including the Purple Line (MD), the Silver Line (VA), portions of the DC and Arlington/Fairfax streetcar plans, and Montgomery County's bus rapid transit network. Additional investments in Metro's capacity, including right-sizing Metro's core, are critical to successfully accommodating the expected increases in ridership that will come from these long-planned regional transit expansions.

KEY PRIORITIES OF MOMENTUM AND THE REGIONAL RETURN ON INVESTMENT:

METRO 2025 INITIATIVE	REGIONAL BENEFIT
Operate all eight-car trains (longest possible) during rush hour by acquiring additional railcars, power capacity, and railcar storage.	➤ Trains will carry 35,000 more passengers per hour during rush hour – the equivalent of building 18 new lanes of highways into Washington, D.C.
Expand or enhance high-volume rail transfer stations in the Metro system core to ease congestion for existing customers and to accommodate more riders in the future. Build new underground pedestrian connections between select stations such as the Farragut Stations or Metro Center/Gallery Place.	➤ Brighter, safer, and easier to navigate stations that will serve more people than today. Customers will be able to walk between stations rather than transfer on trains, which will be more convenient, save time and relieve crowding at the major transfer stations.
Enhance and make bus service faster by completing the PCN, which outlines a variety of improvements that allow buses to bypass traffic congestion.	➤ Buses will move as much as 50% faster, save each passenger on these routes an average of 3-4 minutes per trip, and remove an additional 100,000 trips from roadways each day.
Seek to restore peak period Blue Line service between Pentagon and Rosslyn stations through the construction of underground tracks.	➤ Five more trains per hour during the peak period between Pentagon and Rosslyn stations, which would provide capacity for at least 4,000 more passengers per direction. This would reduce crowding and wait times by an average of three minutes per trip for around 16,000 trips.
Become a one-stop shop for all regional transit trip planning, and payment for the region's 15 transit systems. Upgrade communications systems for better, more accurate, and audible information for riders.	➤ Regardless of the regional provider, customers will be able to plan, pay for, and take a transit trip seamlessly and effortlessly all across the region. Information, everywhere, all the time, will allow travelers to know where buses and trains are and how to time their trips, as well as receive real-time travel and consumer information while in stations.
Expand bus fleet and storage/maintenance facilities along growing corridors.	➤ Enables Metro to serve 40,000 additional bus trips per day; Allows Metrobus to maintain existing levels of service; Places Metrobus on a course to help relieve Metrorail congestion on some of its busiest segments.
Build new rail infrastructure, such as pocket tracks and crossovers, to improve service for customers and provide more flexibility in the system.	➤ Customers will benefit from a rail system that is more flexible and better able to respond to service disruptions. The infrastructure has the potential to reduce operating costs to local jurisdictions.

WHAT WILL HAPPEN WITHOUT METRO 2025?

The region is already the #1 most congested area in the country. If we do nothing, the region will lose its attractiveness as a place to live and its economic competitive edge:

- ▶ WMATA will degrade quickly with more delays and service disruptions. Visible progress will be lost.
- ▶ Customers will be left with 1970s-era communication and trip planning services.
- ▶ Shoulder-to-shoulder, rush hour conditions experienced today on an increasing number of rail lines and stations will grow system-wide and become worse.
- ▶ Residents would have fewer jobs within an acceptable commuting distance and employers would have access to a much smaller pool of employees.
- ▶ Crowding similar to Presidential Inauguration Day could become the norm.
- ▶ Lack of WMATA investment harms the region's competitive advantage for talent, jobs and investment dollars.

COST TO FUND METRO 2025 OF MOMENTUM

To prepare for the region's future growth, a \$6.5 billion investment will be necessary, approximately \$6.1 billion more than planned in Metro's current capital budget from FY 2014 -2019. Metro currently receives about \$450 million per year in federal formula and Passenger Rail Investment and Improvement Act of 2008 (PRIIA) funding and about \$350 million per year from Maryland, D.C. and Virginia for the rebuilding and capital reinvestment in the system. To support both continued rebuilding and the Metro 2025 program, both federal and regional investment levels must be sustained and an additional \$6.1 billion contribution is vital. If the current federal investment remains the same, each jurisdiction would need to increase its annual average contribution from an average of about \$120 million in FY2014 to \$170 million in FY2015, \$280 million from FY 2016 through 2020, and \$360 million from 2021 through 2025.

A REGIONAL SOLUTION REQUIRES REGIONAL INVESTMENT

For 35 years, our region — Maryland, Virginia, the District of Columbia with the Federal partners — has collaborated to bring transit services that ignore boundaries and move people effectively within the region. Metro will work with the regional Congressional delegation to seek a re-authorization of the \$1.5 billion federal funding provided to Metro under PRIIA. Reauthorization of MAP-21, the current federal surface transportation legislation and funding mechanism, will also be critical to maintaining the baseline funding of Metro's current capital program.

The majority of the additional \$6.1 billion needed to implement Metro 2025 of Momentum will require a renewed commitment to the regional partnership that allowed the National Capital Area to build, and rebuild the Metro system. As Metro's regional funding partners directly benefit from the return on investment that Metro conveys, they may also have the most compelling reasons to re-invest in the system.

NEXT STEPS & ENDORSING MOMENTUM

WMATA will continue to build both awareness and support for sustained funding for the Momentum plan. While working to educate stakeholders about WMATA's needs and the regional economic benefits of the plan, the agency is also personalizing Momentum and creating grassroots support among riders about how the plan will improve their commute.

WMATA has launched an endorsement campaign so that customers, business leaders, public officials and other regional stakeholders can formally sign on to the Momentum plan. Show your support for the future of transit in the Nation's Capital by endorsing Momentum now:

wmata.com/momentum



AGENDA ITEM #3

**MINUTES
NVTC COMMISSION MEETING – MARCH 6, 2014
NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA**

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Smedberg at 8:10 P.M.

Members Present

Sharon Bulova
John Cook
James Dyke
Jay Fisette
John Foust
Catherine Hudgins
Mary Hynes
Jeff McKay
Jennifer Mitchell (alternate, DRPT)
Paul Smedberg
David F. Snyder
J. Walter Tejada

Members Absent

William Euille
Jeff Greenfield
Ken Reid

**Attending General Assembly
Session (Excused Absence)**

Richard Black
Barbara Comstock
David Ramadan
Thomas Rust

Staff Present

Kelley Coyner
Rhonda Gilchrest
Claire Gron
Scott Kalkwarf
Jillian Linnell
Kala Quintana
Doug Allen (VRE)

Changes to the Agenda

Chairman Smedberg asked that Agenda Item #2B "Authorization to Issue a Request for Proposals (RFP) for Consulting Services" be removed from the Consent Agenda and put on the regular Agenda as an action item. There were no objections.

Chairman Smedberg also announced that WMATA General Manager Richard Sarles was scheduled to give a presentation at this meeting but is now unable to attend. Ms. Coyner stated that Mr. Sarles will attend to the April meeting.

Approval of the Minutes

Mrs. Bulova moved, with a second by Mrs. Hynes, to approve the minutes of the February 6, 2014 NVTC Meeting. The vote in favor was cast by Commissioners Bulova, Cook, Dyke, Fisette, Hudgins, Hynes, McKay, Smedberg and Tejada. Mr. Snyder abstained.

Consent Agenda

On a motion by Mrs. Bulova and a second by Mr. McKay, the Commission unanimously approved the Consent Agenda, which includes the following item:

- Approve Initiation of the Fellows Program in the 4th Quarter FY 2014 and Expenditure of Funds from the FY 2014 Budget as Approved.

The vote in favor was cast by Commissioners Bulova, Cook, Dyke, Fisette, Hudgins, Hynes, McKay, Smedberg, Snyder and Tejada.

Authorization to Issue a Request for Proposals (RFP) for Consulting Services

Ms. Coyner stated that as discussed at the December Planning Session, NVTC plans to conduct an analysis of economic and fiscal impact of the transit network in Northern Virginia, the region and the Commonwealth. As part of this effort, Ms. Coyner explained that NVTC has been asked to explore the possibility of adding a task to the scope of work. Funding is available from TDM grants funds for Arlington County to look at the benefits of bike and pedestrian infrastructure investments not only in Arlington County but also in the rest of the NVTC jurisdictions, with a specific component of providing transit access. She explained that NVTC staff is in the formative phase of putting together a scope of work. Since the total amount exceeds \$50,000, authorization is being requested from the Commission to issue the RFP.

Mr. Fisette moved, with a second by Mrs. Bulova, to authorize the Executive Director to issue a Request for Proposals (RFP) for Consulting Services. The vote in

favor was cast by Commissioners Bulova, Cook, Dyke, Fisette, Hudgins, Hynes, McKay, Smedberg, Snyder and Tejada.

WMATA

Mrs. Hudgins announced that Governor McAuliffe, Governor O'Malley and Mayor Gray have agreed to an increased commitment of \$75 million divided by the three jurisdictions to help fund WMATA's Momentum strategic plan. She stated that this is a critical step toward developing a long-term regional strategy to implement and fund Momentum. Securing the funding of the Momentum will include reaching out to WMATA's business partners and customers. Mr. Dyke reported that Governor McAuliffe, Virginia Secretary of Transportation Layne and DRPT Director Mitchell were instrumental over the last few days in making this happen. DRPT will work with the localities to discuss the state's role and to look for creative ways to fund Momentum. He is optimistic that this is moving in the right direction.

Chairman Smedberg stated that personally and on behalf of NVTC, he expressed appreciation to DRPT Director Mitchell for reaching out and briefing NVTC on this issue. Although this is only a funding commitment for one year, a long term funding solution is being sought.

Mrs. Hynes stated that an important next step is to renegotiate the regional capital funding agreement. WMATA has decided that it is better to renegotiate this now and it is anticipated that by April 2015 a new funding agreement will be in place which will coincide with Momentum. This is another piece of the puzzle of the regional work that needs to be done and hopefully NVTC will work as an agent of the jurisdictions. She observed that this will not be an insignificant task.

Mr. McKay noted that the Vital Signs Report under bus reliability shows a dramatic increase in miles without service interruption for clean diesel buses. Mrs. Hudgins stated that WMATA has significantly reduced the age of the bus fleet with new replacement buses. Mr. McKay observed that this is important to note as to how it relates to the customer service component.

NVTC's 2014 Work Program

Ms. Coyner explained that the 2014 Work Program embodies a "working celebration" of NVTC's 50th Anniversary year and a recommitment to build, expand, and improve the region's transit network. The Work Program includes a new Goal #9 "Designing and Building for the Future" which focuses on the actions NVTC will do this year to improve regional connectivity, core capacity of Metro, and regional commuter rail. In Goal #1 NVTC has developed and now implemented NVTC's Legislative and Policy Agenda, which is embedded in the Work Program. Ms. Coyner announced that the 2015 Work Program will transition to more outcome based goals and strategies and activities.

Ms. Coyner stated that NVTC will produce a tracking tool once the Work Program is adopted and will revise the Work Program based on refinement of the goals identified at the Planning Session and work sessions with the Commissions over the course of this year. The Management Advisory Committee (MAC) has had several opportunities to review and discuss the Planning Session report, the priorities set by the Commission last summer, as well as the Work Program. Members of the MAC provided written comments on the draft Work Program, which have been addressed.

Mrs. Bulova observed that the Work Program truly reflects the discussion that occurred at the Planning Session. Chairman Smedberg stated that the level of activity over the last calendar year is remarkable and reflects well on the NVTC staff, the cooperation at the regional and state level, and the increased importance of transit in the region. As NVTC strives to become the “go to” place for transit, Mrs. Bulova expressed interest in setting a goal to have the NVTC website come up first on internet search results.

Chairman Smedberg opened the meeting for public comment. Ed Tennyson, a Fairfax County resident, congratulated NVTC on its 50 years of work in the region. In regards to the Metro Vital Signs Report, Mr. Tennyson stated that it is important for WMATA to also publish cost per passenger mile and passenger miles per vehicle miles in the statistics it publishes in the report.

Mr. Tennyson also stated that the insurance costs for VRE are far too high. VRE must find a way to reduce these costs to make them more comparable to other commuter rail systems. Also, VRE’s original agreements with the host railroads included a four percent inflation rate. He observed that the inflation rate over recent years has only been about 1-2 percent. Four percent increases compounded over many years becomes a significant amount and VRE needs to find a way to reduce that amount.

There were no other public comments and Chairman Smedberg closed the public comment period.

Mr. Snyder underscored Ms. Coyner’s earlier remarks about the Work Program and stated that it is ultimately about increasing and improving transit service to the region. While all the goals and actions are expressed in different ways in the Work Program, the reality is that NVTC is working to improve transit service to the region.

Mr. McKay moved, with a second by Mrs. Bulova, to approve the 2014 Work Program. The vote in favor was cast by Commissioners Bulova, Cook, Dyke, Fisette, Hudgins, Hynes, McKay, Smedberg, Snyder and Tejada.

NVTC Annual Transit Performance Update

Ms. Coyner reported that for the past 12 years, NVTC has compiled transit information directly from local and regional transit service providers operating in Northern Virginia, including data submitted to the Federal Transit Administration’s (FTA)

National Transit Database (NTD). She asked Claire Gron to brief the Commission on this report. Ms. Gron explained that on an annual basis NVTC collects this data, including ridership, vehicle miles and hours, operating costs, and other common operating statistics and performance indicators. This report is published annually on the NVTC website, providing a consolidated, one-stop resource for performance data for Northern Virginia's transit providers. Ms. Coyner stated that NVTC staff is looking at also providing this information on a quarterly basis.

Ms. Gron reviewed the major trends for the FY 2013 update. She reported that there was a total of 156 million unlinked passenger trips. There was a 4.3 percent overall ridership loss across all systems in Northern Virginia, except ART ridership grew 4.2 percent for the year and Loudoun County Transit (LCT) ridership grew 0.7 percent. Overall Metrorail ridership was down 5.1 percent. Metrorail weekday ridership was down across all jurisdictions in Northern Virginia, except Clarendon, Courthouse and National Airport stations which experienced slight ridership gains. Ms. Gron stated that Metrorail's Orange Line (above ground) experienced significant weekend ridership losses. In contrast, the Orange Line (below ground) saw moderate growth, and Franconia-Springfield and Van Dorn station registered slight ridership gains on Sundays. Metrobus ridership decreased three percent for the year. Weekday Metrobus ridership was down, but there were weekend ridership gains, and especially strong growth on Saturdays.

Mrs. Hynes noted that ridership numbers for the King Street Trolley appear to have increased, but the briefing materials still shows a decrease in transit use for Alexandria. Ms. Gron explained that this is the first year that there has been full year of ridership data for the trolley. For FY 2012 there was less than two months of data provided. She explained that using an "apples to apples" comparison, when the full year of trolley ridership is added in FY 2012 there is only a one percent decrease in ridership for FY 2013.

Mr. Tejada asked if the decline in transit ridership is a trend and if there are any common denominators that could explain the decrease. Ms. Gron replied that transit use has slightly declined over the last few years and numbers haven't recovered to FY 2009 Metrorail numbers. For other modes, growth appears to have been flat.

Mrs. Bulova observed that Figures 14 and 16 show CUE Bus has had a downward trend over the last five years, and the Connector Bus is also down slightly. It would be helpful to know why there is a decrease especially since service was added. Ms. Gron stated that NVTC can work with Fairfax County staff to look at this issue. Mrs. Hynes stated that it would be beneficial for NVTC staff to have a discussion with jurisdictional staff at the MAC level to look at factors that could be contributing to lower ridership numbers. She is aware that ART Bus took over some Metrobus routes, which explains some of loss of Metrobus ridership. Some of the reasons ridership is down could be that congestion is reduced, the impact from sequestration and furloughs, changes in the transit benefit, and increased teleworking. Mr. Fisette noted that vehicle miles traveled is also down in the region, so it's not just transit.

DRPT Director Mitchell arrived at 8:43 P.M.

Mr. McKay observed that Figure 4A shows that Franconia-Springfield has the second highest decline in Metrorail in Virginia. He stated that it would be helpful to know how the Blue/Yellow Line split has impacted ridership.

Mr. Cook cautioned the Commission to not overreact because these numbers need to be looked at in the bigger context. He suspects that jobs have also been down over the last few years. Therefore, it is important to put it into context and analyze in detail such things as the number of federal and non-federal jobs, car trips, and the number of federal agencies that have moved out of the District away from Metrorail and/or other transit oriented areas. Mrs. Hudgins stated that changes to the transit benefit are also a factor. Ms. Coyner observed that this time period does not cover sequestration. Ms. Gron stated that the data covers the period from July 1, 2012 through June 30, 2013.

Oath of Office for New Commissioner

Chairman Smedberg welcomed Jennifer Mitchell. He administered the oath of office to Director Mitchell and the Commission welcomed her to NVTC.

Executive Director's Report

Ms. Coyner announced that Claire Gron has been promoted into a new position that recognizes her role in research and analysis. She will be taking the lead in the next phase of the Route 7 Alternatives Analysis Study. Ms. Coyner also introduced a new staff member, Jillian Linnell, Transit Projects and Policy Manager, who will be the NVTC liaison for NEPP, VRE and NVTA.

Mr. Foust arrived at 8:48 P.M.

Ms. Coyner briefed the Commission on recent legislative activity during the General Assembly Session which is included in more detail in the updated bill tracking chart.

Ms. Coyner reminded Commissioners that an outcome of the Planning Session was the importance of NVTC working collaboratively with other agencies across the Commonwealth on transit and rail issues. To that end, she recently travelled to Williamsburg, Chesapeake and Norfolk and met with John McGlennon, Chair of TSDAC, and Dwight Farmer and his deputy from Hampton Roads TPO, as well as took a tour of the Hampton Roads Transit (HRT).

Ms. Coyner stated that a major item to focus on for future Commission discussion is future challenges and opportunities for transit funding. This includes bond funding at the state level which will end in 2018, implementation of HB2313, and new sources of transit funding.

Ms. Coyner announced that the Executive Director's Report will be converted over the next several months into an e-newsletter format both to provide more timely information, broaden the audience, and to maximize time at Commission meetings in order to focus on key topics of discussion.

Chairman Smedberg announced that Mrs. Hudgins will be recognized by the Conference of Minority Transportation Officials (COMTO) on March 12th for her work in public transportation.

NVTC Financial Items

The Financial Reports for January 2014 were provided to commissioners. There were no questions.

VRE

Mr. Allen introduced two new VRE staff members: Tom Hickey, Chief Development Officer, and Bryan Jungwirth, Director of Public Affairs and Government Relations. Mr. Allen also reported that VRE ridership remains strong with over 18,000 daily trips. VRE recently experienced its second highest ridership day with it exceeding over 21,300 daily trips. He also reported that on-time performance (OTP) for February was 95 percent, even with two days of suspended service. One day was caused by severe winter weather and another day was caused by a fatality on the railroad. In response to a question from Mr. Tejada, Mr. Allen stated that a final report has not been released from the Medical Examiner regarding the fatality. Signage and security do not seem to be an issue.

Mr. Allen reported that Delegate Filler-Corn's HB957 legislation delaying implementation on the VRE weighted voting has passed and is awaiting the Governor's signature. There is also a Senate budget amendment that would provide \$2 million for VRE to begin work on a core capacity study. The House version of the budget does not include similar language so it has been sent to the budget conference committee.

Mr. Allen reported that VRE is working with DRPT on a funding plan using Rail Enhancement Funds to build second platforms on the CSX rail line in exchange for the CSX to allow the Potomac Shores VRE station to be built with private funds. VRE also continues to work with DRPT on the multi-year track access grant agreement.

Mr. Allen stated that work is beginning on the third track extending the Fredericksburg line into Spotsylvania County. VDOT and Spotsylvania County are working to acquire land for the parking lot and once this is completed, construction can begin on the new Spotsylvania VRE Station and parking lot. He also reported that VRE's delivery of four replacement railcars is anticipated in the next few months, which will allow VRE to begin to retire the Legacy railcars. Chicago's Metra system has expressed interest in acquiring the Legacy railcars.

In response to a question from Mr. Fisette about the railroad access agreements, Mr. Allen explained that VRE has multi-year agreements with the three host railroads (Amtrak, Norfolk Southern and CSX). Mr. Fisette gave kudos to the Administration and VRE for getting these agreements finalized. Chairman Smedberg observed that Mr. Allen and his team have been very proactive. Mr. Allen noted that the renewed relationship between VRE and DRPT has been very beneficial.

Ms. Coyner gave a brief update on the Management Audit RFP process. NVTC and PRTC Executive Directors are serving as the selection team and are currently evaluating the six proposals that were received. Interviews will be conducted next week.

Mrs. Bulova noted that there are no VRE action items.

Virginia Department of Rail and Public Transportation (DRPT)

DRPT Director Mitchell reported that DRPT is in the process of reviewing the FY 2015 grant applications and the aim is to have the draft Six-Year Improvement Program (SYIP) completed by the end of March to present to the Governor and then receive public comment at the public hearings beginning in mid-April. The Northern Virginia hearing will be in mid-May at the Northern Virginia VDOT office. Ms. Mitchell also explained that DRPT plans to use multi-year (funding) agreements in the future for major capital projects. She noted that these will be a valuable tool especially for major projects, such as VRE track access agreements.

Ms. Mitchell reported that the TSDAC Working Group continues to meet and is almost finished with its work on operating assistance issues. The capital formula will be evaluated in June. There are still a few issues that need to be resolved, which includes how WMATA ridership is counted. (This is not a topic for the TSDAC Working Group.) Ms. Mitchell stated that she is confident that an agreement can be reached, which can be incorporated in the FY 2015 operating funding allocations. The second priority is revisiting the SAM allocation model and how grant funds are distributed through NVTC. She is hopeful that this too can be resolved before the FY 2015 grants are in place.

Ms. Mitchell stated that the final SuperNoVa Action Plan is being updated based on comments received. DRPT is evaluating the next steps on how to wrap up the study and transition further activities to NVTC or other regional partners. There may be several findings that are worthy of pursuit outside of this framework. DRPT will be coordinating closely with NVTC on this issue. She also reported that WMATA General Manager Richard Sarles has been invited to speak to the Commonwealth Transportation Board on March 16th to discuss the Momentum Plan.

Chairman Smedberg stated that DRPT's recognition of the issues and its proactive approach is impressive and appreciated. Ms. Mitchell stated that there may not always be agreement and there will be difficult issues to resolve in the future, but DRPT is committed to working to resolve the issues. Ms. Coyner observed that DRPT and NVTC are off to a good partnership and both are focused on clearing the issues

that stand in the way of advancing transit. Ms. Mitchell stated that DRPT will be asking for help on funding issues and to stand united with partners around the state to discuss the importance of transit and rail funding to replace the bonds that will lapse in 2018.

Northern Virginia Transportation Authority (NVTA)

Chairman Smedberg noted that there is a new blue item, which is a copy of the NVTA letter sent to members of the Committee of Conference on the Budget opposing Budget Item 427 #1h, which affects future actions of NVTA.

Mrs. Bulova announced that interviews are scheduled for the top three candidates for the NVTA Executive Director position. It is anticipated that the new Executive Director will be in place by May 1, 2014.

Information Items

There was no discussion of these information items:

- DRPT Proposes Pilot Program on Congestion Mitigation and Transit Dependent Outcomes
- Administration Announced MAP-21 Reauthorization Proposal
- \$600 Million on TIGER Funding: Applications Due April 28
- Route 7 Alternatives Analysis Phase 1 Complete; Phase 2 Pending NVTA MOU
- Route 1 Multimodal Alternatives Analysis : March 6th TAC Meeting to Develop Detailed Multimodal Alternatives
- I-66 Corridor Study: 10 Improvement Concepts Eligible to Advance to Tier 2
- Transit Innovation: Inserting Light Rail Transit in Urban Areas
- JITI Mobility Lecture Highlights Trip Planning Tools Including RideScout™ and OpenTrip Planner
- Washington Post Article: Washington Region's Fabled Traffic Jams Eased a Little Last Year

Adjournment

Mrs. Hynes moved, with a second by Mrs. Bulova, to adjourn the meeting. Without objection, Chairman Smedberg adjourned the meeting at 9:20 P.M.

Approved this 3rd day of April, 2014.

Paul C. Smedberg
Chairman

Jay Fisette
Secretary-Treasurer



AGENDA ITEM #4

TO: Chairman Smedberg and NVTC Commissioners
FROM: Kelley Coyner
DATE: March 26, 2014
SUBJECT: Consent Agenda

RECOMMENDED ACTION: Approve Consent Agenda:

A. Authorize the Chairman to Send a Letter Regarding Implications of Exhaustion of Highway Trust Funds (MAP-21)

The Commission is asked to authorize the Chairman to send a letter to the Northern Virginia Congressional Delegation urging action to address the threatened shortfall of transit funds resulting from the depletion of Highway Transit Funds. The U.S. Department of Transportation reports that the Highway Trust Fund will be depleted by late July, more than a month before the end of the federal fiscal year. This will be disruptive to highway, bridge, bike and pedestrian projects especially as this comes at the height of the summer construction season. In addition, authorization for MAP-21 expires in August 2014 and should be a high priority for Congress before they recess for the summer.

B. Resolution #2241: Authorize the Executive Director to Execute Project Agreement with the Northern Virginia Transportation Authority (NVTA) for Transit Alternatives Analysis Study in the Route 7 Corridor (Phase II)

The Commission is asked to approve Resolution #2241, which will authorize the Executive Director to execute a project agreement with NVTA for Phase II of the Route 7 Corridor Transit Alternatives Analysis Study. In July 2013, NVTA approved its FY 2014 program of highway and transit projects, including the Route 7 study. At the March 13, 2014 NVTA meeting, the Authority approved the Standard Project Agreement, and requires that specific project agreements be prepared for each project approved by the Authority. A template of the Standard Project Agreement for all 2014 regional projects has been developed and NVTA will approve the first set of

project agreements at its April 17th meeting. NVTC staff has been working with the consultant and the Technical Advisory Committee to prepare to begin work once the project agreement is approved by NVTA.

C. Authorize the Chairman or His Designee to Submit Testimony on the Preliminary Six-Year Improvement Program (SYIP) for FY 2015 at the Commonwealth Transportation Board (CTB) Meeting

The Commission is asked to authorize the Chairman to submit testimony on the preliminary Six-Year Improvement Program (SYIP) before the Commonwealth Transportation Board (CTB) at the Northern Virginia public hearing scheduled for April 24th at 6:00 P.M. at the VDOT Northern Virginia District Office, 4975 Alliance Drive, Fairfax VA 22030. Staff will prepare draft testimony and will coordinate with local jurisdictions as well as VRE and NVTA. After considering public comments, the CTB is expected to adopt its final program in June 2014.



Resolution #2241

SUBJECT: Authorize Executive Director to Execute Project Agreement with Northern Virginia Transportation Authority (NVTA) for Transit Alternatives Analysis Study in the Route 7 Corridor (Phase II)

WHEREAS: The passage of House Bill (HB) 2313 requires the Northern Virginia Transportation Authority (NVTA) to fund highway projects that contribute to congestion relief and emergency evacuation or mass transit capital projects that increase capacity;

WHEREAS: NVTA approved an initial FY 2014 Project List in July 2013 that included funding for the Transit Alternatives Analysis Study in the Route 7 Corridor (Phase II); and

WHEREAS: NVTA has developed a Standard Project Agreement for Funding and Administration that will be executed for each approved project.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorize the Executive Director to make any necessary corrections to project amounts or descriptions for the initial FY 2014 projects, and to execute the agreement for the Transit Alternatives Analysis Study in the Route 7 Corridor (Phase II).

Approved this 3rd day of April 2014.

Paul C. Smedberg
Chairman

Jay Fisette
Secretary-Treasurer



AGENDA ITEM #5

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kelley Coyner and Scott Kalkwarf

DATE: March 27, 2014

RECOMMENDED ACTION: Approve Proposed FY 2015 NVTC General and Administrative Budget

Resources for Providing High Quality, High Capacity Transit The proposed budget for FY 2015 provides resources to allow NVTC to promote high quality, high capacity transit to the region. The Commission identified improving connectivity, securing investment in core capacity, and expanding commuter rail as three key elements to achieve the service and coverage required to serve the region's residents and businesses. To achieve these results, NVTC adopted two new strategies --- namely shaping and developing regional plans to ensure that transit ways for high capacity transit are connected and making the case for secure and expanded funding through economic analysis and building a business based network.

Sustaining Key Activities for Critical Projects The budget provides expanded capacity needed to sustain activities begun last year, as well as to make progress in reaching objectives set out in the Work Program. Two new permanent positions and the newly launched Transit Fellows Program will provide important internal management of NVTC's team as well programmatic and transit expertise. This includes implementing and achieving broad goals and providing specific products such as planning reviews, GIS and statistical analysis, regional and state business outreach plan and the link to maintain NVTC's high level of performance in financial and grants management, transit funding, regional coordination, and to meet its obligations to WMATA Compact Jurisdictions as an employer and regional partner.

Increases Primarily in Technical and Management Capacity The new positions and the costs associated with accommodating them account for the largest share of the (400k) increase in total expenditures over FY 2014 Budget.

The two new positions—both multifunctional—include a hybrid executive officer/senior program officer and a mid to senior transit professional. Along with the transit fellows,

the two new positions will fill gaps in core capacities such as management and coordination of the NVTC team, internal management in areas such as performance management and professional development as well as allowing NVTC to both complete specific projects and implement new strategies in case making and regional planning.

Proposed Changes Build on Staff Realignment

The current staff positions are in the process of reconfiguration and are aligned to support activities begun in 2013. As noted in the attached materials, success in achieving goals and objectives depends on continuing, expanding and adding to these activities. These activities support high value matters to the region and the state, items that have millions of dollars at stake and activities key to high quality, high capacity transit.

High Value Activities include...

Funding Formulas
HB2313 Implementation
NEPP Technical Assistance
NVTA Collaboration
General Assembly Outreach
Research: Value of Transit
VRE Management Audit
Phase II Rt. 7 Study

Increase Funding for General & Administration Budget Represents 0.2 Percent of State Assistance

The proposed increase would be funded by the portion of state assistance taken off the top of the state assistance NVTC receives on behalf of its member jurisdictions. Local direct contributions would remain constant in total at the FY 2014 and FY 2013 levels. Local jurisdictions received notification of their proportional share of the direct contributions in the fall of 2013. Additional funding is budgeted from a DRPT grant which was applied for in February to offset up to 95% of the costs of the NVTC Transit Fellows Program.

Reference materials are attached as follows:

- A. Proposed FY2015 Budget, including:
 - Analysis of 10 Year Budget History
 - Proportion of State Assistance Drawn off the Top for G&A Budget
- B. Summary Chart of New or Expanded Activities in 2013 and 2014/2015
- C. 2013 NVTC Year in Review
- D. NVTC Planning Session Report



PROPOSED BUDGET

**FISCAL YEAR
2015**

(July 1, 2013 – June 30, 2014)

-- April 3, 2014 --

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
BUDGETED FISCAL YEAR 2015 REVENUE
Proposed

	FY 2013 Actual	Revised Budget FY 2014	Proposed Budget FY 2015	FY 15-14 Increase (Decrease)	Percent Change
Local Share from State Aid	736,093	916,853	1,351,153	434,300	47.4%
Local Direct Contributions					
Alexandria	32,259	32,218	35,246		
Arlington	51,994	52,226	55,685		
City of Fairfax	7,684	6,751	5,212		
Fairfax County	169,504	173,465	167,903		
Falls Church	2,813	2,328	2,549		
Loudoun	19,993	17,259	17,652		
Total Local Direct	284,247	284,247	284,247	-	0.0%
Total Contributions	1,020,340	1,201,100	1,635,400	434,300	36.2%
Interest and Other Revenue	1,317	1,500	1,500	-	0.0%
Project Chargebacks	70,000	80,000	80,000	-	0.0%
Project Grant Billings	-	-	47,500	47,500	N/A
Appropriated Surplus	43,619	99,700	57,000	(42,700)	-42.8%
Total Revenue	<u>\$1,135,276</u>	<u>\$ 1,382,300</u>	<u>\$1,821,400</u>	<u>\$ 439,100</u>	<u>31.8%</u>

*Note: NVTC's WMATA jurisdictions receive and recognize state operating and capital assistance for their annual commitments to WMATA and local transit systems. This revenue is then pooled at NVTC and allocated among the jurisdictions based on NVTC's Subsidy Allocation Model (SAM), and held in trust for the jurisdictions' transit use. Before the funding is allocated, NVTC's SAM resolution states that amounts are to be applied to WMATA debt service, certain NVTC projects, and a portion of the general and administrative budget of NVTC. The amount used for NVTC's general and administrative expenses is determined each year by NVTC's approved budget.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
SCHEDULE OF FISCAL YEAR 2015 BUDGETED EXPENDITURES
(Proposed)

	FY 2013 Actual	Revised Budget FY 2014	Proposed Budget FY 2015	FY15 - FY14 Increase (Decrease)	Percent Change
<u>Personnel Costs</u>					
Salaries	\$ 670,782	\$ 779,600	\$ 1,001,000	221,400	28.4%
Fellow Program (grant funded at 95%)	-	-	50,000	50,000	N/A
Temporary Employee Services	-	-	-	-	N/A
Total Personnel Costs	670,782	779,600	1,051,000	271,400	34.8%
<u>Benefits</u>					
Employer's Contributions					
FICA	49,493	53,800	70,300	16,500	30.7%
Group Health Insurance	67,812	97,900	166,800	68,900	70.4%
Retirement	65,742	52,700	84,900	32,200	61.1%
Workers & Unemployment Comp.	3,340	3,100	4,000	900	29.0%
Life Insurance	2,952	3,900	4,450	550	14.1%
Long Term Disability Insurance	2,916	3,600	5,050	1,450	40.3%
Total Benefit Costs	192,255	215,000	335,500	120,500	56.0%
<u>Administrative Costs</u>					
Commissioners Per Diem	11,350	11,000	11,000	-	0.0%
Rents:	195,344	202,500	214,200	11,700	5.8%
Office Rent	185,027	192,000	200,100	8,100	4.2%
Parking / Metrochek	10,317	10,500	14,100	3,600	34.3%
Insurance:	5,772	6,100	6,100	-	0.0%
Public Official Bonds	2,370	2,300	2,300	-	0.0%
Liability and Property	3,402	3,800	3,800	-	0.0%
Travel:	6,646	16,500	16,400	(100)	1
Conferences / Professional Devel.	545	5,300	7,800	2,500	47.2%
Non-Local & Conference Travel	1,033	1,200	1,800	600	50.0%
Local Travel, NVTC / Other Meeting	5,068	10,000	6,800	(3,200)	-32.0%
Communication:	8,067	11,100	11,000	(100)	-0.9%
Postage	2,454	3,100	2,900	(200)	-6.5%
Telephone and Data	5,613	8,000	8,100	100	1.3%
Publications & Supplies	9,889	15,900	10,800	(5,100)	-32.1%
Office Supplies	2,488	3,000	2,800	(200)	-6.7%
Duplication and Paper	6,901	7,400	7,500	100	1.4%
Public Information	500	5,500	500	(5,000)	-90.9%
Operations:	7,381	11,000	24,800	13,800	125.5%
Furniture and Equipment (Capital)	3,273	4,000	17,000	13,000	325.0%
Repairs and Maintenance	75	1,000	1,000	-	0.0%
Computer Operations	4,033	6,000	6,800	800	13.3%
Other General and Administrative	7,060	5,100	8,100	3,000	58.8%
Subscriptions	214	-	-	-	N/A
Memberships	1,276	1,200	1,300	100	8.3%
Fees and Miscellaneous	3,530	3,000	5,600	2,600	86.7%
Advertising (Personnel/Procurement)	2,040	900	1,200	300	33.3%
Total Administrative Costs	251,509	279,200	302,400	23,200	8.3%
<u>Contracting Services</u>					
Auditing	20,730	28,500	22,500	(6,000)	-21.1%
Research and Analytic Support	-	80,000	110,000	30,000	37.5%
Consultants - Technical	-	-	-	-	N/A
Legal	-	-	-	-	N/A
Total Contract Services	20,730	108,500	132,500	24,000	22.1%
Total Operating Program	<u>\$ 1,135,276</u>	<u>\$1,382,300</u>	<u>\$1,821,400</u>	<u>\$ 439,100</u>	<u>31.8%</u>

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Explanatory Notes to Fiscal Year 2015 Proposed Budget

Jurisdictional Contributions

Revenue from Local Direct Contributions Each NVTC jurisdiction is assigned a share of the local portion of NVTC's administrative budget based on its share of revenue received by NVTC on behalf of jurisdictions from all sources in the previous year. This procedure is required by state statute and results in changes in contributions from one year to another that vary for each jurisdiction depending on relative shares of revenue received. The allocation in this FY 15 budget is based on the FY 14 Subsidy Allocation Model. Note: NVTC jurisdictions received notice last fall of their share of local direct contributions in the preliminary budget for FY2015.

Revenue from State Assistance

Increases contained in the FY 2015 Proposed Budget are funded entirely from the State Assistance Allocation. The attached chart places the proposed budget in the context of the total amount of state assistance for transit. State assistance was \$96.4 million in FY 2010 and is projected to be \$180.8 million in FY 2015. While the amount of state assistance increases in absolute terms, the percentage of state assistance for NVTCs administrative drops from 1.27% to 1.01% of all state assistance.

Project Chargebacks

This line consists primarily of charges for NVTC staff support for the VRE project and reimbursed from VRE's budget.

Project Grant Billings

The FY 15 budget assumes a grant from DRPT's Intern Program which provides funding at 95% of the payroll and related costs. This will re-establish NVTCs internship program as a Transit Fellows program targeted at college graduates, graduate students and mid career candidates. The benefit to NVTC will be to provide specific technical resources for projects to advance NVTCs objectives of promoting connectivity, core capacity, and commuter rail using strategies emphasizing regional planning and research related to economic benefits of transit in the region and in the Commonwealth. Approval sought to begin the fellows program in the last quarter of FY 2014.

Appropriated Surplus

Included as a source of revenue in the FY 15 budget is a projected excess accumulated surplus that is available to offset the proposed operating budget expenses. This surplus is in excess of the commission's anticipated minimum operating requirements.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Explanatory Notes to Fiscal Year 2015 Proposed Budget

Salaries

The FY15 budget assumes the addition of up to two full-time positions over the revised FY14 budget with a provision for the NVTC transit fellows program.

Group Health Insurance

NVTC's health insurance group rates decreased slightly for the current policy period ending April 30, 2014, but with an average increase of 15 percent per year. The FY 15 budget is based on the current actual rates with a provision for increasing rates based on the historical average increases. A provision for health insurance coverage is included for all NVTC staff positions, with the exception of the Executive Director position.

Retirement

The budgeted amount of employer pension contributions for the target benefit pension plan is based on actuarial formulas using budgeted staff and salary levels for FY15. Because the formulas take into account factors in addition to payroll costs, such as years to retirement and investment return, changes in budgeted contributions do not necessarily change directly with budgeted payroll.

Commissioners' Per Diem

The FY 15 budget is based upon the regular meeting schedule, and includes per diems at the statutory rate of \$50 for commissioners other than senators and delegates, with a minimal contingency for increased attendance. Effective July 1, 2011, NVTC is no longer responsible for reimbursing the state for the \$200 per diem of senators and delegates.

Office Rent

The administrative office lease was renewed during fiscal year 2011 for the period January 2011 through May 2021. Rent expense included in the FY15 budget is based upon the fixed costs of the lease, with a provision for increases in common area expenses.

Conference / Professional Development

This item was eliminated with the FY 10 budget. This line was restored with the FY 14 revised budget.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Explanatory Notes to Fiscal Year 2015 Proposed Budget

Local Travel, NVTC and Other Meetings

This line includes the costs of NVTC Commission meetings, hosting regional meetings, and the costs of NVTC staff traveling to meetings elsewhere in the region. The FY 14 budget includes \$5,000 in this line for NVTC's 50th anniversary, which will not be utilized during FY 14, but rather carried forward to FY 15. In FY2014, NVTC discontinued provision of car allowance for the Executive Director. Membership in Zip Car was extended as a benefit to all NVTC personnel. The proposed budget includes similar benefit with Capital Bikeshare for all NVTC personnel.

Telephone and Data

As part of the move to new leased office space, NVTC purchased a new phone system to replace the antiquated system previously owned. This new system has allowed NVTC to utilize newer technology at a lower monthly cost; however the data service did not meet NVTC's needs. A contract for enhanced data service was entered into during December, 2013. The FY 15 budget is based upon this contract. Also included in this line is the mobile data and phone service for the executive director.

Office Supplies

The FY 15 budget for this item is based on the average of prior years' actual costs.

Duplication and Paper

During fiscal year 2011, NVTC negotiated a five year copier lease and service contract for considerable savings over the previous arrangement. The duplication expenses of paper and staples, which are not included in the contract, have been budgeted based upon estimated usage levels.

Public Information

The FY 14 budget includes \$5,000 in this line for NVTC's 50th anniversary, which will not be utilized during FY 14, but rather carried forward to FY 15.

Furniture and Equipment

This budget category provides for the replacement and acquisition of office furniture and equipment, including computer hardware. The FY 15 budget includes office build-out, furniture and computer equipment for additional staff.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Explanatory Notes to Fiscal Year 2015 Proposed Budget

Computer Operating Expense

Computer operating expenses include outside network consulting and services, minor software upgrades and supplies, web hosting fees, and a provision for disaster recovery efforts. The FY 15 budget is based on an average of prior year actual costs, with a small provision for disaster recovery costs. In an effort to increase usability, dependability, and decrease overall cost, email and related functions were moved from the in-house Exchange server to a cloud-based service. The FY15 budget reflects the annual costs of this service.

Advertising (Personnel/Procurement)

The FY 15 budget includes a provision for personnel and procurement advertising. An average of prior years costs was used to develop the budgeted amount as this category fluctuates from year to year, with a slight increase for additional RFPs.

Auditing

NVTC entered into a three-year contract for auditing services beginning with the audit of FY 08, with two, two-year options. The budget is based on the projected costs of the second two year option.

NVTC Regional Projects

NVTC regularly manages many regional projects which are funded outside of the general and administrative budget; however NVTC generally contributes staff time and related expenses. For FY 15 these projects will include the NTD collection and reporting, Route 7, NEPP, and reporting on the value of transit and bike and pedestrian infrastructure improvements in Virginia. In addition, NVTC will seek support outside of its general and administrative budget for transit tours and the establishment of a business advisory council.

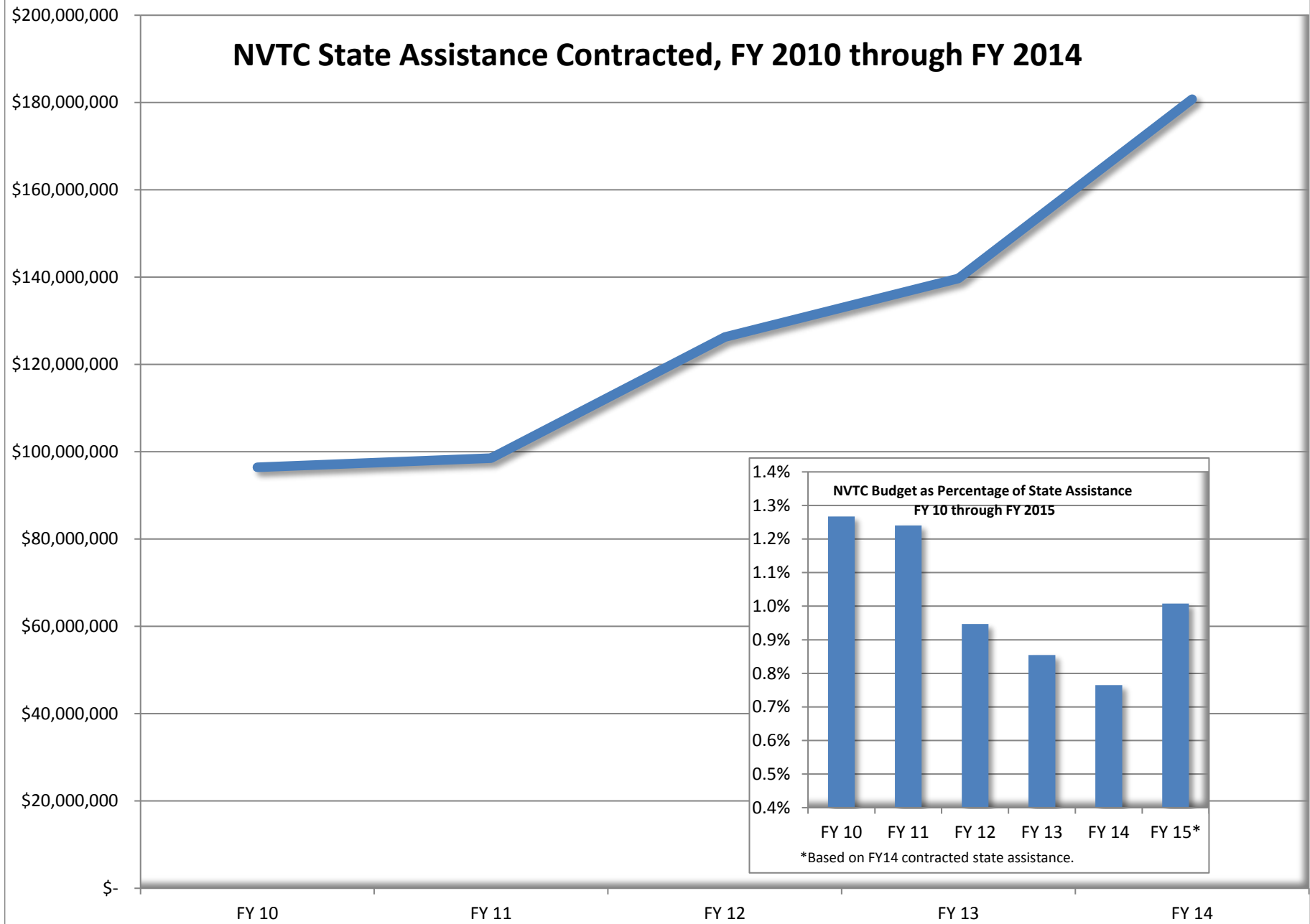
Contract Support

The FY 15 budget includes a provision for a research and technology support efforts, as well as support for state liaison activities. NVTC intends to seek alternative funding sources or partners in these activities.

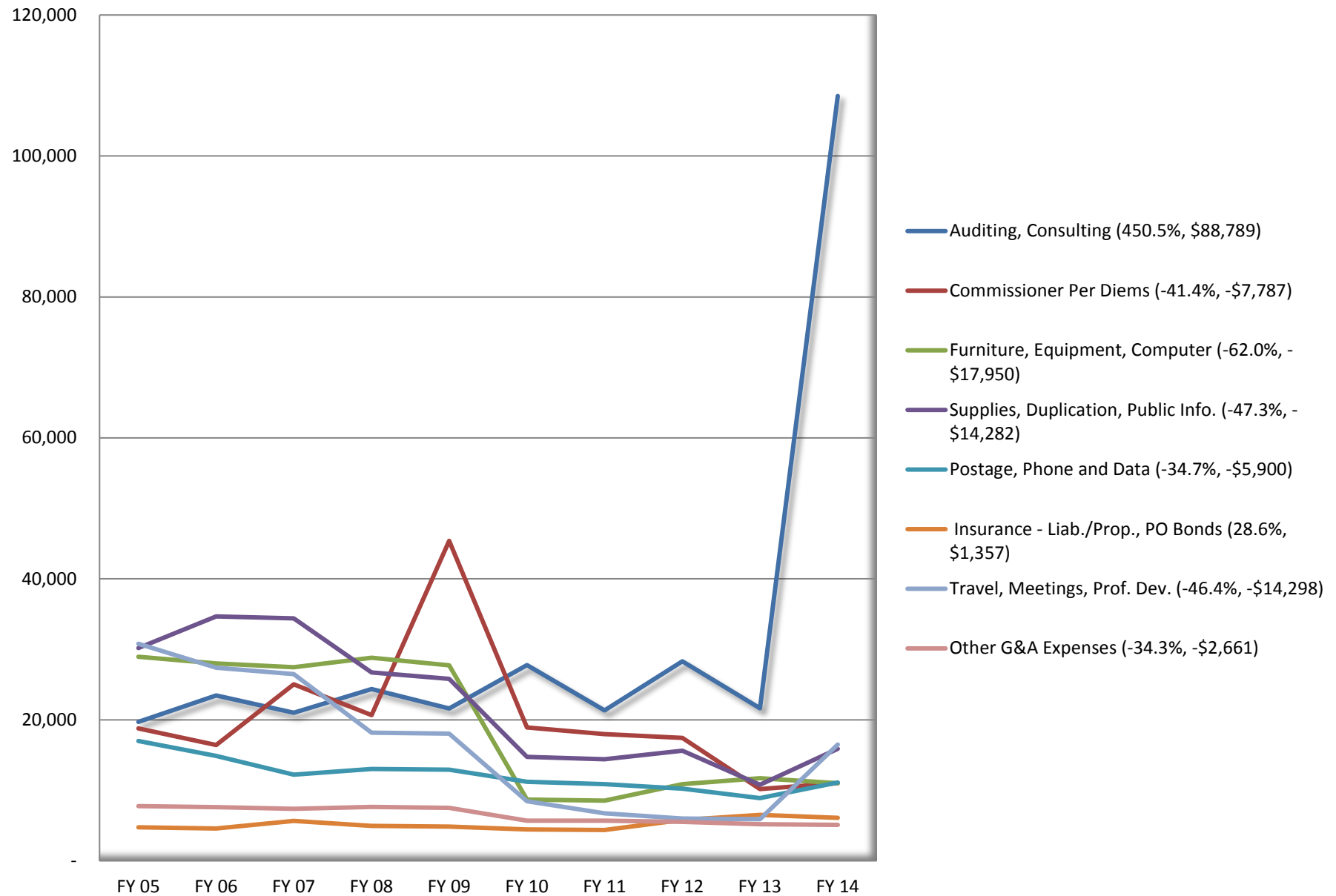
Legal

An allowance for legal costs has been included in prior year budgets. Effective with the FY 10 budget, this allowance has been eliminated. NVTC will rely entirely on donated legal services from its jurisdictions.

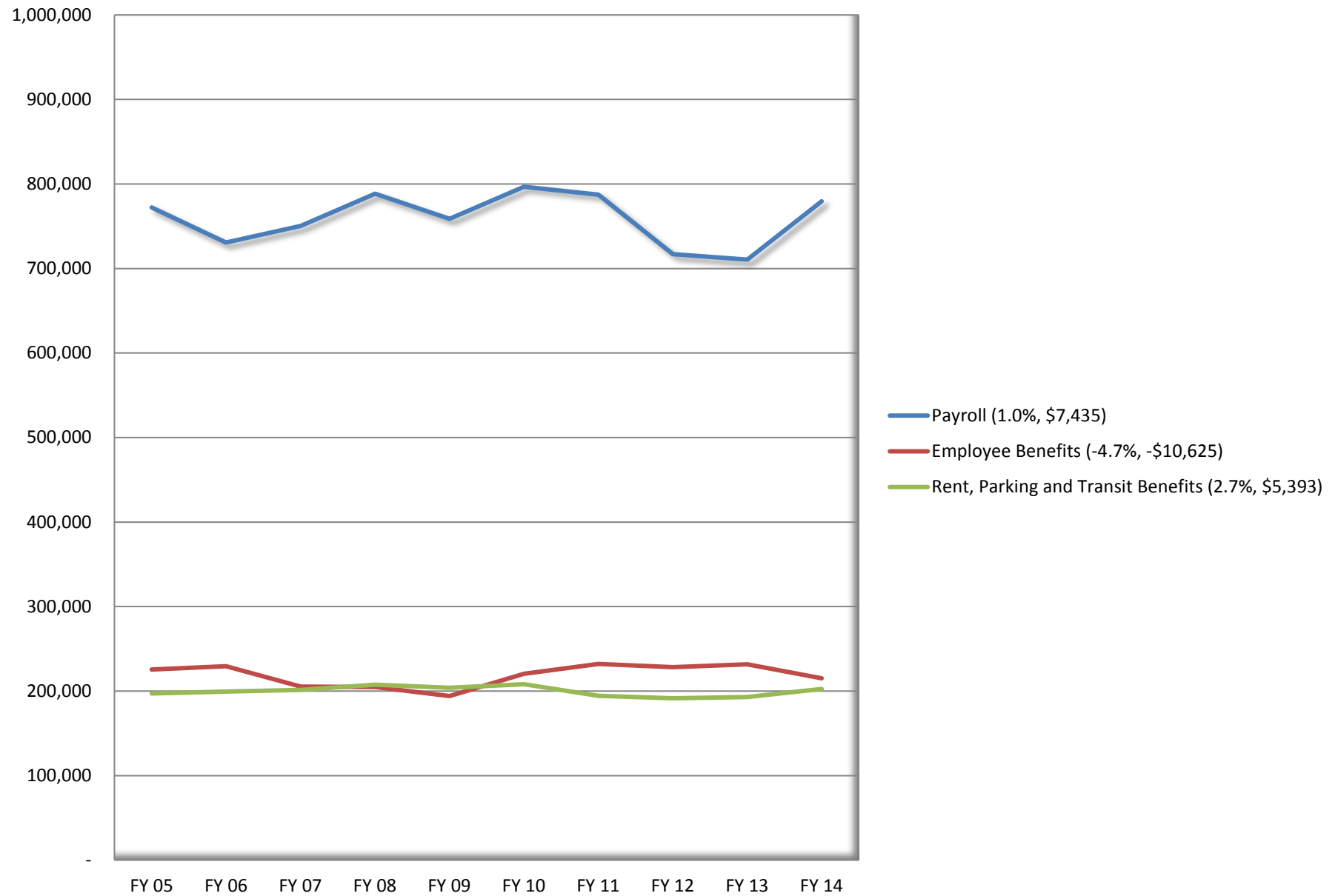
NVTC State Assistance Contracted, FY 2010 through FY 2014



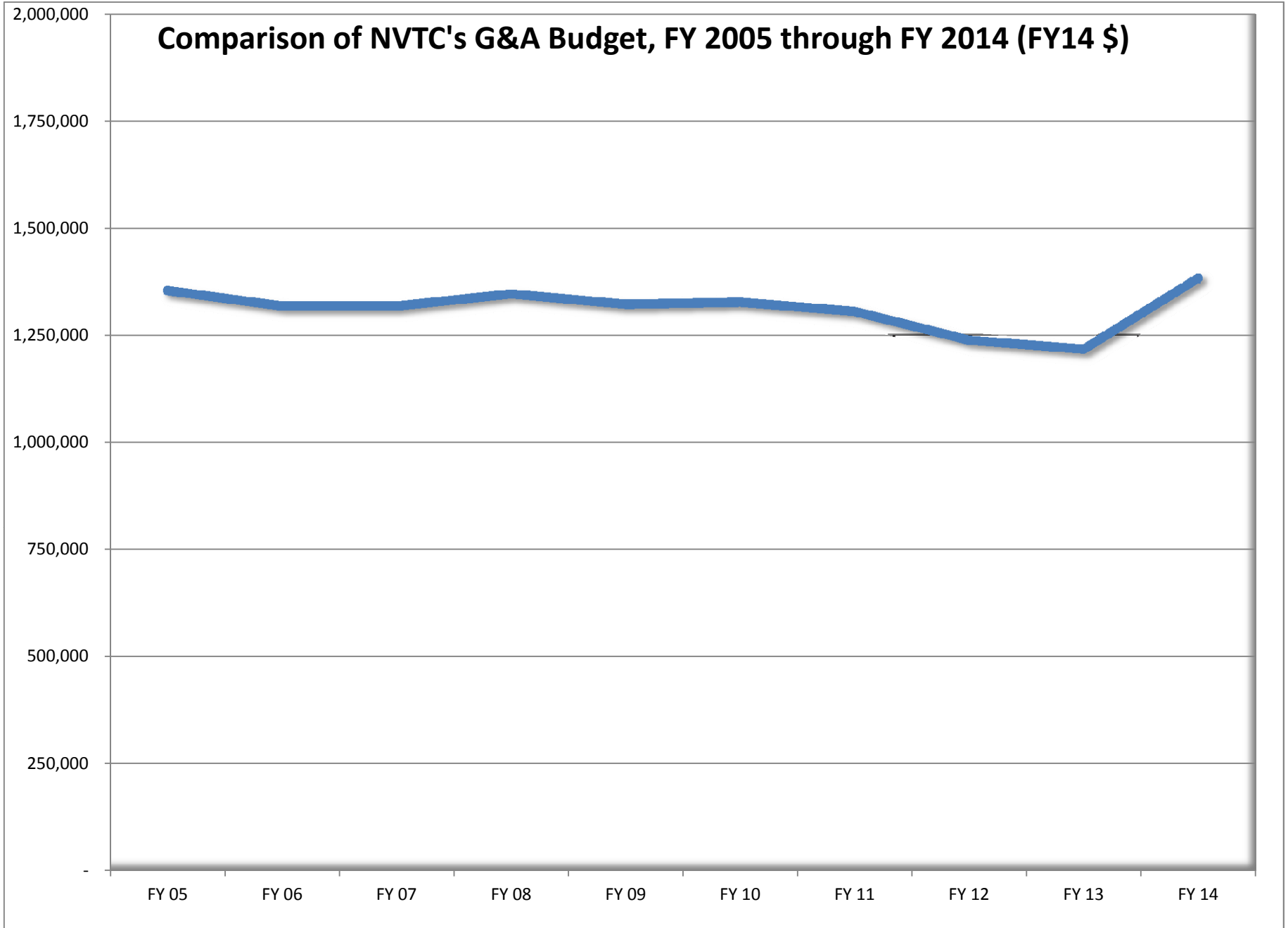
Comparison of NVTC's G&A Budget, FY 2005 Through FY 2014 (FY 14 \$)



Comparison of NVTC's G&A Budget, FY 2005 Through FY 2014 (FY 14 \$)



Comparison of NVTC's G&A Budget, FY 2005 through FY 2014 (FY14 \$)



2013 Programmatic Activity

2014/2015 Continuing/Expanded/New in 2014

Performance Metrics TSDAC/TSDAC Working Group		Performance Metrics TSDAC/TSDAC Working Group: Working Group on Data Issues Pilot: Scorecard Metrics Project
NEPP Procurement: Regional Operators Advisory Team		NEPP Procurement: Technical Assistance NEPP Vendor Pilot
NVTA Collaboration: PIO Financial Working Group Project Implementation Working Group Accounting Support		NVTA Collaboration: PIO(?) Financial Working Group Project Implementation Working Group-Project Selection Model Long Range Plan
General Assembly Outreach (Near Term Outreach Plan): Individual Meetings Delegation Meetings		General Assembly Outreach: Delegation Meetings Legislative & Agency Liaison in Richmond Host Transit Tours
New Legislative and Policy Agenda: Sustainable Dedicated Funding Strong Regional Decision making Appropriate Use of Performance Standards Maximize Existing Infrastructure Innovation and Technological Integration		New Legislative and Policy Agenda: Year Round Implementation including VDOT & Office of Secretary; CTB, DRPT Work Agenda for legislative and regional statewide outreach Develop white papers/webinar(?) on funding/finance issues (e.g. NOVA specific, bond funding, innovative finance) Develop and implement strategy with transportation directors & Sec. Transportation/DRPT
Strategic Plan: Informal Stakeholder Interviews including Commission; Survey; Planning Session and Report		Strategic Plan: Refine/Define Strategic Targets (Connectivity, Core Capacity, and Commuter Rail) Revise workplan as matrix Begin implementation
Regional Planning Monitoring or participating in 30 studies		Regional Planning Monitoring or participating in 30 studies: Rt. 7 Phase II, Evaluate and recommend regional connectivity improvements through a comprehensive review of existing planning activities and regional corridor studies and plans, including VRE System Plan, with a primary focus on high capacity transit, transitways, and connecting corridors inside the region (basis for regional plan).

2013 Programmatic Activity

2014/2015 Continuing/Expanded/New in 2014

Casemaking/NOVA Network/Statewide Network		Casemaking/NOVA Network/Statewide Network: Preliminary Research & Business Community Outreach in 2013 2014 – Report on Economic and Fiscal Impact of Transit Roundtable & Breakout Panel at VTA Forum on Economic & Fiscal Impact of Transit/Explore Business Roundtable Engagement Statewide Private Sector Outreach Strategy Implement
Technology Upgrade, Website Redesign & Relaunch		Technology Upgrade, Website Redesign & Relaunch: Complete redesign and relaunch of the NVTC website, utilizing off the shelf content management system (CMS). Improve access to transit resources including travel information, transit data and best practices, and transportation news and events. Related activities shall include: a. Revise and web-publish the NVTC Handbook; b. Maintain a transit system performance database and link to other regional transit databases; and c. Disseminate data visualization and mapping tools.
New Communications/Analytic Products: Executive Director Report Revamp of Information Items (Agenda) NVTC by the Numbers Facts Sheets on TSDAC Issues Comments on TSDAC/CTB Issues Congressional Letters Letter on DC Commuter Tax Proposal Replaced Workplan Update with “Year in Review” Visuals for Monthly Meeting		New Communications/Analytic Products: Mid-month e-newsletter (to increase timeliness of info, streamline kit, better connect regional staff) Communications Kit including NVTC by the Numbers, NVTC Year in Review at a glance, legislative and policy fact sheets, “Vital Stats” on transit service, and the impact of NVTC transit network on regional and Commonwealth’s economy 50 th Anniversary Resolution Reception in Sept.
Partnership activities with VTA at a reduced level focusing primarily on the VTA conference		Expand partnership with VTA during transition to new ED & given focus on statewide transit/rail funding network

2013 NVTC Year in Review

2013 — A year of many changes and great possibilities

Landmark transportation funding legislation
VRE System Plan
Momentum - WMATA Strategic Plan
New operating and capital assistance formulas
New NVTC Executive Director
Rt. 7 Corridor Plan Phase I
Regional NEPP Technical Assistance Program
Vanpool Alliance Program Launched
Commonwealth Outreach Plan
NVTA Partnership



Legislative & Policy Agenda

1. Maintain and expand opportunities for dedicated, sustainable transit funding
 - Fully implement HB2313
 - Keep Metro and VRE funding commitments
 - Expand innovative finance
2. Use performance metrics to promote efficiency and maximize capital investments/SB1140
3. Strengthen regional cooperation and accountability
4. Maximize use of existing facilities
 - Bus on Shoulder
 - Bus service on Express Lanes
 - Commuter bus storage
5. Fostering innovation and technological integration.



<http://tinyurl.com/NVTCLegAgenda>

Financial Management Highlights

- Achieved a clean audit for FY 2013
- Invoiced and/or booked \$136M of state operating and capital assistance
- Monitored \$47M regional gas taxes receipts
- Assisted with the transition of the gas tax collection administration to DMV
- Managed \$152M of trust fund assets
- Invoiced \$1.5M of federal and state funds for NVTC managed projects
- VRE co-owner with assets totaling \$372M
- Participated in NVTA Financial Working Group, and VRE and Metro working groups
- Provided accounting and financial services to NVTA
- Supported recruitment of NVTA financial management team



Regional and State Partnerships

- NVTA** Project Development, Accounting and Financial Services, Public Outreach
- TPB/MWCOG** Regional Transportation Priorities Plan that encompasses local transit, commuter rail as well as WMATA, Bus on Shoulder Pilot
- WMATA** JCC, Regional Pricing for NEPP, Budget Oversight, Endorsing and Promoting *Momentum*, Regional Bus Studies and more
- VRE** System Plan, APA Audit, Joint Audit Committee, Expanded Capital Investment, Co-Stewardship with PRTC
- VTA, VML, and VACO** Legislative and Policy Agendas, Performance Metrics, ROI of transit

Policy, Projects, Data

- Legislative & Policy Agenda
- Vanpool Program Launch
- NEPP Technical Assistance
- Transit Service Delivery Advisory Committee
- Ridership Data
- NTD re-compete
- Rt. 7 Phase I
- Rt. 1 Tier One
- Project Selection Model
- Regional Planning Work Session
- Title VI Civil Rights Compliance
- Updated DBE Program
- Commuter Bus Tax
- Transit Benefit Parity

Strengthening NVTC

- Professional Development
- Technology Upgrade
- Position Realignment
- Midyear Work Plan Update
- 10 Year Budget Analysis
- Emergency Preparedness for Staff
- Planning Session
- Management Review
- Budget Adjustment

VITAL STATISTICS

550K	Transit rides in N.VA on a typical work day
164M	Bus and rail passenger trips in NVTC's jurisdictions annually
2M	Jobs within 1/4 mile of transit stations
919M	Savings in transportation costs in VA

2300 Wilson Boulevard • Suite 620 • Arlington, VA 22201
Tel (703) 524-3322 • Fax (703) 524-1756
Email nvtc@nvtc.org • www.thinkoutsidethecar.org



Results: Commissioner Planning Session Dec. 7, 2013

Attachment #5D

Dec. 7, the NVTC Commissioners identified three key areas to strengthen Northern Virginia's transit network:

- **Regional connectivity** through linked transit ways and expansion of bus services and new service such as BRT
- **Expanded core capacity** of Metro
- **Regional commuter rail**

Commissioners agreed that NVTC's role in promoting each should emphasize **regional transit planning** to leverage coordinated investments and making the **economic case for transit** investment in Northern Virginia and across the Commonwealth.

These roles complement NVTC's core expertise in transit funding and financial management; policy, legislative, and programmatic design and implementation. They build on NVTC's strengths as a regional convener, a founder and owner of VRE, and our longstanding role with WMATA.

ACTION OPTIONS

Regional Transit Plan that Connects Corridors

Regional Bus Network Plan & Investment Strategy to include:

- Bus on Shoulder
- BRT
- Dedicated Lanes
- Connections
- Signal Prioritization
- Commuter Bus Issues

Connecting Existing Planning Activities

Regional Corridor Studies/Plans

Analysis of "ROI" transit to Regional/State Economies

Collaboration with other outreach efforts



Next Steps

- Define the three targets
- Update Work Plan for 2014
- Align Resources:
 - NVTC Budget & Staff
 - Jurisdictional Team
 - Leverage Planning & Investments
- Expand Partnerships:
 - Legislature
 - VDOT & DRPT
 - Business Sector
 - Research Community



Resources:

[Planning Session notes](#)
[Questionnaire results](#)
[Near Term Outreach Plan](#)
[2013 Work Plan priorities](#)

[Studies and Plans Matrix](#)
[2014 Legislative and Policy](#)

Results: Commissioner Planning Session Dec. 7, 2013

Overview

On December 7, 2013 the Northern Virginia Transportation Commission met to identify key opportunities to maximize capacity of the Northern Virginia transit network to move people to and from activity or economic centers and to identify what role NVTC (both its Commissioners and staff) should play in realizing those opportunities.

The outcomes and immediate follow ups for the sessions included:

- Confirmation of the strengths the Northern Virginia transit network and the contributions of NVTC in developing and sustaining the existing transit network;
- Identification of the two or three most important things needed to improve and expand the transit network in the future;
- Agreement on how NVTC will achieve those priorities; and
- A set of initial actions to include in the 2014 Work Plan and the FY2015 budget.

The planning session built on four previous Commission or Committee activities which set priorities for the existing work plan, focused on NVTC's partnership with NVTA, examined key regional planning efforts, and developed and adopted a new legislative and policy agenda. In addition, Commissioners were interviewed and discussions were held with key stakeholders with a special emphasis on leadership in the General Assembly and members of the Northern Virginia Delegation. As preparation for the session, participants also completed a questionnaire focusing on key discussion items. Joshua Shank, the Executive Director of the Eno Center for Transportation facilitated the session. (Responses to Questionnaire and Session Notes attached).

Participants recapped the value of Northern Virginia's transit systems and detailed the ways in which NVTC has contributed to building and sustaining the Northern Virginia transit network. In particular, participants highlighted NVTC's core capacity in financial management and transportation funding expertise and its success in founding, expanding, and overseeing VRE.

The heart of the session focused on:

- Agreeing on the key areas of focus in order to maximize capacity to move people to and from activities or economic centers.
- Identifying how NVTC helps realize these opportunities in the next three to five years.

Strengths of the Region's Transit System & NVTC's Contributions in Developing& Sustaining the Network

Noting that these attributes are more fully detailed elsewhere, Schank summarized the value of the Northern Virginia transit network as:

- moving people
- creating economic growth and
- reducing congestion and protecting the environment.

Mr. Schank summarized NVTC's role as:

- ensuring that existing services are well run
- providing a forum for effective regional coordination and collaboration
- planning for future service and
- providing a seamless connection throughout the region.

Participants highlighted technical expertise in transit; transit financial management and funding; serving as a regional forum local staff as well as elected officials, for developing new transit services, education and advocacy, and connecting with other regional forums. The notes from the session as well as responses to the questionnaire further detail both the value of the regional transit system and the contributions that NVTC has made.

Before turning to a discussion of the most important opportunities to strengthen the transportation system through transit, participants detailed the role of NVTC in financial management and in providing critical expertise on transportation funding. The contribution NVTC made in the founding of VRE and its continuing role in its oversight illustrates the ways in which NVTC not only has contributed to regional transit but also what NVTC has to offer going forward.

NVTC

Provides a regional forum

Plans for future service

Gives technical & funding advice

Develops & coordinates joint policies with other regional bodies (e.g. NVTA)

Promotes regionalism at elected official & staff level

Serves as an educational forum for legislature

Makes the connection between economic vitality transportation investment in Northern Virginia & generation of revenues raised here in Northern Virginia

Connects "silos" throughout the region & connects transit & roadway components of the transportation system.

Supports transit options for outer (non-NVTC) jurisdictions through the extension of the Silver Line to Loudoun & VRE service to Prince Williams, Stafford County & Spotsylvania County & perhaps to the Gainesville-Haymarket area.

Provides federal contracting & funding expertise

Streamlines management of multiple complex funding streams to allow for efficiency & accountability through contract & grant management as well as administration of the SAM (aka Subsidy Allocation Model).

Develops shared efforts such as the Van Pool Alliance, VRE, technical assistance for Smart Pass and NEPP

Supports workforce development for regional transit professionals

What are the key areas to focus on in order to maximize capacity to move people to and from activity or economic centers?

The themes were consistent in interviews, survey answers and in the discussion at the planning session; there were differences in approach or level of emphasis. Continued improvement of the Northern Virginia transit network depends on success in:

1. **CONNECTIVITY** Increased connectivity through linked transit ways & through expansion of existing service & new transit modes such as Bus Rapid Transit (BRT) and possibly Light Rail Transit (LRT);
2. **CORE CAPACITY** Increase capacity of core Metro system as envisioned by WMATA's strategic plan *Momentum*; and
3. **COMMUTER RAIL** Full realization of commuter rail within Virginia as well as service connecting to broader region as outlined in VRE's newly adopted system plan.

Participants acknowledged the need for improved bus service and possibly LRT connections to existing VRE, WMATA, and local transit service. There was an apparent division between a majority who ranked development of BRT and other bus based systems as a foremost priority and others who suggested a mode neutral approach that focuses on planning for the preservation of and development of transit ways. It became apparent that there is an intersection of these two approaches NVTC could advance connectivity through enhanced transit ways generally and advance particular modes including BRT as a regional system and commuter bus.

How can NVTC help achieve three big opportunities to strengthen the transit network in Northern Virginia, namely *connectivity, core capacity and WMATA, and commuter rail*?

Short Answers:

Building on NVTC's core strengths including financial and transit funding capacities and transportation expertise and building on relationships with VA DOT and DRPT as well as members of the General Assembly, NVTC should pursue two new strategies:

1. **Regional Transit Plan/Framework:** Develop and implement a Regional Plan(s) or framework to connect corridors within the region and coordinate outside the region.
2. **Case-Making/Research/Building Networks:** Build a NoVa & Statewide network of business community and regional commissions leveraging relationships with planning districts, state wide organizations, and regional business leaders to make the case for economic benefits of transit.

REGIONAL TRANSIT PLAN/Framework

NVTC should develop regional plan(s) or framework to connect corridors inside the region & externally.

PROPOSED ACTIONS

Identify opportunities to change focus and partner with DRPT (including the Route 1 study)

Redefine SuperNoVa to focus on key actions items that can be accomplished through collaboration among existing entities and focus on region lead development of transit framework.

Develop a Regional Transit Plan for further discussion and refinement.

Review current projects that could be refocused with a different role an NVTC (Route 1, Route 7) Of the list of plans and studies especially those that are corridor studies which ones do we want to advocate for? What are the other emerging opportunities or areas to work on?

Bus on Shoulder route planning activity that looks across the different corridors and how to make connections.

Develop a bus infrastructure investment strategy

Develop a regional bus plan that includes BRT, Bus on Shoulder, dedicated lanes etc.

Conduct scenario planning, which could be corridor based, or network scenarios, including looking at the options to expand commuter rail and increasing connectivity to existing infrastructure.

Map transit corridors both currently served and those that should be served. (e.g. for Fairfax County making connections north-south, east-west outside of Metro)

In 2014

1. Update NVTC Workplan
2. Identify \$ and People Resources:
 - a. 2014 & 2015 Budget
 - b. Staff Details
 - c. Transit Fellowship
 - d. NVT "SYIP" projects
3. Engage Jurisdictional Teams including Transportation/Management Leadership

What Commissioners said about NVTC and planning:

NVTC should...

Take on a more of a planning role focused on NoVA.

Break jurisdictional barriers.

Partner with DRPT and PRTC and do a regional transit plan.

Bring together regional bus, dedicated transit ways, transit use and connectivity in a regional approach to transit planning.

Do more corridor studies.

Draw on work being done at COG/Region Forward with respect to region plan.

Conduct scenario planning where NVTC could put things on the table so others can react, ultimately developing a Regional Transportation Plan.

NVTC's job is to how WMATA, VRE, and jurisdictional plans link together; not necessarily redo the plans but prioritize those linkages. NVTC can help determine how to marry the plans together.

It has to go beyond just simply talking about local plans and trying to find where they match up. NVTC can think out of the box, and think bigger in a bigger framework.

CASE-MAKING/RESEARCH/BUILDING NETWORKS

Build a NoVa and Statewide network of business, local governments, and transit and build the case for economic benefits of transit

PROPOSED ACTIONS

Engage the Business Community --- NoVa and Across Commonwealth.

Develop Message/Analysis: ROI of Transit (including Commuter Rail)

Deliver the Message

Develop and Implement a strategy for Virginia's portion of Momentum Investment

Engage with state organizations, such as VML and VACO

Develop needs a simple message & to convene meetings to talk about transit issues

NVTC as the "go to" for transit

Develop & implement an outreach plan for business community & local and regional governments

Form a Business Council or Advisory Group

Develop an action plan for NVTC support of expansion of commuter rail

In 2014

1. Update NVTC Workplan: including Business Outreach Plan
2. Coordinate with Legislative & Agency Outreach and Technical Assistance
3. Complete 3rd Party economic analysis & co-host symposia
4. Identify \$ and People Resources
5. Engage Jurisdictional Teams including Transportation/Management Leadership

"It is not a case of public relations or a marketing campaign; it is about case making for transit. NVTC needs to define what role it would like to play and make a cohesive plan of action. "

What Commissioners said about case-making, research & building networks:

"Deliver the message regarding the Momentum Plan"

"Talk everyday to the business community about the vitality of making these investments & working together to find creative ways to make Virginia's portion (of WMATA funding of Momentum) happen."

"Figure out how to get a seat at the table & be a part of the dialogue to promote transit, especially with the business community"

"Make the case across the Commonwealth for transit investment. "

"Find a simple message & to convene meetings to talk about transit issues."

NVTC Chair Jeff McKay:

"We are not starting from scratch....





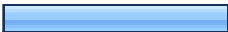


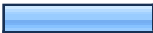








We will complete a third party economic analysis to show the economic benefit to the Northern Virginia region as well as the rest of the Commonwealth before the 2015 General Session. We need to communicate the results through every Commissioners & Member of the General Assembly in Northern Virginia."

NVTC will sponsor **Transportation Camp!** Session on ROI of Transit

"NVTC-by-the-Numbers" tells the story of the transit network by the numbers

Outreach to General Assembly in 2013 lays groundwork for 2014 legislative session & beyond

How has NVTC contributed to providing transportation options in your jurisdiction or geographic area?

		Response Percent
Grants and Contract Management		77.8%
Coordinating Planning		44.4%
Promoting jurisdictional collaboration		88.9%
Technical Expertise		66.7%
Marketing		33.3%
Communications		44.4%
WMATA staff support		44.4%
Smart buying (eg. SmarTrip or NEPP)		22.2%
Proposal and RFP Support		33.3%
Title VI compliance		11.1%
DBE Compliance		11.1%
Community Outreach		0.0%
TDM or ridesharing programs		11.1%
Staff Coordination		55.6%
State Grants		88.9%
Federal Grants		77.8%
Legislative and Policy Initiatives		55.6%

Other (please specify)

NVTCLookingForward

Since last January a lot of things have changed with NVTC and in the region with respect to transit. You have established short term priorities in financial management, outreach, regional planning, and support of the Northern Virginia Transportation Authority. Taking those into account, the passage of HB2313, the formula funding study, the VRE system plan, the adoption of Momentum, which of the follow are areas you want to pursue over the next year as we define mid term goals for NVTC? This a compilation of ideas from you and other commissioners and jurisdictional staff. There is space at the end of the list to add additional ideas.

	Yes, definitely	Yes, Would like hear more	Defer til next year
Expanding NVTC role in regional planning across key corridors	66.7%	22.2%	11.1%
Taking a lead in expanding regional bus service including BRT	77.8%	22.2%	0.0%
Exploring operational role(s) along side financial, technical, and policy roles	11.1%	33.3%	55.6%
Developing a regional transit funding plan	33.3%	44.4%	22.2%
Serving as a policy and program development incubator	33.3%	44.4%	22.2%
Building a research and workforce development partnership with universities and community colleges	25.0%	50.0%	25.0%
Partnering with business and economic development entities and academia on the economic value of transit investment	62.5%	25.0%	12.5%
Developing new sources of funding and finance for transit	22.2%	66.7%	11.1%
Developing long term goals for the Northern Virginia transit network	75.0%	25.0%	0.0%
Promoting the expansion of commuter rail in the region	50.0%	25.0%	25.0%

NVTCLookingForward

Establishing a foundation or 501(c) (3) or a partnership with the same	0.0%	37.5%	62.5%
Evaluating transit initiatives and identifying best practices in Transit Oriented Development	25.0%	75.0%	0.0%
Developing a partnership with VDOT on maximizing the use of existing facilities to expand and improve transit service	77.8%	22.2%	0.0%

NVTCLookingForward

What are the strengths of the transit systems or transit network in Northern Virginia? What is the most important contribution that transit makes now to the Region and to the Commonwealth as a whole?

- | | |
|---|--|
| 1 | Moves large numbers of people to and from work. |
| 2 | Strengths: appear to be well run and move large numbers of people
Contribution: helps relieve congestion, is an economic engine and allows less road construction. |
| 3 | Metro is a strong backbone. NVTC provides effective forum for staff/elected coordination and cooperation. Transit keeps our communities livable and supports a growing economy. |
| 4 | While NV's transit network is currently not well connected, new plans for future growth in our communities and our transit network, bodes well for the longer term. The focus must be sustainable communities, informed best by housing and transportation policies. |
| 5 | Good transit insures that the nova economy hums which leads to a vibrant economy for the Commonwealth. Our regional collaboration habit has allowed the creation of a transit network that can - on a good day - appear close to seamless for the rider. |
| 6 | Most important contribution: congestion relief Others : Tool for economic development Environmental stewardship Quality of life Connecting people with jobs |
| 7 | The WMATA system, both bus and rail are excellent. In Fairfax County the Connector system is extremely well run, with regular evaluations and adjustments based on ridership and land use planning. I am also very proud of the VRE. |
| 8 | Needs more interconnection and logic. Needs more Light Rail/BRT or a much better bus system generally to connect to the rail lines. |

NVTCLookingForward

What is an accomplishment of NVTC that you believe is especially noteworthy during your tenure? This could be a major program or a very discrete project. How has NVTC contributed to promoting Northern Virginia's transit network?

- 1 Lead Northern Virginia's input regarding DRPT's attempt to change transit funding formula. NVTC has the technical expertise to provide real benefit on issues like this.
- 2 Not sure I am qualified to answer 1st part of question. NVTC is recognized as the 'go to' transit agency BUT we need to promote ourselves more.
- 3 The efficient management of transit funds has been very valuable
- 4 Implementation of SmarTrip for local services Bus on shoulder Persistence in establishing the VanPool
- 5 NVCT has kept us all together under the most trying of circumstances.
- 6 Fighting off bad transit policy decisions from Richmond NVTC is critical to getting jurisdictions together to work out issues vital to our regional connectivity. NVTC manages money well and adds productive information to policy debates important to transit promotion
- 7 From my point of view, the establishment of the VRE has been the most noteworthy accomplishment of NVTC during my tenor.
- 8 VRE and successful transit funding advocacy.

NVTCLookingForward

What are your three top priorities for transit and related modes?

- 1 WMATA core, VRE expansion, BRT connections between centers.
- 2 Expand commuter rail service. (Plan to at least double ridership.) Create a priority bus network, including extensive use of shoulder lanes on highways and on-street exclusive lanes throughout the region. Secure the maintenance, and enhancement, of the core capacity of the Metrorail system, by committing Virginia to "Momentum" and by obtaining a true commitment from the federal government for ongoing financing of a formula-defined share of annual costs.
- 3 Silver Line VRE to Gainesville/Haymarket Increase Capacity
- 4 Ensure sufficient funding to maintain METRO. Ensure locality and regional discretion in the use of our newly generated transportation funds. Increase coordination of local bus systems across locality borders, including BRT.
- 5 Funding of Metro by supporting Momentum Work to ensure the local systems are well intergrated after Silver Line opening Work collaboratively toward to transit supportive infrastrure: sidewalks, shelters lighting
- 6 Find ways to achieve more dedicated bus lanes on existing roads - Rt 50, 66, even Lee Hwy - as soon as possible build consensus for a funding plan that supports achievement of metro 2025 ensure strategic investment of NVTA money so that access to all modes moves forward thru out the region and avoid the region getting screwed in the TSDAC process
- 7 Better connecting our bus systems, creating enhanced BRT option in our region Focusing on emerging corridors like Route 1, Route 7, Columbia Pike, Van Dorn street
- 8 Completion of the Silver Line to Dulles Airport Expansion of the VRE Development of transit within Tysons and other Redevelopment areas
- 9 1. More of a system-wide approach and filling in the gaps. 2. Improved bus service with bus shelters and reliability. 3. Regional overlayment of light rail or BRT.

Since last January a lot of things have changed with NVTC and in the region with respect to transit. You have established short term priorities in financial management, outreach, regional planning, and support of the Northern Virginia Transportation Authority. Taking those into account, the passa...

- 1 Continue monitoring funding formulas-state and federal.
- 2 Crafting a new basis for governance under the WMATA compact, to ensure full representation of the local governments that host facilities and fund the budget.



NVTC Planning Session Discussion

December 7, 2013

Alexandria Transit Company (DASH) Conference Room
Alexandria, Virginia

Members Present

Richard Black
Sharon Bulova
John Cook
Phil Duncan, alternate Falls Church
James Dyke
Jay Fisette
Catherine Hudgins
Mary Hynes
Jeffrey McKay
Thomas Rust
Paul Smedberg
Christopher Zimmerman

Staff Present

Kelley Coyner
Rhonda Gilchrest
Scott Kalkwarf
Colethia Quarles
Kala Quintana

Ms. Coyner observed that there have been many changes over the last year with a new NVTC Executive Director, passage of HB2313, VRE's new System Plan, and WMATA's Momentum Plan. This is an opportunity for the Commission to have a discussion on the future of NVTC. Staff was invited to participate since they play an important role in the future of NVTC. Commissioners and staff introduced themselves for the benefit of the facilitator.

Ms. Coyner introduced Joshua Schank, the facilitator of this planning session. Mr. Schank is the Executive Director of the Eno Center for Transportation, which is a think tank organization on transportation policies.

Ms. Coyner stated that the focus of the planning session is to identify:

- The strengths of the Northern Virginia Transit System;
- The contributions and strengths of NVTC as an organization both at the leadership and staff levels to the development of this transit network;

- The most important things to focus on in the future in order to expand the capacity of the transit network;
- The role of NVTC in achieving the next big things for the future; as well as the next steps for NVTC as an organization; and
- Actions that will move things forward including the 2014 Work Plan and the FY2015 budget.

Mr. Schank explained that the Eno Center for Transportation is a non-profit neutral transportation policy think tank that has been in existence for 92 years. The center's mission is solely to improve transportation policy. He provided an overview of what is expected out of this 2 ½ hour session. It is hoped that good ideas can be shared about what NVTC wants the future to look like and what are the big ideas. Ultimately staff will need to distill these ideas into a product that can be agreed upon by the Commission.

Mr. Schank reviewed the strengths of the transit network and the contributions of NVTC to promoting the transit network that Commissioners identified in a Survey Monkey questionnaire completed prior to this meeting. He stated that the strengths fall generally into two categories: the strength of the transit network (themes: moving people, creating economic growth, relieving congestion, protecting the environment) and the contribution of NVTC to the transit network (themes: ensuring that existing services are well run, providing a forum for effective coordination, planning for future service, and providing a seamless connection throughout the region).

Mr. Schank asked Commissioners to share some of the strengths that NVTC provides especially related to public transportation.

Mr. Cook stated that what NVTC has accomplished over the last year in coordinating understanding of the funding issues with DRPT has been a key issue. NVTC is the place where all the jurisdictions come to get financial expertise. Now that the region has more funding through HB2313, that financial expertise is even more important because of the amount of revenue being allocated to the region. He also observed that the jurisdictions rely on NVTC to take the lead on joint policies.

Chairman McKay stated that NVTC is effective because it is focused like a laser on transit and has become an expert on transit issues. Riders just want transit to work, but we know that behind the scenes a lot of technical issues need to be worked out to have transit function successfully. NVTC oversees this to make sure it is a seamless transit system throughout the region. He wants to see NVTC as the expert on transit where people know they can turn to NVTC to get transit expertise.

Mr. Cook stated that now that the Northern Virginia Transportation Authority (NVTA) is active, he sees a future co-locating of these two organizations to work together coordinating transit and roads. (Note: direction provided by Executive Committee regarding conditions of co-location.)

Chairman McKay stated that it is important to have the transit expertise here at NVTC, otherwise it can get lost in the larger conversation. He agreed that it is important for NVTC to work with other organizations but someone has to be seen as the transit expert.

Mr. Smedberg stated that a strength of NVTC is that it promotes regionalism. The coordination on the staff level as well as elected officials is so important so that jurisdictions are not operating in a vacuum.

Mrs. Hudgins stated that she sees it as making transit seem seamless to the people we serve. There may be some differences in jurisdictional planning and NVTC helps the jurisdictions to be cognizant of what each other is doing to make transit as efficient and seamless as possible. The expertise and laser focus of NVTC is the result of the jurisdictions coming together to work for the good of the region.

Delegate Rust stated that it has been educational for him as he has served on NVTC. He can now more accurately define to his colleagues in Richmond how important transit is to Northern Virginia. Eighty percent of state funds for transit come to Northern Virginia so it's difficult for people of Fluvanna County to understand why transit is so important to moving people and goods here in this region and to make the argument of why they should help us. Mr. Schank stated that this could be relevant to the funding issue. Delegate Rust replied that it is. The rest of the state is finally beginning to understand how the economic development in Northern Virginia affects them because this region may be getting the bulk of the transportation funding but the revenues raised here in Northern Virginia are supporting funding for their educational systems throughout the Commonwealth.

Mrs. Bulova stated that without NVTC the region could have a lot of "silos" that don't connect or relate to each other. NVTC's function is to be that "connective tissue" that helps coordinate the various transit operations throughout the Northern Virginia region, as well as connecting transit to the transportation system, including roadways. Mr. Schank asked if Commissioners would like NVTC to do more in the area of connection to roadways. Ms. Bulova stated that it is already a strength but could be built upon both in connection to highways and transit systems, as well as developing transit for those jurisdictions farther out. It is important to reach out to outer jurisdictions. The Silver Line is moving out towards Loudoun County and VRE serves Stafford County and Spotsylvania County. VRE is also looking to expand to the Gainesville-Haymarket area.

Mr. Schank stated that based on these comments there is a sense that NVTC's strengths include coordination, both with funding and of the region and its transit network. The focus on transit in this region is of tremendous value and NVTC can build upon that strength. By doing so, NVTC can help the rest of the state economically. It needs to communicate the economic value for the region and the Commonwealth and to work across areas that you might not have been talking to each other about. Mrs. Bulova added that another strength is the financial aspect, which NVTC provides a tremendous wealth of knowledge regarding the federal funding process.

Mr. Fisette also added to that list the word “efficiency.” He explained that there is a quality of life issue when you can coordinate well, communicate well and create efficiency to maximize and leverage the use of available funding dollars. NVTC helps to do this and the SAM allocation model is a great example. A great part of the value of NVTC as an organization is from those people currently sitting around the table—elected officials and staff. Everyone benefits from the coordination NVTC provides.

Mr. Schank asked how the jurisdictions benefit from the coordination. Mr. Fisette replied that it is not every jurisdiction working in a “stove pipe” so that when they are planning, making decisions and recommendations, they are working across jurisdictional borders in terms of bus service, investments, expansion of service, and technology.

Mrs. Hynes stated that a byproduct is that it is a tremendous working community where people come together and work on issues. An example is the funding issue. Every jurisdictions is working together and the message is unified and not jurisdiction specific. NVTC is also improving people’s professional skills in transit. Arlington County has a very talented staff of which several staff members started out at NVTC where they learned the basics.

Scott Kalkwarf reviewed NVTC’s financial role in the region. (See Attachment 1: NVTC Financial and Funding Highlights) Mr. Kalkwarf stated that in addition to receiving about \$200 million in state revenue and gas tax revenue each year, NVTC provides many services to the jurisdictions. NVTC prepares WMATA capital and operating assistance applications for the jurisdictions and does all the grant billings which have complex calculations. Related to WMATA state funding, DRPT requires certain procedures for the capital program and NVTC reconciles the capital program, reports performance data, assists localities with local grant programs and applications, invoices grants, and allocates funding based on the SAM Allocation. Regarding the gas tax, NVTC closely monitors and analyzes collections to make sure jurisdictions are being credited properly and that all gas tax is collected. NVTC is also a direct recipient of federal funds. For those jurisdictions who can’t be recipients, NVTC will step in and be the grantee and then assist the jurisdictions with compliance requirements.

Mr. Kalkwarf stated that related to WMATA, NVTC is also involved in the Jurisdictional Coordination Committee (JCC) at WMATA, as well as monitoring Metro budget development, and closely reviews the calculations of subsidy percentages, which is how WMATA bills the capital and operating subsidies to the region. Recently, NVTC has played an important role in TSDAC discussions, which has called for changes to the funding mechanism for state capital and operating assistance. Prior to that, NVTC played a similar role in SJR 297.

Ms. Coyner underscored the importance of the work done by Scott Kalkwarf with verifying gas tax collections and Rhonda Gilchrest's work on the VRE Master Agreement Survey Address Verification. It may seem minor but it is important because it results in verifying that the funds are being allocated correctly.

As the planning session transitioned into a discussion about next big projects, Ms. Coyner asked Sharon Bulova to provide an overview of VRE and how it is an example of what NVTC can contribute to the transit network.

Mrs. Bulova stated that she has been involved from the very beginning of the VRE project. NVTC first identified the feasibility of a commuter rail service on the existing freight railroad tracks. A Feasibility Study was done in the mid 1980's. That report resulted in a strong effort by NVTC during the late 1980's and 1990's to reach agreement with the railroads to allow commuter services on the tracks. It was a galvanizing project that brought the region together. It required working on agreements with the railroads and well as among the jurisdictions. VRE is a real example of what NVTC can accomplish. As a result of VRE, the Northern Virginia region has grown to encompass the outlying jurisdictions.

Mr. Schank asked for the group to discuss what two or three big ideas they would like NVTC to focus on for the future. Chairman McKay stated that Bus Rapid Transit (BRT) is a big one. WMATA is doing a system expansion and he thinks what the Northern Virginia region is lacking is a BRT template. It takes an organization like NVTC to get the jurisdictions together and seek state support and help. The future of moving people to transit centers and other destinations and to maximize our capacity is the number one thing NVTC should be working on. We should also continue to grow the VRE system. NVTC is best suited to deal with the regional piece of BRT.

Mr. Zimmerman stated that it is important to keep in mind NVTC's role in coordination, planning, and pulling the region together around a vision with enough specificity. He argued three things need to be the focus:

- 1) WMATA Momentum (planning for the future)
- 2) Regional Bus (Regional Bus Priority Network)
- 3) Commuter Rail

Mr. Zimmerman stated that commuter rail is the most underutilized transit mode in this region. VRE is tiny compared to the size of the region. Boston has one million fewer people compared to the Washington DC metropolitan area and yet their commuter rail system carries 130,000 riders each day, compared to VRE's 19,000 daily riders. CalTran in San Francisco carries two and a half times the number of people compared to VRE on 13 fewer miles of track. VRE is currently limited by its supply. No one ever says we should be expanding the commuter rail network, but when people talk

about expanding transit into Prince William County is always about Metrorail extension. NVTC needs to think big about VRE expansion.

Mr. Schank asked for more details about NVTC's role in WMATA. Mr. Zimmerman stated that NVTC has a role to play in advancing Momentum and also to focus attention on maintenance, strengthening the Core system, adding capacity to the Core, and WMATA governance issues.

Mr. Cook stated that one of the big ideas should look at regional BRT and it should include NVTC and PRTC. Now that the region has funding for road expansion through HB2313 it is important to look at how all the systems fit together (transit, roads, etc.) and he agreed that WMATA needs to focus on the Core.

Mrs. Hynes reminded Commissioners that one component of Momentum is the Bus Priority Network. She agreed that NVTC is the best agency to advocate for BRT. She cautioned that what we are trying to achieve is dedicated space for transit. This may be the best decision now but if we are seeking BRT that has certain meanings to certain people. Talking about a system of coordinated transit ways may be the best way for us to leave the mode neutral at this time. Getting the dedicated lane is what is most important.

Mrs. Hudgins agreed and stated that the purpose of transit is to provide connections. If we start by saying its BRT or something else, it could limit us, so we shouldn't get ahead of the process.

Mr. Smedberg stated there are clear opportunities for expansion of the VRE system (i.e., connecting to I-66 and Dulles corridors) as discussed at the VRE System Plan work session as well as having dedicated transit lanes. For the short-term, NVTC can play a role in opportunities to coordinate technology on a regional level, which should also include communication at the regional and state level of why transit matters.

Mr. Zimmerman stated that it is important to remember that NVTC's role is to look at the "big picture." Mrs. Hynes stated that when you think about transit visually for this region, it all comes into the middle Core and to see the corridors where bus systems connect people. It identifies where there is no transit service provided--those places where a person's only real choice is to get into an automobile.

Mr. Cook said that when VRE did the System Plan work session they looked at some of that visually. Residential growth is now in the outer suburbs (Gainesville, Stafford, etc.) It can't be just about coming into the middle anymore. There are north-south, east-west connections that need to be made.

Mr. Schank stated that he is hearing consensus on regional connectivity but asked Commissioners to comment on what they think of what NVTC's role should be in regional connectivity and how that can be achieved.

Mr. Cook stated that he thinks NVTC needs to take on a more planning role because somebody has to be focused on Northern Virginia planning and not necessarily Washington DC planning. PRTC and NVTC need to work together.

Chairman McKay stated that DRPT is conducting a multi-modal study of Route 1 from Alexandria through Fairfax County. It does not make sense to not include Prince William County in the study. Route 1 is a significant corridor and the study is spending millions of dollars but is not looking at the big picture. The major growth is in Prince William, Spotsylvania, and Stafford counties. NVTC's role should be to bring up the regional issues about how important it is to not stop at jurisdictional lines. He sees NVTC's role to break down those jurisdictional barriers.

Mr. Fisette stated that NVTC has to be the voice of transit. Part of the mission should be to partner with DRPT and PRTC and do a regional transit plan. WMATA has its Momentum Plan and VRE has its System Plan. He likes Mr. Zimmerman's comments about regional bus and Mrs. Hynes' comment about the dedicated transit ways. There are also issues/questions dealing with land use and connectivity that need to be addressed. NVTC could bring it all together.

Ms. Coyner stated that with the Route 7 Corridor Study, NVTC is serving as the contract manager and poised to do more on Phase II. She asked if NVTC should stitch some of these concerns together by doing more corridors studies.

Mrs. Hudgins stated that NVTC is the place for regional transportation planning. She asked how we put together a plan using work being done at COG/Region Forward.

Mr. Zimmerman stated that there is a gap in regional planning. Region Forward is the first attempt to do something. He suggested scenario planning where NVTC could put things on the table so others can react, ultimately developing a Regional Transportation Plan.

Mr. Dyke stated that it would be helpful to identify several situations for DRPT to change focus (including the Route 1 study) with the new administration beginning soon. Now is the time for NVTC to identify these. He suggested providing the new Secretary of Transportation designee with a list.

Mr. Fisette stated that there is also mode choice, criteria, long-term phasing, identifying long-term opportunities based on density and transitioning to bus to rail. He observed that Light Rail Transit (LRT) has not been mentioned yet.

Mr. Dyke stated that in regards to commuter rail, discussion among the business community is the ability of VRE going through into Maryland and vice versa. As part of the System Plan, NVTC can help facilitate that and push the concept along at the state level with the new administration and help to identify the issues and look for solutions.

Chairman McKay stated that WMATA has its plan, VRE has its plan and jurisdictions have their plans. It is a job for NVTC to see how they link together; not necessarily redo the plans but prioritize those linkages. NVTC can help determine how to marry the plans together. It is a big missing piece that NVTC can fill. Mr. Fisette stated that it has to go beyond just simply talking about local plans and trying to find where they match up. He stated that his view is that it has to be aspirational and prescriptive.

Mrs. Hynes stated that there is a real opportunity to build from Region Forward. It maps out existing connectivity. It's a framework to allow for a coordinated conversation. She cautioned that we need to keep in mind that if we don't fix the Metro Core most of this won't matter because we won't be able to manage people commuting.

Mr. Zimmerman stated that there are also constraints with individual plans, but NVTC can think out of the box, and think bigger in a bigger framework. Mrs. Hudgins stated that NVTC needs help to deliver the message regarding the Momentum Plan—how are we going to fund it and why do we need it. There's a funding piece where the region needs to understand what the Core brings to the community. Dollars taken to Metro are dollars returned to the community.

Mr. Schank asked what actions can be done regarding funding to reach these objectives.

Mrs. Hynes stated that right now local jurisdictions put in about \$200 million into Metro capital programs. The increase asked for next year is another \$150 million. Funding the whole Momentum program over the course of the next ten years is \$175 million per jurisdiction (VA, MD, and DC) per year. This raises the questions of how we come up with Virginia's share; the roles of the Commonwealth, NVTA and the localities; and how the business community is willing to participate. She stated that she needs NVTC to be talking everyday to the business community about the vitality of making these investments and working together to find creative ways to make Virginia's portion happen. Mr. Schank observed that this comes back to the communication and

technology components. Mrs. Hynes stated that if we don't come up with a viable plan in the next two years to achieve Momentum, the region is in deep trouble.

Mr. Dyke suggested Ms. Coyner attend the Board of Trade meeting on Monday, which is a meeting with the business community to discuss Momentum. Ms. Coyner stated that she is planning to attend the George Mason University Public-Private Partnership meeting on Monday, but could attend the Board of Trade meeting.

Chairman McKay noted that for the business community the instinct is to turn to the Northern Virginia Transportation Alliance when discussing transportation issues. NVTC needs to be a part of the larger discussion to push transit with the business community. NVTC needs to figure out how to get a seat at the table and be a part of the dialogue to promote transit, especially with the business community.

Mr. Schank asked if NVTC has done studies on the economic benefits of transit to the region. Mrs. Hynes responded that WMATA has some great data. Ms. Coyner stated that NVTC is looking to do this over the coming year. The last time NVTC did a study was when John Milliken was Chairman, so it is time to do another study. Mrs. Hynes stated that the business community beyond the Core should also be targeted, especially those areas west and south. Mr. Dyke stated that NVTC also needs to be working with the business community throughout the Commonwealth, especially Richmond and Hampton Roads. NVTC should be more involved in other state organizations, such as VML and VACO, so they are aware of the issues. Ms. Coyner stated that NVTC has been engaged with VML and VACO and should deepen those relationships.

Mrs. Hynes stated that the Golden Crescent convened in 2012 and she suggested that it may be good to reconvene that group in conjunction with the VTA annual meeting in Fredericksburg. Mr. Cook agreed that educating the business community is important.

Mr. Fisette stated that NVTC needs to duplicate what the Northern Virginia Transportation Alliance is doing. Ms. Bulova asked what makes them effective as the "go to" organization for transportation. They have a simple message and they convene meetings to talk about transportation issues.

Mr. Schank stated that the discussion is moving into more specific actions to take, but asked Commissioners to come to agreement on the big picture issues. There has been discussion of regional transit coordination (including bus or other rights-of-way); commuter rail potential expansion; and WMATA Momentum. NVTC has a role in all three. There is a funding role, planning role and coordination and investment

prioritization role, communication and outreach role, especially interacting with the business community, and an economic analysis component.

Mr. Zimmerman stated that in regards to the finance piece, he agrees that NVTC should focus on educating the business community. However, if we are planning out 10-20 years we cannot avoid pointing out the fundamental problem because the biggest employer entity in the region is the federal government. Half of Metro daily ridership during the peak periods is comprised of federal employees. However, the federal government does not contribute any capital funding to WMATA. NVTC needs a long-term strategy to address this issue. If the region is going to have a properly run, well maintained Metro system in the future, then the federal government needs to be a part of the regular funding formula. The biggest employment entity which has representation on the WMATA Board of Directors is not part of the funding solution. NVTC needs to continue to spread this message over and over again until it is heard.

Mr. Schank directed the group to talk about specific actions the Commission and staff can take to advance some of the goals identified particularly in funding, planning, communication and outreach, and economic analysis.

Mrs. Bulova stated that the Northern Virginia Transportation Alliance has become the defacto “go to” agency for transportation and NVTC needs to brand itself as the “go to” agency for transit and find a way to get invited to the table. The next part is to identify NVTC’s message. There is a public relations aspect to it. Ms. Coyner asked if it’s PR or more of making a case for transit. PR is a tactical aspect. Mrs. Bulova agreed. She stated that NVTC needs to refine what role it would like to play and make a cohesive plan of action.

Mr. Cook stated that it is important to look at who has the economic benefit of transit—who builds the buses and tracks. These companies can “sell” transit, just as the people who build roads sell the concept that roads are a good thing. Mr. Zimmerman stated that there is currently five million square feet of office space under construction in the Metropolitan region. Eighty-six percent of this space is within ¼ mile of a Metro station. Mrs. Hynes also stated that WMATA spent an entire year building a set of Momentum Champions which includes 60 companies and organizations and several hundred names. They include big developers, Board of Trade, and AAA, among many others.

Ms. Coyner suggested focusing on what each Commissioner can do individually to help. A question is how we work cooperatively with our partners on this? How can we engage some of these partners at legislative receptions and activities in Richmond? How can each Commissioner be an ambassador? She has heard the clear message of laying the groundwork over the next year for outreach to the business community and

continued legislator outreach. Mr. Dyke stated that NVTC's WMATA Board Members can help.

Mr. Fisette stated that the concept of a business council is a new concept. Chairman McKay observed that some of the work has already been started so NVTC is not starting from scratch. The message is simple. We need to be coordinating the message with the Momentum Champions. We can build off of what has already been done as part of Momentum and make them part of NVTC's business council. Mrs. Hynes stated that list of Momentum Champions is on WMATA's website.

Mrs. Hudgins stated that NVTC needs to continue to make the case for transit. Ms. Coyner stated that the next steps are to come back with a revised Work Plan and budget for FY2015. She asked what the Commissioners see as action on planning. What are the tangible things we should be achieving next year? Route 7 is a big focus for NVTC as Phase II gets started and she asked if there is another project in the selection progress.

Mr. Fisette stated that NVTC should develop a Regional Transit Plan for further discussion and refinement. What are ongoing current projects that could have some refocus on expansion or changing NVTC's scope (Route 1, Route 7)? A new administration is coming in which could provide some ways to make changes.

Chairman McKay stated that the list of projects shows that there are ongoing corridor studies. Which ones do we want to advocate for and then look at what are the other emerging opportunities or areas to work on. Ms. Coyner asked if NVTC should be doing a Bus on Shoulder route planning activity that looks across the different corridors and how to make connections? Should NVTC be addressing these kinds of systematic questions?

Mrs. Bulova stated that there are so many studies already that have been done or are being done. She asked if NVTC should be sifting through some of the studies. Mr. Zimmerman stated that he sees NVTC as more vision based. He suggested scenario planning, which could be corridor based, or network scenarios, such as looking at the options to expand commuter rail.

Mrs. Bulova suggested identifying a comprehensive plan of transit corridors. Let's step back and look at the map, look at where they exist, where they don't. Mrs. Hudgins stated that the parts need to be connected with Metro and outside Metro. For Fairfax County making connections north-south, east-west outside of Metro is important.

Delegate Rust stated that he serves on SuperNoVa and he is at least beginning to conceptually understand what the study is trying to do. He asked if

SuperNoVa could be the vehicle to use in talking about regionalism and asked if NVTC could have an impact on the study. Mr. Fisette stated that a more friendly administration may be able to redefine it and make it logical, and then it would be worth it.

Mr. Cook stated that NVTC needs a strategy for fixing the relationship with DRPT. If we don't fix it, we will not be able to move forward with what we have talked about during this meeting. Fixing that relationship needs to be a primary goal. Mrs. Hudgins agreed that as a new administration comes in, NVTC needs to have a good working relationship with DRPT. The question of working statewide on transit and economic development remains a huge challenge. There are still key issues with respect to VRE governance and NVTC as well.

Mr. Cook suggested that during the off season of the General Assembly Session, NVTC should meet with legislators in their districts and have a dialogue and learn about each other. They are hearing most of their information from DRPT. Northern Virginia's delegation should also be used as a voice. NVTC should also focus on meeting with each member of the House and Senate Transportation Committees at a minimum.

Delegate Rust stated that our message is not getting across. He is not sure you need to visit every legislator, but suggested in off season to visit the Planning District Commissions and tell them about what we do economically in Northern Virginia and how it impacts them.

Chairman McKay stated that NVTC is going to have a third party economic analysis completed to show the economic benefit to the Northern Virginia region as well as the rest of the Commonwealth. NVTC then needs to translate that into how it impacts a person in Fluvanna County. The study should be completed before the 2015 General Assembly Session with accompanying sophisticated streamlined talking points on what it means to individual areas of the Commonwealth.

Mr. Fisette stated that we need to take that message to the Planning District Commissions, where their legislators are invited to come. This is an efficient way of doing it. Delegate Rust suggested NVTC coordinate with Hampton Roads. Mrs. Bulova stated that this circles back to the discussion of the Golden Crescent efforts. Delegate Rust observed that other areas of the state do have transit (buses).

Ms. Coyner stated that individual commissioners can make a difference. She asked what each of them will do to advance this effort. Will they go and visit a Planning District Commission or meet one-on-one with a legislator? She reminded Commissioners of staff limitations. Several solutions include an IPA staff rotation with

the jurisdictions; budgeting for another planning person, applying for grant funding for an internship program; and finding potential ways to raise private sector funding.

Mrs. Hynes stated that COG and WMATA have shared interest. She asked if there is a way for NVTC to become an adjunct that pulls together these three agencies. The NEPP program is an example of where NVTC brings regional partners together with WMATA.

Mrs. Bulova stated that it may be beneficial to activate the Golden Crescent group and coordinate discussions about SuperNoVa. It doesn't have to be all NVTC effort. We can work with mayors and chairs and the Planning District Commissions. Mrs. Hynes stated that Dwight Farmer was the person that drove the initial Golden Crescent effort. Leveraging other organizations to partner with NVTC is a good idea so it's not all NVTC's work. Mrs. Hudgins asked if that encompasses NVTC's relationship with VML and VACO. It would be good to overlay that with the Golden Crescent group.

Ms. Coyner stated that it really becomes a mapping exercise. With VML's new executive director, it is a great opportunity to strengthen that relationship, as well as with VACO.

Mr. Schank stated that this planning session has been enlightening. The Eno Center for Transportation works on many transportation governance issues. As he looks at NVTC he sees a lot of advantages compared to other organizations because NVTC has coordination and funding leverage. The things described today related to funding, planning, communication and outreach, and economic analysis—NVTC has the power to do all of this. This is unusual compared to some other organizations. There is great potential to accomplish these things outlined at this meeting, especially expanding transit regionally.

Chairman McKay thanked everyone for their participation. Delegate Rust asked for statutory reference material as part of the report out on the planning session. Ms. Coyner indicated that a lot of the material is in the Handbook and that she would provide it as part of both the report out on the planning session and the updated Handbook. (Note: the Handbook will not be updated until March this year as the work plan will not be finalized until that time.) Next steps in moving forward will be presentation and approval of the FY 2015 budget and the 2014 Work Plan.

Attachment 1: NVTC Financial and Funding Highlights

In addition to receiving about \$140M in state assistance and \$50M in gas tax revenue, NVTC provides funding related services to the jurisdictions:

- NVTC prepares the WMATA capital and operating assistance applications with DRPT, and calculates and submit the grant invoicing.
- There are other responsibilities related to the WMATA state funding, such as reconciliations of the CIP, reporting performance data, and performing certain procedures on the capital program as required by DRPT.
- Assists jurisdictions in preparing the local capital and operating assistance applications with DRPT, and invoice the grants.
- NVTC allocates the assistance it receives among the jurisdictions using the SAM, which is a regional approach to funding transit in Northern Virginia, and holds this revenue in trust for the jurisdictions' restricted use.
- Besides collecting the 2.1% regional gas tax, NVTC closely analyzes collections to ensure proper collection of revenue, and that it is posted correctly to the respective jurisdictions.
- NVTC is also a direct recipient of federal funds. For those jurisdictions that cannot receive federal funds directly, If requested, NVTC will be the grantee. NVTC then assists the jurisdictions in complying with the federal requirements related to those grants.
- Related to WMATA, NVTC also—
 - o Is actively involved with the JCC
 - o Monitors budget development.
 - o Closely reviews the calculations of the subsidy percentages for operating and capital.
- NVTC played an important role in the TSDAC discussions, including analysis of the impact of formula changes to the region. Prior to this NVTC played a similar roll with the SJ297 funding discussions.



AGENDA ITEM #3

TO: Chairman McKay and NVTC Commissioners
FROM: Kelley Coyner and Staff
DATE: August 26, 2013
SUBJECT: Follow-Up on Board Review of 2013 Work Plan

At the July NVTC Meeting, the Board reviewed and provided guidance on the priority activities under the Work Plan for the balance of calendar year 2013. The Board confirmed the work plan and established four priority areas and identified several specific actions. The Board is requested to confirm the four priorities. In furtherance of those priorities, the Commission will review a draft outreach plan, kick off the development of the 2014 legislative agenda, and identify a date for a strategic planning session in November or December.

Confirm Work Plan Priorities

The four priorities are summarized as follows:

- Financial management—maintain competence and identify requirements for additional controls or resources
- Development and implementation of an outreach plan with state and federal officials (elected and appointed) and business and community organizations
- Regional support and leadership of regional planning efforts— including Rt. 1, Rt. 7, and SuperNoVa, Region Forward, WMATA Momentum implementation
- NVTA transition and implementation of HB 2313

Near Term Outreach Plan

To best realize funding, legislation and policy and other objectives of the Work Plan, the Commission directed staff to develop and implement a near term outreach strategy. A plan is attached for your consideration and review. A graphic describes the timeline for the principal tasks of the outreach plan.

Development of Legislative Agenda

A legislative agenda --- grounded in NVTC's priorities and reflecting the inputs gained through outreach activities --- is a critical tool in achieving NVTC's mission and Work Plan objectives. The Chairman will convene the Legislative Committee with the expectation that legislative priorities will be adopted by the Commission at its November meeting and that the Northern Virginia Delegation will be briefed on that agenda and related items of interest in December.

Commission Planning Session

At the July Meeting, the Commission established priorities for the remainder of the year taking into account a variety of changes since January 2013. The Commission recognized the opportunity to assess NVTC's priorities in the coming year and beyond. Commission meetings will be focused on key areas such as planning and studies, regional bus issues and opportunities, transit investments under HB 2313, and understanding the Return On Investment or ROI on transit investments. The Executive Committee recommends that a planning session be held in November or December to work through an action plan for the coming year.

Near Term Outreach Plan



1. Goals

Long Term Organization Goals

- Secure and maintain funding for local and regional transit
- Develop seamless connectivity among transit systems
- Ensure financial accountability for federal and state funding of transit systems
- Promote continuous performance improvements in local and regional transit systems

Communications Goals & Desired Outcomes (Near Term)

- Forge or strengthen working relationships with the state and local elected officials including preparing for the gubernatorial transition in 2013
- Develop the business and economic development case for continued, sustained investment in transit with Northern Virginia General Assembly members, state elected and appointed officials, and candidates for statewide office
- Identify and establish common legislative and policy

2. NVTC Benchmarks

- Meet with each member of the Northern Virginia delegation & Gubernatorial candidates/staff
- Identify 6 partners for collaboration in developing up to date business case for transit
- Partners include transit organizations and non-NVTC systems, community and business associations and leaders
- Attend jurisdictional delegation briefings and host a delegation workshop prior to the legislative session
- Develop monthly calendar of events and news on key transit issues
- Meet with legislative and transportation team of each NVTC jurisdiction on legislative priorities
- Coordinate and support NVTC member engagement with NoVa General Assembly delegation
- Identify GA and Executive Branch champions for NVTC priorities.
- Hold legislative staff briefing(s) with Richmond based General Assembly staff
- Participate transition for new state-wide elected officials

3. Audiences

- NVTC Legislative delegation
- Senate and House leadership including key committee chairs
- Chair and other members of Joint Commission on Transportation Accountability (JCTA)
- Candidates for Statewide Office, Policy Directors, Economic & Transportation advisors
- Congressional delegation representing NOVA
- Stakeholders
 - Chambers of Commerce and other business organizations
 - Community organizations
 - Virginia Colleges and Universities (both as transit stakeholders and for expertise)
 - Technology and Innovation advocates and incubators

[DRAFT – August 26, 2013]

4. Core Strategies

- Direct Personalized Communication coupled with top notch technical expertise
- Build a network and leverage the network to broaden and deepen direct communication
- Learn what legislators and staff need from NVTC and supply it
- Plan/Build a sustainable strategy through the legislative session and beyond

5. Tactics

- Courtesy Meetings with NOVA GA delegation before election day
- Participate in jurisdictional delegation meetings
- Host one NoVa based briefing with Delegation by Dec. 15
 - Update on Hot Topics
 - Legislative Agenda
 - ROI on Transit
- Develop/refine ROI/Economic Case for Transit
- Staff to work with NVTC Board to develop up to 4 legislative priorities
- Develop timely communications materials including: Assemble a “print on demand” set of briefing materials for the following topics:
 - Economic/Business Case for Transit
 - Customizable Issues Brief(s)
 - Performance Metrics (TSDAC)
 - Funding
 - NVTa & Transit
 - Transit Benefit Parity
 - Commuter Bus Tax
 - Regional Bus Fact Sheet
 - VRE
 - Legislative Transit Maps (updated content and style)
 - NVTC Handbook (needs to be updated)

6. Resources

- NVTC Board
- NVTC Staff
- NVTC Jurisdictions
- Sister Regional or Member Transit Organizations
- Community, Transit and Business Organizations

7. Work Plan

- Detailed Workplan
- Timeline Attached (For Review)

[DRAFT – August 26, 2013]

CURRENT TRANSIT-RELATED STUDIES/PROJECTS

Author/Agency	Target Completion Date	Title	Location	Corridor	Notes	Website
Long Range Planning						
DRPT	October 2013	<u>Super NoVa Action Plan</u>	Northern Virginia / Statewide		To identify roles and responsibilities of local, regional and state agencies to implement the Super NoVa Vision Plan.	www.supernovatransitvision.com
WMATA	2014	<u>Regional Transit System Plan (RTSP)</u>	DC Metro		To develop a vision of a sustainable, integrated, multimodal, regional transit network for 2040.	www.wmata.com
MWCOG	Ongoing	<u>Region Forward</u>	DC Metro		A vision for a more accessible, sustainable, prosperous, and livable metropolitan Washington.	www.regionforward.org
MWCOG	September 2013	<u>Region Forward Strategic Investment Plan</u>	DC Metro		To help local governments determine how best to use limited resources while advancing Region Forward's goals.	www.mwcog.org
Fairfax County	November 2013	<u>Countywide Transit Network Study</u>	Fairfax County		To determine the type of transit systems needed to accommodate desired economic growth throughout the county through 2050.	www.fairfaxcounty.gov/fcdot/2050transitstudy
MWCOG	Summer 2013	<u>Regional Transportation Priorities Plan (RTPP) for the National Capital Region</u>	DC Metro		To identify transportation strategies that best promote the TPB's goals for economic opportunity, transportation choices, system safety and efficiency, quality of life, and environmental stewardship.	www.mwcog.org
MWCOG	October 2013	<u>Transportation Planning Board (TPB) Bus on Shoulder Task Force</u>	DC Metro		To identify locations in the region to operate buses on shoulders of highways.	www.mwcog.org
WMATA	Winter 2013	<u>Metrobus Effectiveness Study</u>	DC Metro		To strategically position Metrobus towards building an effective network and enhancing productivity and efficiency.	www.wmata.com
Corridor Planning						
DRPT	May 2014	<u>Route 1 Multimodal Alternatives Analysis</u>	Northern Virginia	Route 1	To consider a range of multimodal transportation solutions to address transportation needs in the Route 1 corridor from I-95/I-495 (Capital Beltway) to Route 123.	www.route1multimodalaa.com
City of Alexandria	January 2015	<u>Van Dorn/Beauregard Corridor Alternatives Analysis/Environmental Assessment</u>	City of Alexandria	Van Dorn Street, Beauregard Street	To consider transit alternatives in the Van Dorn Street/Beauregard Street corridor.	www.alexandriava.gov
VDOT	Ongoing	<u>Interstate 95 Corridor Improvement Program</u>	Statewide	I-95	To considering toll facilities and other improvements. Through FHWA's Interstate System Reconstruction and Rehabilitation Pilot Program (ISRRPP).	www.virginiadot.org/projects/i-95_corridor_improvement.asp
Arlington County via WMATA	2017: Est. start of service	<u>Pike Transit Initiative</u>	Arlington County, Fairfax County	Columbia Pike	The Arlington County Board and Fairfax County Board of Supervisors approved the streetcar as the Locally Preferred Alternative in July 2012.	www.piketransit.com
WMATA, City of Alexandria	Winter 2013	<u>Potomac Yard Metrorail Station EIS</u>	City of Alexandria		To identify a location for a new Metrorail station at Potomac Yard.	www.potomacyardmetro.com

CURRENT TRANSIT-RELATED STUDIES/PROJECTS

Author/Agency	Target Completion Date	Title	Location	Corridor	Notes	Website
NVTC	October 2013	<u>Route 7 Alternatives Analysis</u>	Northern Virginia	Route 7	To consider transit alternatives in in the Route 7 corridor from Alexandria to Tysons Corner.	www.thinkoutsidethecar.org
City of Falls Church	June 2013	<u>South Washington Street Transportation Study</u>	City of Falls Church	Washington Street	Through MWCOG's Transportation/Land-Use Connections (TLC) Program.	www.fallschurchva.gov
VDOT	Fall 2014: Est. start of service	<u>I-66 Inside the Beltway Bus on Shoulder Pilot Program</u>	Northern Virginia	I-66	To implement a pilot bus on shoulder program on I-66 inside the Beltway.	www.virginiadot.org
District Department of Transportation (DDOT)	Fall/Winter 2013	<u>Long Bridge Study</u>	DC Metro	CSX Long Bridge / I-395	To study improvements to the Long Bridge across the Potomac River used by CSX, Amtrak, and VRE.	www.longbridgeproject.com
Transportation/Transit Improvement Projects						
WMATA, City of Alexandria, Arlington County	2013/2014: Phased start of service	<u>Crystal City - Potomac Yard Transit Improvements Project</u>	Arlington County, City of Alexandria		To develop a new dedicated transitway in the Route 1 corridor in Alexandria and Arlington.	www.ccpytransit.com
VDOT	Ongoing	<u>Regional Transportation Management Plan (TMP)</u>	Northern Virginia	I-495, I-95/I-395	To mitigate impacts during the construction of Megaprojects.	www.virginiadot.org
VDOT, DRPT, FHWA, Fluor, Transurban	2015	<u>95 Express Lanes Project</u>	Northern Virginia	I-95/I-395	Managed lanes along a 29.4-mile segment of I-95/I-395 from Garrisonville Road in Stafford to Edsall Road in Springfield.	http://www.vahotlanes.com/i95/project-info/
VDOT	2015	<u>95 Express Lanes Transportation Management Plan (TMP)</u>	Northern Virginia	I-95/I-395	To mitigate impacts during the construction of I-95 Express Lanes.	www.virginiadot.org
MWAA, WMATA, VDOT, Fairfax County	December 2013: Est. start of Phase 1 service	<u>Dulles Corridor Metrorail Project</u>	Northern Virginia		To construct a the Silver Line Metrorail extension in Northern Virginia. Phase I is 11.4 miles. The 11-mile Phase II is projected to open in 2018.	www.dullesmetro.com
NVTC, PRTC, GWRC	January 2013: Est. program launch	<u>Virginia Vanpool Incentive Program</u>	Northern Virginia	I-95/I-395	To support new and existing vanpools in Northern Virginia.	www.thinkoutsidethecar.org
MWCOG	June 2014	<u>Regional Bus Staging, Layover, and Parking Location Study</u>	DC Metro, Arlington County		To analyze the need for bus staging, layover, and parking locations in DC and Arlington County.	www.mwcog.org
VDOT	Ongoing	<u>I-66 Tier 1 Environmental Impact Statement / Tier 2 NEPA</u>	Northern Virginia	I-66	To consider multimodal transportation improvements in the I-66 corridor from US 15 to I-495 (Capital Beltway).	www.virginiadot.org
Other						
Arlington County Mobility Lab	Ongoing	<u>Return on Investment of Transportation Demand Management</u>	Arlington County		The purpose of the projects is to quantify the benefits of Transportation Demand Management (TDM) strategies.	www.mobilitylab.org
WMATA	Ongoing	<u>New Electronic Payments Plan (NEPP) Project</u>	DC Metro		To develop the next-generation fare collection system for WMATA.	www.wmata.com
WMATA	2013	<u>2013 Metrobus Fleet Management Plan Update</u>	DC Metro		To provide direction on the need for buses and facilities to support future growth.	www.wmata.com
WMWTA	Ongoing	<u>LRT and Streetcar Interoperability Study Project</u>	DC Metro		To identify ways to integrate the light rail and streetcar systems planned for the region.	www.wmata.com

Updated September 2013.



2014 LEGISLATIVE & POLICY AGENDA

For 50 years, NVTC has promoted an efficient, innovative transit network in Northern Virginia. That network includes seven bus systems from Loudoun County to the city of Alexandria; Metrorail and the Virginia Railway Express -- the Commonwealth's only commuter rail system; and ridesharing -- including a new van pool program. Roadways -- from local streets to new Express lanes, bike and pedestrian facilities, and state routes and interstates -- are each vital to the success of the transit network. The transit network relieves congestion on our roadways.

The transit network in Northern Virginia is central to the region's and the Commonwealth's economy. Each day 550,000 Northern Virginians use transit to get to work, entertainment, shopping, schools and doctors' appointments. Residents and visitors throughout the region travel on transit between Northern Virginia, Maryland, and the District of Columbia. Demand for rail and bus service, as well as ride sharing, remains strong and is growing. Businesses across the Metropolitan Washington region are designing and building successful office, retail and residential developments that depend on reliable access to transit. Transit reduces congestion for drivers, helps clean the air, and improves day-to-day life for all Virginians---and that is good for business.

In 2014, NVTC will support legislation and policies that build our transportation network by:

1. Maintaining and expanding opportunities for dedicated, sustainable funding for transit;
2. Using performance metrics to promote efficiency and maximize capital investments;
3. Promoting and strengthening regional cooperation and accountability;
4. Maximizing use of existing facilities to enhance transit performance and safety; and
5. Fostering innovation and technological integration that improves transit operations and expands service.

MAINTAIN & EXPAND OPPORTUNITIES FOR DEDICATED, SUSTAINABLE FUNDING FOR TRANSIT

Fully implement HB2313.

NVTC's top priority is the full implementation of [HB2313](#), Virginia's landmark transportation funding legislation. This legislation provides the first opportunity in a generation to address the backlog of transportation projects that are vital to the economic health of the region and the Commonwealth. Successful implementation includes:

- Balance between investments in roadways, transit and related infrastructure;
- Use of the regionally adopted [TransAction 2040](#) long range transportation plan as the foundation for balanced transportation infrastructure investments across all modes;
- Ensuring new funds raised in Northern Virginia stay in Northern Virginia;
- Strong cooperation between the Commonwealth and the region in developing a legislatively mandated assessment tool to rate projects including the review of a sufficient number of roadway projects to provide the region with real choices and opportunity for progress; and
- Passage of the [Market Place Fairness Act of 2013](#) (S. 336; H.R. 684) by January 1, 2015 in order to provide maximum transit funding across the Commonwealth.
- Vigilance to ensure that NVTC jurisdictions are not penalized by reducing funding in other programs as an offset of the regional funds provided under HB2313, which could jeopardize this landmark legislation.

Maintain long-standing funding commitments & prepare to meet future needs.

HB2313 builds on an ongoing commitment and should be a catalyst for expanding innovative funding for transit needs. To meet the growing funding needs of NVTC's transit systems, the Commonwealth must continue its financial commitments to WMATA and VRE and work with the region to lay the groundwork for expanded innovative finance and planning. NVTC supports:

- Providing the Virginia match to the federal Passenger Rail Investment and Improvement Act of 2008 (PRIIA) funding for WMATA;
- Identifying new funding for Virginia's share of WMATA's [Momentum: Long Term Strategic Plan](#);
- Maintaining funding for VRE track leases from discretionary federal funds;
- Expanding technical assistance funding for the testing and implementation of the next generation regional fare payment system; and
- Developing and expanding opportunities for innovative finance of transportation infrastructure.

USE PERFORMANCE METRICS TO PROMOTE EFFICIENCY & EFFECTIVENESS

As called for in [SB1140](#), NVTC and its member jurisdictions promote efficiency and effectiveness both through the use of performance metrics in the operating assistance formula and through tiering to set priorities statewide for state assistance for capital investments. The Transit Service Delivery Advisory Committee developed a transitional or test version of the operating formula that will be evaluated and refined based on work to be completed by transit operators across the state. NVTC provided technical assistance for many elements of the tiering program that benefit all of the Commonwealth including a provision for multi-year agreements for major projects. NVTC has some discrete concerns about the way in which the new policies are applied.

DRPT should change the way they count ridership on Metrorail - a key element of the new operating assistance formula. Recently DRPT implemented a policy that does not count all Metrorail trips in Virginia.

The capital allocation formula should be reviewed to determine whether the methodology achieves the intent of SB1140 and whether corrections need to be made consistent with the Commonwealth Transportation Board's [resolution](#). Alongside the tiering, DRPT introduced a new way of calculating state assistance which, based on DRPT's analysis, appears to require NVTC jurisdictions to increase the percentage of their contributions to leverage state funds for capital investments.

PROMOTE & STRENGTHEN REGIONAL COOPERATION & ACCOUNTABILITY

NVTC brings together local elected officials from cities and counties to ensure high-level accountability to taxpayers who pay for and benefit from NVTC's transit network. NVTC serves as the transit planning authority for Northern Virginia, and brings the localities together to promote and coordinate transit system development, expansion, funding, research and cooperation. NVTC serves as the fiscal agent for seven localities and provides regional expertise on performance metrics, transit finance and technology development. NVTC takes the lead coordinating with regional partners on the Van Pool Alliance and the next generation electronic fare payment system for bus and rail. NVTC partners with other regional entities such as the Northern Virginia Transportation Authority, the Northern Virginia Regional Commission and the Metropolitan Washington Council of Governments to maximize the transit investments and avoid duplication of effort.

NVTC seeks legislation that maintains or strengthens decision making authority of locally elected officials at NVTC, VRE, and NVTa.

MAXIMIZE USE OF EXISTING FACILITIES TO ENHANCE TRANSIT PERFORMANCE & IMPROVE SAFETY

High-performance and high-capacity transit requires smart use of existing facilities, particularly roads. NVTC will work with General Assembly and VDOT to make better use of existing road investments by:

- Maximizing bus service on existing Express Lanes on I-495 and future Express Lanes currently under construction on I-95;
- Expanding the I-66 Bus-on-Shoulder pilot to provide safer and faster connections along more than a hundred miles of interstate and other roadways in the region;
- Identifying cost-effective vehicle storage solutions for commuter buses;
- Employing full flexibility provided in the urban design standards for transportation system components [[VA Code Sec. 33.1-69.001](#)]; and
- Providing training to ensure safe and secure transit operations.

FOSTER INNOVATION & TECHNOLOGY INTEGRATION TO IMPROVE TRANSIT OPERATIONS & SERVICE

Innovation, including deployment and integration of technology, is a critical ingredient to making transit work for riders and maximizing the efficient use of all forms of transportation. Examples include:

- Deploying Active Transportation Demand Management (ATDM) & Intelligent Transportation Systems (ITS) to integrate all modes of transportation and increase the number of commuters willing and able to use transit;
- Acquiring and implement the New Electronic Payment Program (NEPP), a new update for the existing regional electronic fare payment system that will decrease costs and make it easy to move seamlessly from VRE to Metro to local bus systems;
- Collaborating with VDOT, the Virginia Department of Technology (VDT), NVTC -- and its local governments and transit systems, on technology issues from conceptual design and applications to the identification of appropriate funding to execute them;
- Partnering on technology deployment, assessment and finance between academia and the private sector; and
- Expanding telecommuting, ridesharing, and transit ridership during peak and off-peak times through innovative incentives and technology.

Moving NVTC's Legislation and Policy Agenda

NVTC fared well with its [key legislative and policy objectives](#) during the regular GA Session. Aimee Seibert Perron NVTC's Legislative and State Agency Liaison discusses legislative trends in [her report](#). We will continue this work in Richmond and the Region in collaboration with regional partners and member jurisdictions. The [April MAC meeting](#) followed a new format with a spotlight on legislative and state agency developments. We will host the Northern Virginia Legislative Liaisons on April 11 for their review of the Governor's vetoes and amendments. NVTC's Legislative and Policy Committee will meet on May 1 to assess progress in implementation of the 2014 Legislative and Policy Agenda.

More on the Case for Transit Investment As Claire Gron reported, transit ridership is generally down regionally and nationally. The significance of that has received a great deal of attention in the Washington Post in a [op-ed piece](#) and APTA's analysis on demand for transit. Joshua Schank, Executive Director of the ENO Foundation, and others joined in the debate noting that the ridership trends call out the [need for investment in infrastructure and technology](#). Here are two tool to help you make the case for transit investment in the Region:

[APTA Resources on Benefits of Transit & Significance of Ridership Trends Transit](#)

[Metro's PlanIt Blog on How Momentum Benefits VA](#)

Regional Transit Events

[WMATA Community Outreach through April](#)

[Judges Needed --- Virginia State Bus Roadeo Mar.30](#)

Meet VRE riders at [Meet the Management Days](#)



Jennifer Mitchell and Kelley Coyner on VRE Tour

Wanted: Transit Fellows

Do you know a good candidate for NVTC's new Transit Fellows Program? Tell Colethia@nvtc.org where to send it or share the [announcement](#) yourself.

More Key Dates

April 8	TSDAC Spring Meeting
April 16	CTB Meeting
April 17	North Virginia Transportation Authority
April 28	FY 2014 TIGER applications due
May 1	NVTC Legislative & Policy Committee meeting
May 21	FY 2015 TLC Technical Assistance Program grant applications due
June 3-4	VA Transit Association Conference
Sept. 4	50th Anniversary Open House
November	Forum: Economic Benefits of Transit





AGENDA ITEM #7

TO: Chairman Smedberg and NVTC Commissioners
FROM: Kelley Coyner, Scott Kalkwarf and Colethia Quarles
DATE: March 26, 2014
SUBJECT: NVTC Financial Items

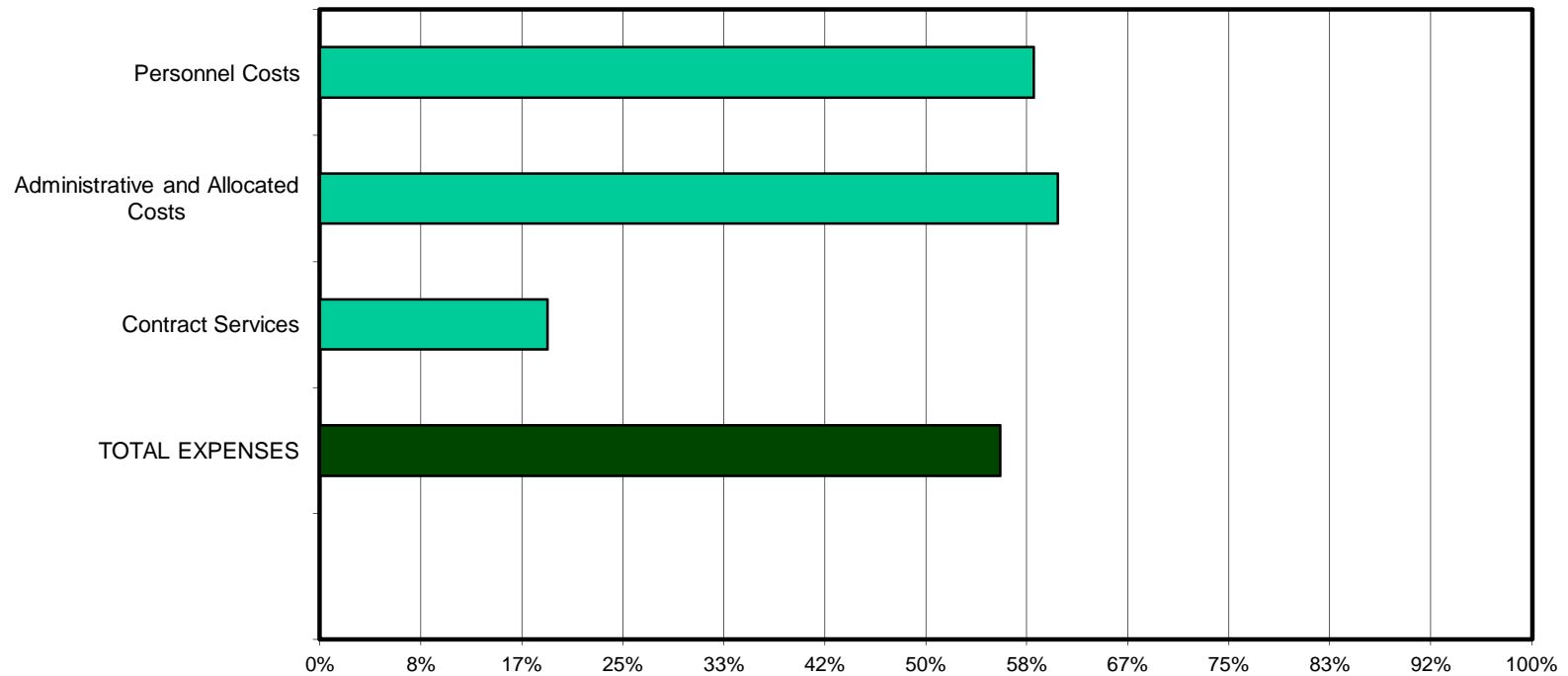
The financial report for February 2014 is attached for your information.

Northern Virginia Transportation Commission

Financial Reports

February, 2014

Percentage of FY 2014 NVTC Administrative Budget Used
February 2014
(Target 66.67% or less)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
February 2014

	<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	\$ 61,099.66	\$ 485,999.55	\$ 779,600.00	\$ 293,600.45	37.7%
Temporary Employee Services	-	190.00	-	(190.00)	
Total Personnel Costs	61,099.66	486,189.55	779,600.00	293,410.45	37.6%
<u>Benefits</u>					
Employer's Contributions:					
FICA	3,942.88	31,995.69	53,800.00	21,804.31	40.5%
Group Health Insurance	3,661.05	36,676.78	97,900.00	61,223.22	62.5%
Retirement	3,110.00	24,880.00	52,700.00	27,820.00	52.8%
Workmans & Unemployment Compensation	199.27	2,814.23	3,100.00	285.77	9.2%
Life Insurance	129.72	1,229.49	3,900.00	2,670.51	68.5%
Long Term Disability Insurance	281.80	1,962.78	3,600.00	1,637.22	45.5%
Total Benefit Costs	11,324.72	99,558.97	215,000.00	115,441.03	53.7%
<u>Administrative Costs</u>					
Commissioners Per Diem	800.00	6,050.00	11,000.00	4,950.00	45.0%
<i>Rents:</i>	16,809.08	132,289.59	202,500.00	70,210.41	34.7%
Office Rent	16,139.08	124,716.44	192,000.00	67,283.56	35.0%
Parking & Transit Benefits	670.00	7,573.15	10,500.00	2,926.85	27.9%
<i>Insurance:</i>	295.93	3,167.41	6,100.00	2,932.59	48.1%
Public Official Bonds	-	800.00	2,300.00	1,500.00	65.2%
Liability and Property	295.93	2,367.41	3,800.00	1,432.59	37.7%
<i>Travel:</i>	326.45	6,618.23	16,500.00	9,881.77	59.9%
Conference / Professional Development	-	583.70	5,300.00	4,716.30	0.0%
Non-Local Travel	225.63	791.70	1,200.00	408.30	34.0%
Local Meetings & Related Expenses	100.82	5,242.83	10,000.00	4,757.17	47.6%
<i>Communication:</i>	593.13	6,926.53	11,100.00	4,173.47	37.6%
Postage	-	1,680.83	3,100.00	1,419.17	45.8%
Telephone and Data	593.13	5,245.70	8,000.00	2,754.30	34.4%
<i>Publications & Supplies</i>	730.28	6,157.73	15,900.00	9,742.27	61.3%
Office Supplies	218.60	916.02	3,000.00	2,083.98	69.5%
Duplication and Paper	511.68	4,741.71	7,400.00	2,658.29	35.9%
Public Information	-	500.00	5,500.00	5,000.00	90.9%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
February 2014

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	-	1,356.25	11,000.00	9,643.75	87.7%
Furniture and Equipment (Capital)	-	-	4,000.00	4,000.00	0.0%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computer Operations	-	1,356.25	6,000.00	4,643.75	77.4%
<i>Other General and Administrative:</i>	307.31	4,223.63	5,100.00	876.37	17.2%
Subscriptions	-	-	-	-	0.0%
Memberships	67.79	1,298.60	1,200.00	(98.60)	-8.2%
Fees and Miscellaneous	239.52	2,473.53	3,000.00	526.47	17.5%
Advertising (Personnel/Procurement)	-	451.50	900.00	448.50	49.8%
Total Administrative Costs	<u>19,862.18</u>	<u>166,789.37</u>	<u>279,200.00</u>	<u>112,410.63</u>	<u>40.3%</u>
<u>Contracting Services</u>					
Auditing	-	15,365.00	28,500.00	13,135.00	46.1%
Research and Analytic Support	2,500.00	5,000.00	80,000.00	75,000.00	0.0%
Legal	-	-	-	-	0.0%
Total Contract Services	<u>2,500.00</u>	<u>20,365.00</u>	<u>108,500.00</u>	<u>88,135.00</u>	<u>81.2%</u>
 Total Gross G&A Expenses	<u><u>\$ 94,786.56</u></u>	<u><u>\$ 772,902.89</u></u>	<u><u>\$ 1,382,300.00</u></u>	<u><u>\$ 609,397.11</u></u>	<u><u>44.1%</u></u>

NVTC
RECEIPTS and DISBURSEMENTS
February, 2014

Payer/			Wells Fargo	Wells Fargo	VA LGIP	
Date	Payee	Purpose	(Checking)	(Savings)	G&A / Project	Trusts
RECEIPTS						
3	DRPT	Capital grant receipt - Alexandria				\$ 529,790.00
3	DRPT	Capital grants receipts - Falls Church				21,363.00
3	DRPT	Capital grant receipt - Fairfax				5,664.00
3	DRPT	Capital grant receipt - VRE			38,488.00	
5	DRPT	Capital grants receipts - Arlington				929,897.00
6	DRPT	Capital grants receipts - Alexandria				305,513.00
6	DRPT	Capital grants receipts - City of Fairfax				44,126.00
6	DRPT	Capital grants receipts - Falls Church				219,840.00
6	DRPT	Capital grants receipts				17,326.00
6	DRPT	Capital grant receipt - Arlington				8,741.00
11	DRPT	Operating assistance - VRE			2,618,571.00	
11	DRPT	Operating assistance - City of Fairfax				252,836.00
11	DRPT	Operating assistance - Alexandria				2,111,607.00
11	DRPT	Operating assistance - Falls Church				85,181.00
11	DRPT	Operating assistance - Arlington				1,999,363.00
13	DRPT	Capital grants receipts - VRE			638,983.00	
13	DRPT	Capital grant receipt				1,510.00
14	DRPT	Capital grant receipt - VRE			37,582.00	
20	FTA	Route 7 grant receipt			56,471.00	
21	VRE	Reimbursement for staff support		14,315.49		
26	DRPT	Capital grant receipt			78,986.00	
26	DRPT	Capital grant receipt - VRE			316,586.00	
27	FTA	Alexandria grant receipt			10,922.00	
27	DRPT	Operating assistance - Fairfax				31,658,913.00
28	DMV	Motor Vehicle Fuels Sales Tax revenue				3,416,171.00
28	Banks	Interest income		0.91	16.21	8,818.91
			-	14,316.40	3,796,605.21	41,616,659.91
DISBURSEMENTS						
1-28	Various	G&A expenses	(81,308.27)			
3	VRE	Grant revenue			(38,488.00)	
5	City of Fairfax	Other operating				(624,198.20)
11	VRE	Grant revenue			(2,618,571.00)	
13	VRE	Grant revenue			(638,983.00)	
14	VRE	Grant revenue			(37,582.00)	
20	Parsons Brinckerhoff	Consulting - Route 7	(70,589.41)			
26	VRE	Grant revenue			(316,586.00)	
27	City of Alexandria	Costs incurred			(10,922.00)	(2,731.00)
28	Banks	Service fees	(47.58)	(18.76)		
			(151,945.26)	(18.76)	(3,661,132.00)	(626,929.20)
TRANSFERS						
14	Transfer	LGIP to LGIP (NTD project)			61,388.13	(61,388.13)
21	Transfer	LGIP to LGIP (G&A contribution)			466,853.00	(466,853.00)
21	Transfer	LGIP to checking	150,000.00		(150,000.00)	
			150,000.00	-	378,241.13	(528,241.13)
NET INCREASE (DECREASE) FOR MONTH			\$ (1,945.26)	\$ 14,297.64	\$ 513,714.34	\$ 40,461,489.58

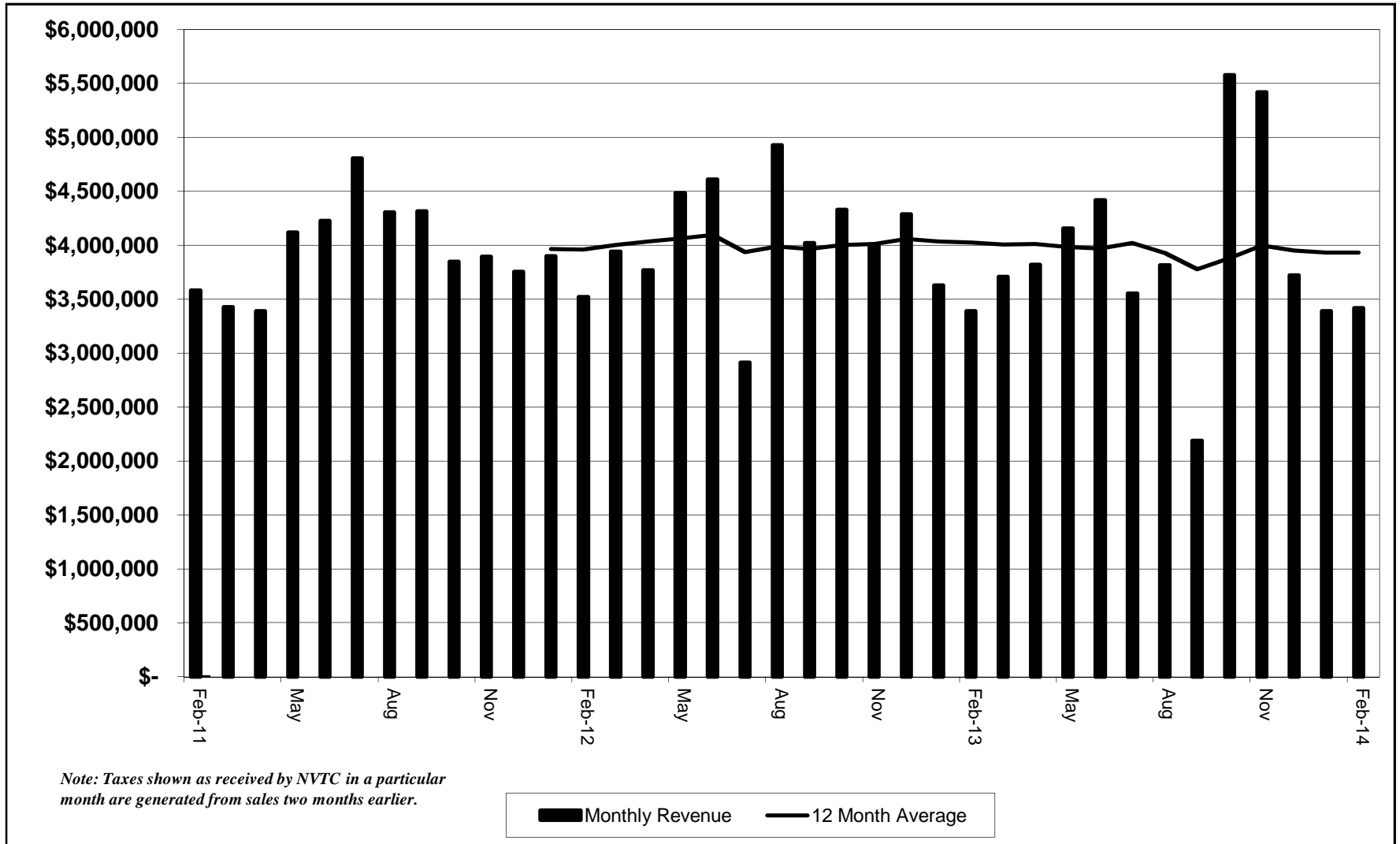
**NVTC
INVESTMENT REPORT
February, 2014**

Type	Rate	Balance 1/31/2014	Increase (Decrease)	Balance 2/28/2014	NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund
<u>Cash Deposits</u>							
Wells Fargo: NVTC Checking	N/A	\$ 104,997.14	\$ (1,945.26)	\$ 103,051.88	\$ 103,051.88	\$ -	\$ -
Wells Fargo: NVTC Savings	0.200%	56,813.40	14,297.64	71,111.04	71,111.04	-	-
<u>Investments - State Pool</u>							
Bank of America - LGIP	0.103%	105,722,097.98	40,975,203.92	146,697,301.90	541,287.60	117,385,610.30	28,770,404.00
		<u>\$ 105,883,908.52</u>	<u>\$ 41,077,980.53</u>	<u>\$ 146,871,464.82</u>	<u>\$ 715,450.52</u>	<u>\$ 117,385,610.30</u>	<u>\$ 28,770,404.00</u>

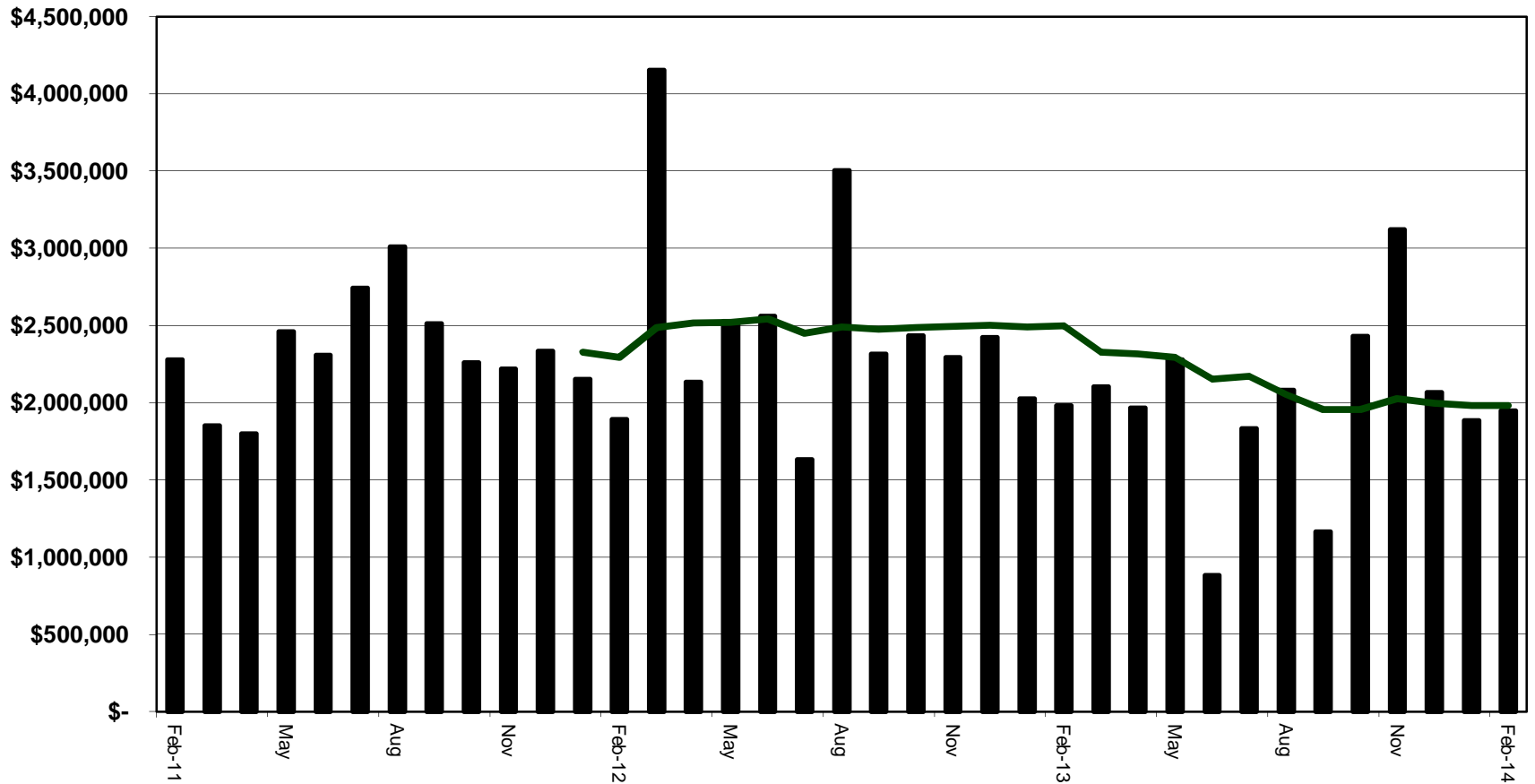
NVTC MONTHLY GAS TAX REVENUE

ALL JURISDICTIONS

FISCAL YEARS 2011-2014



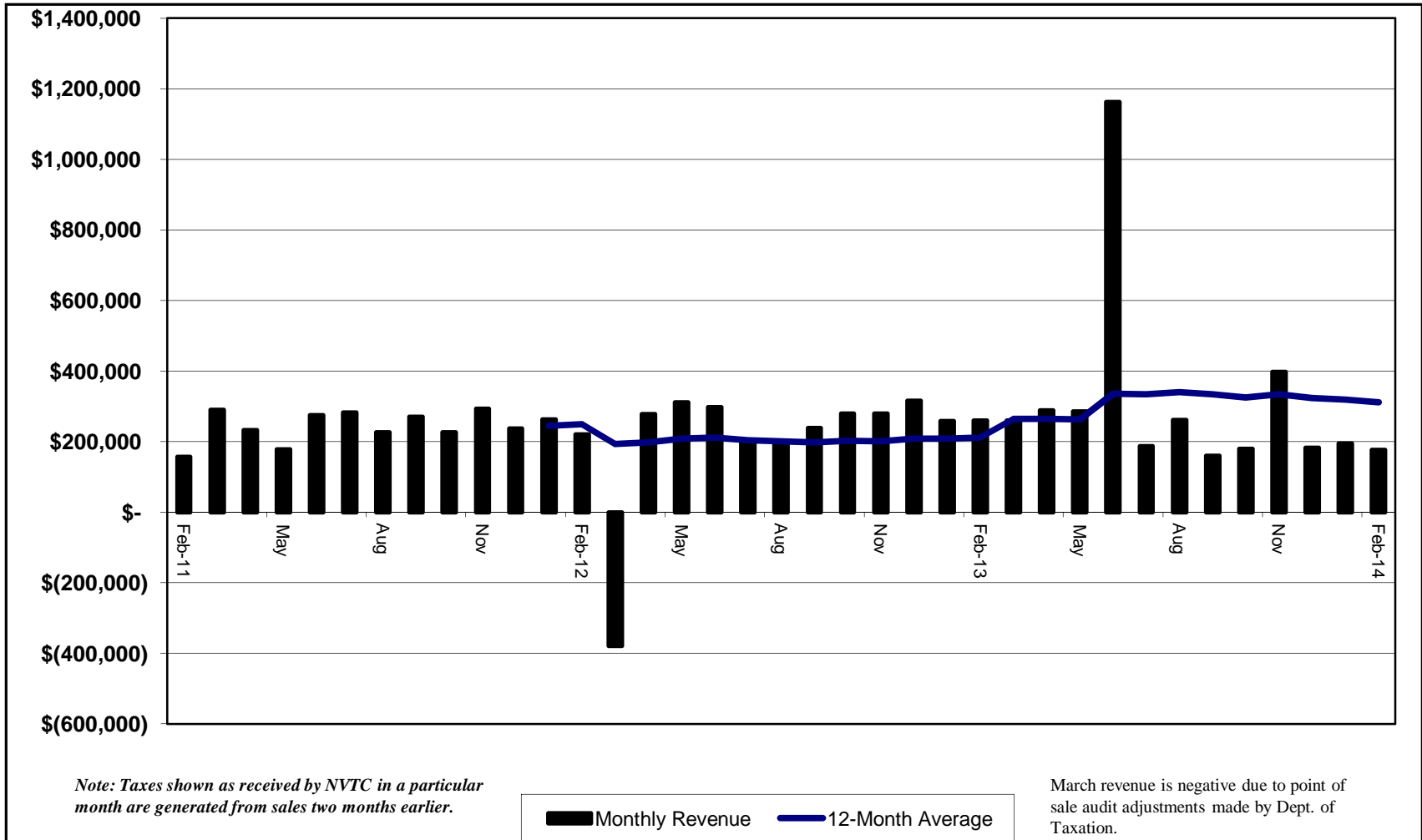
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2011-2014



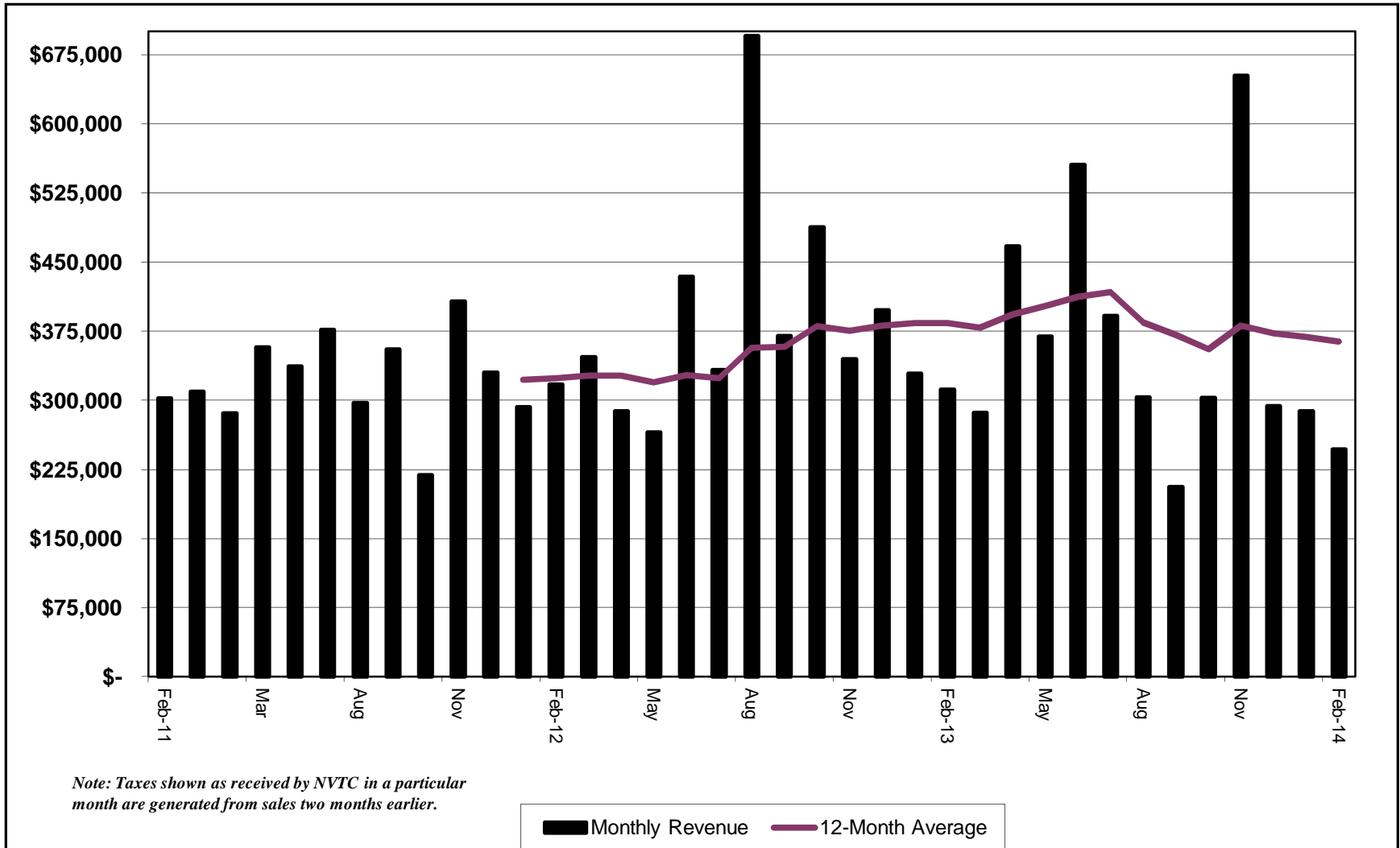
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

Monthly Revenue
 12-Month Average

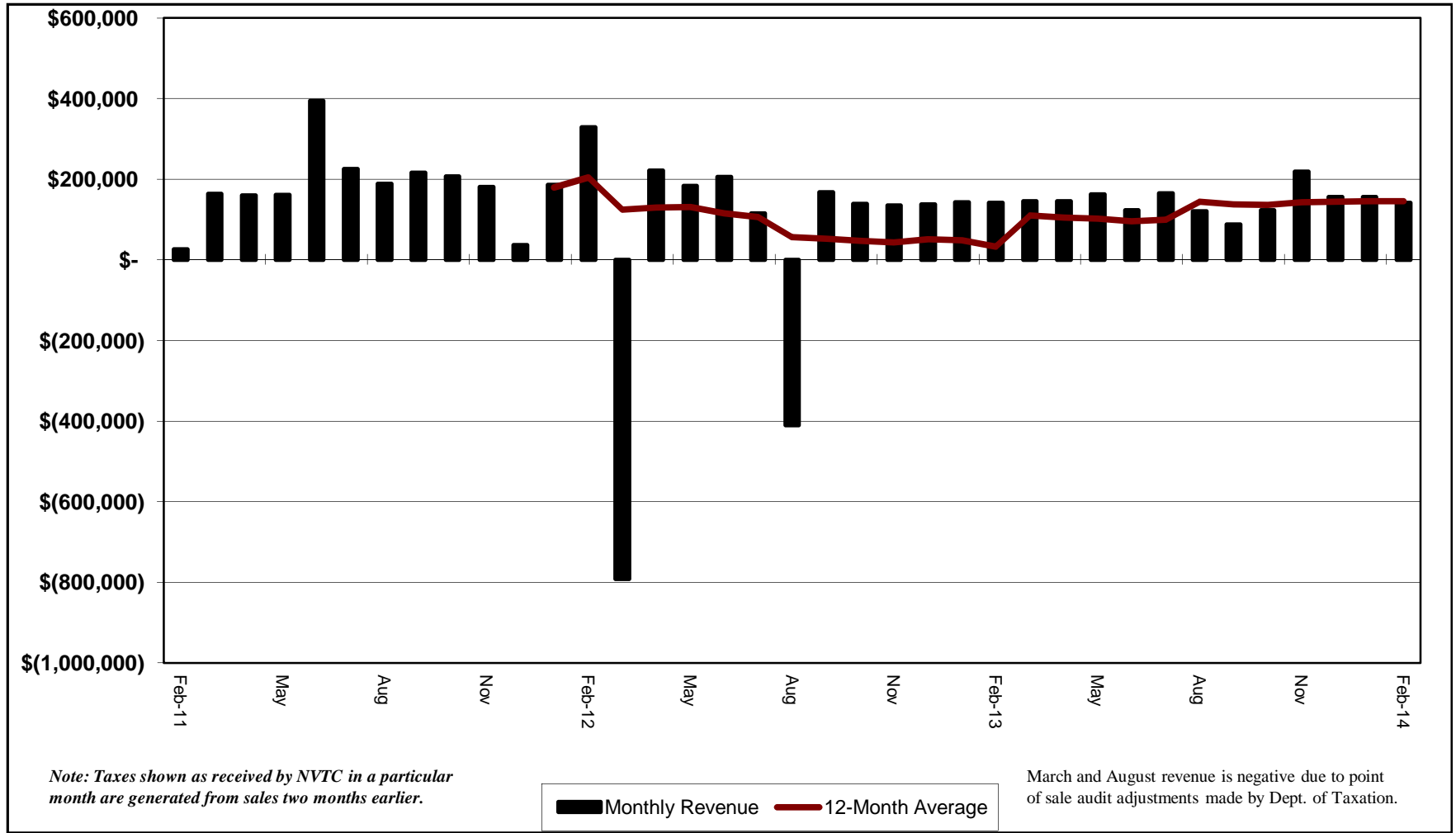
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2011-2014



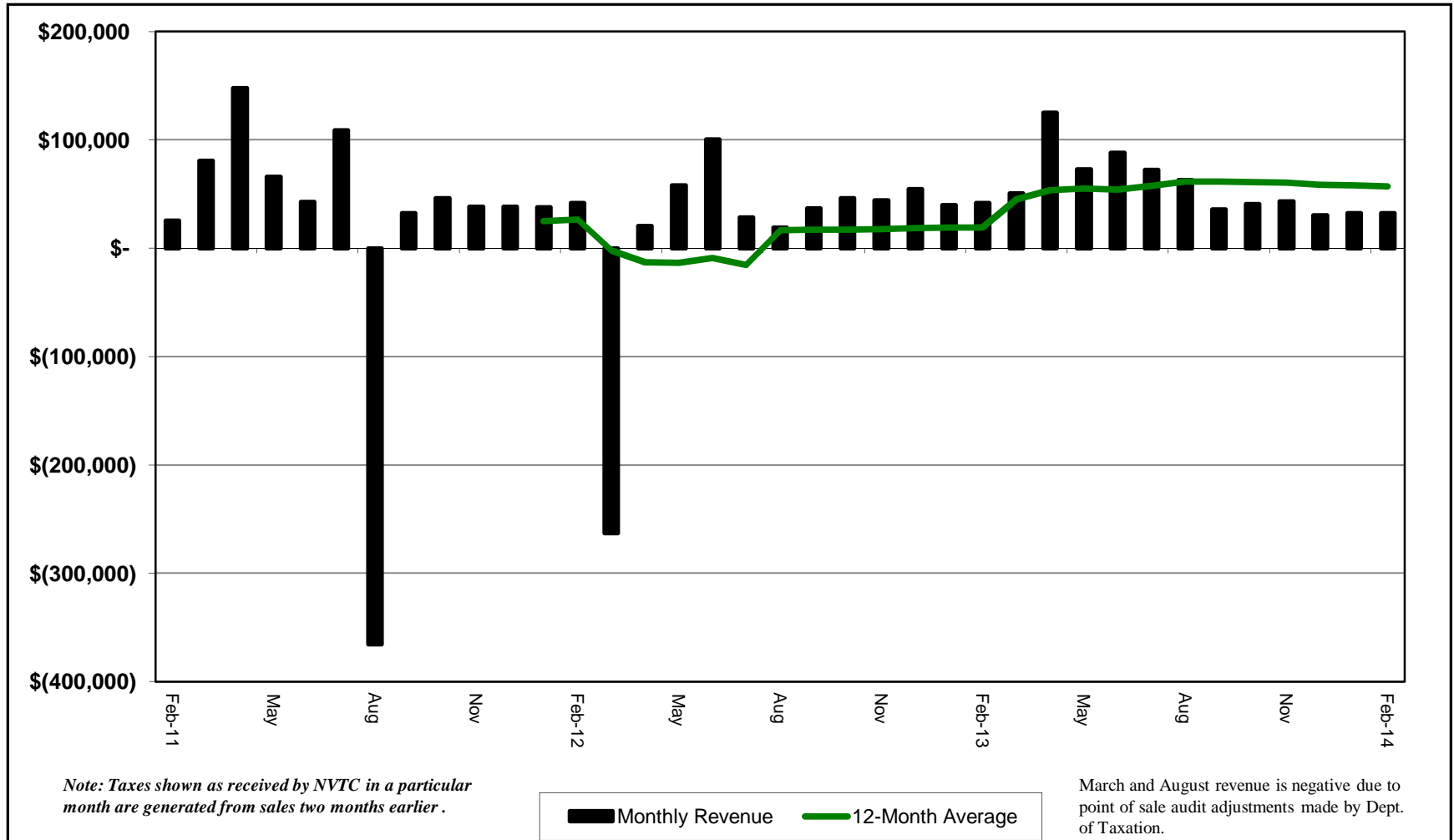
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2011-2014



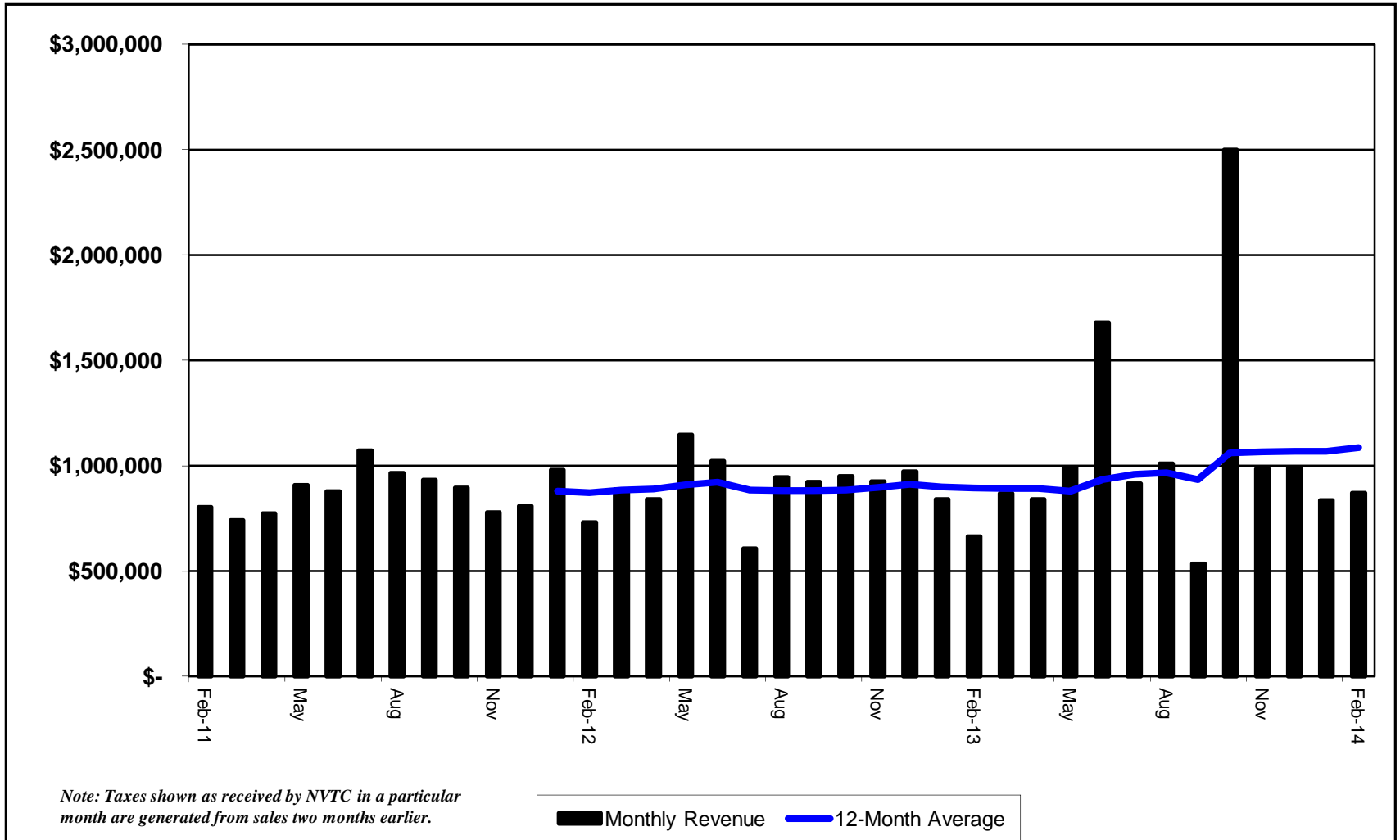
NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2011-2014



NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2011-2014



NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2011-2014





COMMONWEALTH of VIRGINIA

Jennifer L. Mitchell
Director

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
600 EAST MAIN STREET, SUITE 2102
RICHMOND, VA 23219-2416

(804) 786-4440
FAX (804) 225-3752
Virginia Relay Center
800-828-1120 (TDD)

TO: Chairman Smedberg and NVTC Commissioners

FROM: Commissioner Dyke

DATE: March 26 2014

SUBJECT: DRPT Update

General Update

DRPT is currently reviewing FY15 grant applications. A Six-Year Improvement Program (SYIP) meeting in the VDOT NoVA District is scheduled for Thursday, April 24. The draft SYIP is scheduled to go to the CTB on April 8.

FY15 WMATA Funding

In February, the Governors McAuliffe and O'Malley and Mayor Gray agreed to a near-term framework which includes \$75 million in funding for FY15 for Momentum, with \$25M coming from each from the three jurisdictions, in Virginia \$9 million directly from the state and the balance from the local jurisdictions. WMATA General Manager Richard Sarles presented to the Commonwealth Transportation Board (CTB) on March 19. The Metropolitan Washington Council of Governments (COG) released proposed major changes to the draft Constrained Long Range Transportation Plan (CLRP) for 2014 air quality conformity for comment on March 13. It did not include seven projects from Momentum that were submitted by WMATA because they are still undergoing financial analysis. COG indicated that two projects, eight car trains and core station improvements, would likely be included at the TPB Technical Committee. DRPT has provided estimates for state capital and operating funding for local Northern Virginia jurisdictions to VDOT. VDOT requested meeting individually with local jurisdictions on March 24 or 25 regarding their revenue forecast in anticipation of joint meeting scheduled with WMATA, Maryland and DC to determine available funding for Momentum.

Route 1 Multimodal Alternatives Analysis

The Technical Advisory Committee met on March 6, the Executive Steering Committee, which includes Supervisor McKay, met on March 13 and the Community Involvement Committee met on March 18. A public meeting is scheduled for March 26 at the South County Government Center. Advertisements have been placed in five newspapers. Spanish and English flyers have been distributed in the corridor and emailed to project mailing list. A press release and social media

postings were sent out as well. Signs will be posted at the Huntington Metro and the project team has requested distribution of information on Metrobus and Fairfax Connector routes. The recommended roadway alternative will be a consistent three through lane configuration and the bike and pedestrian recommendation will be a parallel shared use path. The four transit alternatives recommended for further study include a mixed traffic and dedicated curb lane Bus Rapid Transit (BRT), dedicated median BRT and light rail and a three mile Metrorail extension in combination with a twelve mile BRT. All BRT alternatives would operate in mixed traffic in Prince William County due to the constraints of the redesigned 123 and Route 1 interchange.

TSDAC (SB1140)

The next TSDAC meeting is scheduled for April 8 and would be a joint meeting with the Transit Agency. The TSDAC Transit Agency Working Group met on March 14. The presentation is posted on DRPT's website. The consultants concluded their analysis of data collection practices, congestion mitigation, transit dependent and exceptional performance items that were identified in the Final Performance Based Operating Assistance Allocation Implementation Plan and are finalizing draft reports. For FY16 (and 2015 General Assembly), it is recommended that no funding changes that require legislative action and CTB approval be pursued. A grant program for congestion mitigation and transit dependent outcomes would likely be funded from DRPT's existing special programs as demonstration projects.

SuperNoVa Transit and TDM Action Plan

All consultant work has stopped on this project. The draft Super NoVa Action Plan has been finalized based on comments received from the general public and stakeholder subcommittee members.

Rail

A design-build team has been selected for the Arkendale to Powell's Creek 3rd track project and the FRA has approved CSX's recommendation to award. Evaluation of applications for FY 15 rail enhancement and preservation funding is currently underway. Work has begun on the design of the new Roanoke passenger service project. The Richmond Area to Potomac River Study Tier II EIS is in the procurement process which is drawing to a conclusion.



Route 1 Multimodal Alternatives Analysis

Executive Steering Committee

March 13, 2014

Agenda

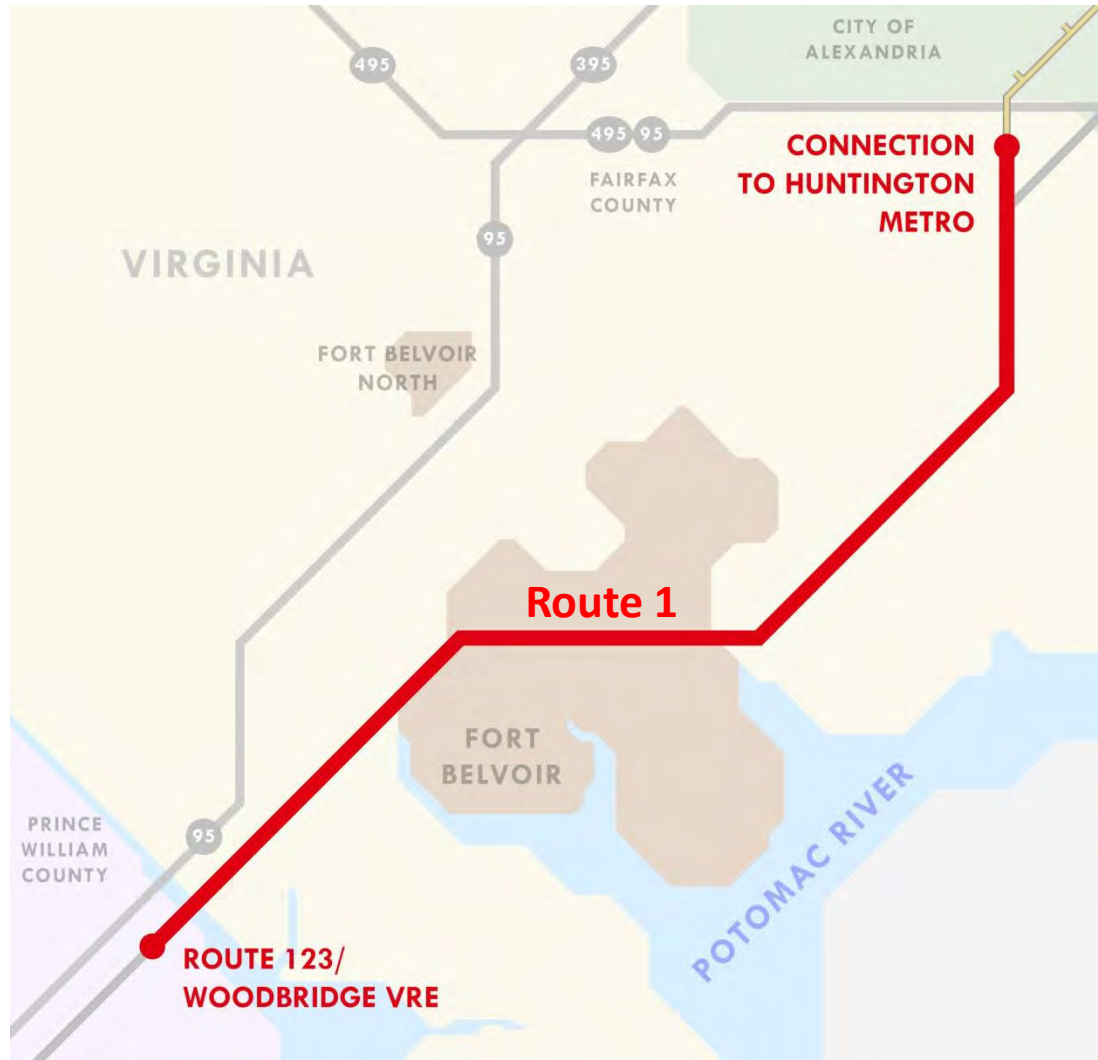
1. Introductions (3:30)
2. Background and Process (3:35)
3. Proposed Alternatives for Further Evaluation & Land Use Scenario Development (3:50)
4. Project Funding and Finance & Preliminary Economic Analysis (4:20)
5. Q&A, Discussion (4:40)
6. Upcoming Meetings and Next Steps (4:55)



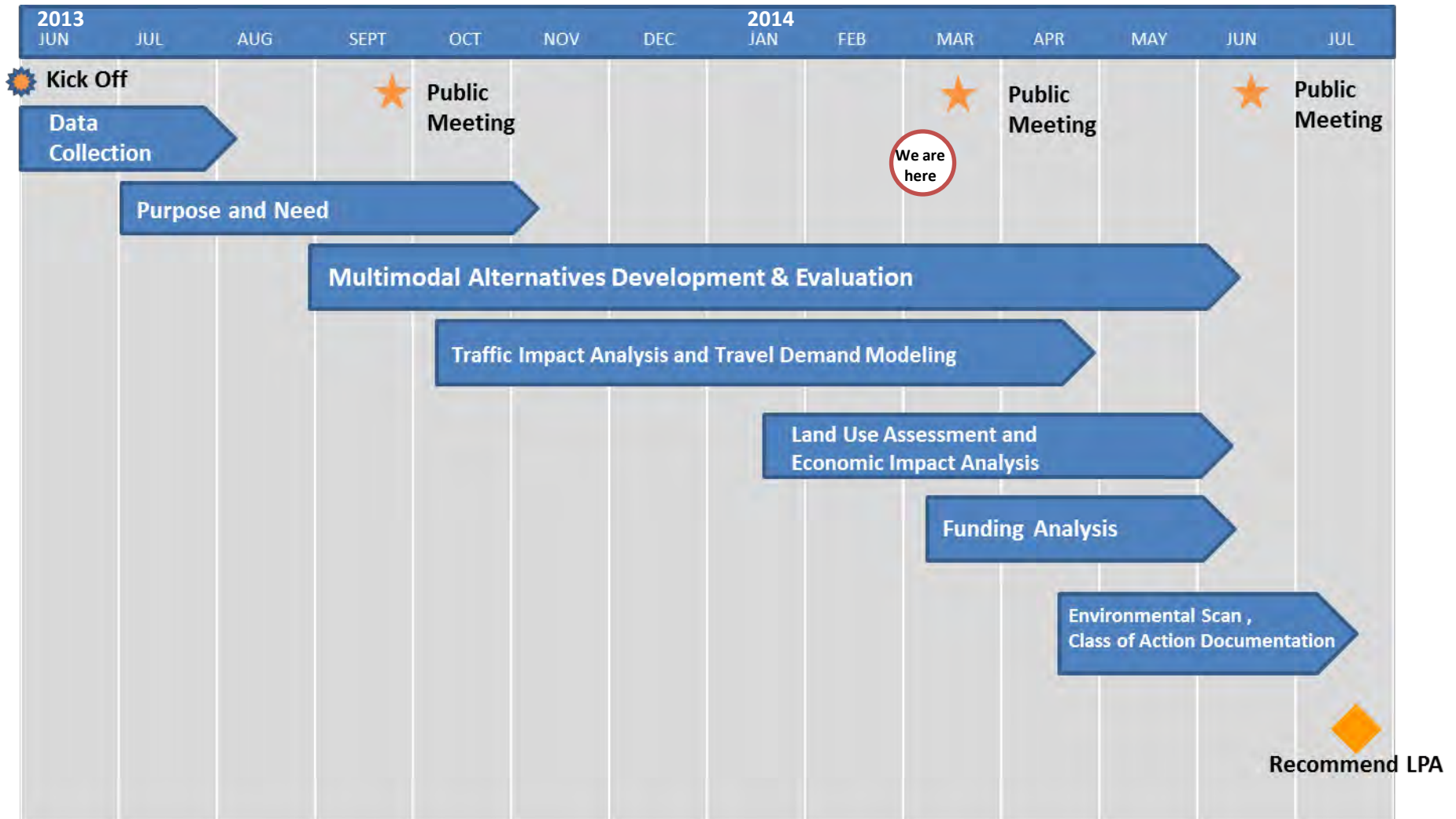
2. Background and Process



Project Corridor

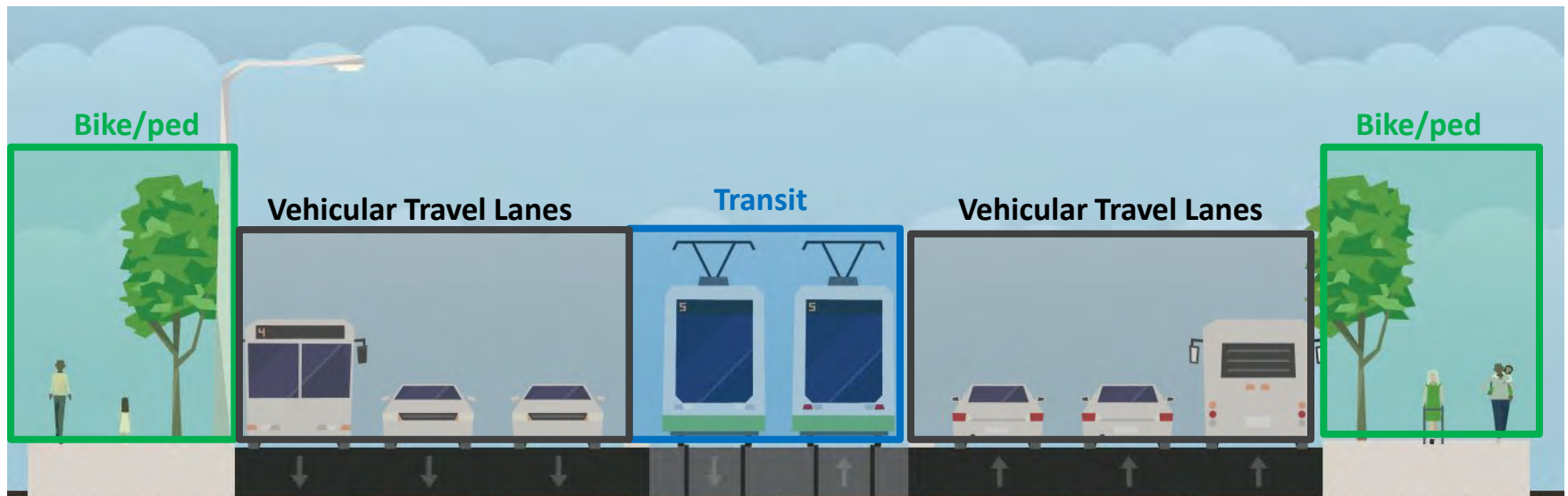


Project Schedule



Outcome of the Study

- A recommended multimodal alternative for implementation in the Route 1 corridor by the technical team
- The recommended alternative will have three elements:
 - **Transit**: Mode and alignment
 - **Vehicular**: Number of automobile travel lanes
 - **Bike/Ped**: Facilities and location



Purpose and Need

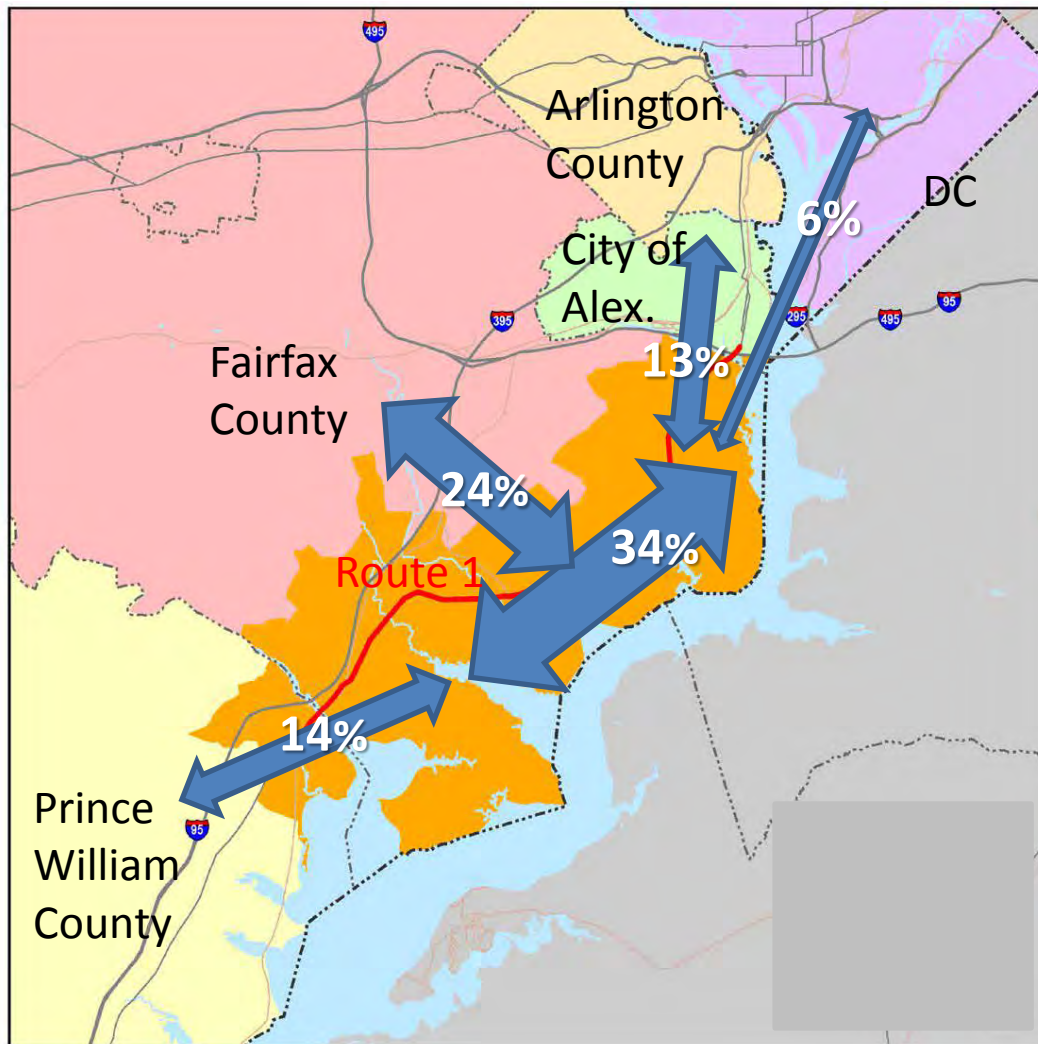
Purpose:

Provide improved performance for transit, bicycle and pedestrian, and vehicular conditions and facilities along the Route 1 corridor that support long-term growth and economic development.

Needs:

- Attractive and competitive transit service
- Safe and accessible pedestrian and bicycle access
- Appropriate level of vehicle accommodation
- Support and accommodate more robust land development

Existing Corridor Travel Patterns (Auto plus Transit)



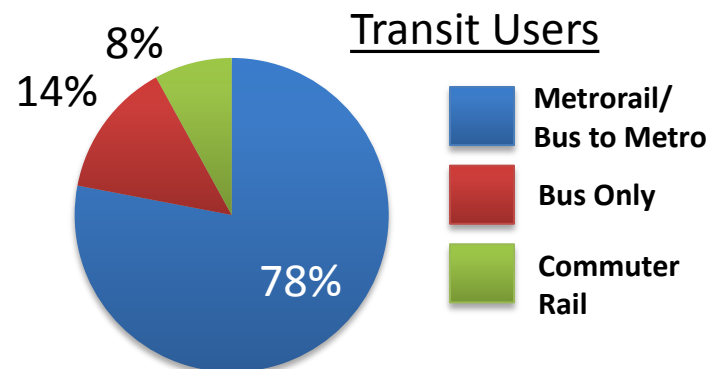
Daily trips (auto and transit) to, from, and within Route 1 corridor

Route 1 From/To	Total Trips		
	Total	% of Total	Transit Share
DC	52,000	6%	29%
Arl/Alex	116,000	13%	6%
Within Rt.1 Corridor	310,000	34%	1%
Fairfax Other	216,000	24%	0%
Prince William Other	124,000	14%	0%
Other Areas	95,000	10%	2%
Total	913,000	100%	3%

Transit Travel Markets

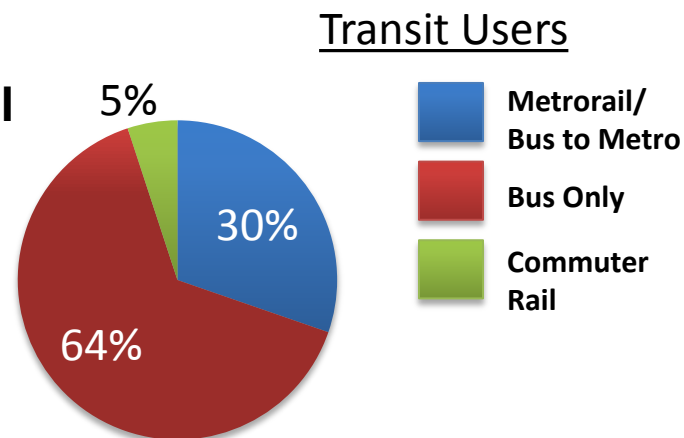
On an average weekday, where do people who live in the corridor travel to?

- The majority of corridor transit users (52%) are commuting to Downtown, using Metrorail
- 86% of corridor transit users are traveling to Arlington or Downtown



On an average weekday, where do people who travel to the corridor come from?

- 64% of transit commuters to the corridor use the bus
- Most transit trips begin and end in the corridor

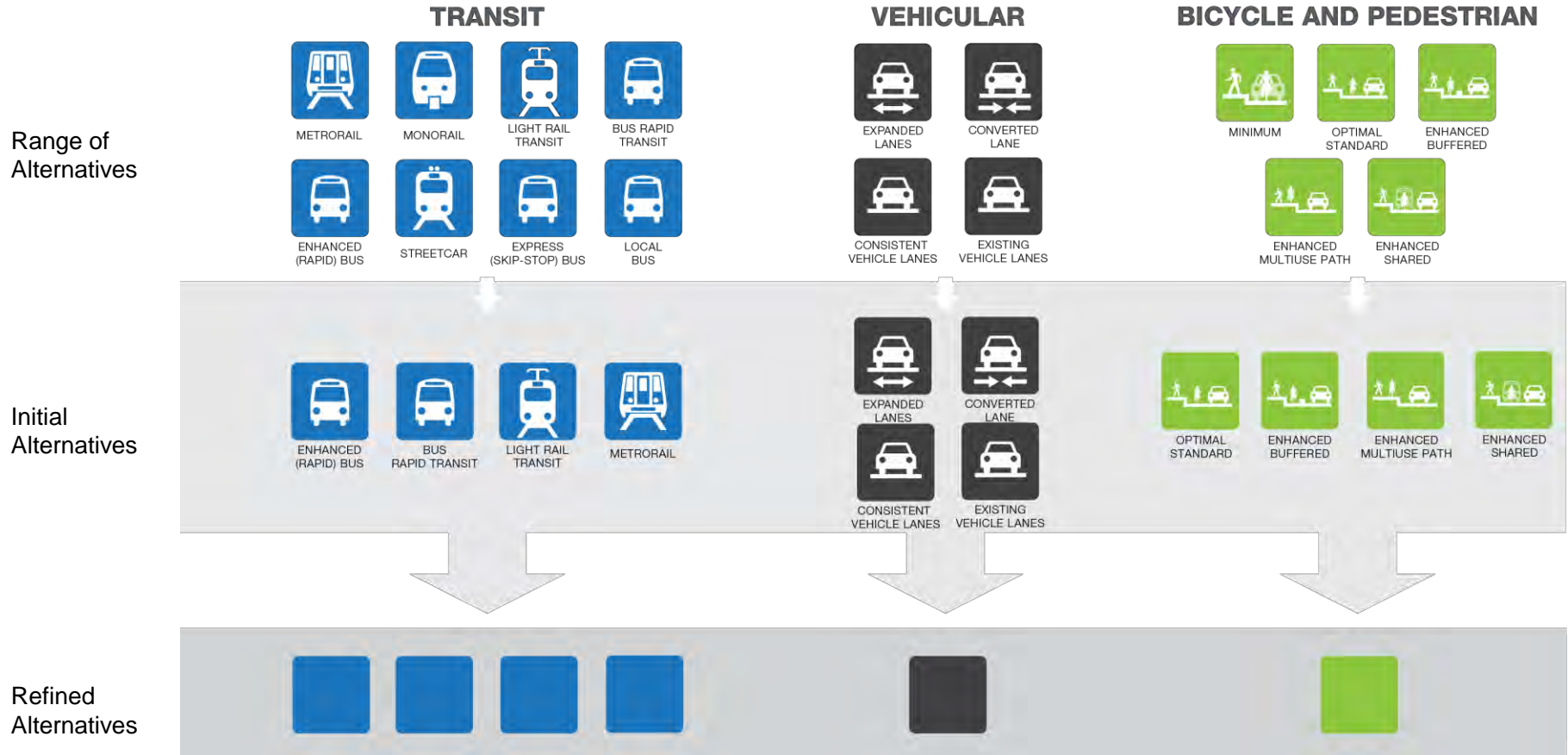


Reminder: Highlights of Last Meeting

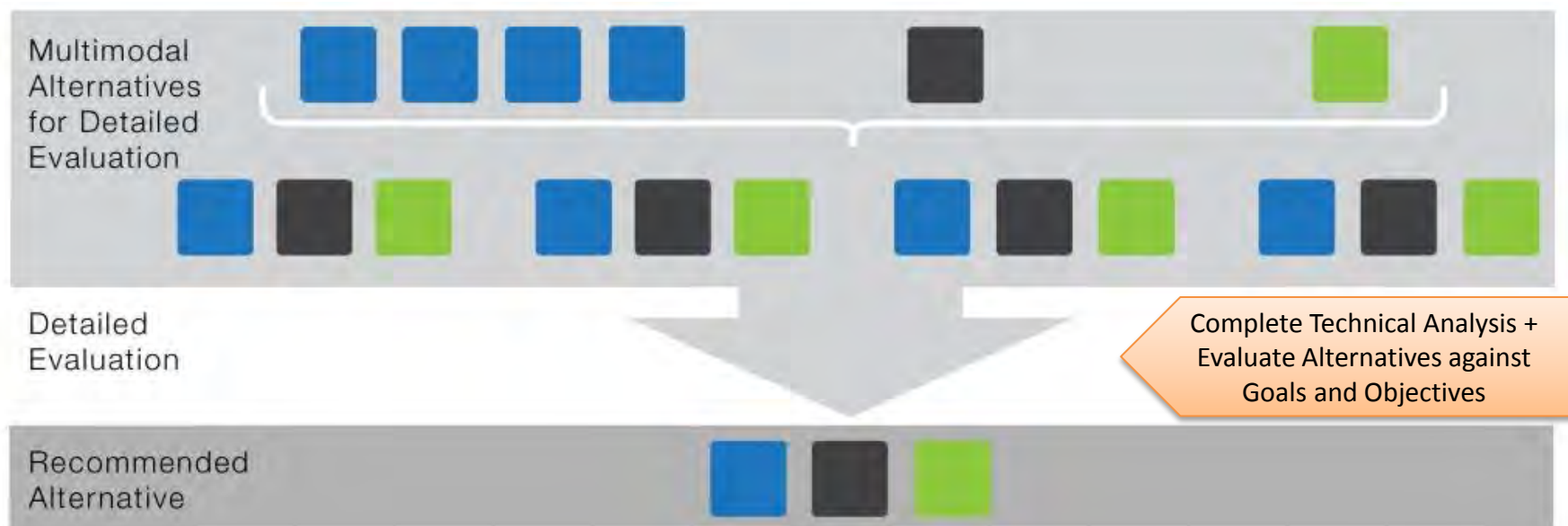
- Presented Purpose and Need
- Identified the transportation problems we want to solve
- Presented preliminary options for:
 - Transit modes
 - Vehicular lanes
 - Bike/Ped facilities



Step 1: Identify the best transportation options



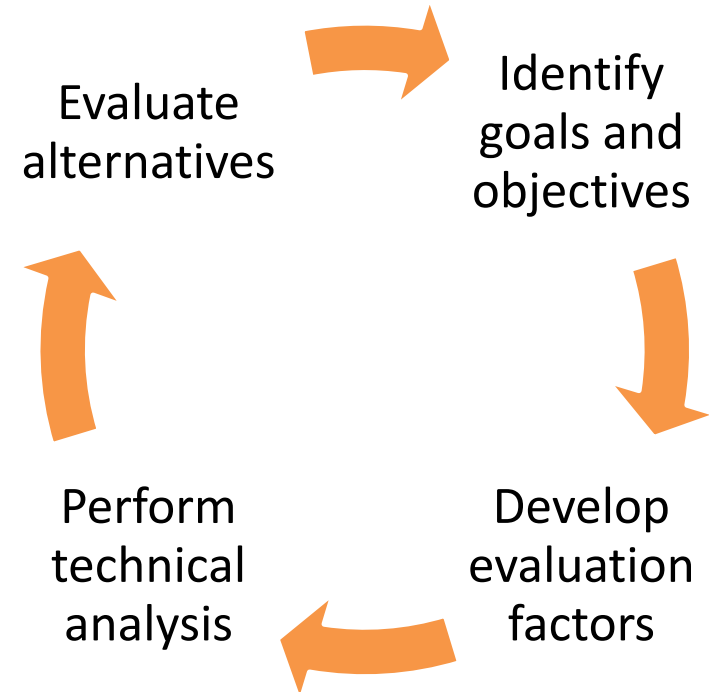
Step 2: Combine options into multimodal alternatives



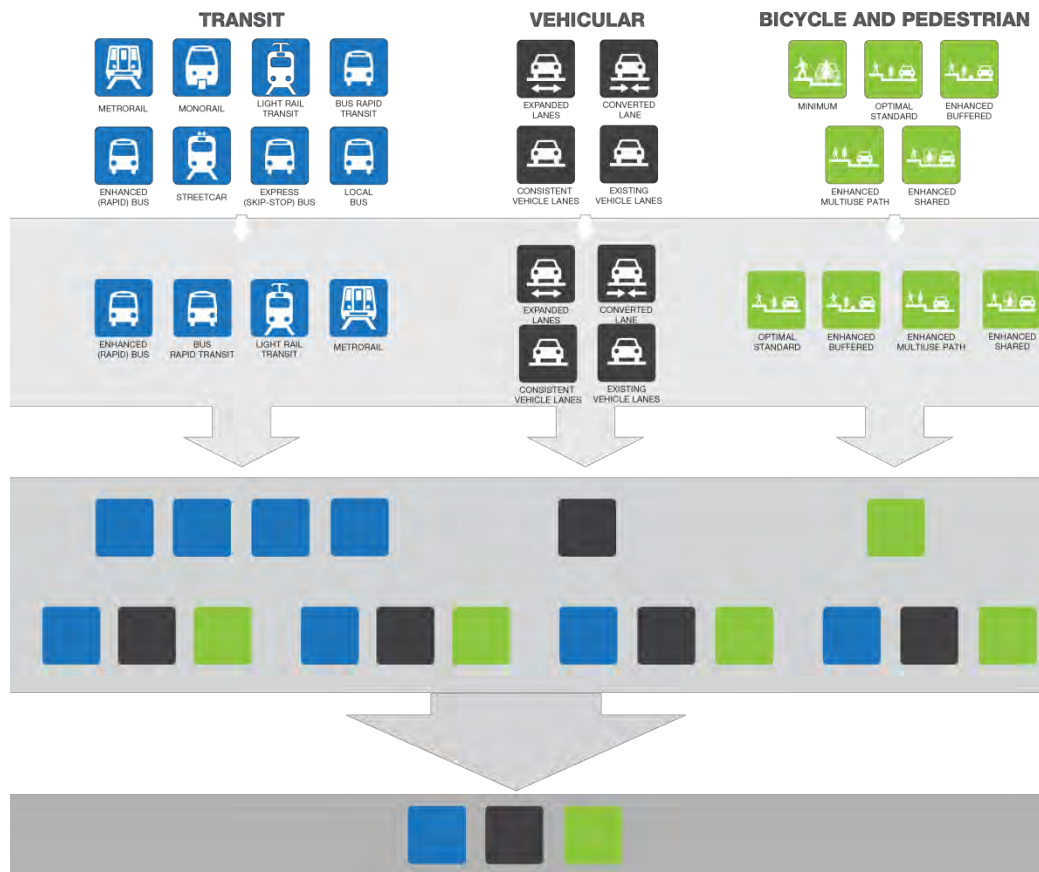
Arriving at Recommended Multimodal Alternative: How do we choose one?

Key Evaluation Factors:

- Transit system performance
- Bicycle and pedestrian network improvements
- Traffic operations
- Implementation/ ability to phase project
- Financial feasibility
- Capacity to meet current and future needs
- ROW and impacts on community resources



Multimodal Evaluation Process



Today's meeting answers

How do we get from Screen 1 to Screen 2?

Discuss the process for evaluating options under each category:

Transit, **Vehicular**, and **Bike/Ped**

At the end of the presentation, we will have confirmed:

Which alternatives will be further evaluated?

(We'll have filled in the boxes!)

One of these options will ultimately be the recommended alternative.

2. Proposed Alternatives for Further Evaluation & Land Use Scenario Development



Vehicular Travel Lanes Alternatives



Existing Lanes



Expanded Lanes:

Three or four lanes, depending on location along the corridor



Converted Lanes



Consistent Lanes












Key Evaluation factors:

- Level of Service (LOS)
- Volume-to-Capacity (V/C)
- ROW impacts

Other, qualitative factors:

- Maintaining existing speeds
- Minimizing lane transitions
- Reducing pedestrian crossing distance/time

Vehicular Lane Evaluation

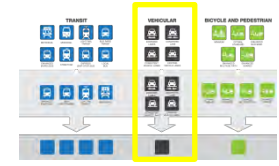
Alternative		Intersection Performance	Right of Way Impacts
Expanded		No intersections with LOS E or worse 	Significant ROW impacts 
Consistent		3 intersections with LOS E or worse 	Moderate ROW impacts 
Converted		10 intersections with LOS E or worse 	Few ROW impacts 

 Compares less favorably
 Compares more favorably

Other, qualitative factors:

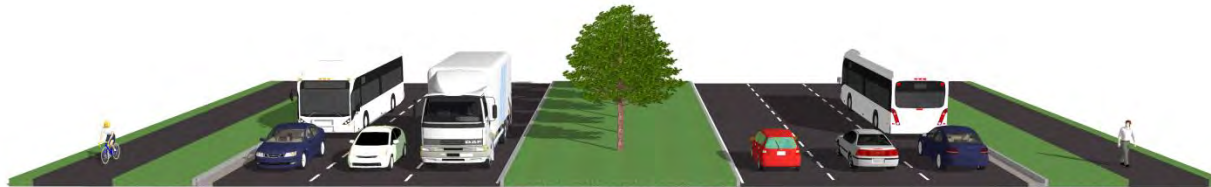
- Desire to maintain existing speeds (45 mph)
- Minimize lane transitions that contribute to travel delays
- Minimize pedestrian crossing distance/time

Vehicular Lanes Evaluation: Overview



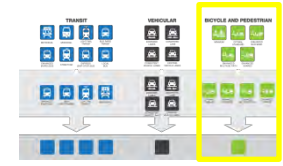
1. **Confirmed recommendation from prior studies and plans** (VDOT and Fairfax County Comprehensive Plan):

Consistent, 6 vehicular lanes along the entire corridor

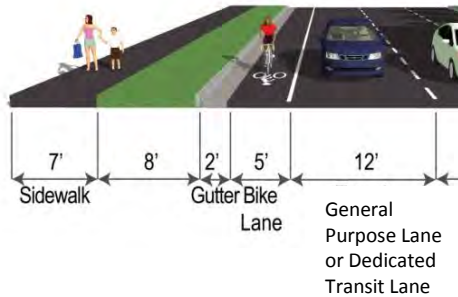


2. **Evaluated the Consistent 6-Lane Alternative to other options** using quantitative and qualitative measures
3. **Confirmed Findings with VDOT**

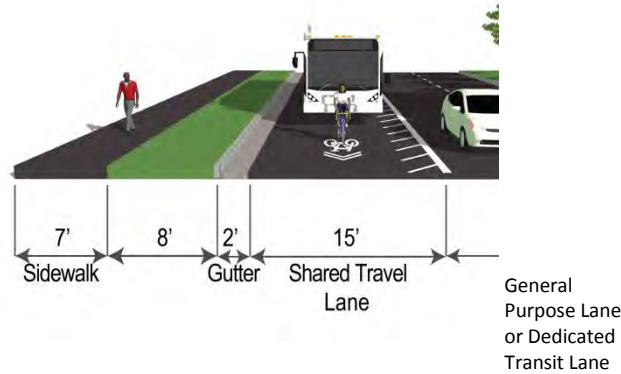
Bicycle and Pedestrian Alternatives



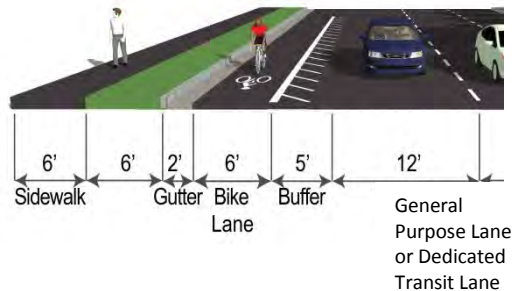
Sidewalk + bike lane



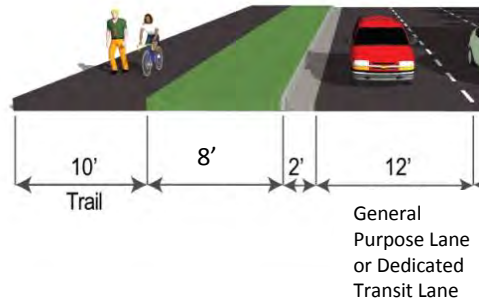
Sidewalk + bus/bike lane



Sidewalk + buffered bike lane



Multiuse path (bike and ped)





















Key Evaluation factors:

- Safety and comfort for cyclists of all abilities
- ROW impacts

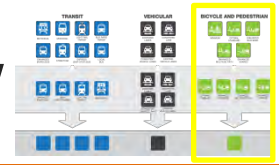
Measures and factors:

- Bicycle compatibility index and Bicycle Level of Service
- Possible to implement incrementally / flexible over time

Bicycle and Pedestrian Evaluation

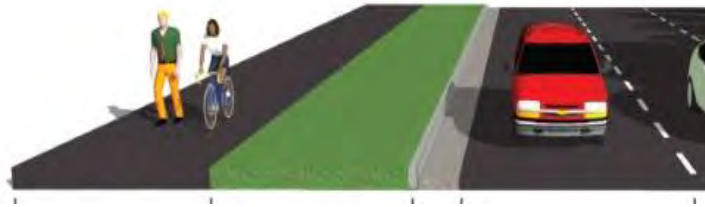
	In-street bike lane and sidewalk	Shared bus/bike lane and sidewalk	Buffered bike lane and sidewalk	Multiuse path
Legend for ratings:  Compares more favorably  Compares less favorably				
Provides access along full corridor	Improves walk & bike access to destinations 	Improves walk & bike access to destinations 	Improves walk & bike access to destinations 	Improves walk & bike access to destinations 
Provides safety and comfort given high auto speeds and volumes	In-street bike lane not recommended for 45 mph+ 	Shared bike/travel lane not recommended for 45 mph+ 	Bike lane buffered from 45 mph traffic 	Bike lane buffered from 45 mph traffic with curb and landscape strip 
Requires additional right-of-way	Requires some new ROW 	Requires little new ROW 	Requires significant new ROW 	Requires some new ROW 

Bicycle and Pedestrian Evaluation: Overview



Confirmed recommendation based on trade-offs among accessibility, safety, and required right-of-way

10-foot Multiuse Path



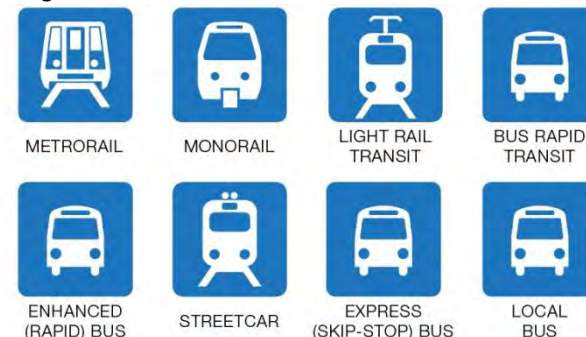
Note: implementation of recommended section varies along corridor

Transit Evaluation: Overview



1. Screened a wide range of transit **alternatives** based on basic project requirements to arrive at four initial alternatives
2. Analyzed **four transit alternatives** to identify the most promising modes (e.g. rail, bus) and routes for further evaluation

Range of Alternatives



Initial Alternatives



Refined Alternatives

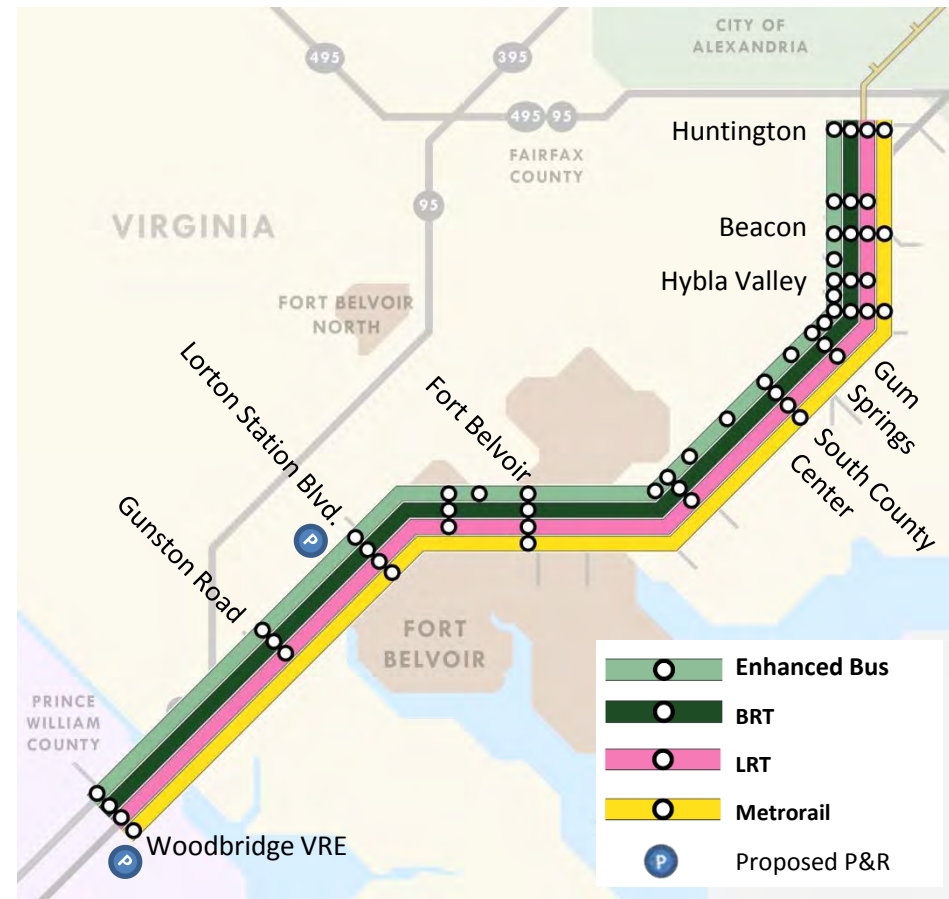


Initial Alternatives



Four Initial Transit Alternatives:

- Enhanced Bus
- Bus Rapid Transit (BRT)
- Light Rail Transit (LRT)
- Metrorail

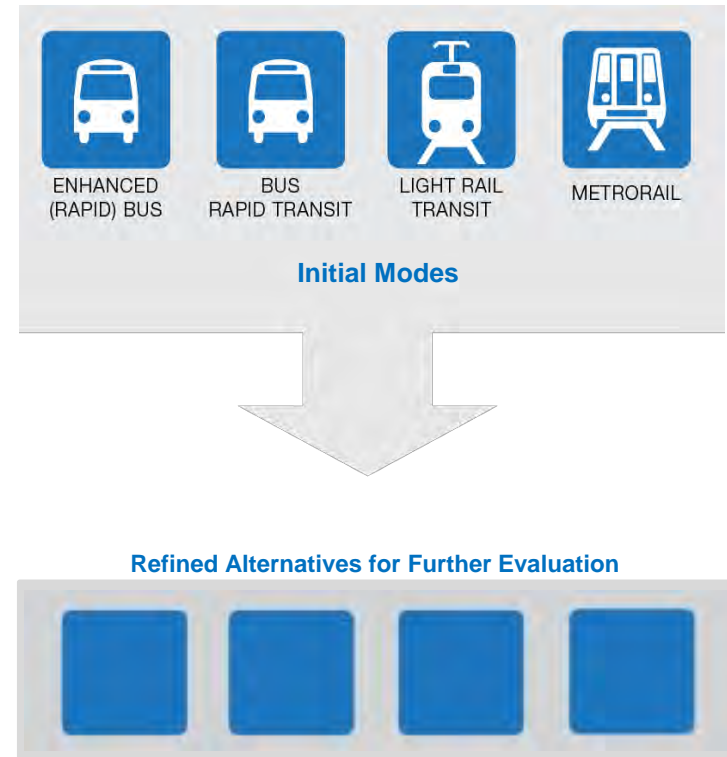


How do we refine the initial alternatives for further evaluation?

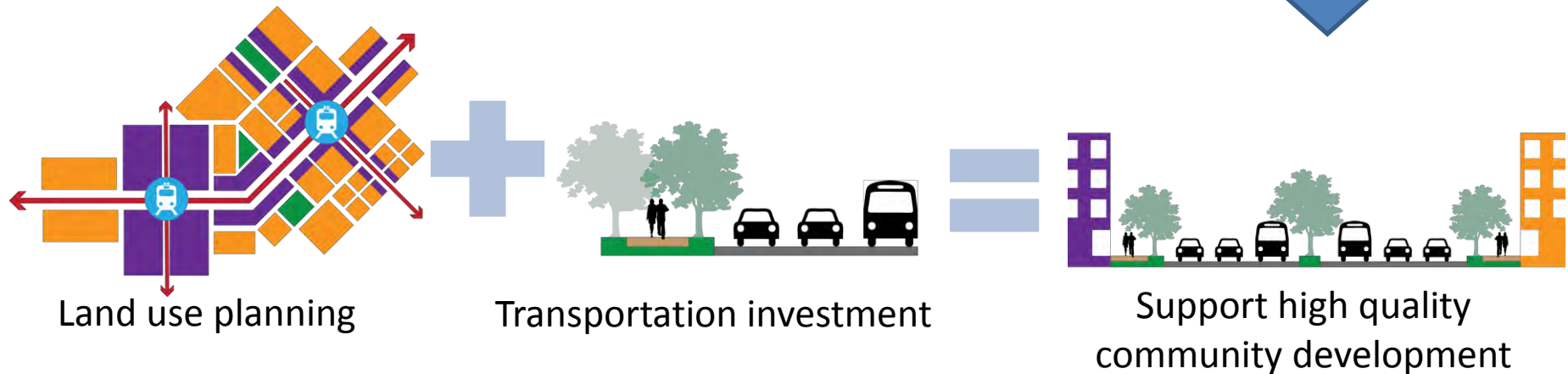
1. Quantitative Key Indicators:

- Ridership
- Estimated Capital Cost
- Estimated O&M Cost
- Cost per Rider

2. Preliminary Land Use Scenario and Economic Analysis



Transportation Investment helps to increase economic viability and vitality of the corridor



Land Use: Transit-Supportive Activity Densities

Scenario 1:

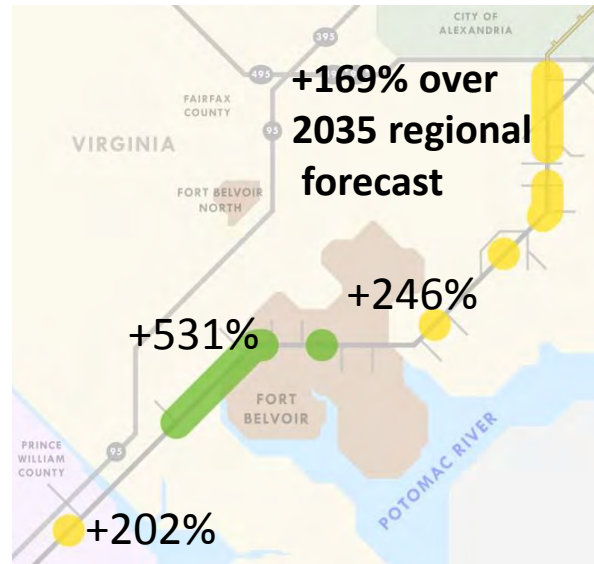
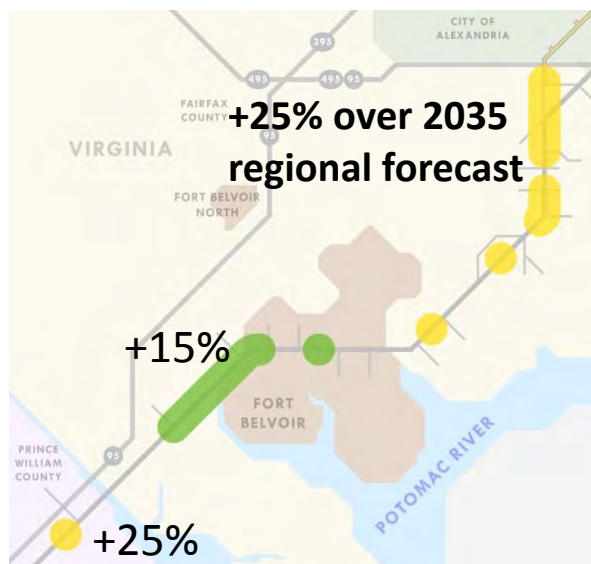
“Base Land Use Scenario” =
2035 MWCOG regional
forecast

Scenario 2:

What is a reasonable growth
expectation for a corridor that
invests in high-quality transit
(BRT or LRT)?

Scenario 3:

How much do population and
employment need to increase
to achieve density levels
typically supportive of
Metrorail?

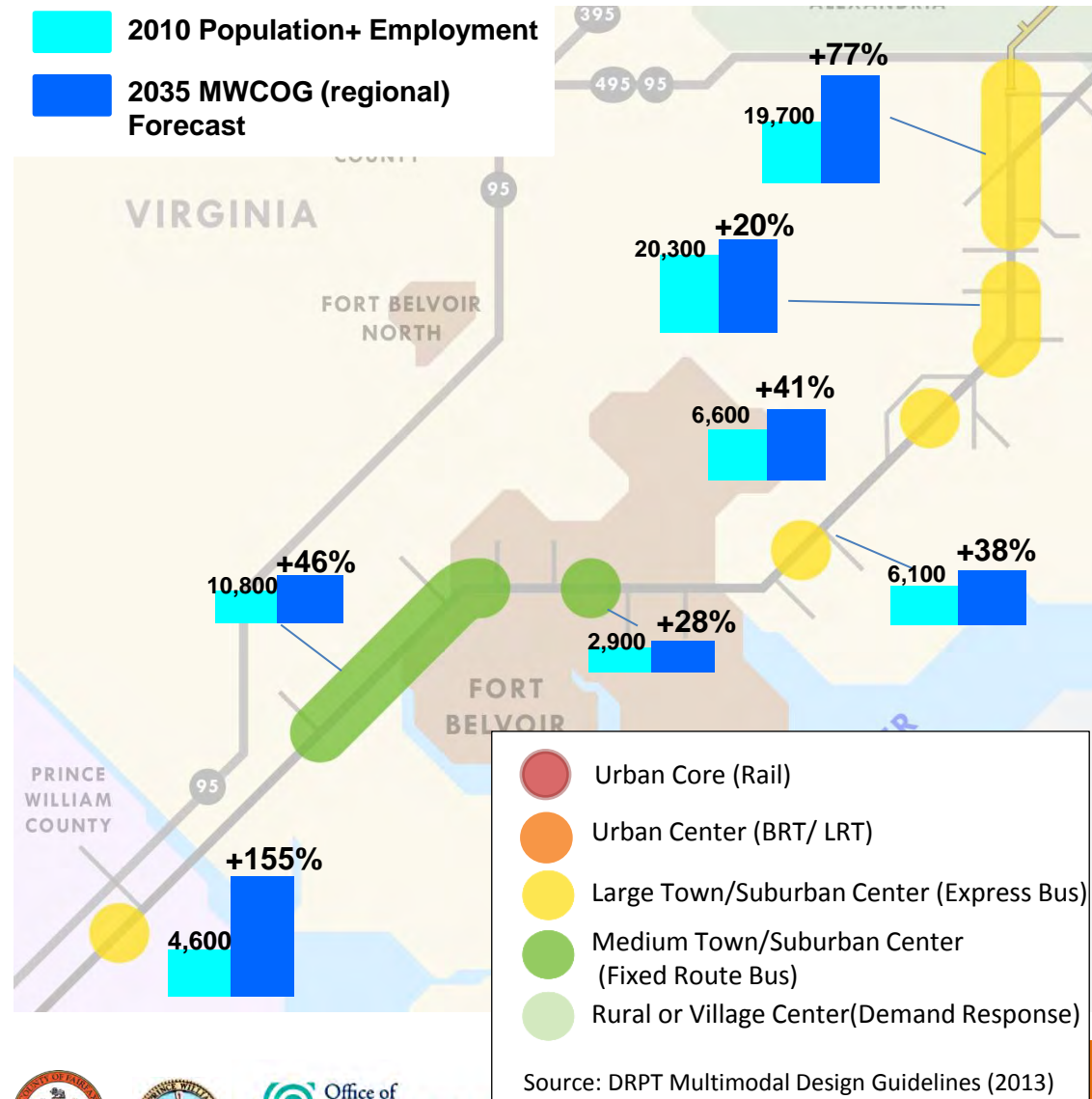


- Large Town/Suburban Center (Express Bus)
- Medium Town/Suburban Center (Fixed Route Bus)
- Rural or Village Center (Demand Response)

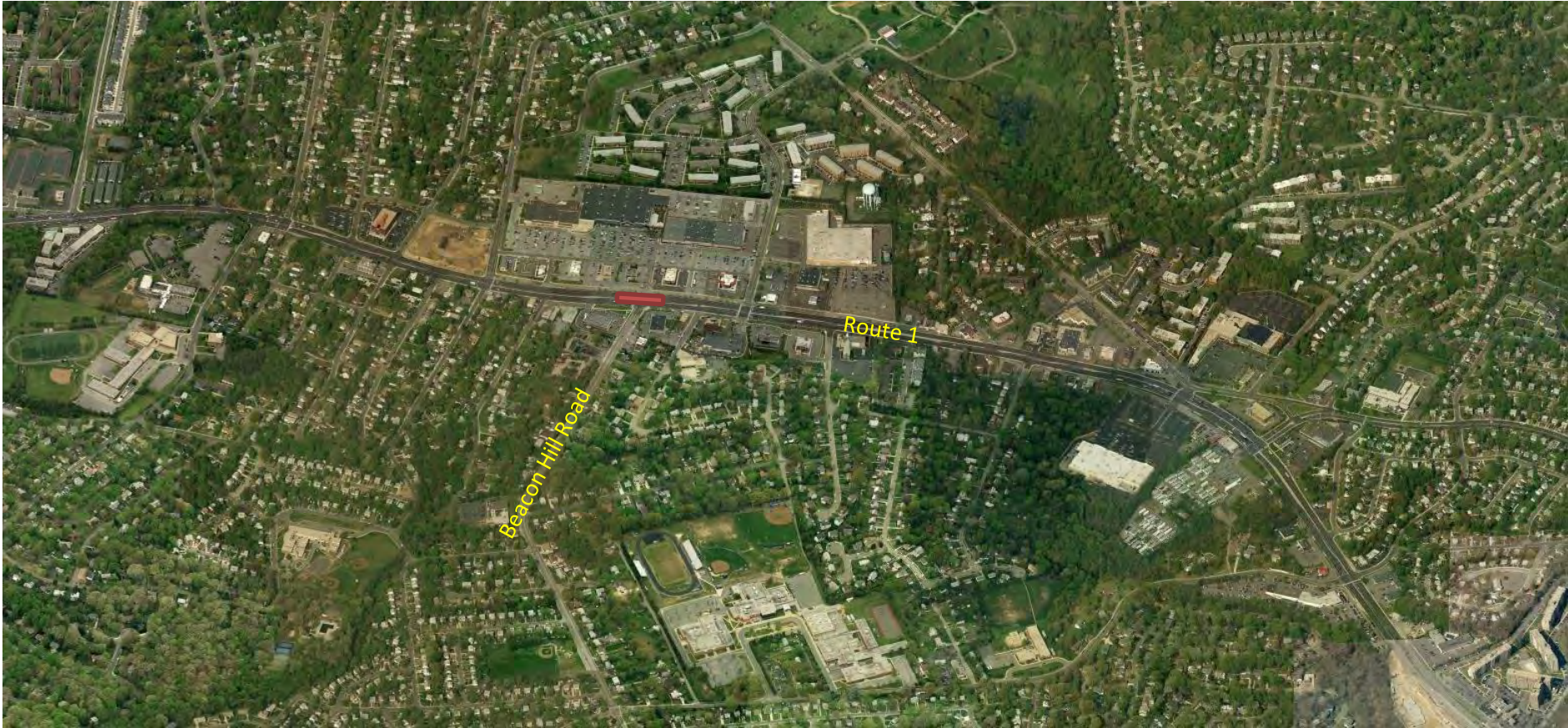
Source: DRPT Multimodal Design Guidelines (2013)

Scenario 1: 2035 MWCOG Population and Employment Forecast

- The 2035 regional forecast anticipates high growth that varies along the corridor
- Base scenario for potential FTA grant application
- Station areas (within ½-mile) in the north and at Woodbridge are supportive of express bus; areas near Fort Belvoir are less dense

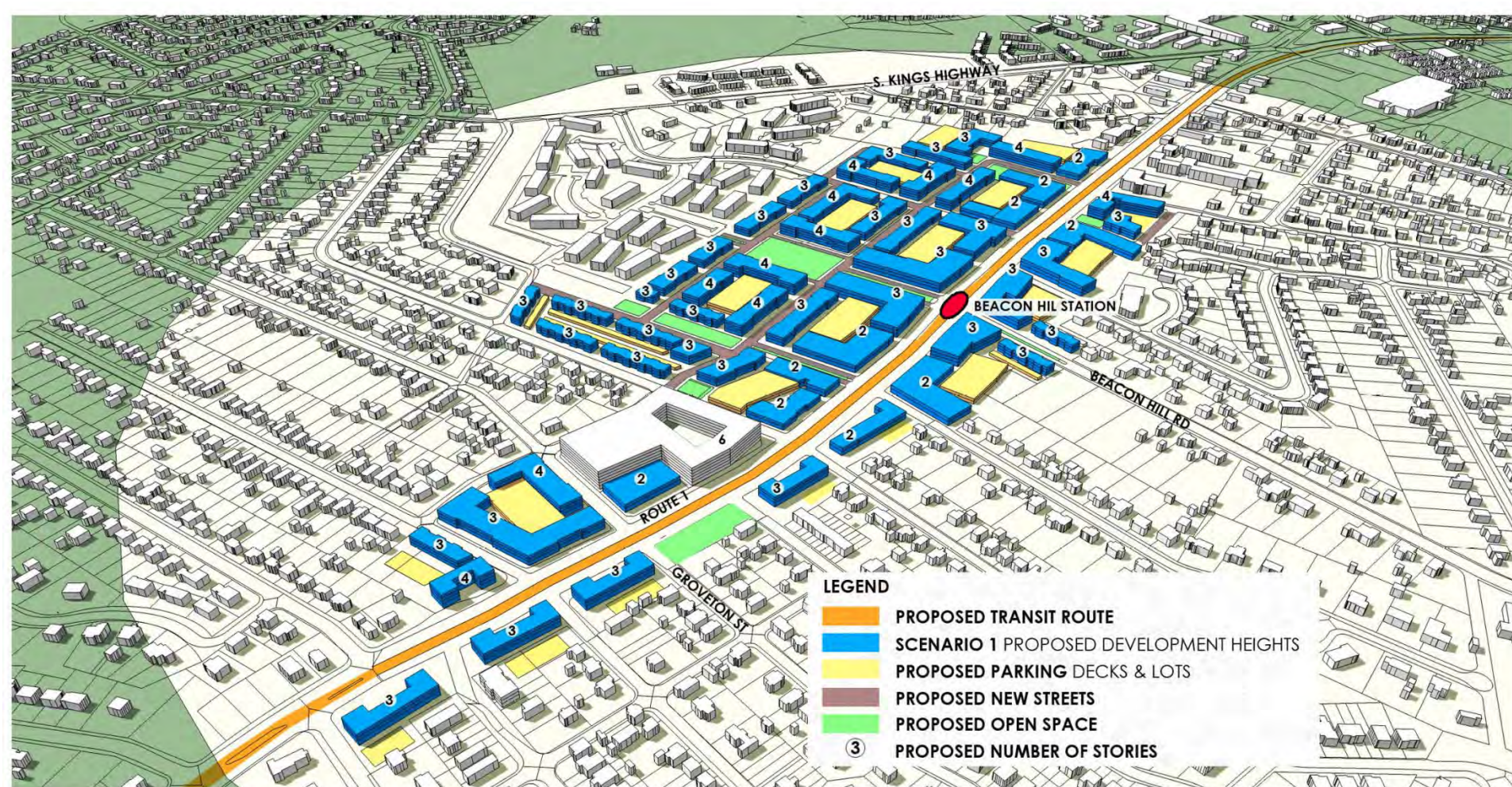


Beacon: Bird's Eye View Today



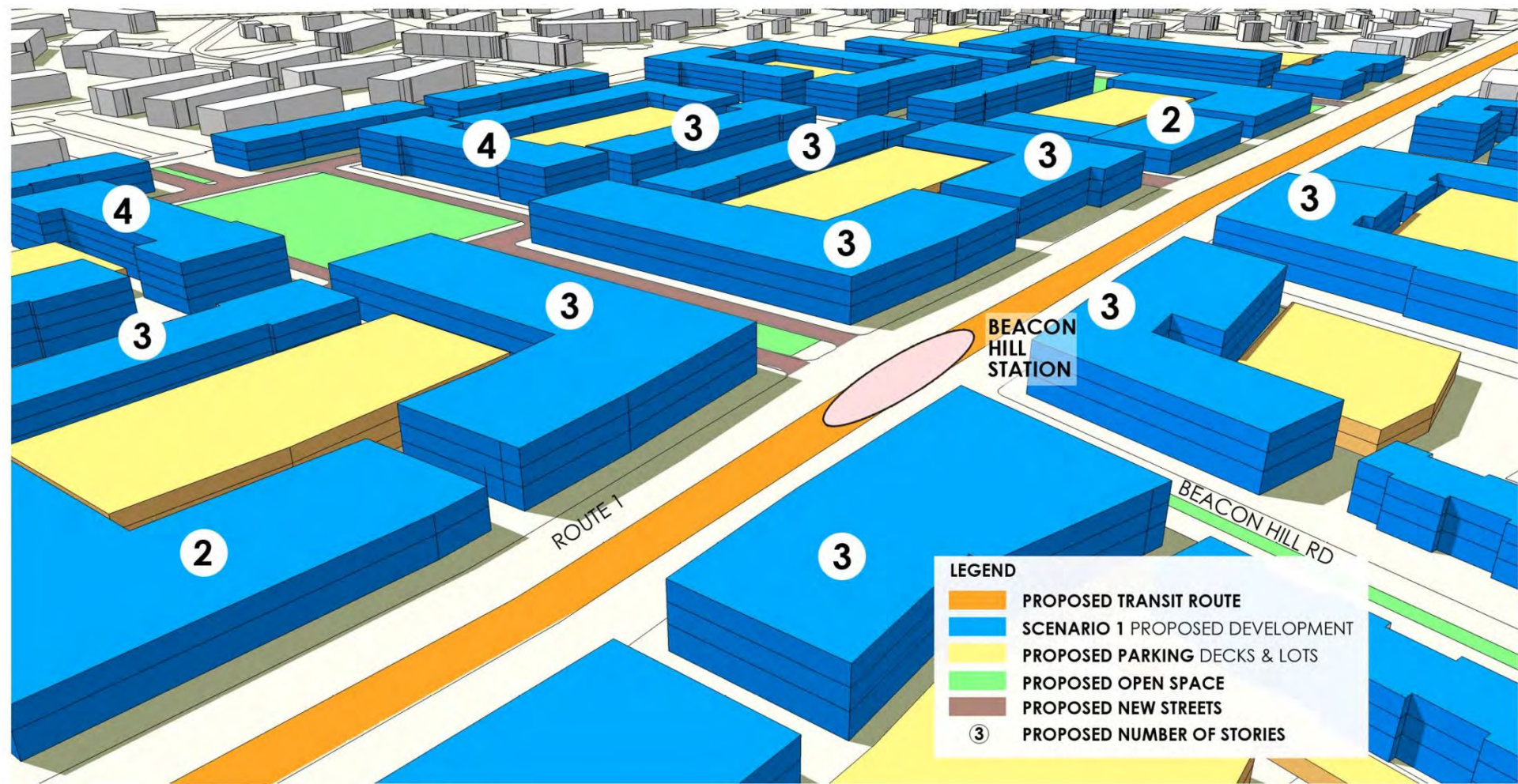
Source: Bing Maps

Beacon Hill: Land Use Scenario One (2035 COG Projection)



BEACON HILL STATION SCENARIO 1

Beacon Hill: Land Use Scenario One (2035 COG Projection)

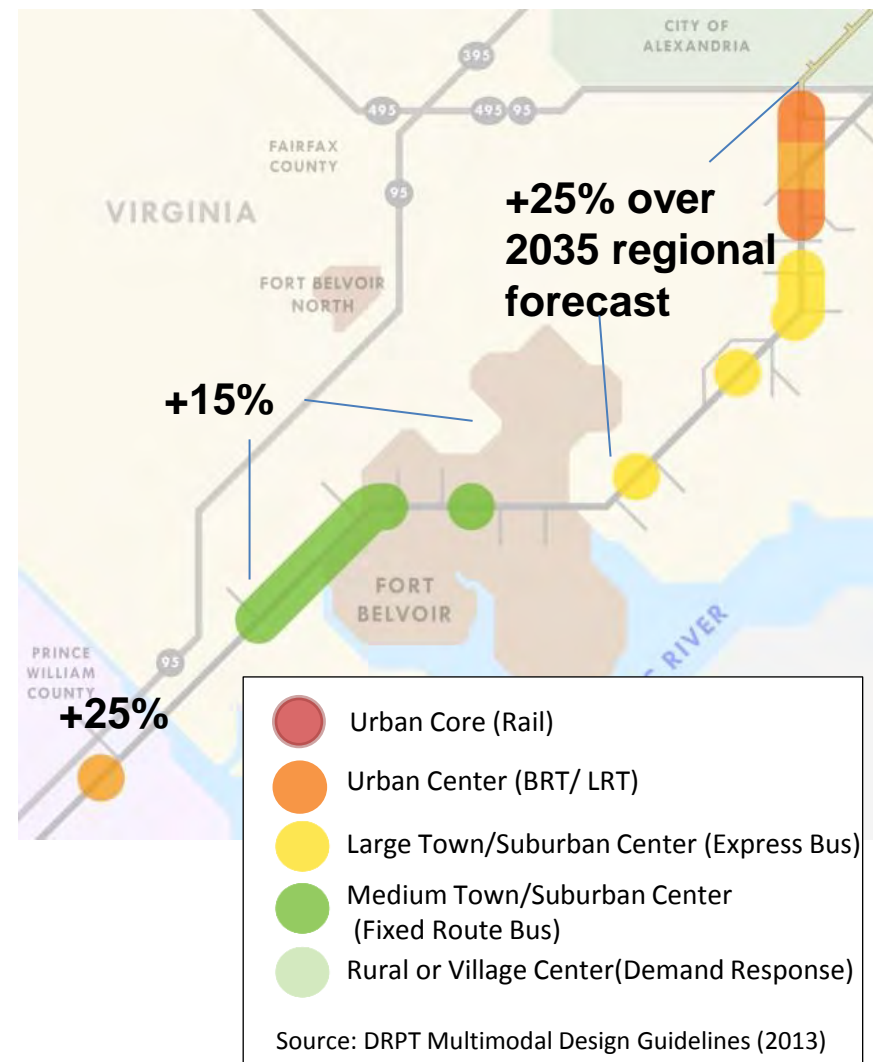


BEACON HILL STATION SCENARIO 1

Scenario 2: Reasonable Response to High-Quality Transit Investment

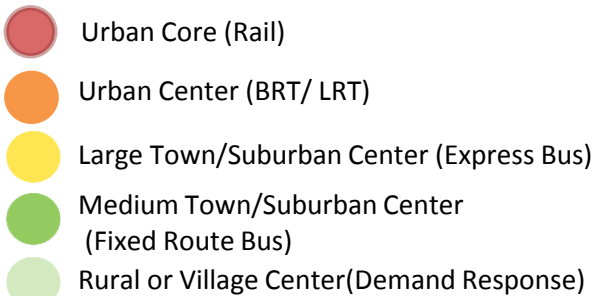
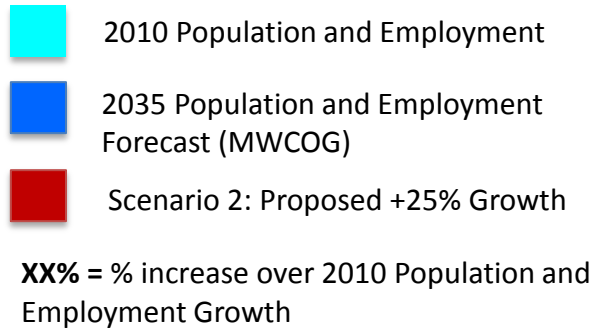
What is a reasonable growth expectation for a corridor that invests in high-quality transit (BRT or LRT)?

- Given national experience, assumed a **25%** increase in activity levels due to **premium transit investment**, coupled with strong land use **planning** and **development incentives**
- Coordinated assumptions with Fairfax County and Prince William County planners:
 - 25% increase** in activity level densities in the north portion and at Woodbridge
 - 15% increase** for stations near Lorton
- Enhanced land use (Scenario 2) would support a higher capacity transit mode (BRT or LRT) at the north end of the corridor and at Woodbridge

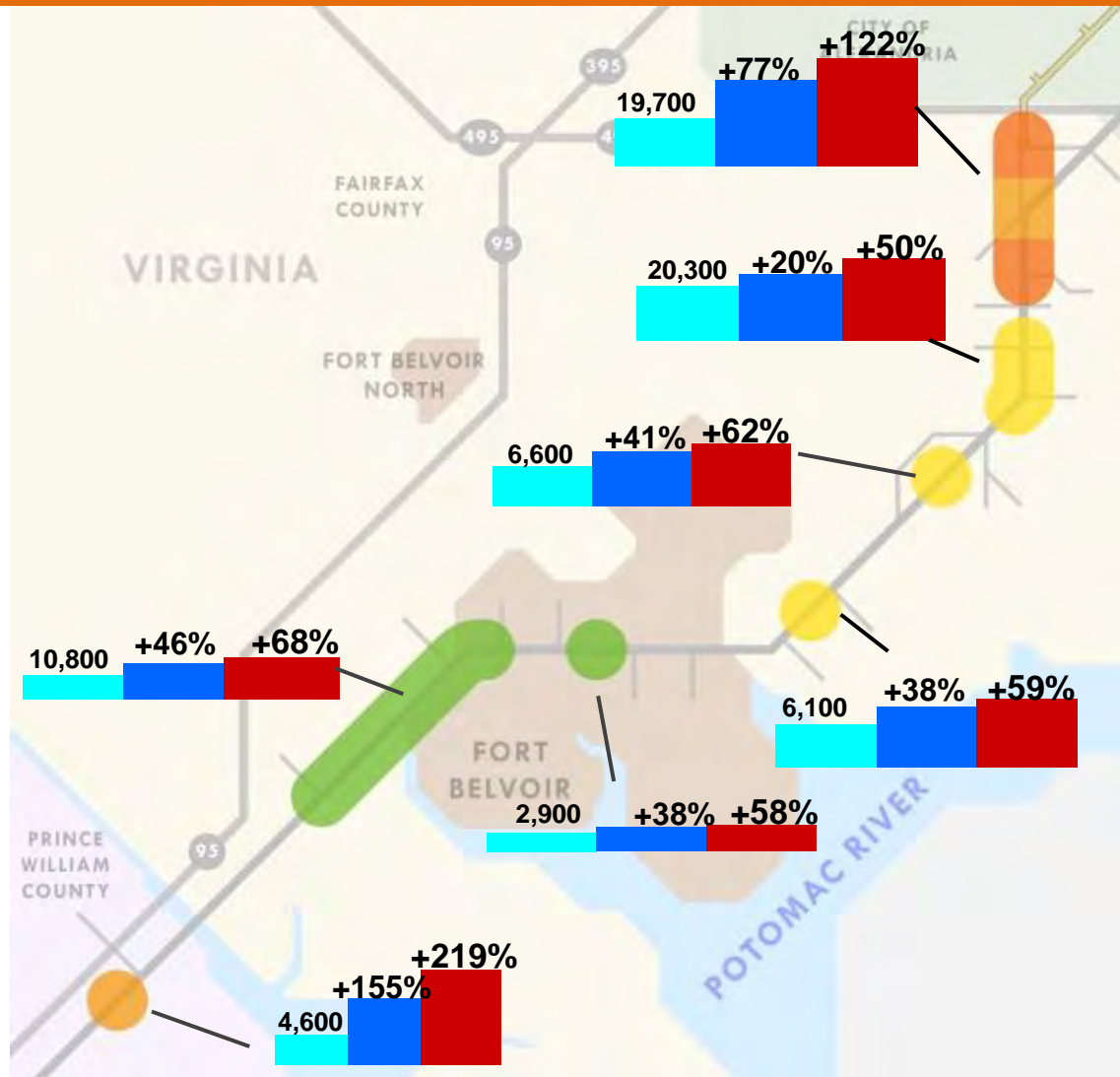


Land Use Scenario 2

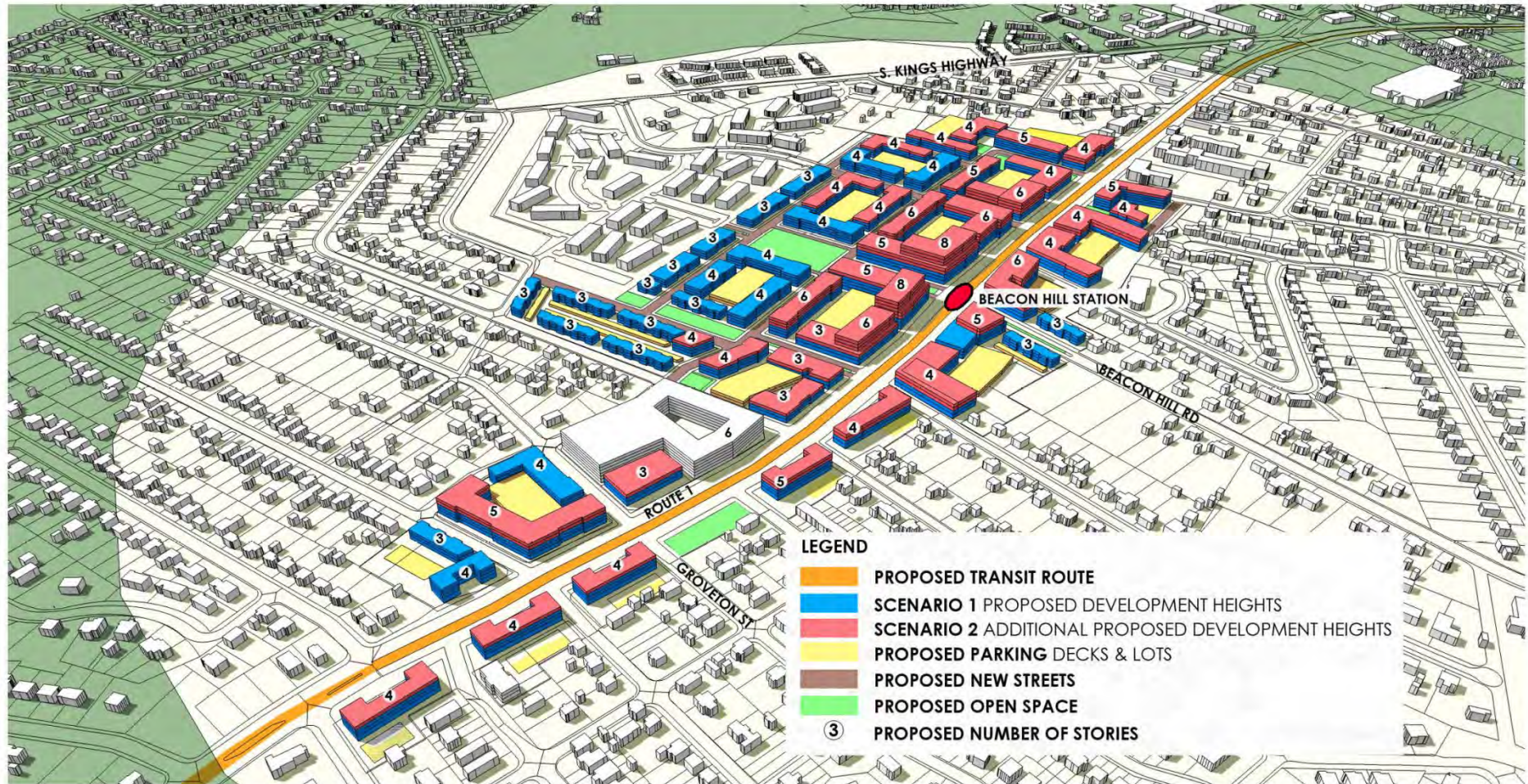
2035 MWCOG Population and Employment Forecast



Source: DRPT Multimodal Design Guidelines (2013)

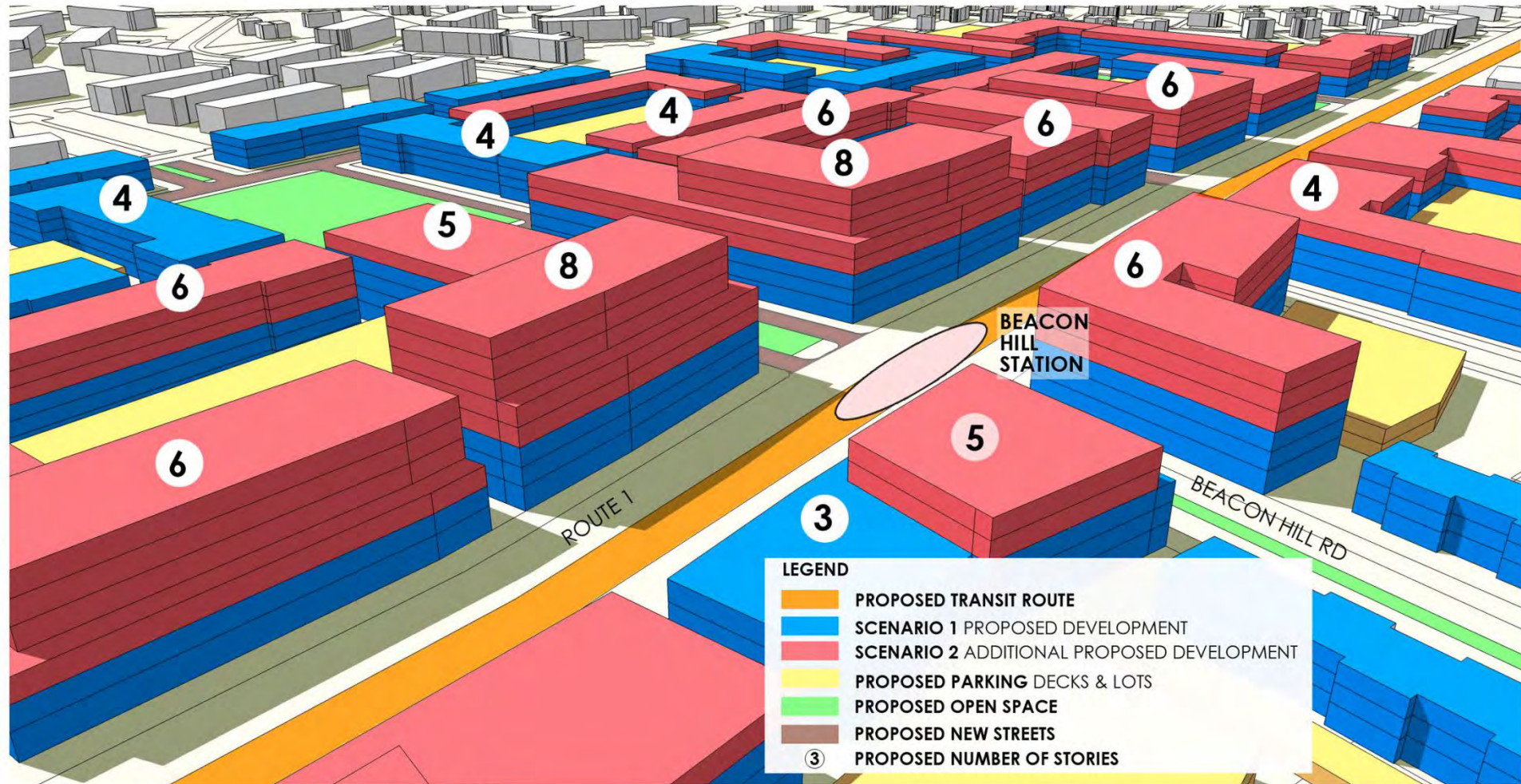


Beacon Hill: Land Use Scenario Two (additional growth increment)



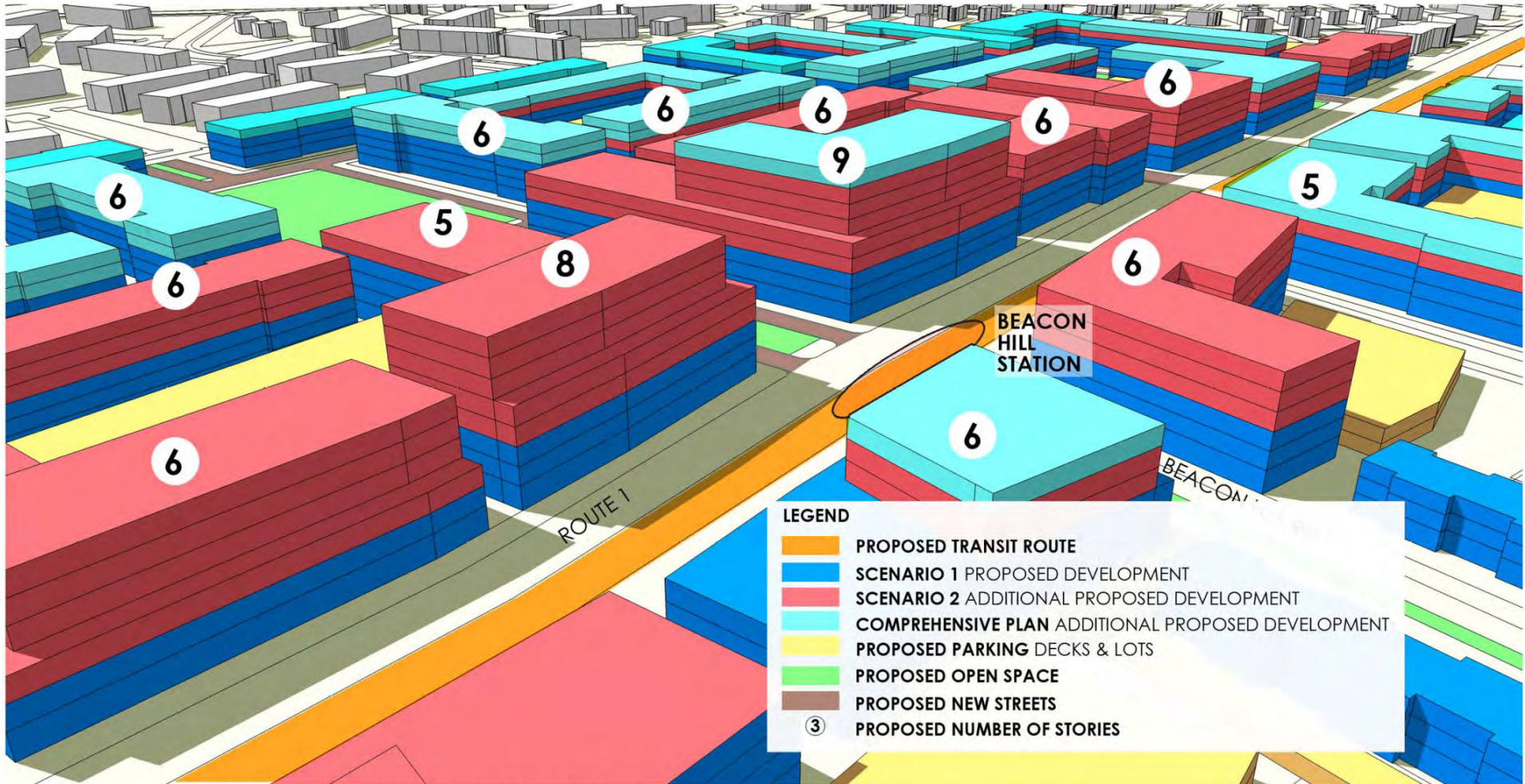
BEACON HILL STATION SCENARIO 2

Beacon Hill: Land Use Scenario Two



BEACON HILL STATION SCENARIO 2

Beacon Hill: County Comprehensive Plan



BEACON HILL STATION SCENARIO COMPREHENSIVE PLAN

Beacon Hill: Bird's Eye View Today

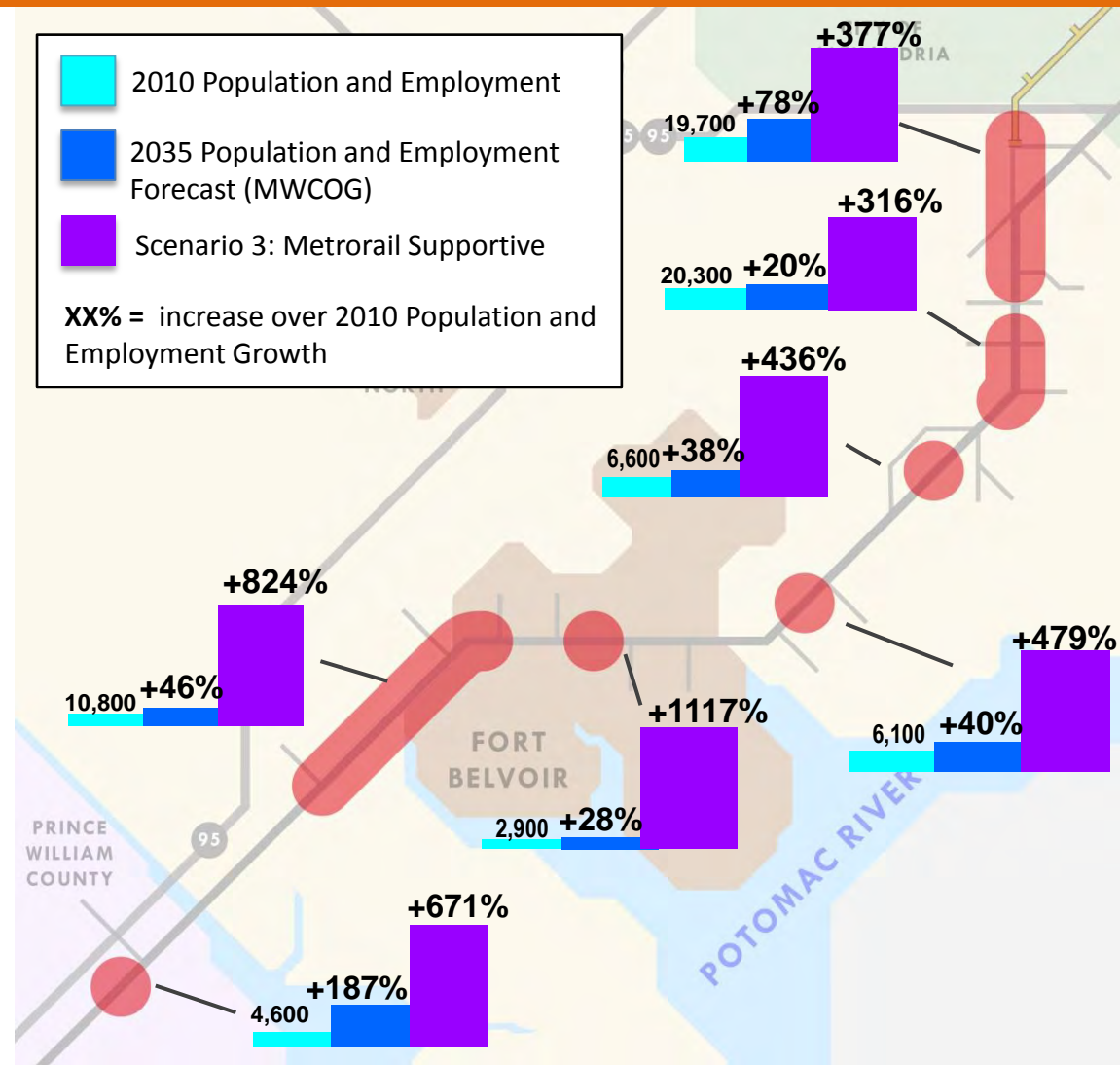
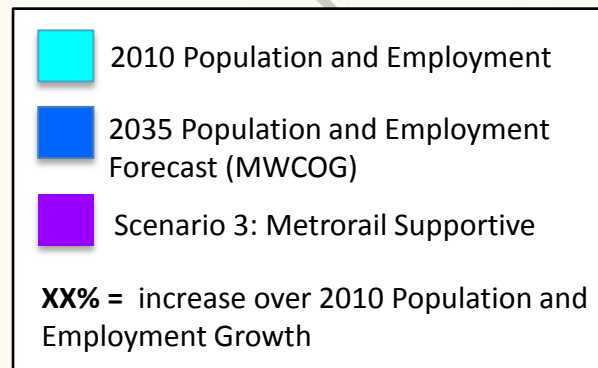


Beacon Hill: Scenario Two Bird's Eye View



Scenario 3: Land Use Supportive of Metrorail

Densities around stations would need to **increase dramatically** beyond the 2035 regional forecast to meet development levels typically associated with Metrorail as defined in the DRPT Multimodal Design Guidelines



- Urban Core (Rail)
- Urban Center (BRT/ LRT)
- Large Town/Suburban Center (Express Bus)
- Medium Town/Suburban Center (Fixed Route Bus)
- Rural or Village Center (Demand Response)

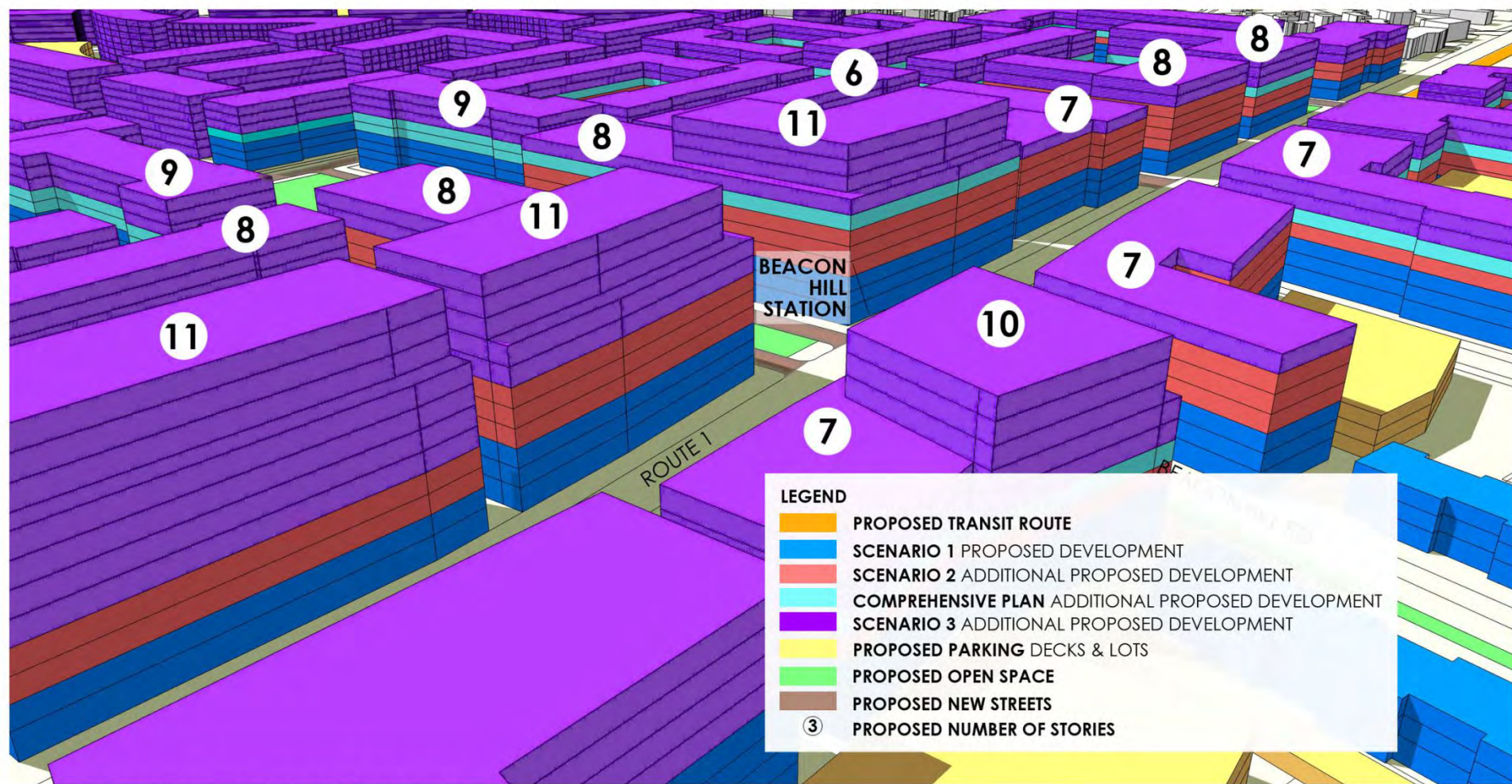
Source: DRPT Multimodal Design Guidelines (2013)

Beacon Hill Station: Scenario 3



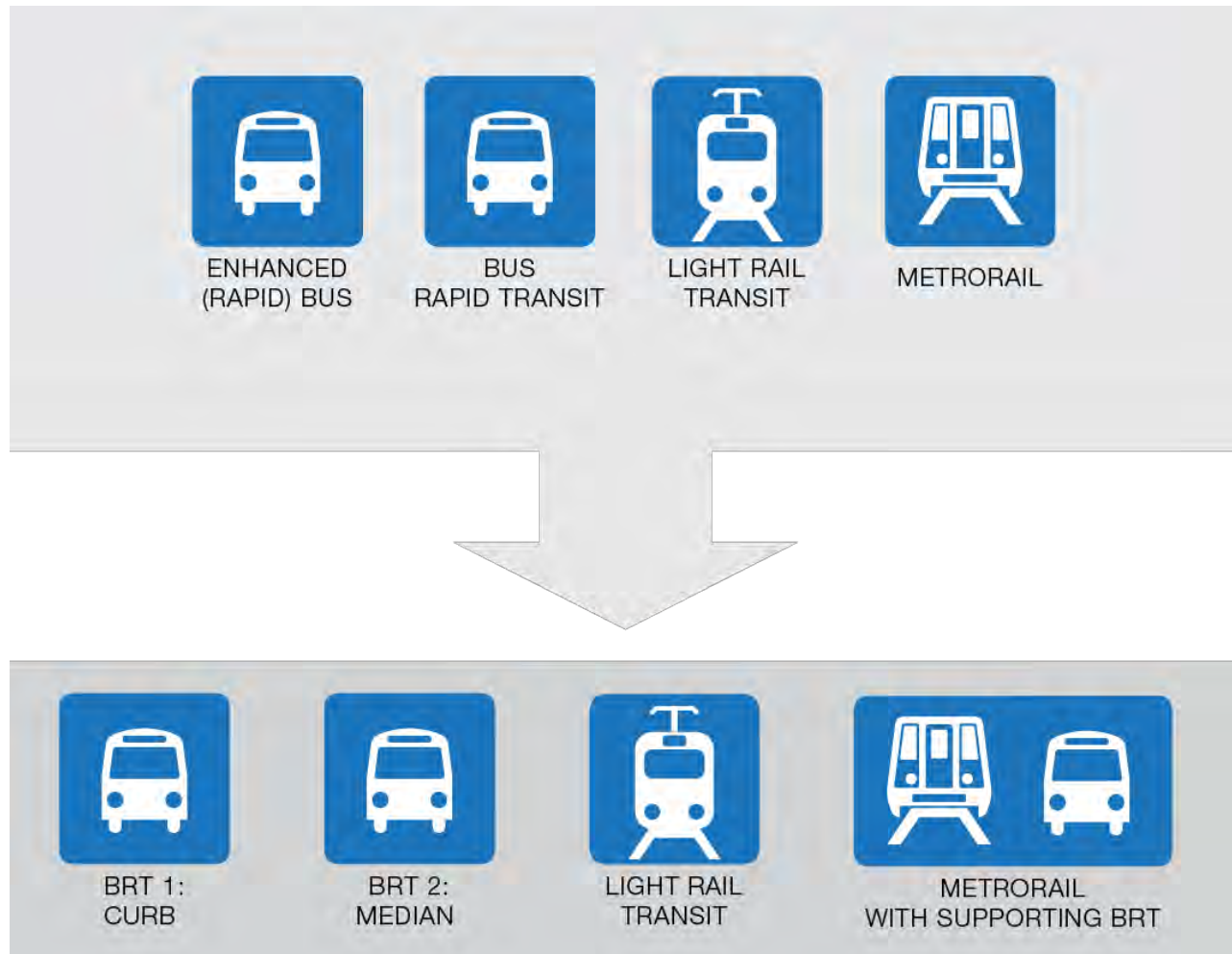
BEACON HILL STATION SCENARIO 3

Beacon Hill Station: Scenario 3



BEACON HILL STATION SCENARIO 3

Transit Alternatives Refinement



Summary of Initial Alternatives



	Enhanced Bus	Bus Rapid Transit	Light Rail Transit	Metrorail
Average Weekday Ridership (2035)	9,500	16,600	18,400	38,500
Conceptual Capital Cost	\$180 M	\$780 M	\$1.20 B	\$4.80 B
Annual O&M Cost	\$14 M	\$17 M	\$24 M	\$84 M
Cost Per Rider*	\$10	\$15	\$21	\$37

*Assumes Annualized Capital Cost + Operating Costs divided by total boardings (2035)

Note: FTA Cost Effectiveness measure averages current (2015) and horizon year (2035) costs and boardings



Four Refined Alternatives for Further Evaluation

Alternative 1: Bus Rapid Transit 1- Curb

- Bus operates in curb, dedicated transit lanes from Huntington to Fort Belvoir
- South of Fort Belvoir to Woodbridge, bus operates in mixed traffic

Alternative 2: Bus Rapid Transit 2- Median

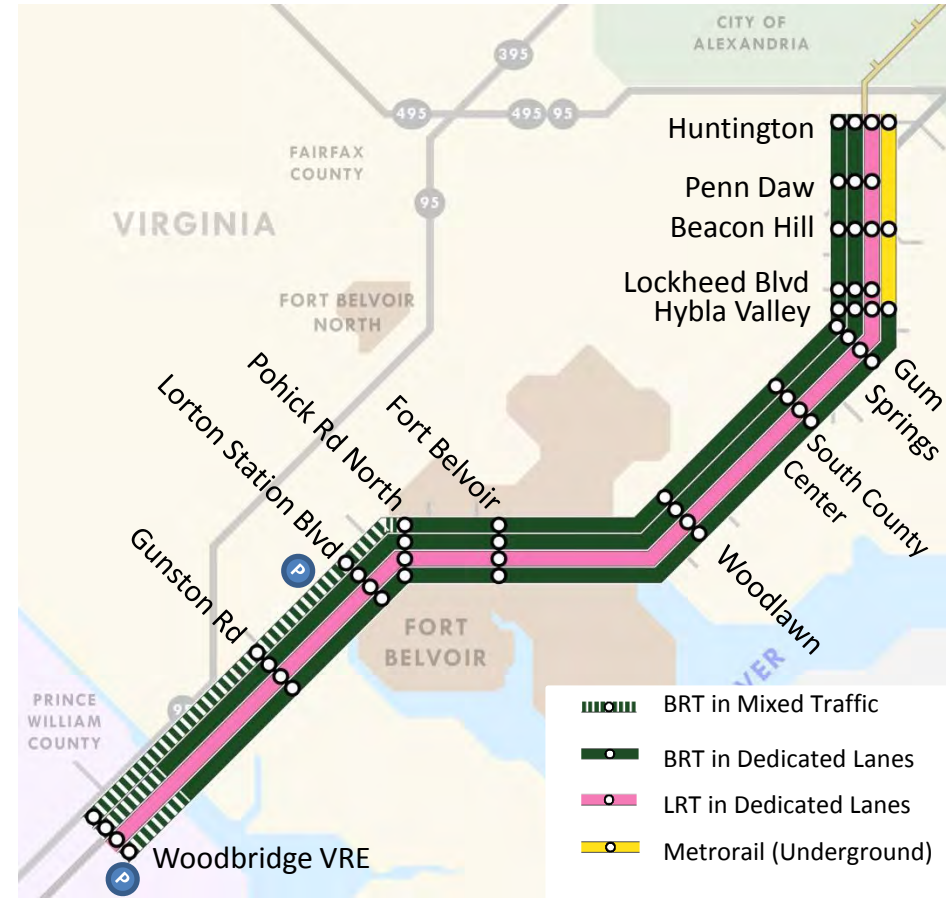
- Bus operates in the median in dedicated lanes for entire length of corridor and in mixed-traffic in Prince William County

Alternative 3: Light Rail Transit

- Light Rail vehicle operates in the median in dedicated lanes for entire length of corridor

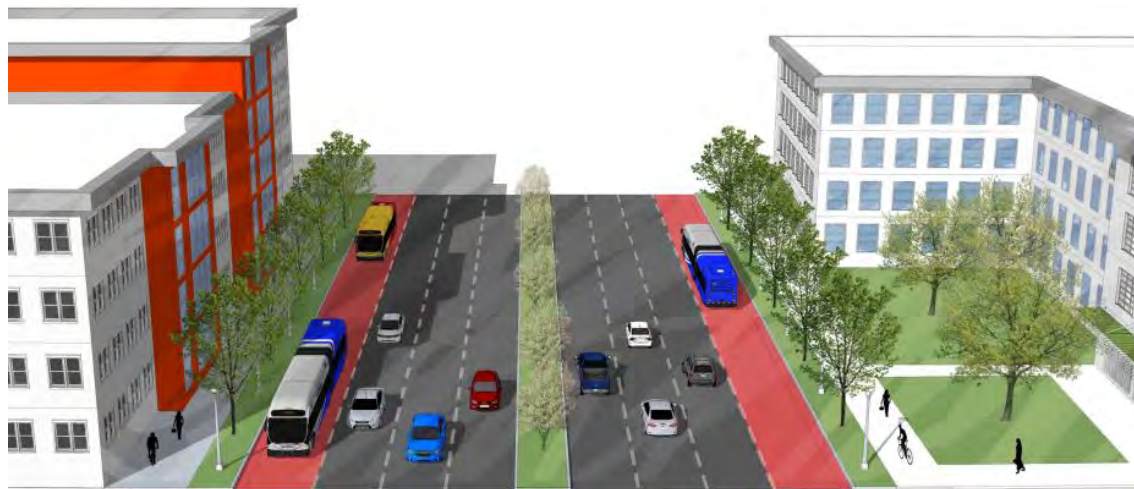
Alternative 4: Metrorail- BRT Hybrid

- Yellow line extension to Hybla Valley with connecting BRT service to Woodbridge

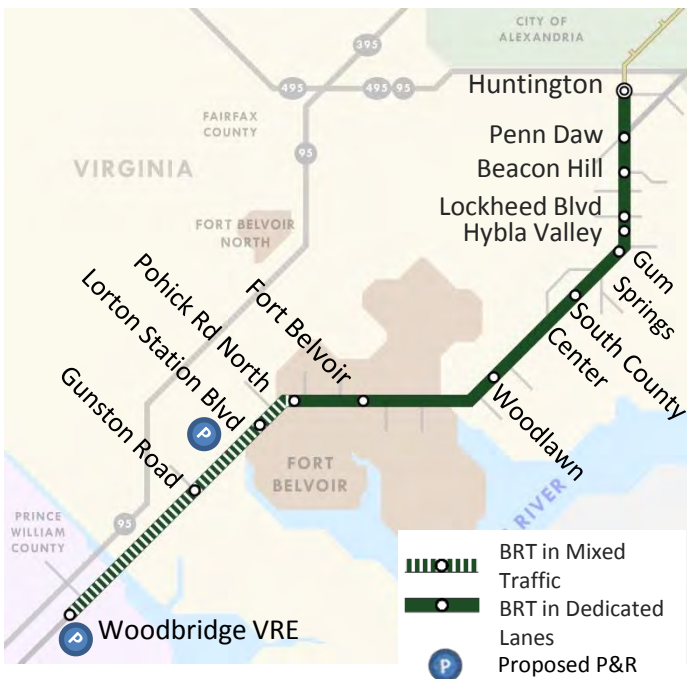


Alternative 1: Bus Rapid Transit 1 – Curb

BRT operates in dedicated curb lanes to Pohick Road North

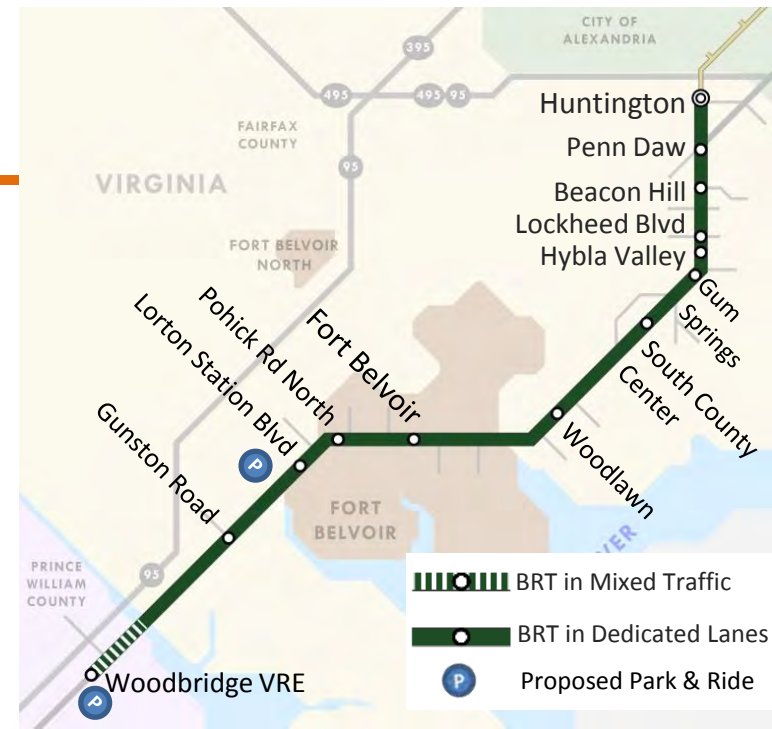


BRT operates in mixed traffic from Pohick Road North to Woodbridge



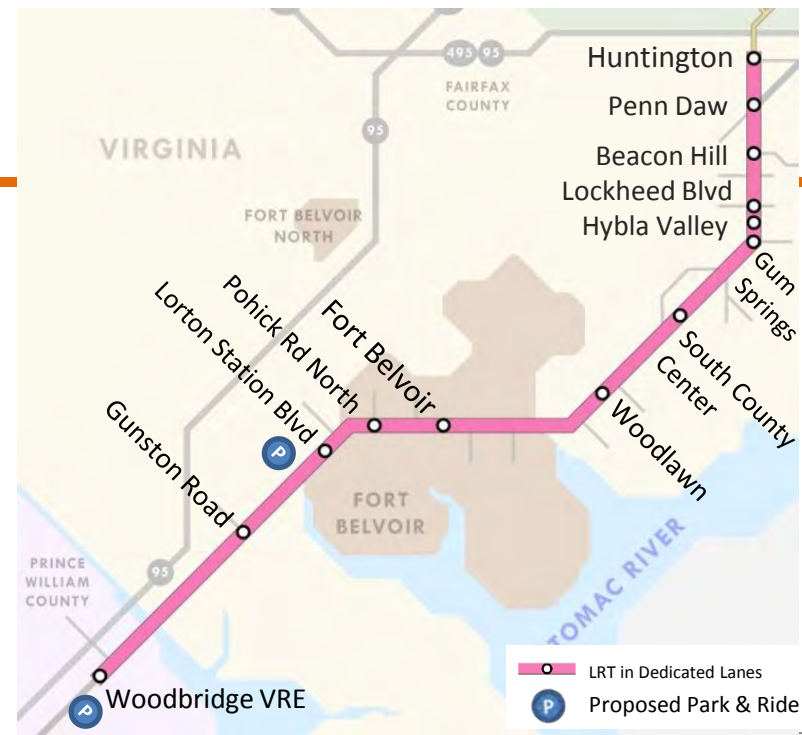
Alternative 2: Bus Rapid Transit 2 - Median

BRT operates in median in dedicated lanes in Fairfax County; transitions to mixed traffic through Prince William County



Alternative 3: Light Rail Transit (Median)

Light Rail operates in median in dedicated lanes for entire corridor

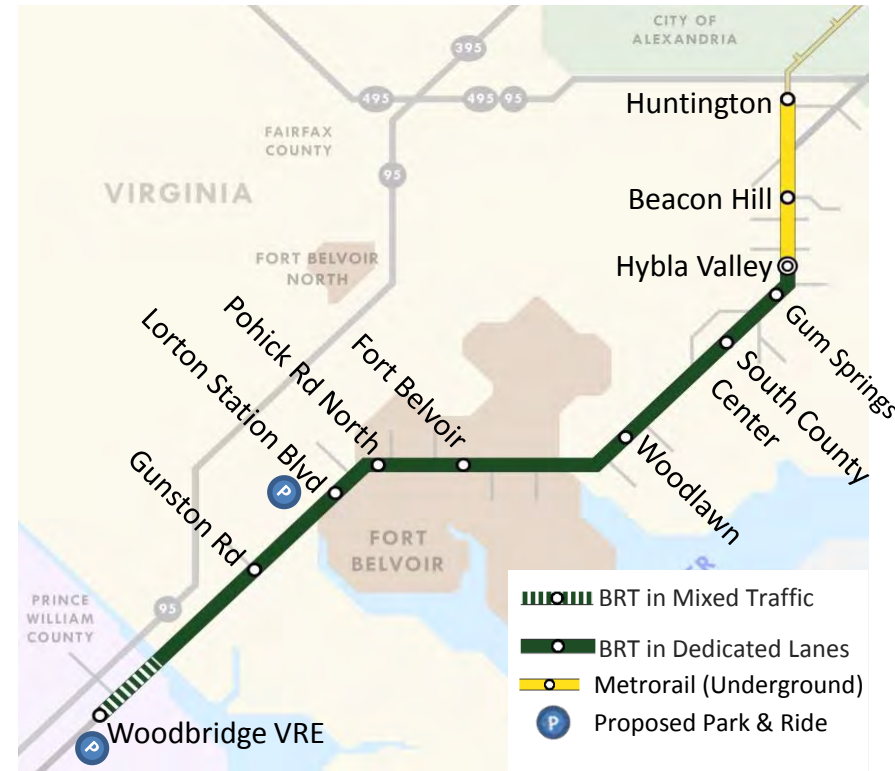


Alternative 4: Metrorail- BRT Hybrid

Metrorail underground to Hybla Valley;
Transfer to BRT service at Hybla Valley



BRT operates in dedicated lanes and transitions
into mixed-traffic in Prince William County



Key Indicators: Refined Transit Alternatives



	Bus Rapid Transit 1 - Curb	Bus Rapid Transit 2- Median	Light Rail Transit- Median	Metrorail/BRT- Median Hybrid
Average Weekday Ridership (2035)	15,200	16,600	18,400	26,500* (BRT 10,600; Metro 22,900)
Conceptual Capital Cost	\$500 M	\$780 M	\$1.20 B	\$1.57 B
Annual O&M Cost	\$18 M	\$17 M	\$24 M	\$31 M
Cost Per Rider**	\$12	\$15	\$21	\$18

* Corridor ridership, excluding transfers between Metrorail and BRT portions

**Assumes Annualized Capital Cost + Operating Costs divided by total boardings (2035)

Note: FTA Cost Effectiveness measure averages current (2015) and horizon year (2035) costs and boardings

Summary: Refined Multimodal Alternatives

	BRT- Curb Running	BRT- Median Running	LRT	Metrorail-BRT (Hybrid)
Transit Elements	<ul style="list-style-type: none"> Dedicated lanes north portion of corridor Special treatments at key locations south portion of corridor 	<ul style="list-style-type: none"> Dedicated lanes for entire corridor Median transitway Mixed-traffic in Prince William County 	<ul style="list-style-type: none"> Dedicated lanes for entire corridor Median transitway 	<ul style="list-style-type: none"> Metrorail extension for a short northern segment BRT in dedicated lanes Mixed-traffic through Prince William County
Vehicular Lanes	<ul style="list-style-type: none"> Consistent three lanes 	<ul style="list-style-type: none"> Consistent three lanes 	<ul style="list-style-type: none"> Consistent three lanes 	<ul style="list-style-type: none"> Consistent three lanes
Bike/Ped Elements	<ul style="list-style-type: none"> Enhanced multi-use path 	<ul style="list-style-type: none"> Enhanced multi-use path 	<ul style="list-style-type: none"> Enhanced multi-use path 	<ul style="list-style-type: none"> Enhanced multi-use path

Evaluation of Alternatives



Evaluation Criteria: Project Goals and Objectives

Goals and Objectives	Multimodal Measures
GOAL 1: Expand attractive multimodal travel options to improve local and regional mobility	
Increase transit ridership	Transit ridership
Improve transit to reduce travel times	Transit travel time, Automobile travel time
Increase transportation system productivity	Total person throughput
Improve bicycle and pedestrian networks	Continuous sidewalk and bike pathway
Integrate with other transit service	Connections to existing and planned transit
GOAL 2: Improve safety; increase accessibility	
Provide accessible pathways	Continuous sidewalk and bike pathway
Reduce modal conflicts	Separate facilities for separate modes
Improve pedestrian crossings	Average pedestrian delay to cross, Adequate pedestrian refuges
Maintain traffic operations	Traffic LOS
GOAL 3: Increase economic viability and vitality of the corridor	
Support higher activity levels	Accommodate 2035 density (growth scenarios)
Investments are financially feasible to construct and operate	Project costs, cost effectiveness, Allows incremental implementation
High-capacity transit facilities at appropriate locations	Serves low-income residents, value added to adjacent properties
GOAL 4: Support community health and minimize impacts on community resources	
Minimize negative impacts to the natural environment	ROW impacts on environmental and historic resources
Contribute to improvements in regional air quality	Change in VMT
Increase opportunities for bicycling and walking	Continuous sidewalk and bike pathway

Evaluation Criteria: FTA New Starts/Small Starts

Project Justification Criteria

Economic Development: Transit supportive plans and policies; plans to preserve affordable housing

Mobility Improvements: Total project boardings; transit-dependent ridership is weighted 2x

Cost Effectiveness: Annualized cost per annual linked trip on the project

Land Use: Quantitative analysis of station area development, proportion of legally binding affordability

Environmental Benefits: Environmental benefits are monetized and compared to the annualized costs

Congestion Relief: Project sponsors will receive a medium rating until further guidance is released

Financial Commitment Criteria

Current Condition (capital and operating)

Commitment of Funds (capital and operating)

Reasonableness of Assumptions and Financial Capacity (capital and operating)

4. Project Funding and Finance & Preliminary Economic Analysis



Project Funding and Finance: Lessons Learned

- Project funding should be considered along with development and evaluation of alternatives
- Consider capital and long-term operating expenses
- Project will likely be implemented with a mix of several sources
- Federal Transit Administration grants are becoming more competitive; greater focus on local funding commitment



Project Funding: Overview of Potential Sources

Funding Source	Type	Notes
Federal	FTA New Starts/Small Starts	Limited funding for highly competitive nationwide program
	FHWA Surface Transportation Program, CMAQ	Formula grants applied according to state and metropolitan priorities
Regional	NVTA funding	Dedicated funding for northern Virginia priorities
State	VDOT highway	Grants applied to statewide priorities
	DRPT Capital Assistance Program	Application for Major Capital Investments funded at Tier 2 level
Local	County managed funds	General fund, bond allocations, etc.
	Value capture (TIF or SAD)	Corridor-specific tools

Local Project Funding Sources

Funding Type	Description	Notes
County Managed Funds	<ul style="list-style-type: none"> Sales Tax Property Tax Other revenues 	Application of existing local revenue sources to cover costs of transportation infrastructure and services
Value Capture	<ul style="list-style-type: none"> Tax Increment Financing (TIF) Special Assessment Districts (SAD) 	Capture increased property value that accrues over time resulting from public investment
	<ul style="list-style-type: none"> Joint Development 	Coordinated development of commercial and residential buildings with public transportation facilities

Project Funding: Next Steps

- **Economic analysis** to inform the degree to which transportation investments can be supported by value created with corridor growth and development
- **Viability of project funding** informs evaluation of alternatives
- **Funding strategy** developed for recommended alternative
- **Funding sequence** or cash flow projection developed for specific recommended alternative

5. Q&A, Discussion



6. Upcoming Meetings and Next Steps



Calendar of Meetings

Meeting	Date
Technical Advisory Committee	March 6, 10:00 - 11:30am South County Center
Executive Steering Committee	March 13, 3:30 - 5:00 pm Mount Vernon Government Center
Community Involvement Committee	March 18, 4:00 – 5:30 pm Mount Vernon Government Center
Public Meeting #2	March 26, 6:00 – 8:00 pm South County Center

Outreach for Public Meeting #2

- Regular Twitter and Facebook Postings
- Website Updates (interactive)
- Newspaper Ads (5 publications, English/Spanish)
- Press Release (38 media outlets, English/Spanish)
- Flyer and Fact Sheet
 - E-mails to 250 contacts
 - Hard Copies (English and Spanish)



Outreach for Public Meeting #2

- Mount Vernon Town Hall (February)
- School and PTA Outreach and Flyer Distribution
(21 public schools near the corridor)
- Individual organization outreach:
 - VOICE
 - Progreso
 - Ventures in Community
 - Good Shepherd Church
 - Community Involvement Committee



Outreach for Public Meeting #2

Community Involvement Committee:

- Boosalis Properties
- Coalition for Smarter Growth
- Fairfax Advocates for Better Bicycling
- Fairfax Federation of Citizens Orgs.
- Fairfax County Planning Commission
- Fairfax County Transportation Commission
- Fort Belvoir
- Friends of Dyke Marsh
- Friends of Huntley Meadows Park
- Friends of Quander Brook
- Good Shepherd Housing & Family Services
- Lee District Association of Civic Orgs.
- Lee Land Use Committee
- Mason Neck Citizens Association
- Mt. Vernon Council of Citizens' Associations
- Mount Vernon- Lee Chamber of Commerce
- North Woodbridge Breakfast Club
- Northern VA Affordable Housing Alliance
- Prince William county Planning Commission
- Sierra Club (Virginia Chapter)
- South County Federation
- South Fairfax Chamber of Commerce
- Southeast Fairfax Development Corporation
- Spring Bank Community Association
- United Community Ministries
- Wesley Housing Corporation of Northern VA
- Woodbridge Civic Association

Multimodal Alternatives Analysis: Steps to Study Completion

1. Continue technical analysis of refined alternatives
2. Evaluate land use scenarios
3. Complete evaluation of multimodal alternatives
4. Conduct scan of potential project impacts
5. Develop project funding strategy
6. Recommend a multimodal alternative to be carried forward to next phase of implementation





AGENDA ITEM #9

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kelley Coyner and Kala Quintana

DATE: March 26, 2014

SUBJECT: Northern Virginia Transportation Authority (NVTA)

Northern Virginia Transportation Authority (NVTA) continues to seek full and timely implementation of HB2313. In Richmond, NVTA focused on insuring that the region has the chance to see how the new program works before making changes in the legislation and to date has been successful. In a series of briefings in the region, NVTA members and jurisdictions reviewed the results of the initial application of the Project Selection Model. VDOT will move forward in rating and rank the 36 projects submitted by the Authority and the Commonwealth Transportation Board. The Authority also approved a Standard Project Agreement so that it can move forward with approving the first set of regional or 70% projects in April and continued its recruitment of a permanent Executive Director. [March NVTA Meeting Materials linked here for your reference](http://www.thenovaauthority.org/meetings.html). (link: <http://www.thenovaauthority.org/meetings.html>.)

General Assembly Update As detailed in NVTC's legislative update, many bills were introduced to change key provisions of HB2313. By in large, they were tabled for this Session. The General Assembly did adopt changes to the hybrid vehicle fuel tax. There is a pending budget amendment which, if enacted, could change how transit projects are evaluated and also subjects projects already approved to rating and ranking through the Project Selection Model. HB 2 passed with the endorsement of Secretary Layne. It requires the CTB to adopt a new prioritization process to its projects. This prioritization does not apply to NVTA projects.

Project Selection Model VDOT completed an initial scoring of a revised project list using criteria developed in conjunction with NVTA. (The revised project list includes 32 NVTA projects and 4 additional projects proposed by the Commonwealth Transportation Board (CTB).) Having presented the results to the CTB, VDOT will use the list to begin their project evaluation and rating process. Preliminary project ratings will be shared with NVTA in June, 2014 and a final analysis will be reported to the Authority in November/December, 2014.

Standard Project Agreement The Authority approved a Standard Project Agreement so that it can move forward with approving the first set of regional or 70% projects in April. NVTC has an item on its agenda to authorize the Executive Director to execute an agreement for funding of the Phase II of the Rt. 7 Alternatives Analysis. This will permit NVTC to complete this corridor analysis. NVTA plans to approve the first set of project agreements at its next meeting scheduled for April 17th.



Evaluation and Rating of Significant Transportation Projects in NoVA

Project Selection Model Results

Northern Virginia Transportation Authority

March 13, 2014

Presentation Overview

- **Project Selection Model Purpose**
- **Project Selection Model (PSM)**
 - **Project Assessment Criteria**
 - **Criteria Weights and Scoring**
 - **Selection Process**
- **PSM Model Results**

Project Selection Model Purpose

- **Ensure that projects selected for analysis are consistent with:**
 - **CTB Priorities**
 - **Overall intent of the law (study mandate/objectives)**
 - *Evaluate and rate significant transportation projects that reduce congestion and improve mobility during homeland security emergency situations*
 - *Projects should include significant highway, rail, bus, and/or technology investments that reduce congestion*
 - *Priority should be given to projects that most effectively reduce congestion in the most congested corridors and intersections*
- **Help select a finite number of qualified projects for evaluation and rating in this round of the study**

Project Selection Model (PSM)

- **The Project Selection Model (PSM) implements the legislative requirements using the following overall structure**
- **Tier One – CTB Priority Principles**
 - The project must meet at least one of the six CTB selected priorities to be considered for selection
- **Tier Two – Study Mandates and Objectives**
 - The project is assessed against a set of criteria related to its significance, congestion reduction potential and Homeland Security mobility
- **PSM framework/structure reviewed by NVTa at December 11, 2013 workshop**

PSM Tier One – CTB Priority Principles

- **Priority principles applied in a regional context**
- **The project must meet at least one of the following CTB priorities**
 - Preserve and Enhance Statewide Mobility through the Region
 - Increase Coordinated Safety and Security Planning
 - Improve the Interconnectivity of Regions and Activity Centers
 - Reduce the Cost of Congestion to Virginia Residents and Businesses
 - Increase System Performance by Making Operational Improvements
 - Increase Travel Choices to Improve Quality of Life for Virginians
- **ALL SUBMITTED PROJECTS MET THIS CRITERIA**

PSM Tier Two – Study Mandates and Objectives

- **Three categories of criteria:**

- Project Significance

- 5 sub-criteria / attributes – *project type, designated corridors, high travel volume, connects activity centers, connects major facilities*

- Congestion Reduction Potential

- 5 sub-criteria / attributes – *congestion severity, congestion duration, person hours of delay, adds capacity, reduces vehicle trips*

- Homeland Security Mobility

- 1 sub-criteria / attribute – *facility and operational improvements*

- **All quantitative assessments will be based on 2020 Conditions**

- Facilities, volumes, congestion levels, delays, regional activity center sizes, ...

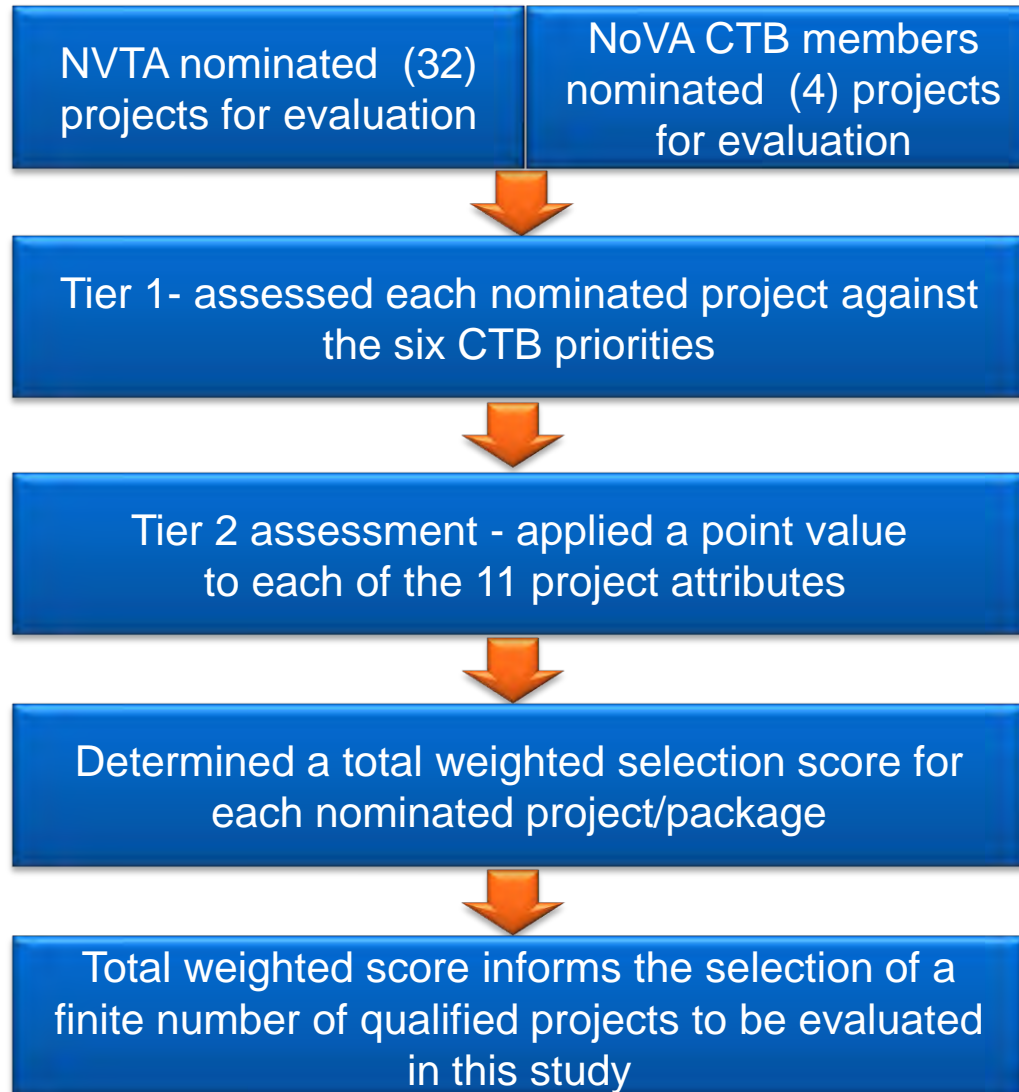
Project Selection Criteria and Weights

Criteria		NVTA Assigned Weights	Possible Points Value
Project Significance			
	Project Type	3%	0, 100
	Designated Corridor	13%	0, 100
	High Travel Volume	15%	0 to 100
	Connects RACS	16%	0 to 100
	Connects Major Facilities	8%	0, 50, 100
Congestion Reduction Potential			
	Congestion Severity	6%	0, 25, 75, 100
	Congestion Duration	9%	0, 25, 75, 100
	Person Hours of Delay	8%	0, 25, 75, 100
	Adds Capacity	9%	0, 50, 100
	Reduces Vehicle Trips	5%	0, 25, 75, 100
Homeland Security Mobility			
	Facility Improvements	8%	0, 50, 100
		100%	



**Selection
Score**

Project Selection Process



CTB Nominated Projects

- **Prince William Parkway (Rt. 294) grade separated interchanges**
 - Construct two grade separated interchanges along Prince William Parkway at Minnieville Road and Smoketown Road
 - Project also includes pedestrian improvements
- **Route 7 widening between Reston Avenue and Jarrett Valley Drive**
 - Widen Route 7 from four to six lanes
 - Add shared use paths on both sides of roadway
- **I-395 southbound widening between Duke St. and Edsall Road**
 - Add a fourth through lane on southbound I-395
- **Fairfax County Parkway improvements from I-95 to Route 1**
 - Construct improvements to the Fairfax County Parkway and I-95 interchange
 - Widen the Fairfax County Parkway from four to six lanes between I-95 and US 1
 - Construct grade separated interchanges at the Parkway and US 1 and the Parkway and John Kingman Road

Project Selection Results

- **36 projects nominated (32 NVTA, 4 NoVA CTB)**
 - 24 roadway improvements/widenings, 1 HOV widening
 - 5 interchange construction
 - 4 intersection improvements
 - 2 ITS projects
- **Tier 1 selection criteria:**
 - All projects submitted met at least one of the CTB priorities
 - 16 met all 6 CTB priorities, 20 met multiple CTB priorities
- **Tier 2 selection criteria:**
 - Project PSM scores ranged from a high of 78 to a low of 24
 - All projects are in designated corridors (COSS, TA2040, SuperNova, SMS)
 - One project affects over 200,000 persons per day, 15 projects affect fewer than 50,000 persons per day
 - 23 projects are within or connect activity centers
 - 27 projects are congested during the peak hour or longer
 - 31 projects add more than 10% to their person moving capacity

Project Selection Scores

ID	Name	Score	ID	Name	Score	ID	Name	Score
N-01	Columbia Pike	62	N-13	Route 15 Bypass	35	N-25	Main-Maple Purcellville	24
N-02	Rolling Road	53	N-14	Northfax (US 29/50)	46	N-26	Route 7/Battlefield	47
N-03	US 29 Widening	57	N-15	Jermantown/US 50	52	N-27	East Elden Street	42
N-04	Braddock Rd HOV	68	N-16	Frying Pan Road	45	N-28	Route 1 - PW	41
N-05	Van Dorn-Franconia	67	N-17	Kamp Washington	51	N-29	Route 15 Widening	30
N-06	Frontier Dr	48	N-18	Alex. Adaptive Controls	53	N-30	Route 28 Fairfax	67
N-07	Fairfax Co.Pkwy	78	N-19	Glebe Rd ITS	56	N-31	Route 28 - PW	44
N-08	Belmont Ridge	43	N-20	Pohick Road	39	N-32	Godwin Drive	53
N-09	Loudoun Co.Pkwy	61	N-21	Shirley Gate Rd	49	C-1	PW Pkwy Interchanges	46
N-10	Route 7 Bridge	54	N-22	Northstar Blvd	49	C-2	Route 7 Widening	56
N-11	US 1 - Dumfries	48	N-23	Route 7/690 Interchange	28	C-3	I-395 SB Lane	71
N-12	US 1 - Fairfax	54	N-24	Route 234/Grant Ave	30	C-4	Fairfax Co.Pkwy US 1	52

N-# = NVT A Project Number

C-# = NoVA CTB Project Number



Questions / Comments

THANKS!

Evaluation and Rating of Significant Transportation Projects in Northern Virginia
Northern Virginia Transportation Authority
March 13, 2014

V.HANDOUTS

Project ID	Project Name
NVTA-1	Columbia Pike Multimodal Streets
NVTA-2	Rolling Road Widening
NVTA-3	US 29 Widening
NVTA-4	Braddock Road HOV Widening
NVTA-5	South Van Dorn St & Franconia Rd Interchange
NVTA-6	Frontier Dr Extension
NVTA-7	Fairfax County Pkwy Improvements
NVTA-8	Belmont Ridge Rd
NVTA-9	Loudoun County Parkwy
NVTA-10	Route 7 Bridge Widening
NVTA-11	US 1 Widening and Relocation - Dumfries
NVTA-12	US 1 Widening - Fairfax
NVTA-13	Route 15 Bypass/Edwards Ferry Road Interchange
NVTA-14	Northfax Intersection Improvements (US29/50 @ VA123)
NVTA-15	Jermantown/US 50 Roadway Improvements
NVTA-16	Frying Pan Road Widening
NVTA-17	Kamp Washington Intersection Improvements (US 50/29 @ VA236)
NVTA-18	Real-Time Adaptive Traffic Control & Data Management System
NVTA-19	Glebe Rd Corridor ITS Improvements
NVTA-20	Pohick Road Widening
NVTA-21	Shirley Gate Road Extension
NVTA-22	Northstar Blvd Extension
NVTA-23	Route 7/690 Interchange
NVTA-24	Route 234/Grant Avenue Reconstruction
NVTA-25	Main St & Maple Ave Intersection Improvements
NVTA-26	Route 7/Battlefield Pkwy Interchange
NVTA-27	East Elden Street Widening
NVTA-28	Route 1 Widening - Prince William
NVTA-29	Route 15 Widening
NVTA-30	Route 28 Widening - Fairfax
NVTA-31	Route 28 Widening - Prince William
NVTA-32	Route 28 - Godwin Drive Extension
CTB-1	Route 294 (Prince William Pkwy) Grade Separated Interchanges
CTB-2	Route 7 Widening
CTB-3	I-395 Southbound Widening
CTB-4	Fairfax County Pkwy. Improvements Between I-95 and Route 1
CTB-5	Fairfax County Pkwy. I-95 to US 1 (County Alternative)

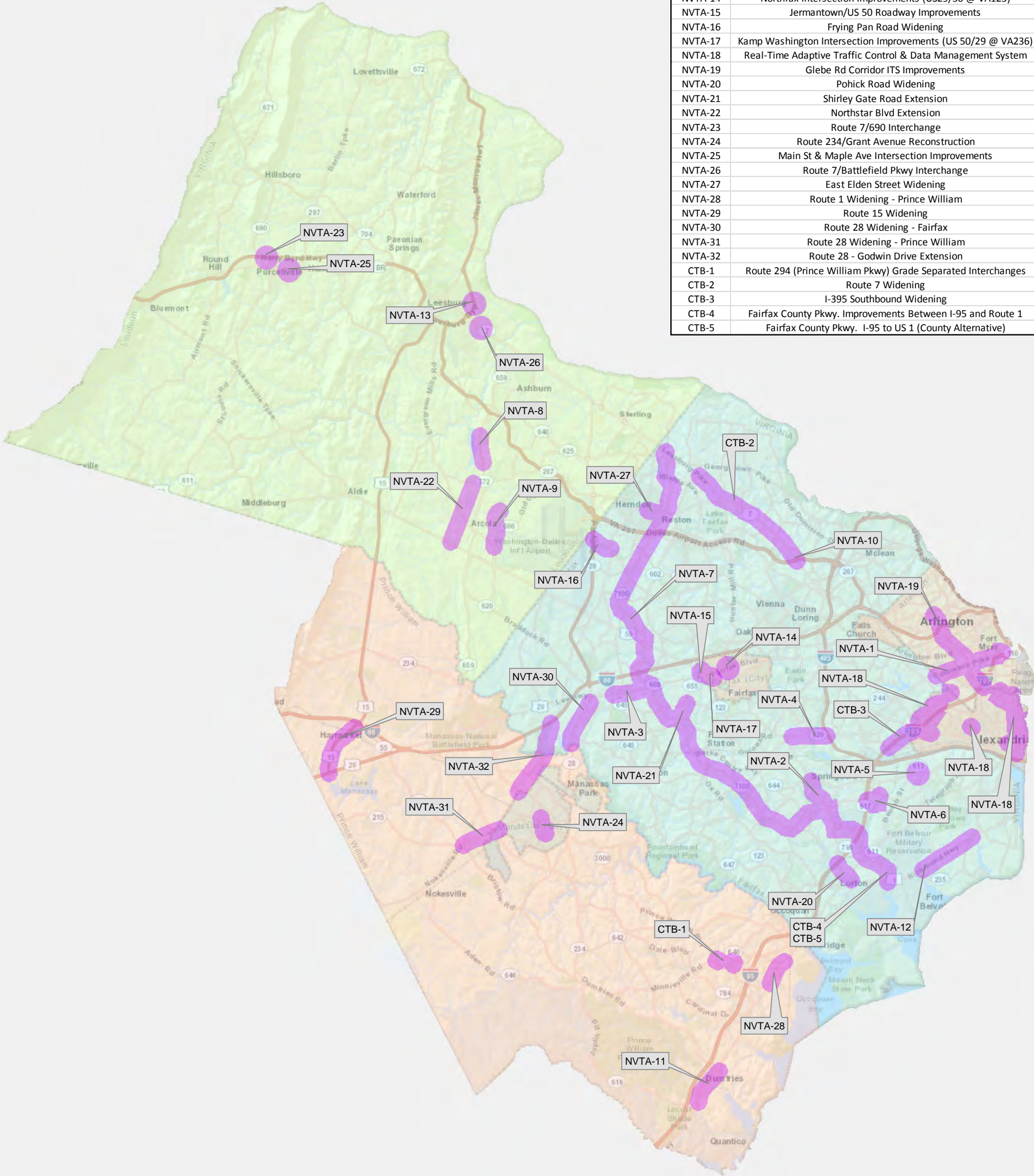


Figure 1
NoVA Significant
Projects Ratings Study-
Projects Nominated for
Evaluation and Rating

Project Location

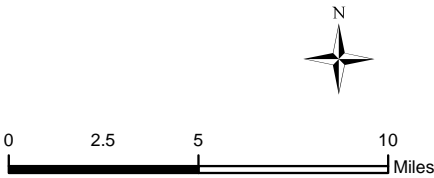


Table 1: NoVA Significant Projects Ratings Study – Summary Project Description and Selection Scores

Project ID	Project Name	Agency	Project Description	PSM Score
NVTA-1	Columbia Pike Multimodal Streets	Arlington	Improve Columbia Pike with left turn lanes, signalized intersections, bicycle & ped improvements and removal of 2 loop ramps at VA 27 interchange.	62
NVTA-2	Rolling Road Widening	Fairfax County	Widen Rolling Rd from 2 to 4 lanes between Old Keene Mill Rd and Springfield/Franconia Pkwy. Will include pedestrian and bike facilities.	53
NVTA-3	US 29 Widening	Fairfax County	Widen Lee Highway (US 29) from Union Mill Rd to Buckley's Gate Drive including bicycle and pedestrian improvements.	57
NVTA-4	Braddock Road HOV Widening	Fairfax County	Widen Braddock Road to include a HOV lane in each direction from Burke Lake Rd to I-495 and improve bicycle and pedestrian facilities.	68
NVTA-5	South Van Dorn St & Franconia Rd Interchange	Fairfax County	Construct a grade-separated interchange at FranconiaRoad /South Van Dorn St.	67
NVTA-6	Frontier Dr Extension	Fairfax County	Extend Frontier Dr from Franconia - Springfield Pkwy to Loisdale Rd including access to Metro Station.	48
NVTA-7	Fairfax County Pkwy Improvements	Fairfax County	Widening from 4 to 6 lanes of segments of Fairfax County Parkway between Rolling Rd and the Dulles Toll Rd.	78
NVTA-8	Belmont Ridge Rd	Loudoun County	Widen Belmont Ridge Rd (VA 659) from 2 lanes to 4 lanes between Turo Parish Rd and Croson Ln including turn lanes and signalization.	43
NVTA-9	Loudoun County Parkwy	Loudoun County	Construct 4-lane Loudoun County Parkway between Creighton Rd and US 50.	61
NVTA-10	Route 7 Bridge Widening	Fairfax County	Widen VA Route 7 Bridge over Dulles Toll Road from 4 to 6 lanes, including pedestrian/bike facilities.	54
NVTA-11	US 1 Widening and Relocation - Dumfries	Town of Dumfries	Widen US 1 from 2 to 3 lanes in each direction, while relocating southbound US1 to the same alignment as the northbound lanes.	48
NVTA-12	US 1 Widening - Fairfax	Fairfax County	Widen US 1 from 4 lanes to 6 lanes between Napper Rd and Mt. Vernon Memorial Hwy (VA235) in Fairfax County.	54
NVTA-13	Route 15 Bypass/Edwards Ferry Road Interchange	Leesburg	Construct a grade-separated interchange at the Route 15 Bypass and Edwards Ferry Road.	35
NVTA-14	Northfax Intersection (US29/50 @ VA123)	City of Fairfax	Geometric improvements at Route 29/50 at Route 123 including extension of a third NB lane on Route 123 and a dual left turn from SB Route 123.	46
NVTA-15	Jermantown/US 50 Roadway Improvements	City of Fairfax	Geometric improvements at US 50 and Jermantown Rd including addition of a third WB lane to Bevan Lane and widening of NB Jermantown Rd.	52
NVTA-16	Frying Pan Road Widening	Fairfax County	Widen Frying Pan Road to 4 lanes between VA 28 and Centreville Rd.	45
NVTA-17	Kamp Washington Intersection (US 50/29 @ VA236)	City of Fairfax	Geometric and signalization improvements at US 29/50 and VA 236, including addition of a third southbound lane on VA 236.	51
NVTA-18	Real-Time Adaptive Traffic Control & Management	Alexandria	Phase II of the Real-Time Adaptive Traffic Control & Data Management System to monitor congestion in real-time and redirect traffic.	53
NVTA-19	Glebe Rd Corridor ITS Improvements	Arlington	Adaptive Traffic Control System on Glebe Road in Arlington County.	56
NVTA-20	Pohick Road Widening	Fairfax County	Widen Pohick Road from 2 to 4 lanes between Richmond Highway (US1) and I-95.	39
NVTA-21	Shirley Gate Road Extension	Fairfax County	Extend Shirley Gate Road from Braddock Rd to Fairfax County Parkway.	49
NVTA-22	Northstar Blvd Extension	Loudoun County	Extend Northstar Blvd from Evergreen Mills Rd to US 50.	49
NVTA-23	Route 7/690 Interchange	Loudoun County	Construct an interchange at VA 7 and VA 690 in Purcellville.	28
NVTA-24	Route 234/Grant Avenue Reconstruction	Manassas	Reconstruct VA 234/Grant Ave between Lee Ave and Wellington Rd to include wider travel lanes, a dedicated turn lanes, and ped/bike improvements.	30
NVTA-25	Main St & Maple Ave Intersection	Purcellville	Intersection improvements at Maple Ave and Main St in Purcellville, including the addition of dedicated turn lanes.	24
NVTA-26	Route 7/Battlefield Pkwy Interchange	Leesburg	Construct a grade-separated interchange VA 7 and Battlefield Parkway.	47
NVTA-27	East Elden Street Widening	Herndon	Widen East Elden St from Fairfax County Parkway to Van Buren St in Herndon.	42
NVTA-28	Route 1 Widening - Prince William	Prince William	Widen US 1 from 4 lanes to 6 lanes between Featherstone Rd and Marys Way in Prince William County.	41
NVTA-29	Route 15 Widening	Prince William	Widen US 15 from 2 to 4 lanes between US 29 and VA 55, including construction of a new railroad overpass.	30
NVTA-30	Route 28 Widening - Fairfax	Fairfax County	Widen VA 28 from 4 to 6 lanes south of US 29 in Fairfax County.	67
NVTA-31	Route 28 Widening - Prince William	Manassas/PWC	Widen VA 28 from 4 to 6 lanes between Godwin Drive and Linton Hall Rd.	44
NVTA-32	Route 28 - Godwin Drive Extension	Manassas	Extend Godwin Drive north from VA 234 Business to a new interchange with I-66. Also includes grade separation of Godwin Drive at Sudley Rd.	53
CTB-1	Route 294 (PW Pkwy) Grade Separation	NoVA CTB	Construct two grade separated interchanges along VA294 (Prince William Pkwy): at Minnieville Rd and Smoketown Rd.	46
CTB-2	Route 7 Widening	NoVA CTB	Widen VA 7 from 4 to 6 lanes and add shared-use paths between Reston Parkway and Jarrett Valley Dr.	56
CTB-3	I-395 Southbound Widening	NoVA CTB	Add a fourth through lane on southbound I-395 between Duke Street and Edsall Rd.	71
CTB-4	Fairfax County Pkwy - I-95 to US1	NoVA CTB	Improve Fairfax County Pkwy/I-95 interchange, widen from 4 to 6 lanes between I-95 and US 1, and grade-separate at US1 and John Kingman Rd.	52

Table 2: NoVA Significant Projects Ratings Study – Detailed Project Selection Scores

Criteria #		1	2	3	4	5	6	7	8	9	10	11	Total
Project ID	Project Name	Project Type	Designated Corridor	Travel Volume	Connects Activity Centers	Connects Major Facilities	Congestion Severity	Congestion Duration	Person-Hours of Delay	Adds Capacity	Reduces Vehicle Trips	Emergency Mobility	PSM Score
Attribute Weight		3.1%	12.9%	15.2%	16.3%	8.0%	5.7%	9.3%	8.1%	8.9%	4.6%	8.0%	0-100
NVTA-1	Columbia Pike Multimodal Streets	100	100	20	82	100	75	75	25	0	0	100	62
NVTA-2	Rolling Road Widening	100	100	28	0	50	75	100	75	100	0	0	53
NVTA-3	US 29 Widening	100	100	24	67	50	25	25	25	100	0	100	57
NVTA-4	Braddock Road HOV Widening	100	100	45	0	50	100	100	100	100	25	100	68
NVTA-5	South Van Dorn St & Franconia Rd Interchange	100	100	71	0	0	100	100	100	100	0	100	67
NVTA-6	Frontier Dr Extension	100	100	12	25	50	75	75	25	100	0	0	48
NVTA-7	Fairfax County Pkwy Improvements	100	100	43	91	100	75	75	100	100	0	50	78
NVTA-8	Belmont Ridge Rd	100	100	15	0	0	75	100	25	100	0	0	43
NVTA-9	Loudoun County Parkwy	100	100	31	0	50	100	100	100	100	0	50	61
NVTA-10	Route 7 Bridge Widening	100	100	42	25	0	25	75	25	100	0	100	54
NVTA-11	US 1 Widening and Relocation - Dumfries	100	100	32	0	50	25	25	25	100	0	100	48
NVTA-12	US 1 Widening - Fairfax	100	100	24	25	0	75	75	25	100	0	100	54
NVTA-13	Route 15 Bypass/Edwards Ferry Road Interchange	100	100	40	25	0	0	0	0	100	0	0	35
NVTA-14	Northfax Intersection (US29/50 @ VA123)	100	100	41	25	0	75	100	25	50	0	0	46
NVTA-15	Jermantown/US 50 Roadway Improvements	100	100	38	25	0	75	75	25	50	0	100	52
NVTA-16	Frying Pan Road Widening	100	100	15	0	50	75	75	25	100	0	0	45
NVTA-17	Kamp Washington Intersection (US 50/29 @ VA236)	100	100	45	25	0	75	100	25	0	0	100	51
NVTA-18	Real-Time Adaptive Traffic Control & Management	100	100	10	60	100	75	75	25	0	0	50	53
NVTA-19	Glebe Rd Corridor ITS Improvements	100	100	20	64	100	100	75	25	0	0	50	56
NVTA-20	Pohick Road Widening	100	100	17	25	50	25	25	0	100	0	0	39
NVTA-21	Shirley Gate Road Extension	100	100	17	0	50	75	75	75	100	0	0	49
NVTA-22	Northstar Blvd Extension	100	100	17	0	0	75	100	100	100	0	0	49
NVTA-23	Route 7/690 Interchange	100	100	26	0	50	0	0	0	0	0	50	28
NVTA-24	Route 234/Grant Avenue Reconstruction	100	100	6	25	50	0	0	0	50	0	0	30
NVTA-25	Main St & Maple Ave Intersection	100	100	15	0	0	25	0	0	50	0	0	24
NVTA-26	Route 7/Battlefield Pkwy Interchange	100	100	64	25	0	0	0	0	100	0	100	47
NVTA-27	East Elden Street Widening	100	100	17	59	0	25	0	0	100	0	50	42
NVTA-28	Route 1 Widening - Prince William	100	100	42	0	0	0	0	25	100	0	100	41
NVTA-29	Route 15 Widening	100	100	10	0	50	0	0	0	100	0	0	30
NVTA-30	Route 28 Widening - Fairfax	100	100	31	37	100	75	100	75	100	0	50	67
NVTA-31	Route 28 Widening - Prince William	100	100	30	30	50	25	25	25	100	0	0	44
NVTA-32	Route 28 - Godwin Drive Extension	100	100	37	25	50	25	75	25	100	0	50	53
CTB-1	Route 294 (PW Pkwy) Grade Separation	100	100	100	25	0	0	0	25	100	0	0	46
CTB-2	Route 7 Widening	100	100	37	25	100	25	25	25	100	0	100	56
CTB-3	I-395 Southbound Widening	100	100	65	49	50	100	25	100	100	0	100	71
CTB-4	Fairfax County Pkwy - I-95 to US1	100	100	29	57	50	25	25	25	100	0	50	52

1 = highway, transit or ITS/TDM 2 = COSS, TA2040, SuperNoVa or SMS 3 = based on persons per day 4 = inside or based on pop+emp of connected RACs 5 = highways, principal arterials, transit station or airports 6 = peak hour travel time or load factor 7 = peak hour, peak period or peak and offpeak periods 8 = based on person hours of delay per mile/day 9 = 10-25% or >25% capacity increase 10 = 5-10%, 10-25% or >25% few vehicle trips 11 = mobility between jurisdictions, radial or reversible capacity or rail transit

Evaluation and Rating of Significant Transportation Projects in Northern Virginia

Project Selection Weights

December 16, 2013

Project Selection Weights

This memo summarizes the rank ordering of the 11 project selection criteria adopted by the Northern Virginia Transportation Authority (NVTA) on December 12th.

Category 1: Project Significance

1. Project Type

The project includes a highway, rail, bus, technology or large scale travel demand management investment.

Yes → 100 points

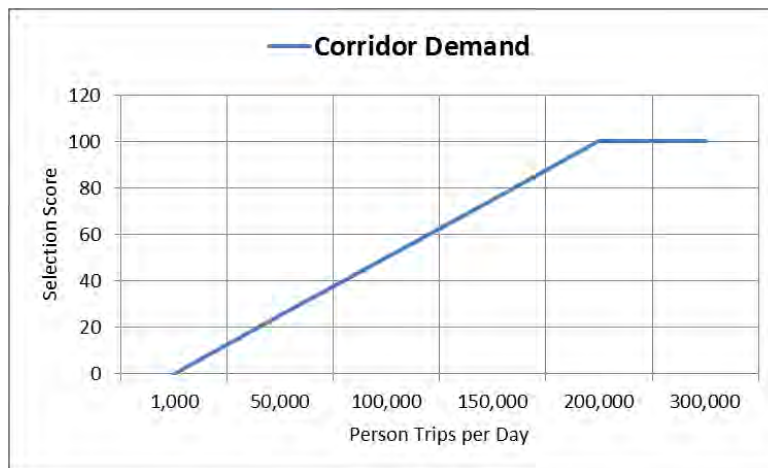
2. Designated Corridors

The project is on a facility in/near Northern Virginia and included in the Statewide Mobility System, Corridors of Statewide Significance, in a Super NoVA corridor or in a TransAction 2040 corridor.

Yes → 100 points

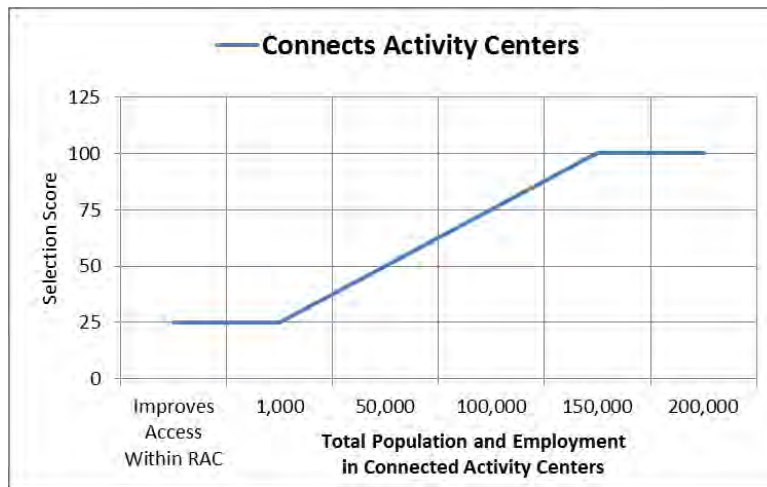
3. High Travel Volume

The project is in a corridor that serves a high volume of person trips.



4. Connects Regional Activity Centers (RACs)

The project enhances or expands transit, HOV/HOT or roadway connections between non-contiguous regional activity centers (RACs).



5. Connects Major Facilities

The project enhances or completes connections between interstate highways, principal arterials or transit stations, park-&-ride lots and DCA or IAD airports.

Improves or adds one connection → 50 points

Improves or adds two or more connections → 100 points

Category 2: Congestion Reduction Potential

6. Congestion Severity

The project is located in a heavily congested corridor.

Moderate Congestion (peak hour TTI = 1.3-2.0 or Load Factor) → 25 points

Heavy Congestion (peak hour TTI = 2.0-3.0 or Load Factor) → 75 points

Severe Congestion (peak hour TTI > 3.0 or Load Factor) → 100 points

(TTI = travel time index = congested travel time / free flow travel time)

(Load Factor = transit passengers / vehicle seats)

Load Factors	Local Bus	Express Bus	Metrorail	Commuter Rail
Moderate	1.0-1.15	0.9-1.0	100-110 ppc	0.9-1.0
Heavy	1.15-1.3	1.0-1.1	110-120 ppc	1.0-1.1
Severe	> 1.3	> 1.1	> 120	> 1.1

7. Congestion Duration

The project corridor experiences moderate to heavy congestion for multiple hours of the day.

Congested during the peak hour only → 25 points

Congested for the whole peak period → 75 points

Congested during peak and off-peak periods → 100 points

8. Person Hours of Delay

The project is located in a corridor with significant person hours of delay.

Moderate Delay (100 person hours of delay per mile per day) → 25 points

Substantial Delay (500 person hours of delay per mile per day) → 75 points

Major Delay (1,000 person hours of delay per mile per day) → 100 points

9. Adds Capacity

The project adds person moving capacity to a congested location, facility or corridor.

Adds 10% to 25% person moving capacity → 50 points

Adds 25% or more to the person moving capacity → 100 points

10. Reduces Vehicle Trips

The project has the potential to reduce vehicle trips on a congested facility or corridor.

Reduce vehicle trips by 5% to 10% → 25 points

Reduce vehicle trips by 10% to 25% → 75 points

Reduce vehicle trips by 25% or more → 100 points

Category 3: Homeland Security Mobility

11. Facility and Operational Improvements

The project improves regional mobility in the event of a homeland security emergency.

Improve mobility between jurisdictions or activity centers → 50 points

Improves radial roadway or bus capacity or reversible capabilities → 100 points

Expands/extends rail transit system → 100 points

Project Selection Weights

The following weights were assigned to each project selection criteria by NVTa based on the input from stakeholder agency representatives who participated in the December 3rd voting process.

Category	Attribute	Category Weights	Attribute Weights	Overall Weights
Project Significance		55.5%		
	Project Type		5.6%	3.1%
	Designated Corridors		23.3%	12.9%
	High Travel Volume		27.3%	15.2%
	Connects Regional Activity Centers		29.3%	16.3%
	Connects Major Facilities		14.4%	8.0%
			100.0%	55.5%
Congestion Reduction Potential		36.5%		
	Congestion Severity		15.6%	5.7%
	Congestion Duration		25.2%	9.3%
	Person Hours of Delay		22.1%	8.1%
	Adds Capacity		24.4%	8.9%
	Reduces Vehicle Trips		12.7%	4.6%
			100.0%	36.5%
Homeland Security Mobility		8.0%		
	Facility and Operational Improvements		100.0%	8.0%
Total		100.0%		

**Financial Working Group
Northern Virginia Transportation Authority**

MEMORANDUM

TO: Martin E. Nohe, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

FROM: William Euille, Chairman
Financial Working Group
Northern Virginia Transportation Authority

SUBJECT: Approval of Standard Project Agreement between the Authority and Recipients of 70 Percent Funding that the Authority is Allocating to Regional Projects (Agenda Item IV.)

DATE: Revised: March 12, 2014

Recommendation

The Financial Working Group recommends that the Authority approve, in substantial form, the Standard Project Agreement between the Authority and recipients of 70 percent funding that the Authority is allocating to regional projects (Attachment I).

Background

HB 2313 (2013) directs the Authority to use 70 percent of the revenue collected from the three Northern Virginia taxes and fees for (i) transportation projects selected by the Authority that are contained in the regional transportation plan or (ii) mass transit capital projects that increase capacity. On July 24, 2013, the Authority approved \$209.735 million in bond-funded and pay-as-you-go regional transportation projects. To facilitate the implementation of these projects, the Financial Working Group and the Council of Counsels have developed an agreement to govern the terms and conditions associated with the funding the Authority has agreed to provide to these regional projects and to ensure that the requirements of HB 2313 are met. In general, the agreement is based on the requirements of HB 2313, but it also includes practical provisions associated with the implementation of the law and standard contract language.

If the Authority approves this template agreement, specific project agreements will be prepared for each of the projects approved by the Authority. These projects agreements could be brought to the Authority for formal approval beginning at the April 17, 2014, meeting.

The major provisions of the agreement are:

Each recipient will:

- perform work in accordance with all applicable federal, state, and local laws and regulations, and the project agreement and the Project Description Sheet submitted by the recipient;
- perform or have performed all environmental work, right-of-way acquisition, construction, contract administration, testing services, inspection services, or capital asset acquisition necessary to complete the project;
- generally will not advance a project to the next phase until the current phase is complete; however, recipients can submit a written request to advance funding for a future phase of a project under certain circumstances. Such requests will be considered by the Authority's Executive Director, based on the circumstances and after evaluating the Authority's cash flow position. The agreement does not prevent a recipient from advance funding a phase of a projects and later seeking reimbursement consistent with the Authority's cash flow;
- update project cash flow requirements periodically using forms provided as attachments to the agreement;
- provide requests for payment consistent with the approved cash flow for a project on standard requisition forms provided as attachments to the agreement;
- notify the Authority's Executive Director of any additional project costs resulting from unanticipated circumstances. The Authority will decided whether to fund these additional costs or not, but only in accordance with the Authority's project selection process;
- release or return any unexpended funds to the Authority no later than 90 days following final payment to contractors;
- acknowledge the requirements of the Authority's Resolution 1408, if applicable, which directs that prior to the Authority's release of fund that may be part of a larger project being undertaken by an extra-territorial funding partner, all extra-territorial partners must commit to pay their appropriate, respective, proportionate shares of the project costs commensurate with the benefits to each on a basis agreed upon by the Authority's member localities; any Authority funds will be in addition to the funds that member localities are to receive from the extra-territorial funding partner for the project; and no Authority funding will be release for the project until other extra-territorial partners commit to fund their appropriate, respective, proportionate share of the project;
- certify that any matching funds required for the project have been secured;
- maintain financial records as required by the Virginia Public Records Act and other applicable state and federal laws and provide copies to the Authority free of charge;
- reimburse the Authority (with interest) for any funds misapplied or not used in accordance with the statutes governing the Authority's revenues;
- name the Authority and its bond trustee as additional insureds on insurance policies associated with the project;
- certify that it will use the project for its intended purpose for the duration of its useful life or reimburse the authority for the residual value of the asset (equipment) based on its depreciated value;

- acknowledge that the Authority will not be responsible for operating or maintaining to project upon completion;
- comply with VDOT Standards, Requirements and Guidance, if the project is to be accepted into the VDOT system for maintenance;
- obtain all necessary permits or permissions necessary for construction and/or operating the project;
- comply with will federal and state requirements for other funding sources which may be used to fund the project.
- certify that it has adhered to all applicable laws and regulations, as well as the requirements of the agreement;

The Authority will:

- provide funding for the project on a reimbursement basis, as outlined in the Project Agreement, Project Budget and Cash Flow as original or subsequently approved;
- assign a project coordinator to monitor the project to ensure compliance with the Agreement and review payment requisitions;
- make project payments within 20 days, if the payment requisition is sufficient;
- notify recipient of reasons a payment requisition is declined;
- consider additional payment requests recommended by the Executive Director and the Finance Committee;
- conduct periodic reviews of the project to ensure that it remains in compliance with the agreed upon project scope;
- advise the recipient in writing of any misused or misapplied funding and make recommendations to the Finance Committee, if the issue(s) is not resolved, and withhold additional funding for the project until final resolution of the matter.
- secure reimbursement (with interest) of any misused or misapplied funding;
- make guidelines available to assist with complying with the terms of the Agreement;
- retain records for time periods required by the Virginia Public Records Act and other applicable laws.

The agreement also:

- provides for termination by either party for cause;
- contains a dispute resolution clause;
- contains other standard language regarding notices, assignment, modification, sovereign immunity, governing law and other provisions.

Martin E. Nohe, Chairman
Members, Northern Virginia Transportation Authority
Page Four
Revised: March 12, 2014

Members of the Financial Working Group and the Council of Counsels will be available at the March 13, 2014, Authority meeting to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Committee
Members, NVTa Financial Working Group
Members, Council of Counsels
John Mason, Interim Executive Director
Michael Longhi, Chief Financial Officer

Standard Project Agreement for Funding and Administration
between
Northern Virginia Transportation Authority
and

(Recipient Entity)

NVTA Project Number: (_____)

This Standard Project Agreement for Funding and Administration ("this Agreement") is made and executed in duplicate on this _____ day of _____, 20____, as between the Northern Virginia Transportation Authority ("NVTA") and _____ ("Recipient Entity")

WITNESSETH

WHEREAS, NVTA is a political subdivision of the Commonwealth of Virginia created by the Northern Virginia Transportation Authority Act ("the NVTA Act"), Chapter 48.2 of Title 15.2 of the Code of Virginia, as amended;

WHEREAS, Section 15.2-4830(4) of the Code of Virginia authorizes NVTA to enter into project agreements with certain statutorily designated entities for the provision of transportation facilities and services to the area embraced by NVTA;

WHEREAS, Section 15.2-4838.01 of the Code of Virginia authorizes NVTA to use funds from a fund established pursuant to that Code section (the "NVTA Fund") in order to assist in the financing, in whole or in part, of certain regional transportation projects in accordance with Code Section 15.2- 4838.1;

WHEREAS, the NVTA Fund provides for the deposit therein of certain dedicated revenues and other funds appropriated by the Virginia General Assembly;

WHEREAS, Section 15.2-4838.1 of the Code of Virginia authorizes the use of funds from the NVTA Fund and the use of proceeds from NVTA debt issuances ("NVTA Bond Proceeds") to be used by NVTA solely for transportation purposes benefitting those counties and cities embraced by NVTA;

WHEREAS, the Project set forth and described on Appendix A to this Agreement ("the Project") satisfies the requirements of Virginia Code Section 15.2-4838.1;

WHEREAS, the Project is to be financed, as described in Appendix B, in whole or in part, by funds from the NVTA Fund and/or from NVTA Bond Proceeds, is located within a locality embraced by NVTA's geographical borders, or is located in an adjacent locality; but only to the extent that any such extension is an insubstantial part of the Project and is essential to the viability of the Project within the localities embraced by NVTA;

WHEREAS, (_____) formally requested that NVTA provide funding to the Project by timely submitting an application for NVTA funding in response to NVTA's call for projects;

WHEREAS, NVTA has reviewed (_____'s) application for funding and has approved (_____'s) administration and performance of the Project's described scope of work;

WHEREAS, based on the information provided by (_____), NVTA has determined that the Project complies with all requirements of the NVTA Act related to the use of moneys identified in Virginia Code Sections 15.2-4838.1.A,C.1 and all other applicable legal requirements;

WHEREAS, the funds to be provided by NVTA described in Appendix B have been duly authorized and directed by (_____) to finance the Project;

WHEREAS, NVTA agrees that (_____) will design and/or construct the Project or perform such other specific work for the Project and (_____) agrees that it will perform such work on the terms and conditions set forth in this Agreement and the Appendices appended thereto;

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

WHEREAS, NVTA's governing body and (_____'s) governing body have each authorized that their respective designee(s) execute this agreement on their respective behalf(s) as evinced by copies of each such entity's clerk's minutes which are appended hereto as Appendix E;.

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

A. Recipient Entity's Obligations

(_____) shall:

- I. Complete or perform all said work as described in Appendix A, advancing such work diligently and ensuring that all work is completed in accordance with all applicable federal, state, and local laws and regulations, and all terms and conditions of this Agreement.
2. Ensure that all work performed or to be performed under this Agreement is in accordance with the Project Description Sheets attached to Appendix A and complies with Va. Code Ann. Sections 15.2-4838.1(A) and C(1).
3. Perform or have performed, and remit all payment requisitions and other requests for funding for design and engineering, including all environmental work, right-of-way acquisition, construction, contract administration, testing services, inspection services, or capital asset acquisitions for the Project, as is required by this Agreement and that may be necessary for completion of the Project.
4. Not use the NVTA funds specified on Appendix B to pay any Project cost if the NVTA Act does not permit such Project cost to be paid with NVTA funds.
5. Recognize that, if the Project contains "multiple phases" (as such "multiple phases" are defined for the Project on Appendix A), for which NVTA will provide funding for such multiple phases (as set forth on Appendix B), NVTA may not provide funding to (_____) to advance the Project to the next phase until the current phase is completed. In any circumstance where (_____) seeks to advance a Project to the next phase using NVTA funds, (_____) shall submit a written request to NVTA's Executive Director explaining the need for NVTA's funding of an advanced phase. NVTA's Executive Director will thereafter review the circumstances underlying the request in conjunction with Appendix B and NVTA's current and projected cash flow position and make a recommendation to NVTA whether to authorize the requested advance phase funding. Nothing herein, however, shall prohibit (_____) from providing its own funds to advance a future phase of the Project and from requesting

reimbursement from NVTA for having advanced funded a future phase of the Project. However, (_____) further recognizes that NVTA's reimbursement to (_____) for having advanced funded a Project phase will be dependent upon NVTA's cash flow position at the time such a request for reimbursement is submitted and to the extent that any such advanced funding is consistent with Appendix B.

6. Acknowledge that NVTA's Executive Director will periodically update NVTA's project cash flow estimates with the objective toward keeping those estimates accurate throughout the life of the Project. (_____) shall provide all information required by NVTA so as to ensure and facilitate accurate cash flow estimates and accurate updates to those cash flow estimates throughout the life of the Project as described in Appendix B.
7. Provide to NVTA requests for payment consistent with Appendix B and the most recently approved NVTA cash flow estimates that include NVTA's standard payment requisition(s), containing detailed summaries of actual project costs incurred with supporting documentation as determined by NVTA and that certify all such costs were incurred in the performance of work for the Project as authorized by this Agreement. Each payment requisition shall be in substantially the same form as set forth in Appendix C of this Agreement. If approved by NVTA, (_____) can expect to receive payment within twenty (20) days upon receipt by NVTA. Approved payments may be made by means of electronic transfer of funds from NVTA to or for the account of (_____).
8. Promptly notify NVTA's Executive Director of any additional project costs resulting from unanticipated circumstances and provide to NVTA detailed estimates of additional costs associated with those circumstances. (_____) understands that it will be within NVTA's sole discretion whether to provide any additional funding to the Project in such circumstances and that NVTA will do so only in accordance with NVTA's approved Project Selection Process and upon formal action and approval by NVTA. (_____) shall timely provide to NVTA a complete and accurate update to Appendix B, if NVTA approves funding of any additional Project costs for the Project under this Paragraph.

9. Release or return any unexpended funds to NVTA no later than 90 days after final payment has been made to the contractors.
10. Review and acknowledge the requirements of NVTA Resolution No. 1408 adopted January 23, 2014; to wit that, if applicable to (_____'s_) Project: a) Prior to any NVTA funds being released for a project that may be part of a larger project, projects, or system undertaken with an extra-territorial funding partner, all such extra-territorial funding partners must commit to pay their appropriate, respective proportionate share or shares of the larger project or system cost commensurate with the benefits to each on a basis agreed upon by the NVTA member localities; b) any such funds released by NVTA for such project will be in addition to the funds that the NVTA member locality is to receive from or be credited with by the extra-territorial funding partner for the project or system; and c) there shall be no funding made available by NVTA until such time as all extra-territorial funding partners for such project or system pay or officially commit to fund their appropriate, respective proportionate shares of such large project or system commensurate with the benefits to each on a basis agreed upon with NVTA.
11. Should (_____) be required to provide matching funds in order to proceed or complete the funding necessary for the Project, (_____) shall certify to NVTA that all such matching funds have been either authorized and/or appropriated by (_____'s) governing body or have been obtained through another, independent funding source;
12. Maintain complete and accurate financial records relative to the Project for all time periods as may be required by the Virginia Public Records Act and by all other applicable state or federal records retention laws or regulations, unless superseded by the laws that govern (_____) and provide copies of any such financial records to NVTA, free of charge, upon request.
13. Maintain all original conceptual drawings and renderings, architectural and engineering plans, site plans, inspection records, testing records, and as built drawings for the Project for the time periods required by the Virginia Public Records Act and any other applicable records retention laws or regulations, unless superseded

by the laws that govern (______); and provide to NVTA copies of all such drawings and plans free of charge, upon request.

14. Reimburse NVTA for all NVTA funds (with interest earned at the rate earned by NVTA that (_____) misapplied or used in contravention of Sections 15.2-4829 *et. seq.* of the Virginia Code ("the NVTA Act") Chapter 766 of the 2013 Virginia Acts of Assembly ("Chapter 766"), or any term or condition of this Agreement.
15. Name NVTA and its Bond Trustee or require that all (_____'s) contractors name NVTA or its Bond Trustee as an additional insured on any insurance policy issued for the work to be performed by or on behalf of (_____) for the Project and present NVTA with satisfactory evidence thereof before any work on the Project commences or continues.
16. Give notice to NVTA that (_____) may use NVTA funds to pay outside legal counsel services (as opposed to utilizing the services of its own in-house counsel or NVTA's in-house legal counsel) in connection with the work performed under this Agreement (_____) so as to ensure that no conflict of interest may arise from any such representation.
17. Provide certification to NVTA, that upon final payment to all contractors for the Project, (_____) will use the Project for its intended purposes for the duration of the Project's useful life. Under no circumstances will NVTA be considered responsible or obligated to operate and/or maintain the Project after its completion.
18. Comply with all requirements of the Virginia Public Procurement Act and other applicable Virginia Code provisions, or local ordinances which govern the letting of public contracts, unless superseded by the laws that govern (_____).
19. If the Project is being funded in whole or in part by NVTA Bond Proceeds, comply with the tax covenants attached as Appendix D.
20. If (_____) expects and/or intends that the Project is to be submitted for acceptance by the Commonwealth into its system that (_____) agrees to comply with the Virginia

Department of Transportation's ("VDOT's") Standards, Requirements and Guidance."

21. Recognizes that (_____) is solely responsible for obtaining all permits and permissions necessary to construct and/or operate the Project, including but not limited to, obtaining all required VDOT and local land use permits, applications for zoning approvals, and regulatory approvals.
22. Recognizes that if (_____) is funding the Project, in whole or in part, with federal and/or state funds, in addition to NVTA funds and/or NVTA Bond Proceeds that (_____) will need to comply with all federal and Commonwealth funding requirements, including but not limited to, the completion and execution of VDOT's Standard Project Administration Agreement and acknowledges that NVTA will not be a party or signatory to that Agreement; nor will NVTA have any obligation to comply with the requirements of that Agreement.
23. Will provide a certification to NVTA no later than 90 days after final payment to the contractors that (_____) adhered to all applicable laws and regulations and all requirements of this Agreement.

B. NVTA's Obligations

NVTA shall:

- I. Provide to (_____) the funding authorized by NVTA for design work, engineering, including all environmental work, all right-of-way acquisition, inspection services, testing services, construction, and/or capital asset acquisition(s) on a reimbursement basis as set forth in this Agreement and as specified in the Project Budget and Cash Flow contained in Appendix B to this Agreement or the most updated amendment thereto, as approved by NVTA.
2. Assign a Program Coordinator for the Project. NVTA's Program Coordinator will be responsible for monitoring the Project on behalf of NVTA so as to ensure compliance with this Agreement and all NVTA's requirements and with overseeing, managing, reviewing,

and processing, in consultation with NVTAs Executive Director and its Chief Financial Officer ("CFO") ,all payment requisitions submitted by (_____) for the Project. NVTAs Program Coordinator will have no independent authority to direct changes or make additions, modifications, or revisions to the Project Scope of Work as set forth on Appendix A or to the Project Budget and Cash Flow as set forth on Appendix B.

3. Route to NVTAs assigned Program Coordinator all (_____'s_) payment requisitions, containing detailed summaries of actual Project costs incurred which are in substantially the same form as shown on Appendix C submitted to NVTAs for the Project. After submission to NVTAs, NVTAs Program Coordinator will conduct an initial review of all payment requisitions and supporting documentation for the Project in order to determine the submissions' legal and documentary sufficiency. NVTAs Program Coordinator will then make a recommendation to the NVTAs CFO and Executive Director whether to authorize payment, refuse payment, or seek additional information from (_____). If the payment requisition is sufficient as submitted, payment will be made within twenty (20) days from receipt. If the payment requisition is deemed insufficient, within twenty (20) days from receipt, NVTAs Program Coordinator will notify (_____) in writing and set forth the reasons why the payment requisition was declined or why and what specific additional information is needed for processing the payment request. Payment will be withheld until all deficiencies identified by NVTAs have been corrected. Under no circumstances will NVTAs authorize payment for any work performed by or on behalf (_____) that is not in conformity with the requirements of the NVTAs Act, Chapter 766, or this Agreement.
4. Route all (_____'s_) supplemental requests for funding from NVTAs under Paragraphs A.5 and A.8 of this Agreement to NVTAs Executive Director. NVTAs Executive Director will initially review those requests and all supporting documentation with NVTAs CFO. After such initial review, NVTAs Executive Director will make a recommendation to NVTAs Finance Committee for its independent consideration and review. NVTAs Finance Committee will thereafter make a recommendation on any such request to NVTAs for final determination by NVTAs.

5. Conduct periodic compliance reviews scheduled in advance for the Project so as to determine whether the work being performed remains within the scope of this Agreement, the NVTA Act, Chapter 766, and other applicable law. Such compliance reviews may entail review of (_____'s) financial records for the Project and on - site inspections.
6. If, as a result of NVTA's review of any payment requisition or of any NVTA compliance review, NVTA staff determines that (_____) has misused or misapplied any NVTA funds in derogation of this Agreement or in contravention of the NVTA Act, Chapter 766 or applicable law, NVTA staff will promptly advise NVTA's Executive Director and will advise (_____'s) designated representative in writing. (_____) will thereafter have thirty (30) days to respond in writing to NVTA's initial findings. NVTA's staff will review (_____'s) response and make a recommendation to NVTA's Finance Committee. NVTA's Finance Committee will thereafter conduct its own review of all submissions and make a recommendation to NVTA. Pending final resolution of the matter, NVTA will withhold further funding on the Project. If NVTA makes a final determination that (_____) has misused or misapplied funds in contravention of this Agreement, the NVTA Act, Chapter 766, or other applicable law, NVTA will cease further funding for the Project and will seek reimbursement from (_____) of all funds previously remitted by NVTA (with interest earned at the rate earned by NVTA) which were misapplied or misused by (_____). Nothing herein shall, however, be construed as denying, restricting or limiting the pursuit of either party's legal rights or available legal remedies.
7. Make guidelines available to (_____) to assist the parties in carrying out the terms of this Agreement in accordance with applicable law.
8. Upon final payment to all contractors, retain copies of all contracts, financial records, design, construction, and as-built project drawings and plans for the Project for the time periods required by the Virginia Public Records Act and as may be required by other applicable records retention laws and regulations.

9. Shall be the sole determinant of the amount and source of NVTA funds to be provided and allocated to the Project and the amounts of any NVTA funds to be provided in excess of the amounts specified in Appendix B.

C. Term

1. This Agreement shall be effective upon adoption and execution by both parties.
2. () may terminate this Agreement, for cause, in the event of a material breach by NVTA of this Agreement. If so terminated, NVTA shall pay for all Project costs incurred through the date of termination and all reasonable costs incurred by () to terminate all Project related contracts. The Virginia General Assembly's failure to appropriate funds to NVTA as described in paragraph F of this Agreement or repeal of the legislation establishing the NVTA fund created pursuant to Ch.766 shall not be considered material breaches of this Agreement by NVTA. Before initiating any proceedings to terminate under this Paragraph, () shall give NVTA sixty (60) days written notice of any claimed material breach of this Agreement; thereby allowing NVTA an opportunity to investigate and cure any such alleged breach.
3. NVTA may terminate this Agreement, for cause, resulting from ()'s material breach of this Agreement. If so terminated, () shall refund to NVTA all funds NVTA provided to () for the Project (including interest earned at the rate earned by NVTA). NVTA will provide () with sixty (60) days written notice that NVTA is exercising its rights to terminate this Agreement and the reasons for termination. Prior to termination, () may request that NVTA excuse () from refunding all funds NVTA provided to () for the Project based upon ()'s substantial completion of the Project or severable portions thereof; and NVTA may, in its sole discretion, excuse () from refunding all or a portion of the funds NVTA provided to () for the Project. No such request to be excused from refunding will be allowed where () has either misused or misapplied NVTA funds in contravention of applicable law.

4. . Upon termination and payment of all eligible expenses as set forth in Paragraph C.3 above, (_____) will release or return to NVTA all unexpended NVTA funds with interest earned at the rate earned by NVTA no later than sixty (60) days after the date of termination.

D. Dispute

In the event of a dispute under this Agreement, the parties agree to meet and confer in order to ascertain if the dispute can be resolved informally without the need of a third party or judicial intervention. NVTA's Executive Director and (_____)s) Chief Executive Office or Chief Administrative Officer shall be authorized to conduct negotiations on behalf of their respective entities. If a resolution of the dispute is reached via a meet and confer dispute resolution method, it shall be presented to NVTA and to (_____)s) governing body for formal confirmation and approval. If no satisfactory resolution can be reached via the meet and confer method, either party is free to pursue whatever remedies it may have at law, including all judicial remedies.

E. NVTA's Financial Interest in Project Assets

(_____) agrees to use the real property and appurtenances and fixtures thereto, capital assets, equipment and all other transportation facilities that are part of the Project and funded by NVTA under this Agreement ("Project Assets") for the designated transportation purposes of the Project under this Agreement and in accordance with applicable law throughout the useful life of each Project Asset. NVTA shall retain a financial interest in the value of each of the of the Project Assets, whether any such Project Asset may have depreciated or appreciated, throughout its respective useful life proportionate to the amount of the cost of the Project Asset funded by NVTA under this Agreement. In the event that (_____) fails to use any of the Project Assets funded under this Agreement for the transportation purposes as authorized by this Agreement or applicable law throughout its respective useful life, (_____) shall refund to NVTA with interest at the rate earned by NVTA the amount attributable to NVTA's proportionate financial interest in the value of said Project Asset. If (_____) refuses or fails to refund said monies to NVTA, NVTA may recover its proportionate financial interest from (_____) by pursuit of any remedies available to NVTA, including but not limited to NVTA's withholding of commensurate amounts from future distributions of NVTA funds to (_____).

F. Appropriations Requirements

1. Nothing herein shall require or obligate any party to commit or obligate funds to the Project beyond those funds that have been duly authorized and appropriated by their respective governing bodies.
2. The parties acknowledge that all funding provided by NVTA pursuant to Ch.766 is subject to appropriation by the Virginia General Assembly. The parties further acknowledge that: (i) the moneys allocated to the NVTA Fund pursuant to Va. Code Ann. Sections 58.1-638, 58.1-802.2, and 58.1-1742 and any other moneys that the General Assembly appropriates for deposit into the NVTA Fund are subject to appropriation by the General Assembly and (ii) NVTA's obligations under this Agreement are subject to such moneys being appropriated for deposit in the NVTA Fund by the General Assembly.

G. Notices

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

1) to: NVTA, to the attention of its Executive Director (address);

2) to: (), to the attention of (____)(address)

H. Assignment

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

I. Modification or Amendment

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

J. No Personal Liability or Creation of Third Party Rights

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

K. No Agency

(_____) represents that it is not acting as a partner or agent of NVTa; and nothing in this Agreement shall be construed as making any party a partner or agent with any other party.

L. Sovereign Immunity

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

M. Incorporation of Recitals

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

N. Mutual Preparation and Fair Meaning

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

O. Governing Law

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

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

COUNTY OF _____ VIRGINIA:

Northern Virginia Transportation Authority

By: _____

Date: _____

(Name of Recipient Entity)

By: _____

Date: _____

Appendix A –Narrative Description of Project

Attach- Approved NVTA Project Description Sheet

NVTA Project Title:

Recipient Entity:

Recipient Entity/Project Manager Contact Information:

NVTA Program Coordinator Contact information:

Project Scope
Only Complete if Different from the Approved NVTA Project Description Sheet

Detailed Scope of Services
Only Complete if Different from the Approved NVTA Project Description Sheet

APPENDIX B-PROJECT BUDGET & CASH FLOW**PROJECT IDENTIFICATION AND PROPOSED FUNDING**

NVTA Project Title: _____
Recipient Entity: _____
Project Contact Information: _____

PROJECT COSTS & FUNDING SOURCE

Project Cost Category	Total Project Costs	NVTA PayGo Funds	NVTA Financed Funds	Description Other Sources of Funds	Amount Other Sources of Funds	Recipient Entity Funds
Design Work	\$ -	\$ -	\$ -		\$ -	\$ -
Engineering						
Environmental Work						
Right-of-Way Acquisition						
Construction						
Contract Administration						
Testing Services						
Inspection Services						
Capital Asset Acquisitions						
Total Estimated Cost	\$ -	\$ -	\$ -		\$ -	\$ -

FISCAL YEAR ANNUAL PROJECT CASH FLOW

Project Phase	Total Fiscal Year 2014		Total Fiscal Year 2015		Total Fiscal Year 2016		Total Fiscal Year 2017		Total Fiscal Year 2018	
	PayGo	Financed	PayGo	Financed	PayGo	Financed	PayGo	Financed	PayGo	Financed
Design Work										
Engineering										
Environmental Work										
Right-of-Way Acquisition										
Construction										
Contract Administration										
Testing Services										
Inspection Services										
Capital Asset Acquisitions										
Total Estimated Cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Please Note: If additional years are needed, please submit a separate form with additional columns

FISCAL YEAR ESTIMATED PROJECT CASH FLOW

	FY 14 Mthly Cash Flow		FY 15 Mthly Cash Flow		FY 16 Qtrly Cash Flow		FY 17 Qtrly Cash Flow		FY 18 Qtrly Cash Flow	
	PayGo	Financed	PayGo	Financed	PayGo	Financed	PayGo	Financed	PayGo	Financed
July										
August										
September										
October										
November										
December										
January										
February										
March										
April										
May										
June										
Total per Fiscal Year	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Please Note: If additional years are needed, please submit a separate form with additional columns

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

Recipient Entity Official

Signature

Title

Date

Print name of person signing

Northern Virginia Transportation Authority

Signature

NVTA Executive Director

Title

Date

Print name of person signing

APPENDIX C

FORM OF REQUISITION

NVTA Project Number: _____
NVTA Project Title: _____
Draw Request Number: _____

Date: _____, 20__

Northern Virginia Transportation Authority
3060 Williams Drive
Suite 510
Fairfax, Virginia 22031

Attention _____, Program Coordinator:

This requisition, including required Detailed PayGo and/or Detailed NVTA Bond Proceeds Request Forms, is submitted in connection with the Standard Project Agreement for Funding and Administration dated _____, 20__ (the "Agreement") between the Northern Virginia Transportation Authority ("NVTA") and _____ (the "Recipient Entity"). The Recipient Entity hereby requests \$_____ of NVTA funds, to pay the costs of the Project set forth in the Attached Detailed PayGo and/or Detailed NVTA Bond Proceeds Request forms and in accordance with the Agreement. Also included are copies of each invoice relating to the items for which this requisition is requested.

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

RECIPIENT ENTITY

By: _____
Name: _____
Title: _____

Recommended For Payment

By: _____
Name: _____
Title: NVTA Program Coordinator

DETAILED PAYGO REQUEST

Draw Request Number: _____
 NVTa Project Number: _____

Request Date: _____
 Project Title: _____

Cost Category	NVTa Approved Project Costs	Total PayGo Requests Previously Received	PayGo Requisition Amount this Period	Remaining PAYGO Project Budget (Calculation)
Project Starting Balance	\$ -			\$ -
Design Work	\$ -	\$ -	\$ -	\$ -
Engineering	-	-	-	\$ -
Environmental Work	-	-	-	\$ -
Right-of-Way Acquisition	-	-	-	\$ -
Construction	-	-	-	\$ -
Contract Administration	-	-	-	\$ -
Testing Services	-	-	-	\$ -
Inspection Services	-	-	-	\$ -
Capital Asset Acquisitions	-	-	-	\$ -
Other (please explain)	-	-	-	\$ -
TOTALS	\$ -	\$ -	\$ -	\$ -

LISTING OF ATTACHED INVOICES

Vendor/Contractor Name	Item Number	Invoice Number	Cost Category	Amount
	1			\$ -
	2			-
	3			-
	4			-
	5			-
	6			-
	7			-
	8			-
	9			-
	10			-
	11			-
	12			-
Requisition Amount				\$ -

Instructions

1. Column B-Please list approved PayGo Project Cost per category.
2. Column C-Please list Total PayGo Amounts per Category Previously Reimbursed by NVTa
3. Column D- Please list invoice amounts summarized by Category from the Listing of Attached Invoices
4. Column E - Is a calculation of the Remaining PAYGO Budget per Category

Instructions-Listing of Attached Invoices: (please list each invoice separately)

1. Column A- Please list the name as it appears on the Invoice
2. Column B- Please manually number the invoices attached with the corresponding Item number in this schedule.
2. Column C- Please list the invoice number as it appears on the Invoice
3. Column D- Please list the appropriate Cost Category based on the Project Category breakout above
4. Column E- Please enter the dollar amount listed on the invoice.
5. The calculated Requisition Amount should equal the total in Column D in the Schedule above.

DETAILED NVTA BOND PROCEEDS REQUEST

Draw Request Number: _____
 NVTA Project Number: _____

Request Date: _____
 Project Title: _____

Cost Category	NVTA Approved Project Costs	NVTA Bond Proceeds Requests Previously Received	NVTA Bond Proceeds Requisition Amount this Period	Remaining NVTA Bond Proceeds Budget (Calculation)
Project Starting Balance	\$ -			\$ -
Design Work	\$ -	\$ -	\$ -	\$ -
Engineering	-	-	-	\$ -
Environmental Work	-	-	-	\$ -
Right-of-Way Acquisition	-	-	-	\$ -
Construction	-	-	-	\$ -
Contract Administration	-	-	-	\$ -
Testing Services	-	-	-	\$ -
Inspection Services	-	-	-	\$ -
Capital Asset Acquisitions	-	-	-	\$ -
Other (please explain)	-	-	-	\$ -
TOTALS	\$ -	\$ -	\$ -	\$ -

LISTING OF ATTACHED INVOICES

Vendor/Contractor Name	Item Number	Invoice Number	Cost Category	Amount
	1			\$ -
	2			-
	3			-
	4			-
	5			-
	6			-
	7			-
	8			-
	9			-
	10			-
	11			-
	12			-
Requisition Amount				\$ -

Instructions

1. Column B-Please list approved NVTA Bond Proceed Project Cost per category.
2. Column C-Please list Total NVTA Bond Proceed Project Amounts per Category Previously Reimbursed by NVTA
3. Column D- Please list invoice amounts summarized by Category from the Listing of Attached Invoices
4. Column E - Is a calculation of the Remaining Financed (Bonded) Budget per Category

Instructions-Listing of Attached Invoices: (please list each invoice separately)

1. Column A- Please list the name as it appears on the Invoice
2. Column B- Please manually number the invoices attached with the corresponding Item number in this schedule.
2. Column C- Please list the invoice number as it appears on the Invoice
3. Column D- Please list the appropriate Cost Category based on the Project Category breakout above
4. Column E- Please enter the dollar amount listed on the invoice.
5. The calculated Requisition Amount should equal the total in Column D in the Schedule above.

APPENDIX D

TAX COVENANTS

*[Subject to Modification Depending on Tax Status of NVTA Bonds and Nature of Project—
Illustrative Provisions Follow]*

[The Recipient Entity will not permit more than five percent of the total amount of NVTA Bond Proceeds or the Financed Property to be used directly or indirectly (i) for a Private Business Use or (ii) to make or finance loans to Nongovernmental Persons. Any transaction that is generally characterized as a loan for federal income tax purposes is a "loan" for purposes of this paragraph. In addition, a loan may arise from the direct lending of NVTA Bond Proceeds or may arise from transactions in which indirect benefits that are the economic equivalent of a loan are conveyed, including any contractual arrangement which in substance transfers tax ownership and/or significant burdens and benefits of ownership.]

[The Recipient Entity agrees not to requisition or spend NVTA Bond Proceeds for any Project Cost not constituting a Capital Expenditure.]

[The Recipient Entity acknowledges that may have to provide detailed information about the investment of the amount of any requisition unless (i) payments are not remitted directly by NVTA to the contractors/vendors or (ii) the Recipient Entity does not remit payment to the contractors/vendors within five banking days after the date on which NVTA advances the amount of the requisition. NVTA may request the detailed information in order to compute the rebate liability to the U.S. Treasury on NVTA's bonds or other debt financing pursuant to Section 148 of the Internal Revenue Code of 1986, as amended (the "Code").]

"Capital Expenditure" means any cost of a type that is properly chargeable to capital account (or would be so chargeable with (or but for) a proper election or the application of the definition of "placed in service" under Treas. Reg. § 1.150-2(c)) under general federal income tax principles, determined at the time the expenditure is paid.

"Federal Government" means the government of the United States and its agencies or instrumentalities.

"Financed Property" means the property financed by the NVTA Bond Proceeds.

"General Public Use" means use of Financed Property by a Nongovernmental Person as a member of the general public. Use of Financed Property by a Nongovernmental Person in a Trade or Business is treated as General Public Use only if the Financed Property is intended to be available and in fact is reasonably available for use on the same basis by natural persons not engaged in a Trade or Business. Use under arrangements that convey priority rights or other preferential benefits is not use on the same basis as the general public.

"Governmental Person" means any Person that is a state or local governmental unit within the meaning of Section 141 of the Code (or any instrumentality thereof) and does not include the Federal Government.

"NVTB Bond Proceeds" means, as used herein, the sale proceeds of any NVTB bonds or other debt instrument and the investment earnings on such proceeds, collectively.

"Nongovernmental Person" mean any Person other than a Governmental Person. The Federal Government is a Nongovernmental Person.

"Person" means any natural person, firm, joint venture, association, partnership, business trust, corporation, limited liability company, corporation or partnership or any other entity (including the Federal Government and a Governmental Person).

"Private Business Use" means a use of the NVTB Bond Proceeds directly or indirectly in a Trade or Business carried on by a Nongovernmental Person other than General Public Use. For all purposes hereof, a Private Business Use of any Financed Property is treated as a Private Business Use of NVTB Bond Proceeds. Both actual and beneficial use by a Nongovernmental Person may be treated as Private Business Use under Section 141 of the Code. In most cases, however, Private Business Use results from a Nongovernmental Person having special legal entitlements to use the Financed Property under an arrangement with the Recipient Entity. Examples of the types of special legal entitlements resulting in Private Business Use of Proceeds include ownership for federal tax purposes of Financed Property by a Nongovernmental Person and actual or beneficial use of Financed Property by a Nongovernmental Person pursuant to a lease, a Service Contract, an incentive payment contract or certain other arrangements such as a take-or-pay or other output-type contract. Private Business Use of the Financed Property may also be established on the basis of a special economic benefit to one or more Nongovernmental Persons even if such Nongovernmental Persons do not have a special legal entitlement to the use of the Financed Property. Any arrangement that is properly characterized as a lease for federal income tax purposes is treated as a lease for purposes of the Private Business Use analysis. An arrangement that is referred to as a management or Service Contract may nevertheless be treated as a lease, and in determining whether a management or service contract is properly characterized as a lease, it is necessary to consider all of the facts and circumstances, including (i) the degree of control over the property that is exercised by a Nongovernmental Person, and (ii) whether a Nongovernmental Person bears risk of loss of the Financed Property. Private Business Use of Financed Property that is not available for General Public Use may also be established on the basis of a special economic benefit to one or more Nongovernmental Persons even if such Nongovernmental Persons do not have a special legal entitlement to the use of the Financed Property. In determining whether special economic benefit gives rise to Private Business Use, it is necessary to consider all of the facts and circumstances, including one or more of the following factors: (i) whether the Financed Property is functionally related or physically proximate to property used in the Trade or Business of a Nongovernmental Person, (ii) whether only a small number of Nongovernmental Persons receive the economic benefit, and (iii) whether the cost of the Financed Property is treated as depreciable by the Nongovernmental Person.

"Service Contract" means a contract under which a Nongovernmental Person will provide services involving all, a portion or any function of any Financed Property. For example, a Service Contract includes a contract for the provision of management services for all or any portion of Financed Property. Contracts for services that are solely incidental to the primary governmental function or functions of Financed Property (for example, contracts for janitorial, office equipment repair, billing, or similar services) are not included in this definition. Additional contracts not included in this definition are (i) a contract to provide for services by a Nongovernmental Person in compliance with Revenue Procedure 97-13, 1997-1 C.B. 632, as modified by Revenue Procedure 2001-39, I.R.B. 2001-28, (ii) a contract to provide for services by a Nongovernmental Person if the only compensation is the reimbursement of the Nongovernmental Person for actual and direct expenses paid by the Nongovernmental Person to unrelated parties and (iii) a contract to provide for the operations by a Nongovernmental Person of a facility or system of facilities that consists predominately of public utility property (within the meaning of Section 168(i)(10) of the Code), if the only compensation is the reimbursement of actual and direct expenses of the Nongovernmental Person and reasonable administrative overhead expenses of the Nongovernmental Person.

"Trade or Business" has the meaning set forth in Section 141(b)(6)(B) of the Code, and includes, with respect to any Nongovernmental Person other than a natural person, any activity carried on by such Nongovernmental Person. "Trade or Business" for a natural person means any activity carried on by such natural person that constitutes a "trade or business" within the meaning of Section 162 of the Code.



AGENDA ITEM #10

TO: Chairman Smedberg and NVTC Commissioners
FROM: Kelley Coyner and Rhonda Gilchrest
DATE: March 26, 2014
SUBJECT: VRE

A. VRE CEO Report and Minutes

Mr. Allen will be present to update the Commission on VRE highlights. The VRE CEO March 2014 Report is attached along with the Minutes of the March 21st Meeting of the VRE Operations Board.

B. ACTION ITEM: Resolution #2242: Authorize the VRE CEO to Amend the VRE Operating Agreement with Norfolk Southern

VRE has reached agreement with Norfolk Southern on an Amended Operating Access Agreement for track access in the Manassas to Alexandria corridor. The VRE Operations Board at its March 21st meeting recommended Commission approval of the agreement. The original agreement from 1989 has been amended and extended numerous times with the most current extension to July 31, 2014. The major issue preventing an earlier agreement was the level of liability insurance. Agreement has been reached to maintain the current level of \$250 million. Also, Norfolk Southern has required the effective date of the new agreement become retroactive to July 1, 2013. Attachment #10B provides more details about the terms of the agreement.

C. ACTION ITEM: Resolution #2243: Authorize the VRE CEO to Execute the Northern Virginia Transportation Authority (NVTA) Project Agreements

The Northern Virginia Transportation Authority (NVTA) has developed a Standard Project Agreement for Funding and Administration that will be executed for each approved project. The VRE Operations Board recommends that the Commissions

authorize the VRE Chief Executive Officer to execute the agreements for the following projects:

- Alexandria station tunnel and platform improvements (\$1.3 million)
- Lorton station second platform (\$7.9 million)
- Gainesville-Haymarket expansion project development (\$1.5 million)

VRE is not seeking authorization for NVTA funding at this time for the purchase of the nine additional coaches.

D. TIGER Grant for the Long Bridge Expansion

VRE staff recently met with District of Columbia Department of Transportation (DDOT) staff to discuss partnership on the submission of a FY 2014 TIGER planning grant application to continue the planning for the Long Bridge expansion. Should VRE partner with DDOT, a Memorandum of Understanding (MOU) or similar document will be developed to formalize VRE's relationship with DDOT on the TIGER grant application and the Long Bridge study, if the grant application is successful. The MOU will be brought to the VRE Operations Board for authorization. Attachment #10D provides more information on the Long Bridge project.

E. VRE Operations Board 2014 Meeting Schedule Changed

At its March 21st meeting, the VRE Operations Board unanimously passed a resolution changing its 2014 Meeting Schedule to conduct a regular meeting on July 18, 2014 instead of August 15, 2013. Typically, the VRE Operations Board meets in July and not in August. The potential exists that an August meeting could be cancelled due to lack of quorum, which is what happened last summer. This postponed VRE business throughout the months of July and August which VRE would like to avoid this year. Attachment #10E is a copy of the resolution.

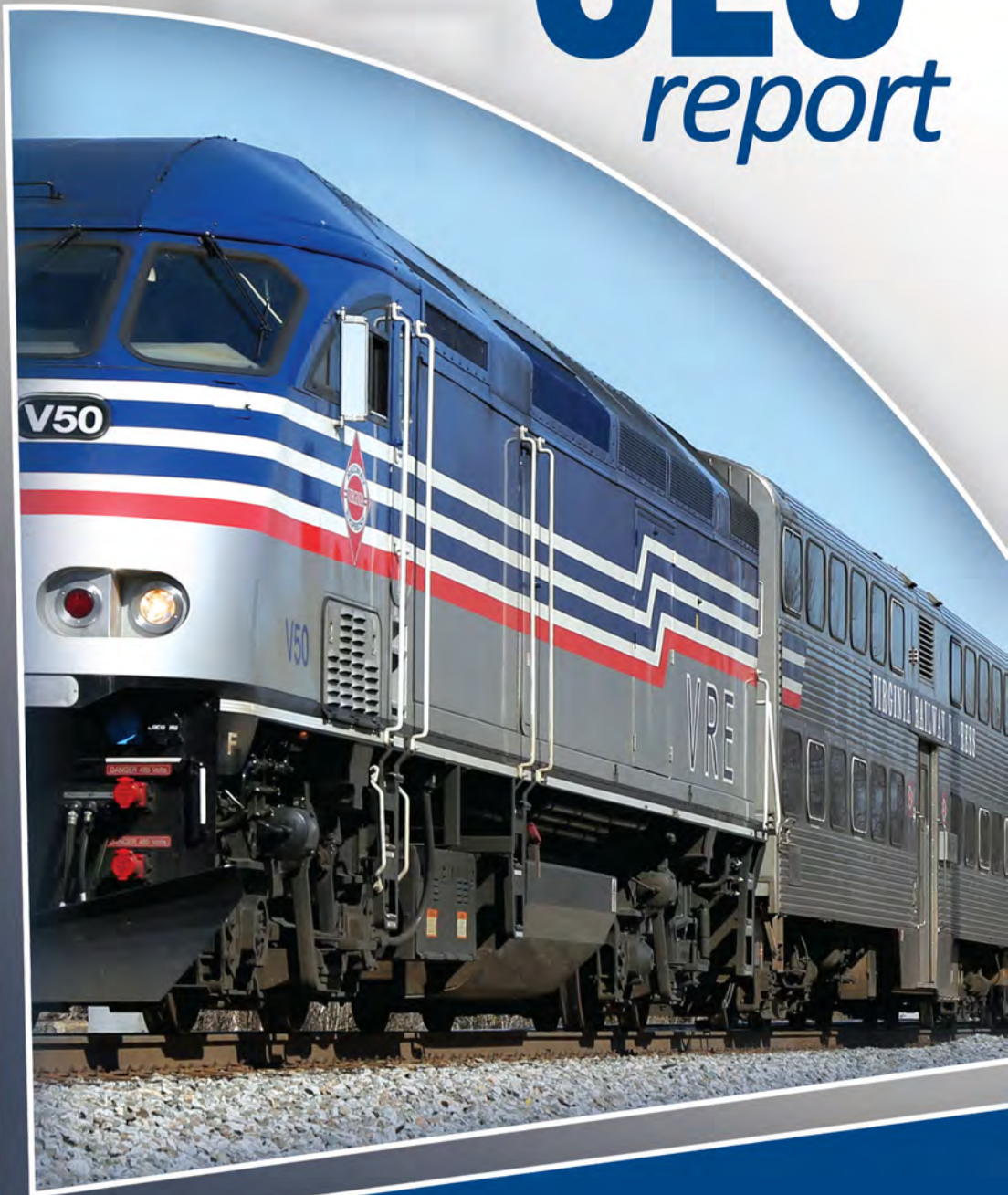
F. Meet the Management Events

VRE has announced that the annual Meet the Management events will kick-off on April 30, 2014 and continue through June 11, 2014. These events are an opportunity for VRE to show its appreciation for its customers by providing refreshments and to meet the riders in person to hear any questions, complaints or comments they have about VRE service. VRE staff, along with Board Members and other railroad officials participate. As co-owners of VRE, NVTC Commissioners are also encouraged to attend. For more information, contact VRE Chief of Staff Joe Swartz at jswartz@vre.org or visit www.vre.org. The Meet the Management dates are:

Date	Station	Times
April 30, 2014	Union Station	All Evening Trains
May 14, 2014	L'Enfant	All Evening Trains
May 21, 2014	Crystal City	All Evening Trains
June 4, 2014	Alexandria	All Evening Trains
June 11, 2014	Franconia/Springfield	All Evening Trains

*Please note that "Meet the Management" events only include rush hour trains.

CEO *report*



MARCH 2014

VIRGINIA RAILWAY EXPRESS
A Better Way. A Better Life.





TABLE OF CONTENTS

CEO REPORT / MARCH. 2014

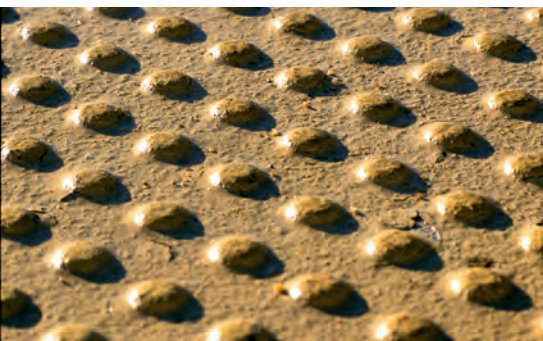
CEO
report

- 2** ON TIME PERFORMANCE
- 3** RIDERSHIP UPDATE
 - MONTHLY CITATIONS UPDATE
- 4** RIDERSHIP CHART
- 5** PERFORMANCE CHART
- 6** TRAIN UTILIZATION
- 7** PARKING UTILIZATION
- 8** FINANCIAL REPORT
 - MONTHLY FINANCIAL REPORT
 - REVENUE CHART
- 9** OPERATING BUDGET REPORT
 - BICYCLE COUNTS
- 10** PLANNING
 - RAIL OPERATIONS
 - IT UPDATE
- 11** LEGISLATIVE
 - PROCUREMENT
- 12** CAPITAL PROJECTS
 - BROAD RUN TRAIN WASH
 - L'ENFANT STORAGE TRACK
 - SPOTSYLVANIA
 - KING STREET PEDESTRIAN TUNNEL PROJECT
 - LORTON PLATFORM EXTENSION
- 13** FACILITIES UPDATE
 - NEW PASSENGER CARS
- 14** PROGRESS REPORT / PROJECTS UNDERWAY

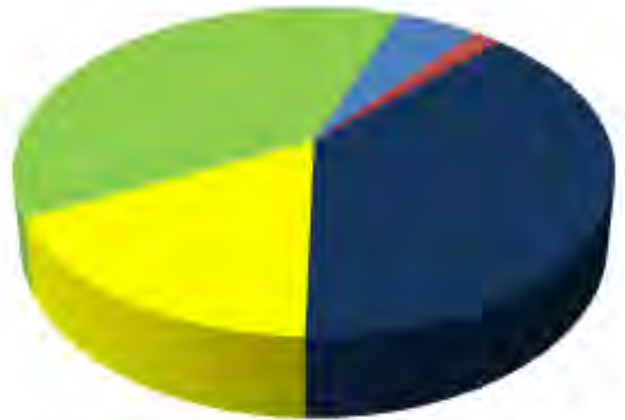
ON TIME PERFORMANCE

On Time Performance (OTP) for the month of February 2014 rose one point to 95% in comparison to January 2014. The Fredericksburg line realized 93.5% OTP while the Manassas line came in at 96.25%. Train delays were caused by inclement weather; equipment problems; temporary speed restrictions; a presidential motorcade; a passenger medical emergency; signal issues and track work; freight traffic; and a disabled Amtrak train that required a rescue train at the Alexandria station.

In February, VRE operated 513 trains with 26 trains experiencing a delay over five minutes.



Reason for Delays



- Mechanical Failure - 3
- Weather Related - 1
- Train Interference - 22
- Restricted Speeds - 10
- Other - 22

"Other" includes those trains that were delayed due to passenger loading, schedule related issues, etc.

TRIP DELAYS

SYSTEM-WIDE	DEC.	JAN.	FEB.
Total delays	39	39	26
Average delay (mins)	12	19	13
Number over 30 min.	3	6	3
On-Time Performance	93%	94%	95%
FREDERICKSBURG LINE			
Total delays	21	15	16
Average delay (mins)	12	11	16
Number over 30 min.	1	0	3
On-Time Performance	92%	95%	93%
MANASSAS LINE			
Total delays	18	24	10
Average delay (mins)	13	25	9
Number over 30 min.	2	6	0
On-Time Performance	94%	93%	96%

RIDERSHIP UPDATE

Total February 2014 ridership was 324,531, down from 368,110 realized in February 2013 and 365,296 in January 2014. There was one less day of service this February as compared to the previous year. The reduction in ridership can be attributed to: winter weather conditions and one snow day that caused a cancellation in service; the running of one "S" schedule; a February 26 morning closure of the Manassas line due to a fatality caused by trespassing; and potentially from the reduction in the commuter benefit allowance. The February 2014 average daily ridership is 19,320, an increase from the 18,099 realized in January 2014.

RIDERSHIP MONTH TO MONTH COMPARISON

February 2014:	324,513
February 2013:	368,110
Service Days (Current/Prior):	18/19
Ridership % Change:	-4.4% normalized



MONTHLY CITATIONS UPDATE



Keolis wrote 97 citations during the month of February, three less than January.

VRE waived 25 tickets after riders showed proof of purchase of a monthly ticket. Additionally, another seven tickets were waived either for system errors, requests of

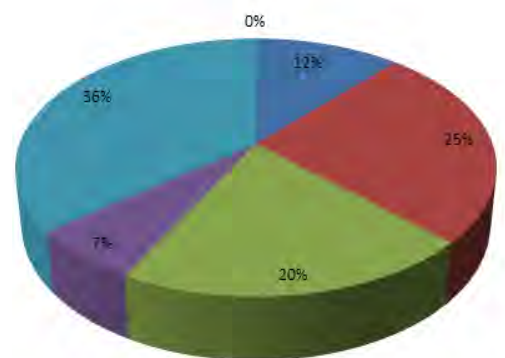
the conductor or TVM issues.

Of the remaining 65 citations that went to Court, 20 cases were found to be guilty, 18 were prepaid, 5 were continued on to a later date 22 were dismissed and 0 were found not guilty.

WAIVED CITATIONS

VRE ACTIONS	OCCURANCES
Waived - Passenger had proof of monthly ticket	25
Waived - Per request of conductor	0
Waived - Special circumstances	7
TOTAL	32

FARE EVASION COURT ACTIONS



- Guilty - 12%
- Guilty in Absentia - 25%
- Prepaid Prior to Court Date - 20%
- Cont. to Next Court Date - 7%
- Dismissed - 36%
- Not Guilty - 0%

RIDERSHIP

	Manassas AM	Manassas PM	Total Manassas	Actual OTP TD	Fred'burg AM	Fred'burg PM	Fred'burg Total	Actual OTP TD	Total Trips	Actual OTP TD
1										
2										
3	4,137	4,227	8,365	100%	5,000	5,080	10,080	100%	18,445	100%
4	4,639	4,875	9,514	93%	5,787	5,385	11,172	93%	20,686	93%
5	3,769	3,745	7,514	94%	4,749	4,651	9,400	93%	16,914	93%
6	4,656	4,595	9,251	94%	5,565	5,325	10,890	86%	20,141	90%
7	3,919	3,699	7,618	94%	4,279	4,302	8,580	100%	16,198	97%
8										
9										
10	4,358	4,758	9,116	100%	5,337	5,398	10,735	100%	19,850	100%
11	4,553	4,894	9,447	100%	5,874	5,564	11,437	100%	20,885	100%
12	4,357	4,859	9,216	100%	5,787	5,949	11,736	93%	20,953	97%
13										
14*	1,477	1,594	3,071	100%	1,821	1,676	3,497	88%	6,568	94%
15										
16										
17										
18	3,243	2,725	5,967	88%	2,924	3,066	5,990	79%	11,957	83%
19	4,551	4,900	9,451	100%	5,353	5,505	10,858	100%	20,309	100%
20	4,525	4,644	9,169	94%	5,654	5,546	11,200	100%	20,369	97%
21	3,785	3,721	7,505	94%	4,927	4,027	8,954	86%	16,459	90%
22										
23										
24	4,446	4,450	8,896	100%	5,145	5,391	10,536	100%	19,432	100%
25	4,626	4,894	9,520	94%	5,957	5,844	11,801	79%	21,321	87%
26**	0	1,267	1,267	100%	5,229	5,055	10,284	100%	11,551	100%
27	4,808	4,906	9,713	100%	5,433	5,302	10,735	93%	20,448	97%
28	3,945	3,924	7,869	94%	4,926	4,583	9,509	93%	17,378	93%
	69,793	72,676	142,470	96%	89,747	87,648	177,395	93%	319,865	95%
Amtrak Trains:			566		Amtrak Trains:			7,171	7,737	
Adjusted total:			138,698		Adjusted Total:			181,069	Adjusted Total:	319,767

# of Service Days:	17	
Manassas Daily Avg. Trips:	7,946	Adjusted Avg.: 8669
Fred'burg Daily Avg. Trips:	10,254	Adjusted Avg.: 10651
Total Avg. Daily Trips:	18,200	Adjusted Avg.: 19,320

Total Trips This Month:	324,531
Prior Total FY-2014:	2,610,457
Total Trips FY-2014:	2,934,987
Total Prior Years:	<u>62,422,463</u>
Grand Total:	65,357,450

Note: Adjusted Averages & Totals include all VRE trips taken on Amtrak trains, but do not include "S" schedule or reduced service days.

* designates "S" schedule day

** designates day where Manassas service significantly reduced due force majeure

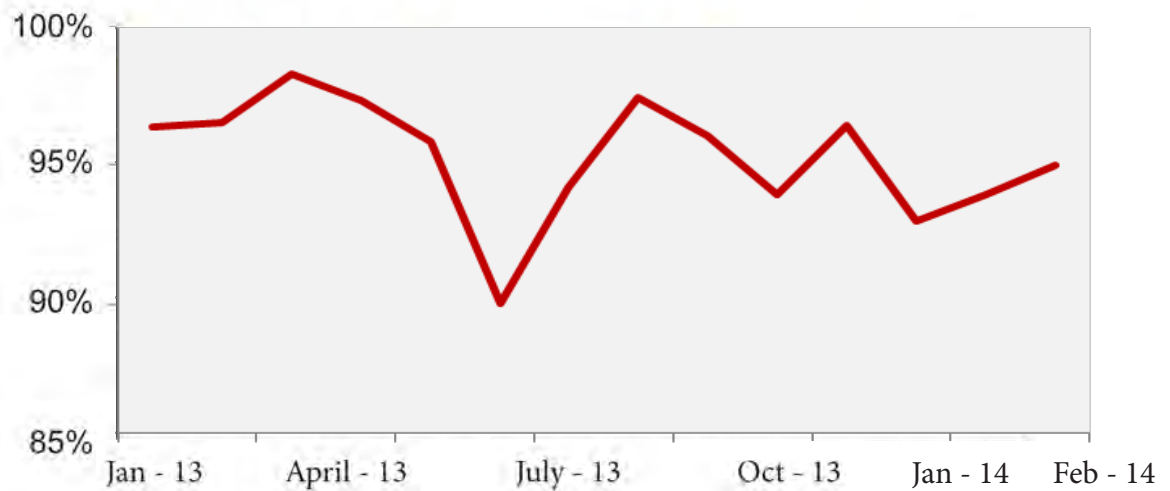
Total Number of Service Days To Date: 167

Average Daily Riders To Date: 17575

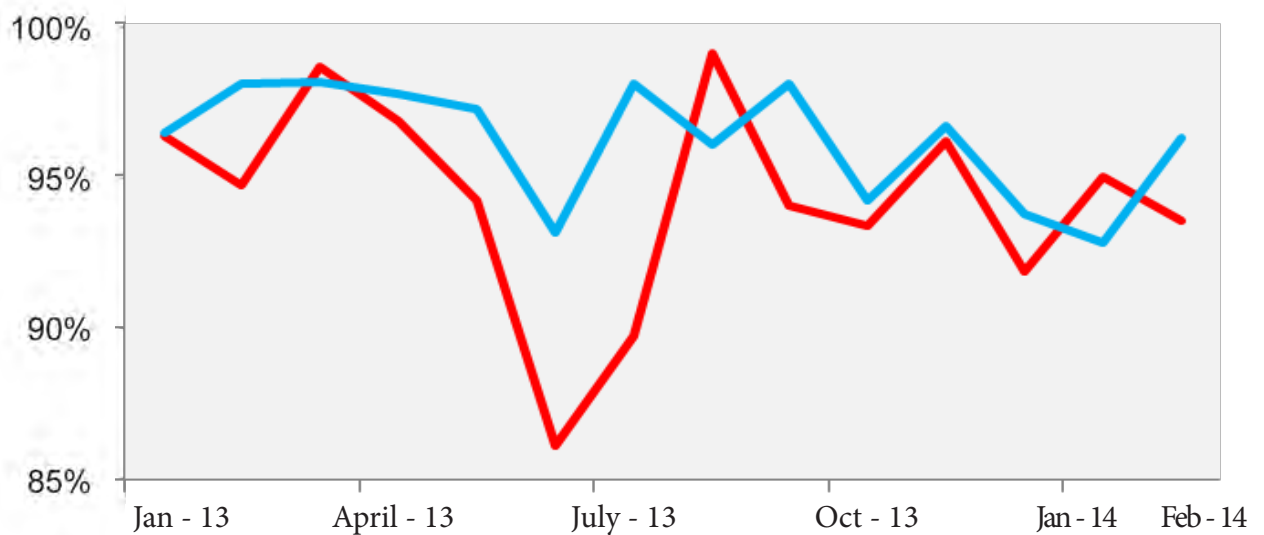


ON TIME SYSTEM PERFORMANCE

SYSTEM PERFORMANCE

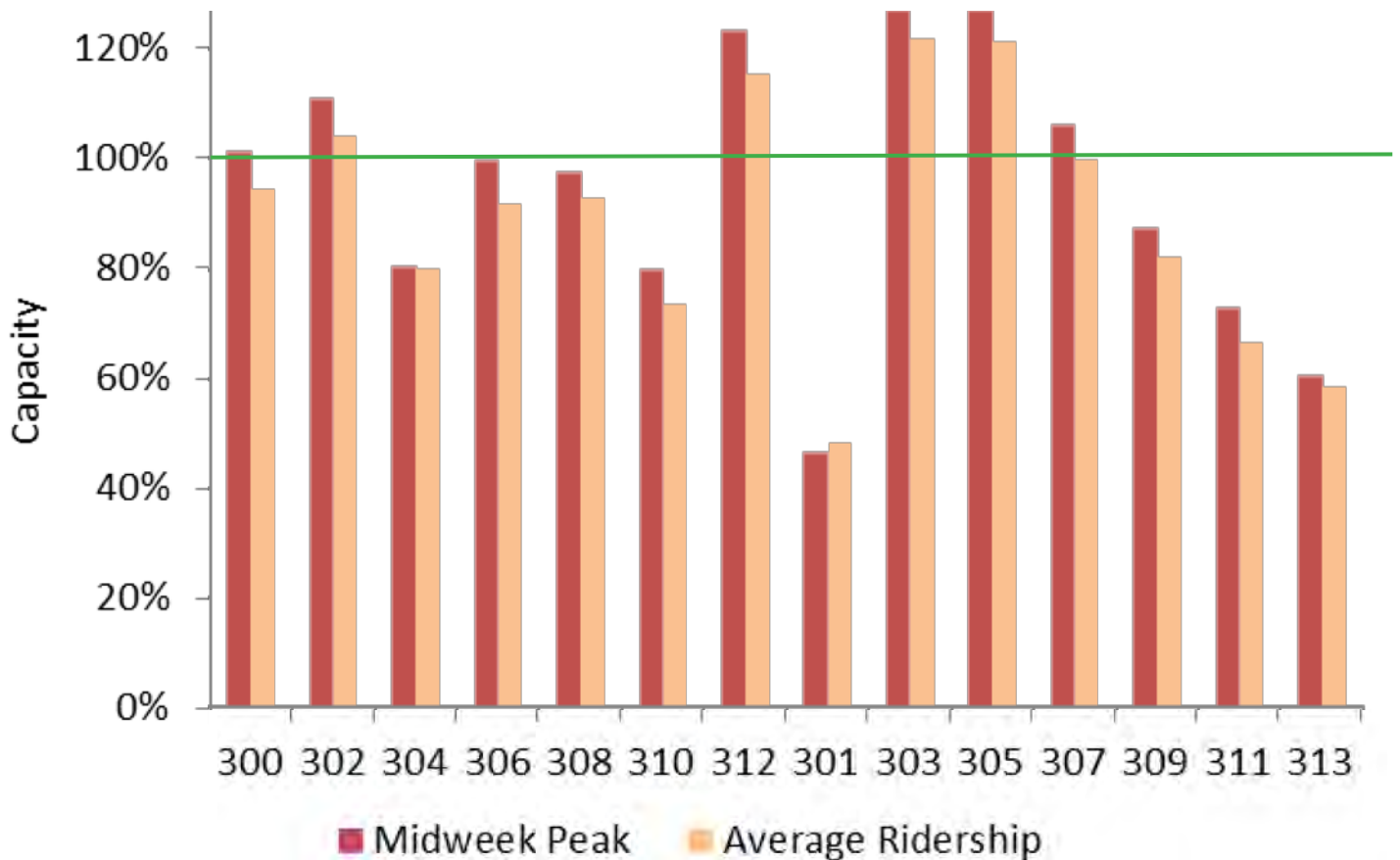


PERFORMANCE BY LINE

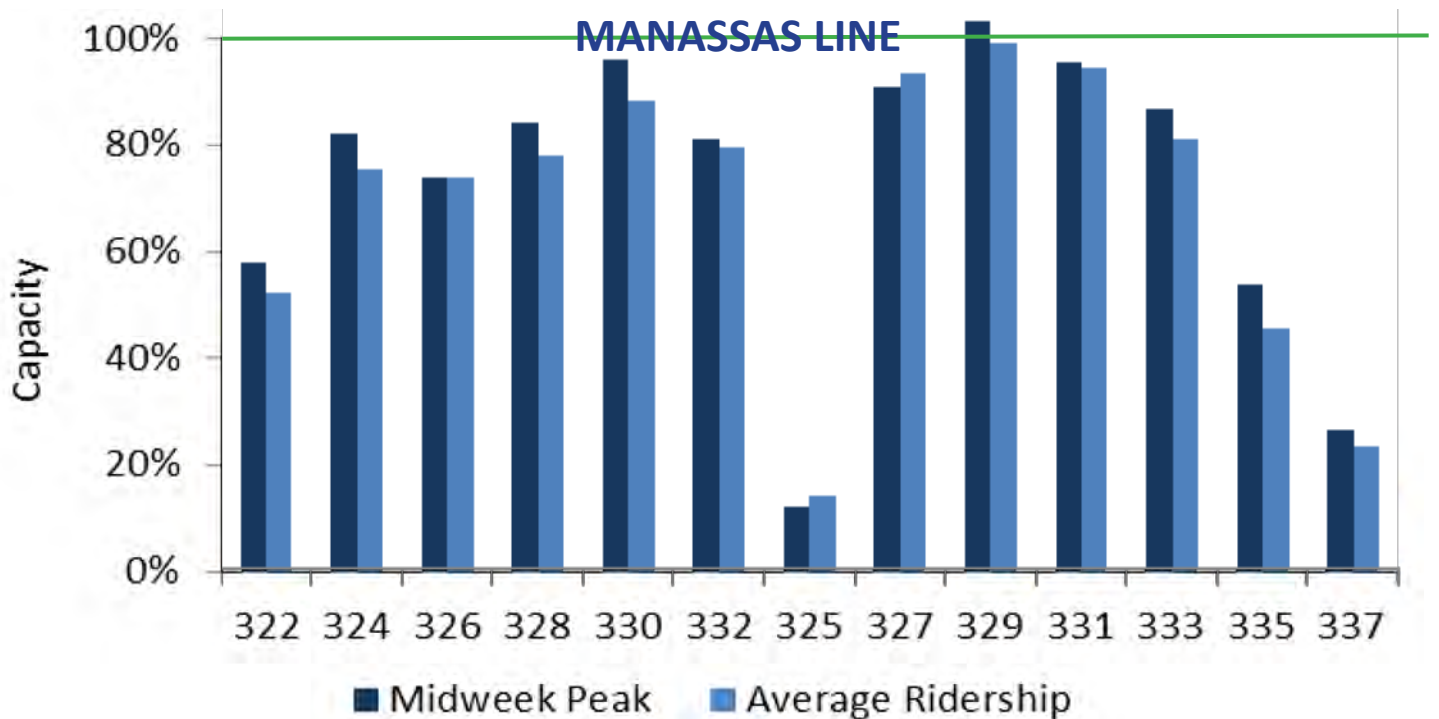


TRAIN UTILIZATION

FREDERICKSBURG LINE

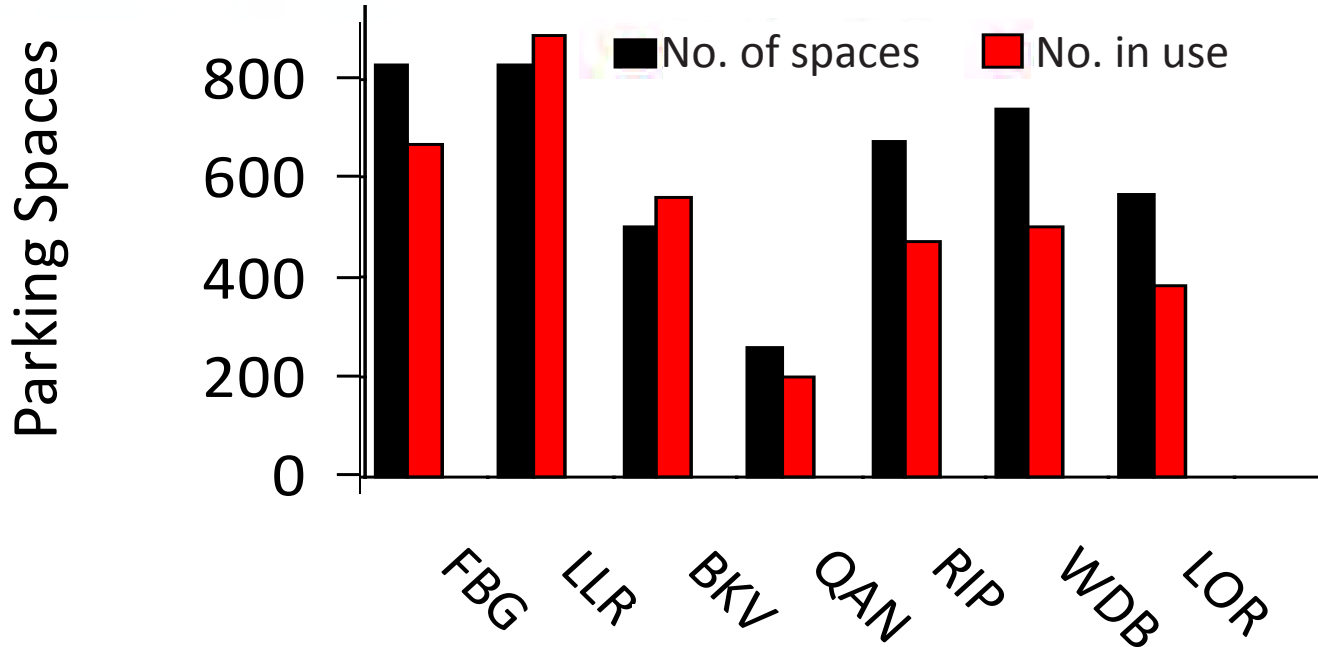


MANASSAS LINE

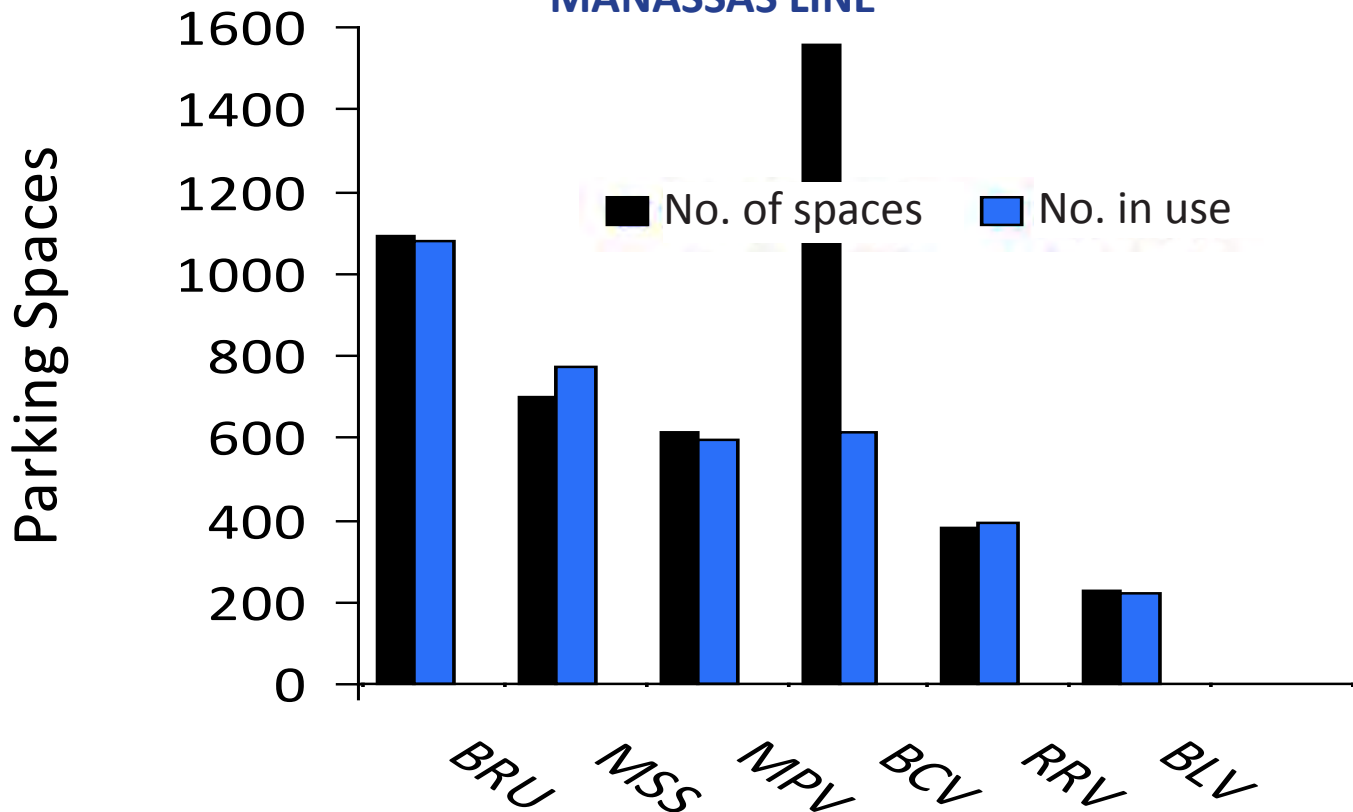


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FINANCIAL REPORT

February 2014 Operating Budget Report

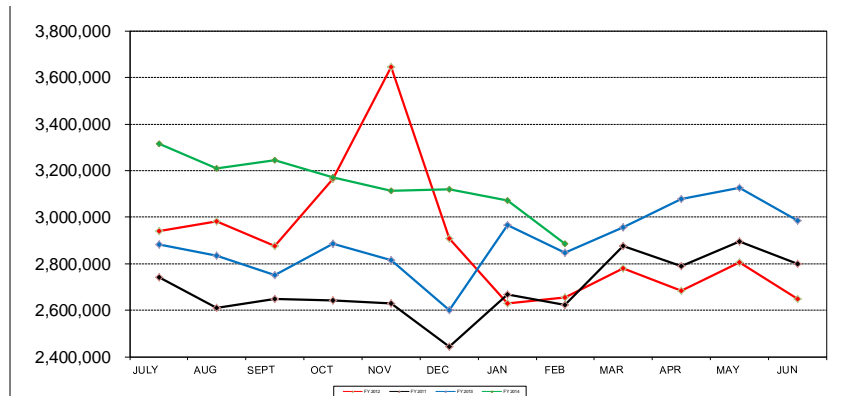
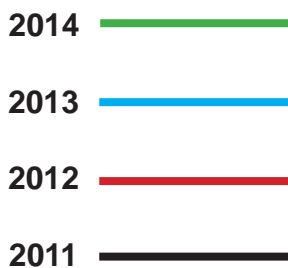
Fare income for the month was \$114,371 above the budget – a favorable variance of 4.13%. The cumulative variance for the year is 3.84% or \$928,942 above the adopted budget. Revenue in FY 2014 is up 11.3% compared to FY 2013. The government shutdown in October did not have a material effect on fare revenue. The transit subsidy decreased effective January 1, 2014 and therefore fare revenue will be closely monitored for possible impact.

A summary of the financial results (unaudited) follows. Detail on the major revenue and expense categories is provided in the attached Operating Budget Report. Amounts shown reflect the amended FY14 budget.

	DOLLARS	GOAL	ACTUAL
Operating Ratio		50%	59%
Budgeted Revenue	86,783,248		
Budgeted Revenue YTD	60,226,107		
Actual Revenue YTD	61,327,707		
Cumulative Variance	1,101,600		1,101,600
Percent Collected YTD		69.40%	70.67%
Budgeted Expenses	86,783,248		
Budgeted Expenses YTD	53,272,698		
Operating Expenses YTD	50,637,514		
Cumulative Variance	2,635,184		2,635,184
Percent Expended YTD		61.39%	58.35%
Net Income (Loss) from Operations			3,736,784

These figures are preliminary and unaudited.

Fiscal Year Revenue per month



FY 2014 OPERATING BUDGET REPORT FEBRUARY, 2014

	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD VARIANCE \$	%
OPERATING REVENUE						
Passenger Ticket Revenue	2,884,889	2,770,518	25,134,520	24,205,578	928,942	3.8%
Other Operating Revenue	9,486	12,566	156,876	109,785	47,091	42.9%
Subtotal Operating Revenue	2,894,375	2,783,084	25,291,396	24,315,363	976,033	4.0%
Jurisdictional Subsidy (1)	-	93,691	16,428,800	16,428,800	-	0.0%
Federal/State/Other Jurisdictional Subsidy	2,271,613	2,272,747	19,590,874	19,471,826	119,048	0.6%
Appropriation from Reserve	-	-	-	-	-	0.0%
Interest Income	2,286	1,158	16,637	10,119	6,518	64.4%
Total Operating Revenue	5,168,274	5,150,680	61,327,707	60,226,107	1,101,599	1.8%
OPERATING EXPENSES						
Departmental Operating Expenses	5,455,535	4,886,835	42,835,329	45,470,513	2,635,184	5.8%
Debt Service	575,610	575,610	7,802,185	7,802,185	-	0.0%
Other Non-Departmental Expenses	-	-	-	-	-	-
Total Operating Expenses	6,031,145	5,462,445	50,637,514	53,272,698	2,635,184	4.9%
NET INCOME (LOSS) FROM OPERATIONS	(862,871)	(311,764)	10,690,193	6,953,409	3,736,784	

CALCULATED OPERATING RATIO

59%

(1) Total jurisdictional subsidy is \$16,428,800. Portion shown is attributed to Operating Fund only.

BICYCLE COUNTS PER STATION - FEBRUARY 2014

Backlick Road - 1	Quantico - 5
Broad Run - 1	Rippon - 1
Brooke - 0	Rolling Road - 1
Burke Centre - 2	Woodbridge - 1
Franconia/Springfield - 4*	
*(bike riders of VRE and Metro cannot be differentiated)	
Fredericksburg - 4	
Leeland Road - 0	
Lorton - 0	
Manassas - 3	
Manassas Park - 1	



PLANNING

The VRE System Plan identified the expansion of railroad capacity in the Long Bridge corridor between the VRE Alexandria station and L'Enfant station, including expansion of the bridge across the Potomac River, as a critical need to support long-term VRE growth and service expansion. Concurrent with the development of the VRE System Plan, the District of Columbia Department of Transportation (DDOT) has been advancing the Long Bridge Study, a comprehensive study of the condition of the existing 2-track bridge and identification of long-term improvements to expand the capacity of the bridge for commuter rail, intercity passenger rail, freight and other multi-modal uses. That study is expected to be completed in the next several months. The next step in planning for the expansion of the bridge is NEPA analysis and refinement of the bridge concepts developed in the current DDOT study.

The Consolidated Appropriations Act of 2014 appropriated \$600 million to be awarded by the USDOT for National Infrastructure Investments, also referred to as TIGER Discretionary Grants. TIGER grants will be awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area, or a region. Up to \$35 million of the \$600 million total available may be awarded as planning grants. Projects that are eligible for planning grants include activities related to the planning, preparation, or design of a single surface transportation project or activities related to regional transportation investment planning and can include National Environmental Policy Act (NEPA) analysis.

There is a minimum 20% non-federal match required for the grant. However, applicants can increase their competitiveness for the purposes of the TIGER program by demonstrating significant non-federal financial contributions above and beyond the minimum 20% match, including local, state or private match sources. The submission deadline for TIGER applications is 5:00 p.m. on April 28, 2014.

VRE staff met with DDOT staff on March 7, 2014 to discuss the submission of a FY14 TIGER planning grant application. DDOT agreed to take the lead on the development and submission of an application to conduct additional project development and NEPA analysis for the Long Bridge expansion and has asked VRE to support the effort and consider a role as a funding partner for the grant. DDOT staff will reach out to other Long Bridge stakeholders, including Amtrak, CSX, the U.S. Redevelopment Corporation, and others to discuss obtaining their support and partnership in the TIGER application. VRE staff has contacted the Virginia Department of Rail and Public Transportation to involve them in the discussions. A meeting is planned the week of March 17th among all stakeholders to discuss the application further.

RAIL OPERATIONS

IT UPDATE

Completed in February: We refurbished 50% of the heating, ventilation, and air conditioning (HVAC) systems for our station screens (the visual messaging sign system - VMS). We will continue to refurbish the rest of the units in March and April.

New projects: Installation of security cameras at Broad Run station, installation of additional VMS screens on the west platform at Fredericksburg station and server upgrades and additional system functionalities at Quantico Disaster Recovery (DR) site.

LEGISLATIVE

General Assembly Update

The General Assembly adjourned on March 7, 2014 without passing a budget bill. Governor McAuliffe is calling for a special session on the budget to convene on March 24. As a budget bill has not been approved, the VRE request for \$2M in project development funding to identify current and future VRE core capacity issues remains subject to future budget negotiations. The funding request is in the Senate version of the Caboose budget bill, but it is not in the House version (HB29). Bills of interest to VRE that have passed both houses and await signature by the Governor include:

HB 2 that requires a statewide prioritization process for project selection for highway system funds allocated by the CTB; and HB 952 that delays the effective date of HB 2152 (2013), to July 1, 2015 for weighted voting on the VRE Operations Board.

Federal Update

Chairman Milde sent a letter to the Virginia Congressional Delegation requesting passage of legislation to establish permanent parity between the parking and transit portions of the commuter benefit. Legislation to establish parity has been introduced in both the U.S. Senate (S.1116, the “Commuter Benefits Equity Act”) and the House of Representatives (H.R. 2288, the “Commuter Parity Act”). A parity provision could also be included in other tax related legislation such as a tax extenders bill.

The Administration’s Reauthorization plan to increase Transportation funding entails a proposal that has a 70 percent boost for transit (\$72 billion), \$19 billion for rail programs and \$9 billion in competitive funding — \$5 billion for the TIGER program and \$4 billion in “competitively awarded funding over four years to incentivize innovation and local policy reforms to encourage better performance, productivity, and cost-effectiveness in our transportation systems.” It also has \$10 billion for freight programs.

PROCUREMENT

Board Approval:

- Rehabilitation of Wheelsets
- Repair and Overhaul of Locomotive Rotating Electrical Equipment
- Locomotive Fuel Injector Assemblies
- Stair Replacement at VRE Rippon Station

Posted on website:

- Delivery of Diesel Fuel for VRE Locomotives
- Management Audit Services

CAPITAL PROJECTS

BROAD RUN TRAIN WASH

VRE has reviewed the 90% design plans. Plan submission to Prince William County and the City of Manassas is on hold while VRE seeks additional funding sources for construction.

L'ENFANT STORAGE TRACK

VRE will meet with CSX soon to review the final design and approve the scope of work. PEPCO is designing the electric service and HDR is making final revisions to the wayside power design. Once complete, the wayside power design will be submitted to CSX for review and approval.

SPOTSYLVANIA

VRE has issued construction contracts for both the station and third track. Once the land purchase is completed by Spotsylvania County, VRE can issue notice to proceed (NTP) and construction work can begin on the station. Spotsylvania has asked VDOT to handle land acquisition for them. VDOT is proceeding with their land acquisition process. In the mean time, the pre-construction kick-off meeting for the third track construction was held on December 19th for all stakeholders, NTP for the third track project was issued on December 23rd, and construction has started. Contractor Mobilization and Access is underway. Clearing and Grubbing for the entire project is near completion. Crash Wall foundations at the US Rte 17 overhead bridge have been started.

ALEXANDRIA KING STREET PEDESTRIAN TUNNEL PROJECT

The VRE Operations Board approved the issuance of a task order contract to Gannett Fleming for the design & construction management work at their December 20, 2013, meeting. The project team is moving forward to accomplish the following milestones:

- NEPA Documentation – Complete December 2012 - **Complete**
- Public Information Meeting – Spring 2013 – **Complete**
- Geotechnical investigation and utility locating – April 2014
- Design – Completion by early 2015
- Construction Advertisement – To be updated by Project Team
- Construction – To be updated by Project Team

LORTON PLATFORM EXTENSION

VRE accepted construction bids in early March and is seeking Board approval this month to award a contract. Construction is expected to commence during the spring of 2014. This project will extend the existing platform at the VRE Lorton Station by approximately 256 feet to accommodate longer VRE trains. VRE is currently coordinating with CenturyLink to relocate a communication line in the project area.

CAPITAL PROJECTS, *CONT.*

FACILITIES UPDATE

VRE facilities team has multiple projects underway. Projects completed within the past month include :

1. Repaired Woodbridge elevator damage (west side) resulting from water and flooding in January.
2. Prepared scope of work for Franconia Springfield elevator cab and hoist-way rehabilitation project.
3. Prepared draft scope of work for Rippon station stair replacement project.

Other projects scheduled for completion by the end of the 2nd quarter of calendar year 2014:

1. Elevator cab and hoist-way rehabilitation at Rippon and Franconia Springfield stations.
2. Roof repairs at Rippon Station.
3. Roof repairs at VRE Fredericksburg Office.
4. Remove discarded ties and asphalt from the right of ways at various locations within the service area.
5. Install portable generator connections at all stations with elevators; long term all stations will be equipped for portable generator operations.
6. Correct drainage pipe slope at Crossroads maintenance and storage facility.

In addition to the above projects, the facilities team has been working in conjunction with the local jurisdictions to ensure our station platforms, walkways and parking lots are safe for our passengers during the periods of inclement weather.

NEW PASSENGER CARS



Base Order (8) Gallery IV Cars

Production continues in earnest and VRE anticipates the first four (4) new passenger cars to be ready for shipment from Rochelle, IL in March 2014, with delivery to VRE taking place around mid April. VRE is prepared to receive and commission the cars and place them into VRE service by the second week of May. The second four cars are anticipated two weeks after the arrival of the first four cars.

Option Order (7) Gallery IV Cars

VRE modified the existing Contract with Sumitomo Corporation of America (SCOA) to add seven (7) options cars to the existing order. The Contract Amendment was finalized by the end of December 2013. The project kick-off meeting originally scheduled for the end of February has been postponed to the 3rd week of March. These cars are expected in 2016.

COMMUTER STATION &

Project & Code	Description	Task	Task Description	Project Manager	Board Item Number	% of Total Task Completion	Calendar Completion Date (Est.)	
Alexandria - King St Pedestrian Tunnel	Design and installation of a new pedestrian tunnel between the VRE/Amtrak and METRO stations and modifications to eastern platform to allow service from Track #1.	Feasibility Study	Prepare a feasibility study with limited survey to investigate challenges associated with designing, permitting and constructing a tunnel under a live CSX track.	Rich Dalton	8C-05-2012	95%	2nd Quarter 2013	
		Site Investigation	Compile soils data and perform in-situ testing to prepare for final design phase and provide VDOT with environmental information.	Eric Johnson	8H-10-2013	10%	2nd Quarter 2014	S inc re
		Design & Construction Administration	Design & construction administration for pedestrian tunnel and modifications to east platform.	Rich Dalton	8F-12-2013	0%	1st Quarter 2015	Fl
Amtrak Joint Recapitalization Project	Amtrak and VRE joint benefit recapitalization projects	Washington Union Terminal Rail Service Improvement Plan	Joint study with Amtrak and MARC re: meeting current and forecasted growth for target years 2017 and 2030.	Christine Hoeffner		100%	Completed	
		Coach Yard Wayside Power Upgrade	Upgrade and replace wayside power station for VRE storage tracks at the Coach yard	Rich Dalton		100%	Completed	
		WUT Canopy Roof Repairs	Repairs of canopy roof at WUT lower level platforms	Rich Dalton		70%	4th Quarter 2014	A
		Alexandria - King St Station Platform Elevation	Raise west platform elevation	Rich Dalton		0%	TBD	Pr
						90%	1st Quarter 2014	
Broad Run Parking Expansion	Environmental Analysis and Engineering to expand parking by 700 spaces	EA & PE	Perform environmental analysis and engineering and provide construction administration to expand parking by 700 spaces	Eric Johnson	11D-04-2011	30%	3rd Quarter 2014	30
Franconia-Springfield Station Rehabilitation	To make repairs & improvements to the Franconia Springfield Station Eastern Platform & Passenger Walkway	Repairs & Improvements	Infrastructure repairs and improvements to eastern platform and passenger walkway at VRE Franconia-Springfield Station.	Kip Foster	9F-06-2011	100%	Completed 3rd Quarter 2013	
		Flagging Services & Protection	Provide flagging services during platform level repairs and overhead pedestrian bridge work.	Kip Foster	9G-06-2011	100%	Completed 2012	
Lorton Station Expansion	Expansion of station by extending eastern platform and adding a second platform	PE and Environmental	EA and PE to extend the exiting platform and construct a second platform.	Eric Johnson	10A-10-2010	100%	Completed 4th Quarter 2012	
		Station Expansion Design	Prepare construction documents and provide construction administration for 250' platform expansion with upgraded LED lighting	Eric Johnson	8B-05-2012	90%	4th Quarter 2014	
		Platform Extension Construction	Construction of 250' platform extension with upgraded LED lighting	Eric Johnson	N/A	0%	4th Quarter 2014	C rel or 2
Rolling Road Platform Extension								
Spotsylvania Station (New Station)	Development of a new VRE station in Spotsylvania County (Station Only, NO Parking) near the Crossroads Yard	Station Design	Design of the new platform and head house.	Kip Foster	9F-06-2012 & 9G-06-2012	100%	Completed 2nd Quarter 2013	
		Station Construction	Construction of the new platform and head house.	Kip Foster	9F-05-2013	0%	TBD	C

& PARKING PROJECTS

Status	Change Order, Budget & Schedule Change Notes & Updates	Vendor	Total Adopted CIP Budget Thru FY14 (\$)	Total Board Approved Funds (\$)	Contractual Commitment s To-Date (\$)	Total Expenditure s To-Date (\$)
Feasibility study was distributed to stakeholders Jan 2013. Comments received from all stakeholders. Preparing final draft addressing comments. Preparing for final design once VDOT provides approval of use of GEC contract.		AECOM	\$ 10,226,000	\$ 162,711	\$ 147,919	\$ 140,487
Seeking Board approval in March to execute CSX force account agreement, including design review, flagging for field work and right-of-entry, once estimate received from CSX. Field work to begin after agreement executed. Will also seek Board approval in March or April to execute AECOM task order supplement to include additional soil borings.	Supplement No. 1, October 2013, \$26,709	AECOM		\$ 79,321	\$ 76,650	\$ 26,510
Received Board approval in December 2013 to award contract to Gannett Fleming under GEC VI. Design kickoff meeting held in early February. Design will proceed once field work completed.		Gannett Fleming	\$ -	\$ 1,814,559	\$ 1,728,151	\$ -
TOTALS			\$ 10,226,000	\$ 2,056,591	\$ 1,952,720	\$ 166,997
Final plan complete.	Last invoice received 10/31/12; awaiting final invoice.	Amtrak	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 985,995
Project completed.	Last invoice received 4/12/2013	Amtrak	\$ 750,000	\$ 750,000	\$ 750,000	\$ 515,968
Amtrak has spent all allocated budget, but performed only 70% of the work. Amtrak requesting additional \$300k to complete the project.	Project has been stopped; VRE and Amtrak reconciled work performed and payment up to the initial \$600K project budget; Amtrak to submit revised agreement and estimate to complete the project.	Amtrak	\$ 600,000	\$ 600,000	\$ 600,000	\$ 573,953
Project scoping underway. Amtrak is in the process of writing an agreement to be submitted to VRE for review.		Amtrak	\$ 278,867	\$ 278,867	\$ -	\$ -
TOTALS			\$ 2,628,867	\$ 2,628,867	\$ 2,350,000	\$ 2,075,917
60% design submitted. Awaiting FTA approval of CE application submitted in August. 60% design effort will begin after CE approval is obtained.		Dewberry	\$ 3,420,000	\$ 2,031,263	\$ 1,846,603	\$ 384,272
TOTALS			\$ 3,420,000	\$ 2,031,263	\$ 1,846,603	\$ 384,272
Substantial Completion and owner occupancy in June. Punchlist complete. Fairfax County Permit closed out. Contract closeout underway.	Change Order # 1, Canopy Roof/Gutters/Downspouts, \$39,230 — Change Order # 2, Stringer Repair/Replacement, \$47,440 — Change Order # 3, Structural Steel Repairs/Rehab, \$45,682 — Change Order # 4 - \$4,928 - Window Jamb Rehab and Replacement — Change Order # 5 - \$222 - Gutter Repair	Vista Contracting, Inc.	\$ 522,000	\$ 455,950	\$ 449,002	\$ 448,779
No additional flagging expected.	Force account estimate for flagging in the amount of \$124,765.	CSX Trans.		\$ 132,000	\$ 124,765	\$ 27,842
TOTALS			\$ 522,000	\$ 587,950	\$ 573,767	\$ 476,621
Completed		HDR	\$ 2,820,000	\$ 306,350	\$ 278,500	\$ 271,476
HDR providing procurement assistance.		HDR		\$ 103,400	\$ 94,000	\$ 83,356
Construction bid opening scheduled for March 7. Seeking Board approval in March to award construction contract and to execute communications line location agreement with CenturyLink. Also seeking Board approval in March April to execute CSX force account agreement for design review and flagging during construction, once estimate received from CSX.		TBD				
TOTALS			\$ 2,820,000	\$ 409,750	\$ 372,500	\$ 354,832
TOTALS			\$ -	\$ -	\$ -	\$ -
Permitting complete with Spotsylvania County.		STV	\$ 3,422,500	\$ 405,912	\$ 369,011	\$ 205,332
Contract executed and CE issued by FHWA. NTP to be issued once County acquires land.		Hammerhead Construction		\$ 2,583,900	\$ 2,349,000	\$ 51,638
TOTALS			\$ 3,422,500	\$ 2,989,812	\$ 2,718,011	\$ 256,970

TRACK & INFRASTRUCTURE

Project & Code	Description	Task	Task Description	Project Manager	Board Item Number	% of Total Task Completion	Calendar Completion Date (Est.)	
L'Enfant Storage Track	Construct ~1,400 feet of Storage Track North of the L'Enfant Station Platform, including Wayside Power (Capacity of 2 Trainsets)	Storage Track Construction	Construct ~1,400 of track north of L'Enfant Station	Eric Johnson	8B-10-2006	100%	Completed 4th Quarter 2010	
		Wayside Power Design	Design wayside power for stored train sets	Eric Johnson		90%	1st Quarter 2014	HDR
		Wayside Power Construction	Construction of wayside power for stored train sets	Eric Johnson	N/A	30%	2nd Quarter 2014	W
		Air Compressor Procurement	Procurement and installation of air compressor equipment for new storage track air system (eVA).	Eric Johnson	N/A	100%	Completed 3rd Quarter 2008	Air co
		Switch & Signalization Design	Design of storage track switches and signals	Eric Johnson	9B-06-2011	90%	1st Quarter 2014	CSX p work
Spotsylvania Third Track Expansion (Crossroads to Hamilton - Fredericksburg)	Construct approximately 2.5 miles of third track leading to the new Spotsylvania Station	Third Track Civil Design	Environmental Analysis and Final Design	Kip Foster		100%	Completed 2nd Quarter 2013	P sig
		Third Track Signal Design	Signal design and engineering support	Kip Foster	9E-06-2012	95%	1st Quarter 2014	Signa
		Track & Signal Construction	Construction of Signals	Kip Foster	9H-09-2013	15%	n/a	
		Track Work & Structures	Construction of Track & Structures	Kip Foster	9C-06-2013	10%	Phase 1 4th Quarter 2014 Phase 2 2nd Quarter 2015	Cor

PLANNING, COMMUNICATIONS & INFORMATION TECHNOLOGY

Project & Code	Description	Task	Task Description	Project Manager	Board Item Number	% of Total Task Completion	Calendar Completion Date (Est.)	
Gainesville Haymarket Expansion Planning	Expansion of VRE Service to Gainesville & Haymarket, VA	G/H Expansion Analysis (Feasibility)	Develop expansion alternatives for VRE Service to G/H	Christine Hoeffner		Complete	Complete	
		G/H Expansion Project Development, Environmental and	Perform planning and project development activities, environmental analysis and engineering design	Christine Hoeffner		0%	TBD	\$1.5
		Construction (Future)	Future Track Construction	TBD		0%	TBD	
Mobile Ticketing	Development and Implementation of a Mobile Ticketing System			Chris Henry	8H-09-2013	0%	TBD	
System Planning	Prepare system plan to cover 20+ year planning horizon			Christine Hoeffner			1st Quarter 2014	VRE

STRUCTURE PROJECTS

Status	Change Order, Budget & Schedule Change Notes & Updates	Vendor	Total Adopted CIP Budget Thru FY14 (\$)	Total Board Approved Funds (\$)	Contractual Commitments To-Date (\$)	Total Expenditures To-Date (\$)
Track Complete	n/a	CSX Trans.	\$ 3,219,000	\$ 830,000	\$ 706,000	\$ 442,794
to complete wayside power design shortly, at which time design will be submitted to PEPCO to initiate design of electric service on Virginia Avenue.	Supplement to GEC V Task Order 7 in the amount of \$8,600 executed in late December 2012.	HDR		\$ -	\$ 50,925	\$ 50,884
Wayside power construction to follow PEPCO's design and construction of electric service.		NVE		\$ -	\$ 688,480	\$ 208,390
Compressor system delivered and stored at Crossroads Yard. Installation no longer included in scope of work. Investigating alternate uses for equipment.		Kaeser Compressors, Inc.		\$ -	\$ 37,531	\$ 37,531
Previously anticipated completion of track and signal modification design in May 2013. Design continues as of late February 2014. CSX expects to complete design and provide estimate in approximately one month. Will seek Board approval for CSX construction force account agreement once estimate received from CSX.		CSX Trans.		\$ 250,000	\$ 225,000	\$ 126,821
TOTALS			\$ 3,219,000	\$ 1,080,000	\$ 1,707,936	\$ 866,420
Permitting complete, agency construction notifications issued. Design plans circulated for signature. Final Revision completed. Construction Plans circulated to contractors and other stakeholders. Pre-Construction Conference held December 19, 2014.		STV	\$ 32,500,000	\$ 817,703	\$ 743,366	\$ 396,034
Final Design for Phase 1 and Phase 2 complete. Design being checked by CSX. Review to follow. Signal Construction to begin January 2014.	VRE	CSX Trans.		\$ 1,009,800	\$ 917,400	\$ -
100% design submitted. Signal Construction to begin in January 2014.		CSX Trans.		\$ 20,522,611	\$ -	\$ -
Contractor Mobilization and Access Underway. Clearing and Grubbing near completion. Crash Wall foundations started.	CA # 1 - Access from Crossroads Pkwy (\$112,715) CA # 2 - Load Test for Micropiles (\$47,900) CA # 3 - Subgrade Stabilization (\$86,583)	Abernathy Construction Corp		\$ 8,880,073	\$ 8,319,992	\$ 834,057
TOTALS			\$ 32,500,000	\$ 31,230,187	\$ 9,980,758	\$ 1,230,091

& INFORMATION TECH. PROJECTS

Status	Change Order, Budget & Schedule Change Notes & Updates	Vendor	Total Adopted CIP Budget Thru FY14 (\$)	Total Board Approved Funds (\$)	Contractual Commitments To-Date (\$)	Total Expenditures To-Date (\$)
Feasibility Study Completed on 9/28/2009	Aerial Survey Deferred to NEPA/PE. Revised Consultant Responsibility for Cost Estimating from Belstar to VHB/DMJM	VHB	\$ 3,037,338	\$ 1,537,338	\$ 1,397,338	\$ 1,042,749
\$100,000 allocated in FY14 NVTA regional funding. Awaiting execution of a project agreement with NVTA.		TBD		\$ -	\$ -	\$ -
Future Construction Related to Expansion	Funding Sources TBD	TBD		\$ -	\$ -	\$ -
TOTALS			\$ 3,037,338	\$ 1,537,338	\$ 1,397,338	\$ 1,042,749
Currently Pending Legal Activities		GlobeSherpa		\$ 3,510,627	\$ -	\$ -
TOTALS			\$ -	\$ 3,510,627	\$ -	\$ -
Ops Board adopted plan 1/17/14. Final report and summary brochure under development.	GEC task order (\$35,000) for supplemental public outreach/communications support issued 9/30/13	P.B.	\$ 185,000	\$ 150,000	\$ 185,000	\$ 167,986
TOTALS			\$ 185,000	\$ 150,000	\$ 185,000	\$ 167,986

TRACK & INFRASTRUCTURE

Project & Code	Description	Task	Task Description	Project Manager	Board Item Number	% of Total Task Completion	Calendar Completion Date (Est.)	
L'Enfant Storage Track	Construct ~1,400 feet of Storage Track North of the L'Enfant Station Platform, including Wayside Power (Capacity of 2 Trainsets)	Storage Track Construction	Construct ~1,400 of track north of L'Enfant Station	Eric Johnson	8B-10-2006	100%	Completed 4th Quarter 2010	
		Wayside Power Design	Design wayside power for stored train sets	Eric Johnson		90%	1st Quarter 2014	HDR
		Wayside Power Construction	Construction of wayside power for stored train sets	Eric Johnson	N/A	30%	2nd Quarter 2014	V
		Air Compressor Procurement	Procurement and installation of air compressor equipment for new storage track air system (eVA).	Eric Johnson	N/A	100%	Completed 3rd Quarter 2008	Air co
		Switch & Signalization Design	Design of storage track switches and signals	Eric Johnson	9B-06-2011	90%	1st Quarter 2014	CSX p work
Spotsylvania Third Track Expansion (Crossroads to Hamilton - Fredericksburg)	Construct approximately 2.5 miles of third track leading to the new Spotsylvania Station	Third Track Civil Design	Environmental Analysis and Final Design	Kip Foster		100%	Completed 2nd Quarter 2013	P sl
		Third Track Signal Design	Signal design and engineering support	Kip Foster	9E-06-2012	95%	1st Quarter 2014	Sign
		Track & Signal Construction	Construction of Signals	Kip Foster	9H-09-2013	15%	n/a	
		Track Work & Structures	Construction of Track & Structures	Kip Foster	9C-06-2013	10%	Phase 1 4th Quarter 2014 Phase 2 2nd Quarter 2015	Con

PLANNING, COMMUNICATIONS & INFORMATION TECHNOLOGY

Project & Code	Description	Task	Task Description	Project Manager	Board Item Number	% of Total Task Completion	Calendar Completion Date (Est.)	
Gainesville Haymarket Expansion Planning	Expansion of VRE Service to Gainesville & Haymarket, VA	G/H Expansion Analysis (Feasibility)	Develop expansion alternatives for VRE Service to G/H	Christine Hoeffner		Complete	Complete	
		G/H Expansion Project Development, Environmental and Design	Perform planning and project development activities, environmental analysis and engineering design	Christine Hoeffner		0%	TBD	\$1.5
		Construction (Future)	Future Track Construction	TBD		0%	TBD	
Mobile Ticketing	Development and Implementation of a Mobile Ticketing System			Chris Henry	8H-09-2013	0%	TBD	
System Planning	Prepare system plan to cover 20+ year planning horizon			Christine Hoeffner			1st Quarter 2014	VRE

STRUCTURE PROJECTS

Status	Change Order, Budget & Schedule Change Notes & Updates	Vendor	Total Adopted CIP Budget Thru FY14 (\$)	Total Board Approved Funds (\$)	Contractual Commitments To-Date (\$)	Total Expenditures To-Date (\$)
Track Complete	n/a	CSX Trans.	\$ 3,219,000	\$ 830,000	\$ 706,000	\$ 442,794
to complete wayside power design shortly, at which time design will be submitted to PEPCO to initiate design of electric service on Virginia Avenue.	Supplement to GEC V Task Order 7 in the amount of \$8,600 executed in late December 2012.	HDR		\$ -	\$ 50,925	\$ 50,884
Wayside power construction to follow PEPCO's design and construction of electric service.		NVE		\$ -	\$ 688,480	\$ 208,390
Compressor system delivered and stored at Crossroads Yard. Installation no longer included in scope of work. Investigating alternate uses for equipment.		Kaeser Compressors, Inc.		\$ -	\$ 37,531	\$ 37,531
Previously anticipated completion of track and signal modification design in May 2013. Design continues as of late February 2014. CSX expects to complete design and provide estimate in approximately one month. Will seek Board approval for CSX construction force account agreement once estimate received from CSX.		CSX Trans.		\$ 250,000	\$ 225,000	\$ 126,821
TOTALS			\$ 3,219,000	\$ 1,080,000	\$ 1,707,936	\$ 866,420
Permitting complete, agency construction notifications issued. Design plans circulated for signature. Final Revision completed. Construction Plans circulated to contractors and other stakeholders. Pre-Construction Conference held December 19, 2014.		STV	\$ 32,500,000	\$ 817,703	\$ 743,366	\$ 396,034
Final Design for Phase 1 and Phase 2 complete. Design being checked by CSX. Review to follow. Signal Construction to begin January 2014.	VRE	CSX Trans.		\$ 1,009,800	\$ 917,400	\$ -
100% design submitted. Signal Construction to begin in January 2014.		CSX Trans.		\$ 20,522,611	\$ -	\$ -
Contractor Mobilization and Access Underway. Clearing and Grubbing near completion. Crash Wall foundations started.	CA # 1 - Access from Crossroads Pkwy (\$112,715) CA # 2 - Load Test for Micropiles (\$47,900) CA # 3 - Subgrade Stabilization (\$86,583)	Abernathy Construction Corp		\$ 8,880,073	\$ 8,319,992	\$ 834,057
TOTALS			\$ 32,500,000	\$ 31,230,187	\$ 9,980,758	\$ 1,230,091

& INFORMATION TECH. PROJECTS

Status	Change Order, Budget & Schedule Change Notes & Updates	Vendor	Total Adopted CIP Budget Thru FY14 (\$)	Total Board Approved Funds (\$)	Contractual Commitments To-Date (\$)	Total Expenditures To-Date (\$)
Feasibility Study Completed on 9/28/2009	Aerial Survey Deferred to NEPA/PE. Revised Consultant Responsibility for Cost Estimating from Belstar to VHB/DMJM	VHB	\$ 3,037,338	\$ 1,537,338	\$ 1,397,338	\$ 1,042,749
\$100,000 allocated in FY14 NVTA regional funding. Awaiting execution of a project agreement with NVTA.		TBD		\$ -	\$ -	\$ -
Future Construction Related to Expansion	Funding Sources TBD	TBD		\$ -	\$ -	\$ -
TOTALS			\$ 3,037,338	\$ 1,537,338	\$ 1,397,338	\$ 1,042,749
Currently Pending Legal Activities		GlobeSherpa		\$ 3,510,627	\$ -	\$ -
TOTALS			\$ -	\$ 3,510,627	\$ -	\$ -
Ops Board adopted plan 1/17/14. Final report and summary brochure under development.	GEC task order (\$35,000) for supplemental public outreach/communications support issued 9/30/13	P.B.	\$ 185,000	\$ 150,000	\$ 185,000	\$ 167,986
TOTALS			\$ 185,000	\$ 150,000	\$ 185,000	\$ 167,986

MINUTES

VRE Operations Board Meeting PRTC Headquarters – Prince William County, Virginia March 21, 2014



**Virginia Railway
Express**

Board Members

Paul Milde
Chairman

John Cook
Vice-Chairman

Gary Skinner
Secretary

Paul Smedberg
Treasurer

Sharon Bulova
Maureen Caddigan
Wally Covington
John Jenkins
Matt Kelly
Jennifer Mitchell
Suhas Naddoni
J. Walter Tejada
Bob Thomas
Jonathan Way

Alternates

Marc Aveni
Meg Bohmke
Brad Ellis
Jay Fisette
Frank Jones
Tim Lovain
Michael May
Jeff McKay
Martin Nohe
Kevin Page
Paul Trampe

Doug Allen
Chief Executive Officer

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

Members Present	Jurisdiction
Sharon Bulova (NVTC)	Fairfax County
Maureen Caddigan (PRTC)	Prince William County
John Cook (NVTC)	Fairfax County
Wally Covington (PRTC)*	Prince William County
John D. Jenkins (PRTC)	Prince William County
Matt Kelly (PRTC)	City of Fredericksburg
Paul Milde (PRTC)	Stafford County
Jennifer Mitchell	DRPT
Suhas Naddoni (PRTC)	City of Manassas Park
Paul Smedberg (NVTC)	City of Alexandria
J. Walter Tejada (NVTC)*	Arlington County

Members Absent	Jurisdiction
Gary Skinner (PRTC)	Spotsylvania County
Bob Thomas (PRTC)	Stafford County
Jonathan Way (PRTC)	City of Manassas

Alternates Present	Jurisdiction
Paul Trampe (PRTC)	Spotsylvania County

Alternates Absent	Jurisdiction
Marc Aveni (PRTC)	City of Manassas
Meg Bohmke (PRTC)	Stafford County
Brad Ellis (PRTC)	City of Fredericksburg
Jay Fisette (NVTC)	Arlington County
Frank C. Jones (PRTC)	City of Manassas Park
Tim Lovain (NVTC)	City of Alexandria
Michael C. May (PRTC)	Prince William County
Jeff McKay (NVTC)	Fairfax County
Martin E. Nohe (PRTC)	Prince William County
Kevin Page	DRPT

Staff and General Public	
Doug Allen – VRE	Ann King – VRE
Anthony Ayala – VRE	Bryan Jungwirth – VRE
Donna Boxer – VRE	Mike Lake – Fairfax County
Nancy Collins – Stafford County	Lezlie Lamb – VRE
Kelley Coyner – NVTC staff	Bob Leibbrandt – Prince William County
Rich Dalton – VRE	Steve MacIsaac – VRE counsel
Patrick Durany – Prince William County	Betsy Massie – PRTC staff
Arnold Gilbo – Keolis	Dick Peacock – Citizen
Rhonda Gilchrest – NVTC staff	Aimee Perron Seibert – The Hillbridge Group
Al Harf – PRTC staff	Lynn Rivers – Arlington County
Chris Henry – VRE	Scott Schenk – Free Lance Star
Tom Hickey – VRE	Brett Shorter – VRE
Gerri Hill – VRE	Alex Sugatan – VRE
Pierre Holloman – Alexandria	Joe Swartz – VRE

* Delineates arrival following the commencement of the Board meeting. Notation of exact arrival time is included in the body of the minutes.

Chairman Milde called the meeting to order at 9:33 A.M. Following the Pledge of Allegiance, Roll Call was taken.

Approval of the Agenda – 3

The amended agenda removed the following two items: #8D “Authorization to Execute a Force Account Agreement with CSX for the Lorton Station Platform Extension Project” and #8F “Authorization to Execute a Force Account Agreement with CSX for the L’Enfant Storage Track Project.”

Mr. Kelly moved, with a second by Ms. Bulova, to approve the amended agenda. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Jenkins, Kelly, Milde, Mitchell, Naddoni, Smedberg and Trampe.

Approval of the Minutes of the January 17, 2014 Operations Board Meeting – 4

Ms. Bulova moved approval of the minutes and Ms. Caddigan seconded. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Jenkins, Kelly, Milde, Mitchell and Smedberg. Mr. Naddoni and Dr. Trampe abstained.

Chairman’s Comments – 6

Chairman Milde reported that VRE’s Legislative Reception in Richmond was very successful with Governor McAuliffe attending and pledging his support for VRE and transit in general.

Chairman Milde reported that the Joint Audit Committee (JAC) held a meeting prior to this meeting. He asked Mr. Cook, who serves as committee chair, to give a status report. Mr. Cook stated that today’s meeting focused on the Commissions’ work on the Management Audit. Mr. Harf and Ms. Coyner are serving as the Selection Committee and will recommend a contract award soon. Since the Management Audit is a Commission Audit, the contract award will go directly to the Commissions for approval. If any VRE Board Members have any questions or concerns, please contact a JAC member. Mr. Cook explained that the Selection Committee is working hard to get a contract in place so the audit can begin this summer. It is anticipated that the work will take six months. Once the contract has been awarded the Joint Audit Committee will meet with the contractor at the end of April, followed by meetings with VRE Board Members during the month of May.

Chairman Milde stated that there has been some discussion of changing the VRE meeting schedule since it is difficult to reach quorum in August, which is what happened last year and the meeting had to be cancelled. The recommendation is to hold a Board Meeting in July and not in August. In accordance with the VRE By-Laws, this change can be accomplished by a resolution passed by the Operations Board. Ms. Bulova and Mr. Cook both expressed their support for the meeting schedule change. A copy of Resolution #CC-03-2014 was distributed among Board Members, which added a July 2014 meeting and cancelled the August 2014 meeting.

Mr. Cook moved, with a second by Ms. Caddigan, to approve the resolution. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Jenkins, Kelly, Milde, Mitchell, Naddoni, Smedberg and Trampe.

[Mr. Covington arrived at 9:36 A.M.]

Chief Executive Officer's Report – 7

Mr. Allen introduced two new staff members: Tom Hickey, Chief Development Officer, and Bryan Jungwirth, Director of Public Affairs and Government Relations.

Mr. Allen explained that VRE continues to focus on improving safety. Following several incidents at Metro North, the Federal Railroad Administration (FRA) has released a report following an in-depth review of Metro North operations and safety. The report is referred to as a “Deep Dive” and includes a number of recommendations. FRA has distributed it to all commuter railroads. VRE staff has reviewed the report and held discussions with its host railroads and Keolis to make sure they are also reviewing the recommendations and evaluating VRE Operations. Mr. Allen stated that it is important for VRE to avoid complacency and continue to run a safe operation. On April 14th the FRA Administrator will hold a briefing in New York with commuter rail Chief Executive Officers and Chief Operating Officers. Mr. Allen and Mr. Dalton plan on attending.

Mr. Allen reported that on-time performance (OTP) for the month of February was in the mid-90 percent range and ridership reached between 19,000-20,000 daily trips. There have been 33 weather related events compared to five events last year. VRE suspended service on two days (February 13 and March 3) and has had several “S” schedule days with limited service. The budget for snow removal has been depleted, although VRE has identified some contingency funding.

Mr. Allen stated that VRE staff continues to work with DRPT staff to identify potential funding sources to advance VRE's System Plan, including funding for the second platforms on the CSX line in exchange for CSX agreement to allow the Potomac Shores Station to be built. VRE is also working with DRPT on the multi-year agreements for the track access fees, which will be presented to the Commonwealth Transportation Board for approval in the Six-Year Improvement Plan (SYIP).

Mr. Allen also reported that Jennifer Mitchell and Kelley Coyner were given a system tour where they visited Union Station, the Ivy City Storage Yard and traveled by train down the Fredericksburg line. Ms. Mitchell stated that it was a great opportunity to see some of the projects (i.e. platform extensions) that are part of the SYIP and to see the entire corridor. Mr. Allen invited Board Members who are interested in receiving a similar tour to contact staff.

Mr. Allen announced that the annual Meet the Management events will kick-off on April 30th and run through mid-June. Mr. Smedberg stated that he participated last year and he found it was helpful to hear directly from the riders. It personally gave him a whole new perspective of VRE. He encouraged other Board Members to participate in this year's events.

Mr. Allen also reported that VRE staff has been working with Transportation Planning Board (TPB) staff to include the VRE System Plan in the draft Constrained Long Range Plan. The CLRP will be going out for a 30-day public comment period.

Mr. Smedberg stated that he is impressed with the development of the CEO Report.

[Mr. Tejada arrived at 9:49 A.M.]

VRE Riders' and Public Comment – 8

Dick Peacock expressed his support for the Alexandria King Street Pedestrian Tunnel and encouraged the Board to approve the action requested for Agenda Item #8E. He observed that the project includes upgrading the eastern VRE/Amtrak platform but noted that the westbound platform is also in need of improvements and encouraged VRE to include it in the work now to save time and money. Mr. Peacock discussed ideas for posting signs to make bus connections easier for passengers, which will create more connectivity between transit services. He stated that he understands that funding is an issue, but the Long Bridge project is worthwhile. Mr. Peacock asked if VRE's advertising revenue has increased over the past year. Mr. Allen replied that advertising revenue over the last year was approximately \$128,000. The new contract, which action is being requested later in the agenda, is expected to bring in \$150,000 in revenue for the next year.

Authorization to Execute an Amended Operating Access Agreement with Norfolk Southern – 8A

Mr. Allen explained that Resolution #8A-03-2014 would recommend that the Commissions authorize him to execute an amended Operating Access Agreement with Norfolk Southern Corporation for track access with a retroactive effective date of July 1, 2013.

Mr. Allen stated that the original Operating Access agreement in 1989 has been amended and extended numerous times with the major issue over the level of liability coverage. He then reviewed some of the terms of the new agreement. The current level of liability coverage of \$250 million will be maintained. The agreement will have a five-year term with an additional five-year option, which can be exercised if both parties can agree to renew the agreement if no material changes are necessary. The escalation rate will now be based on the American Association of Railroad (AAR) index. The agreement now also clearly defines deadhead trains, which will allow VRE to reposition equipment by coupling two consists together if necessary without additional charges. Norfolk Southern

representatives have also required the effective date of the new agreement become retroactive to July 1, 2013.

In response to a question from Ms. Bulova, Mr. Dalton explained that since 2005 the fees have kept at an annual escalation rate of four percent. The rates will remain the same with the new agreement and are comparable to the rates VRE pays CSX. Chairman Milde noted that for FY 2015 the rate will not go up that high. Mr. Allen explained that based on the AAR index for FY 2015 the rate will only increase by 0.1 percent. Mr. Smedberg asked if the AAR index is generally accepted by the commuter rail industry and if there is a cap limit. Mr. Allen explained that it is industry standard and there is no cap on the index but there should not be much fluctuation and should be gradual since the index is tied more directly to costs of maintaining the rail infrastructure. Mr. Dalton stated the AAR index has been used in VRE's Amtrak Operating Agreement for years.

Mr. Cook asked if VRE has thought to seek sovereign immunity as local governments can do in regards to the liability coverage. Mr. MacIsaac explained that the Commissions are subject to the Tort Claims Act so there is a cap on the Commissions' liability. The liability coverage in this agreement is to indemnify Norfolk Southern.

Ms. Bulova moved, with a second by Mr. Smedberg, to approve Resolution #8A-03-2014. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Mitchell, Naddoni, Smedberg, Tejada and Trampe.

Authorization to Award a Contract for Construction of the Lorton Station Platform Extension Project – 8B

Mr. Allen stated that Resolution #8B-03-2014 would authorize him to execute a contract with Hammerhead Construction of Dulles, Virginia for the construction of the Lorton Station Platform Extension project in an amount of \$901,800, plus a ten percent contingency of \$90,180, for a total amount not to exceed \$991,980. Resolution #8B-03-2014 would accomplish this. Mr. Allen also stated that VRE has used this contractor in the past and they do good work.

Ms. Bulova moved, with a second by Ms. Caddigan, to approve the resolution. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Mitchell, Naddoni, Smedberg, Tejada and Trampe.

Authorization to Execute an Agreement for Utility Relocation Work for the Lorton Station Platform Extension Project – 8C

Mr. Allen reported that Resolution #8C-03-2014 would authorize him to execute a utility relocation agreement with CenturyLink for the Lorton Station Platform Extension project in an amount of \$60,604, plus a 10 percent contingency of \$6,060, for a total amount not to

exceed \$66,664. Funding for this project is included in VRE's Capital Improvement Program as part of the Lorton Station Expansion project.

Ms. Bulova moved, with a second by Ms. Caddigan, to approve Resolution #8C-03-2014. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Mitchell, Naddoni, Smedberg, Tejada and Trampe.

Authorization to Execute a Force Account Agreement with CSX Transportation for the Alexandria King Street Pedestrian Tunnel Project – 8E

Mr. Allen stated that the Operations Board is being asked to authorize him to execute a force account agreement with CSX Transportation for the Alexandria King Street Pedestrian Tunnel project in an amount of \$227,091, plus a ten percent contingency of \$22,709, for a total amount not to exceed \$249,800. Resolution #8E-03-2014 would accomplish this. Mr. Allen explained that this action will allow CSX Transportation to provide engineering and design review services as well as flagging services during the environmental field work. This effort is necessary to refine the engineering and project cost estimates.

Mr. Smedberg moved, with a second by Ms. Bulova, to approve Resolution #8E-03-2014. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Mitchell, Naddoni, Smedberg, Tejada and Trampe.

Mr. Smedberg thanked staff from VRE, the City of Alexandria and DRPT for their work on this project.

Authorization to Execute a Contract for Advertising Sales Revenue – 8G

Mr. Allen stated that Resolution #8G-03-2014 would authorize him to award a contract for five base years with four renewable one-year options to CBS Outdoor Advertising of New York for the sale of advertising space on VRE trains and platforms. He explained that VRE currently has a contract with CBS Outdoor which will expire on December 31, 2014. This original procurement was issued by WMATA in 2010 with PRTC and VRE as optional parties to that contract.

Mr. Allen further explained that WMATA issued a new advertising procurement in October 2013. Following a competitive procurement process, WMATA's General Manager approved the new contract award to CBS Outdoor again. It is estimated that VRE's revenue will increase to \$150,000 for the first year. Currently, VRE earns about \$128,000 per year generated by sale of advertising on platforms and trains.

Mr. Tejada asked about who controls the ads and the messages. Mr. Jungwirth explained that VRE has an advertising policy and has control of content. Mr. Cook asked Mr. MacIsaac if there has been a legal review of VRE's policy to make sure it's not too restrictive under

the First Amendment. Mr. MacIsaac responded that it is always subject to a potential challenge and WMATA certainly has had a number of them. VRE is operating under WMATA's policy so VRE does not have extraordinary veto power and has to take the good with the bad. That is one of the potential downsides. Mr. Cook observed that VRE is ultimately responsible. He encouraged legal counsel to look at it closely. Chairman Milde stated that it would be better if VRE had more control. Ms. Bulova noted that it is a trade off for the revenue it generates.

Ms. Bulova moved, with a second by Mr. Naddoni, to approve Resolution #8G-03-2014. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Mitchell, Naddoni, Smedberg, Tejada and Trampe.

Authorization to Award a GEC VI Task Order for Project Management Services – 8H

Mr. Allen reported that the VRE Operations Board is being asked to authorize him to execute a contract with STV/Ralph Whitehead Associates of Douglasville, PA for Project Management Services in the amount of \$167,000, plus a ten percent contingency of \$16,700, for a total amount not to exceed \$183,700. Resolution #8H-03-2014 would accomplish this.

The VRE Development Department is currently managing 28 design and construction projects requiring engineering expertise and that volume is expected to increase in upcoming months. There are currently two Project Manager vacancies in the department. Up to two temporary Project Managers are recommended in order to avoid delay to on-going projects as well as to advance new projects coming on-line without interruption.

In response to a question from Mr. Smedberg, Mr. Allen explained that recruitment efforts are underway to fill these vacancies and hopefully these positions will be filled in a few months. This action will help keep projects moving forward and is a short-term solution.

Chairman Milde noted that this is budget neutral. He asked why two of the five GEC VI contractors were not solicited for this task order. Mr. Allen explained those two contractors are performing the work and cannot provide oversight on themselves.

Mr. Jenkins moved, with a second by Ms. Bulova, to approve Resolution #8H-03-2014. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Mitchell, Naddoni, Smedberg, Tejada and Trampe.

Recommendation that the Commissions Authorize Execution of NVT A Project Agreements – 8I

Mr. Allen stated that the VRE Operations Board is being asked to recommend that the Commissions authorize him to execute the project agreements for the VRE projects

included in the first round of NVTA approved projects. Resolution #8I-03-2014 would accomplish this.

Mr. Allen reported that in 2013 NVTA approved its initial FY 2014 program of highway and transit projects. Four VRE projects totaling \$30,500,000 were selected for funding; fleet expansion (nine additional coaches), Lorton station second platform, Alexandra station pedestrian tunnel and platform improvements, and Gainesville-Haymarket expansion study. At this time VRE is not advancing the funding for NVTA funding for the coaches, since VRE has developed another funding plan for this procurement.

Mr. Smedberg moved, with a second by Ms. Bulova, to approve Resolution #8I-03-2014. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Mitchell, Naddoni, Smedberg, Tejada and Trampe.

Ms. Bulova thanked VRE and jurisdictional staff, as well as legal counsel, for finding ways to use NVTA funding for VRE projects, since there are legislative restrictions on how the funds can be used. On behalf of the jurisdictions not part of NVTA, Chairman Milde thanked NVTA for funding these projects, which will improve VRE service.

Legislative Update – 9A

Mr. Jungwirth reported that the Federal commuter benefit was reduced from \$245 to \$130 per month when the Tax Relief Act expired earlier this year. However, the parking benefit remains at \$250 per month. He stated that Chairman Milde sent a letter on behalf of the VRE Operations Board to the Congressional Delegation requesting passage of legislation to establish permanent parity between the parking and transit portions of the commuter benefit. Legislation to establish parity has been introduced in both the Senate (S1116) and the House of Representatives (HR2288). A parity provision could also be included in other tax related legislation such as a tax extenders bill.

Mr. Jungwirth gave an overview of the Administration's plan regarding the Reauthorization of the Federal Surface Transportation Program which includes a 70 percent boost for transit (\$72 billion) over four years, \$19 billion for rail programs and \$9 billion in competitive funding--\$5 billion for the TIGER program and \$4 billion in "competitively awarded funding over four years to incentivize innovation and local policy reforms to encourage better performance, productivity, and cost-effectiveness in our transportation systems." The real question is how this is paid for since the Highway Trust Fund and its mass transit account will run out of funding soon. Tax reform is being considered. He predicted that it will be difficult to obtain federal funding in the future.

On the state legislative level, Mr. Jungwirth reported that HB2, which will require a statewide prioritization process for project selection for highway systems funds allocated by the Commonwealth Transportation Board (CTB), was passed by both houses and is awaiting the Governor's signature. This bill does not apply to transit funding. He also reported that HB 957 is also awaiting the Governor's signature. This legislation sponsored

by Delegate Eileen Filler-Corn, originally sought repeal of HB 2152 (weighted voting) but now with substitute language delays the effective date of HB 2152.

Ms. Aimee Perron Siebert of The Hillbridge Group, VRE's legislative consultant, reported that the General Assembly adjourned on March 7th without passing a budget bill. Governor McAuliffe has called a Special Session on the budget to convene on March 24th. The budget amendment, introduced by Senator Colgan, to provide \$2 million in VRE project development funding to identify current and future VRE core capacity issues remains subject to future budget negotiations. The funding request was in the Senate version of the Caboose budget bill but is not in the House version. It is her understanding similar bills will be presented for a vote on March 24th but the VRE piece will not be included because that provision will be moved into the biennial budget bill. After three days, it will go to conference. She will continue to monitor this.

Chairman Milde stated that it does not appear that there is support for the weighted vote issue to be completely repealed so VRE needs to decide what, if any, action it should take. Ms. Bulova suggested scheduling time for a discussion and asked Mr. Allen to work with Mr. MacIsaac, Mr. Harf and Ms. Coyner to look at the pros and cons associated with the different options. There is concern about opening up the Master Agreement. Chairman Milde suggested conducting a Closed Session at next month's meeting.

Ms. Bulova asked if state law trumps the Master Agreement. Mr. MacIsaac explained that VRE must comply with the weighted voting when the legislation goes into effect and advised that the Master Agreement should be amended to comply with state law. If the Board wishes to seek legislative options during the next General Assembly Session, the Board should begin discussions by next October or November.

Mr. Cook stated that he would like to see the proposed options in writing. He also suggested that VRE consult jurisdictional legal counsel to see if there would be any legal challenges at the jurisdictional level, which could impact any VRE vote.

Mr. MacIsaac stated that it would be helpful for VRE to sit down with DRPT staff to hear their intentions. He can begin discussions with his jurisdictional colleagues. The big question is if some jurisdictions will reconsider signing the Master Agreement when it is amended. Ms. Mitchell stated that DRPT's goal is to minimize any disruption to the Master Agreement. She would also like to see how the weighted vote is calculated on the basis of funding. There may be some interpretations that are more reasonable than others if the legislation cannot be changed in the next General Assembly Session.

Mr. Kelly agreed that it will be important to get unanimous votes by all the jurisdictions to approve any Master Agreement amendment. Mr. Covington stated that if the Master Agreement needs to be amended, then it would be a good opportunity to look at the whole Master Agreement and determine if there are any changes needed in light of the McAuliffe Administration's vision of mass transit in Virginia. Ms. Bulova observed that it will be complicated enough to discuss the weighted voting issue and expressed concern about opening up other issues. Mr. Cook stated that there may be broader discussions that are

needed especially in light of the upcoming Management Audit. Chairman Milde expressed his opinion that the nature of the state funding contribution be reviewed as part of this implementation.

TIGER Grant for Long Bridge Expansion – 9B

Mr. Allen reported that the VRE System Plan identified expansion of railroad capacity in the Long Bridge corridor between the VRE Alexandria station and L'Enfant station, including expansion of the bridge across the Potomac River. The District of Columbia Department of Transportation (DDOT) has been advancing the Long Bridge Study, a comprehensive study of existing two-track bridge and identification of long-term improvements to expand the capacity of the bridge for commuter rail, intercity passenger rail, freight and other multi-modal uses. The study is expected to be completed in the next several months. The next step in planning for the expansion of the bridge is NEPA analysis and refinement of the bridge concepts developed in the current DDOT study.

Mr. Allen stated that VRE staff recently met with DDOT staff to discuss partnership on the submission of a FY 2014 TIGER planning grant application to continue the planning for the Long Bridge expansion. Input and concurrence is sought from the VRE Operations Board. Should VRE partner with DDOT, a memorandum of understanding (MOU) or similar document will be developed to formalize VRE's relationship with DDOT on the TIGER grant application and resulting study, if the grant application is successful. The MOU will be brought to the VRE Operations Board for authorization.

Mr. Allen stated that the Long Bridge is important to VRE since VRE operates the most trains across the bridge and it is a key component of the VRE system and any expansion.

Mr. Jenkins asked who owns the Long Bridge and how much influence would VRE have to use it unimpeded. Mr. Allen replied that CSX owns the bridge. Part of the study will also look at a potential second bridge. It is hoped CSX will be involved in the discussions. Mr. Jenkins expressed his support but would like to see VRE have some control over the end result.

Mr. Smedberg asked if there are any legal considerations in terms of entering into an agreement with DDOT given it is an out of state entity. Mr. MacIsaac replied that the Commissions are authorized to operate outside of state territory.

Mr. Smedberg asked about VRE staff commitment for this project. Mr. Allen responded that Tom Hickey will take a major role and Christine Hoeffner will have a support role. Mr. Harf noted that TIGER grant applications are due April 28th, and asked if the Operations Board will be asked to authorize the grant application. Mr. Allen stated that the applications will be submitted by DDOT. Authorization from the Operations Board will be needed to enter into an agreement with DDOT to fund VRE's share. Mr. Harf asked if Commission support will be needed. Mr. MacIsaac stated that staff hasn't gotten to that level of detail to know if the funding level will require Commission approval.

Mr. Tejada encouraged VRE to be cautious and supportive of this regional project. Building infrastructure takes time so it is good to proceed with the study as VRE looks for ways to increase capacity. If there is multi-modal usage on the Long Bridge, he hopes it can be used to connect the trolley systems between District of Columbia and Arlington. Having access for pedestrians and bicycles is also important.

Mr. Covington left the meeting at 10:52 A.M. and did not return.

Closed Session –10

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

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A (6) (7) and (29) of the Code of Virginia); the VRE Operations Board authorizes a Closed Session for the purpose of discussing one matter involving the expenditure of public funds where competition and bargaining is involved and where discussion in public would adversely affect VRE's financial interests and its bargaining position and negotiating strategy; and for consultation with legal counsel concerning the award of a contract for mobile ticketing.

The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Jenkins, Kelly, Milde, Mitchell, Naddoni, Smedberg, Tejada and Trampe.

The Board entered into Closed Session at 10:53 A.M. and returned to Open Session at 11:45 A.M.

Mr. Cook moved, with a second by Mr. Kelly, 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 Bulova, Caddigan, Cook, Jenkins, Kelly, Milde, Mitchell, Naddoni, Smedberg, Tejada and Trampe.

Operations Board Members' Time –11

Mr. Kelly stated that he received another inquiry from two members of the Caroline County Board of Supervisors in regards to the status of the County joining VRE. In was his understanding that VRE was going to send a letter to the County conveying that expansion south is not in the VRE System Plan. Mr. Allen stated that he will follow-up on this.

Mr. Jenkins congratulated staff on the format and professional presentation of the VRE CEO Report. He asked if VRE is sharing it with jurisdictional staff. Mr. Allen stated that they will also share it with NVTC and PRTC Commissioners. Mr. Jenkins suggested VRE staff work with the jurisdictional economic development staff to find ways to give VRE more exposure.

[Ms. Caddigan left the meeting at 11:46 A.M. and did not return.]

Dr. Trampe announced that negotiations with the landlord for the parking lot at the Spotsylvania Station seem to be concluding and should be finalized soon. This will open the way for construction to begin.

Adjournment

Without objection, Chairman Milde adjourned the meeting at 11:47 A.M.

Approved this 18th day of April, 2014.

Paul Milde
Chairman

Gary Skinner
Secretary

CERTIFICATION

This certification hereby acknowledges that the minutes for the March 21, 2014 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



Rhonda Gilchrest

**Virginia Railway Express
Operations Board**

**Resolution
CC-03-2014**

2014 VRE Operations Board Meeting Schedule Change

WHEREAS, per the Bylaws of the VRE Operations Board, meetings are held the third Friday of each month except July; and,

WHEREAS, VRE Operations Board Members' jurisdictions do not typically meet in the month of August; and

WHEREAS, achieving a quorum for VRE Operations Board action in the month of August is not always possible; and,

WHEREAS, the potential exists for a detrimental postponement of VRE business throughout the months of July and August; and,


WHEREAS, the Bylaws of the VRE Operations Board state "The Operations Board may change the date, time or place of any regular meeting to another, when such meeting conflict with any holiday, or any such change is otherwise deemed necessary by the Operations Board"; and,

WHEREAS, the Bylaws of the VRE Operations Board further state "Such changes to, deletion of, or addition of a regular meeting may be accomplished by adoption of a resolution changing, deleting or establishing a regular meeting date".


NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby establish a regular meeting to be held on July 18, 2014.

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby delete the regular meeting that was to be held on August 15, 2014.

Approved this 21st day of March 2014



Gary Skinner
Secretary



Paul Milde
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
8A-03-2014**

**Authorization to Execute an Amended Operating
Access Agreement with Norfolk Southern**

WHEREAS, the Commission currently have an amended Operating Access Agreement with Norfolk Southern Corporation with Commission authority to extend through July 31, 2014; and,

WHEREAS, following detailed negotiations with Norfolk Southern Corporation representatives an agreement has been reached for a new amended and restated Operating Access Agreement ; and,

WHEREAS, the new Agreement allows for renewal after 5 years if no major changes are necessary to the existing Agreement; and,

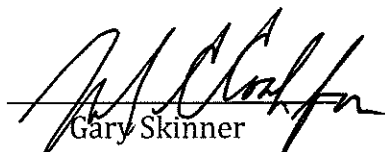
WHEREAS, escalation of the base payment and train mile fees are now based on the AAR index adjusted annually; and,


WHEREAS, funding for the Norfolk Southern track access fees has been included in the FY 2014 and FY 2015 budgets, including an estimated annual escalation of 4%.

WHEREAS, funding for additional fiscal years will be included in the annual budgets submitted for approval to the VRE Operations Board and Commissions.

NOW, THEREFORE, BE IT RESOLVED THAT, The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to execute an amended Operating Access Agreement with Norfolk Southern Corporation for track access with an effective date of July 1, 2013.

Approved this 21st day of March 2014


Gary Skinner
Secretary


Paul Milde
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
8B-03-2014**

**Authorization to Award a Contract for Construction of the
Lorton Station Platform Extension Project**

WHEREAS, due to current ridership demand along with future growth projections, VRE and Fairfax County have initiated a platform extension and second platform project at the Lorton VRE station; and,

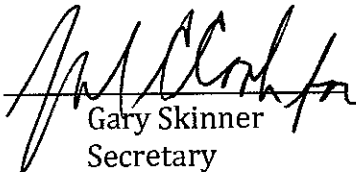
WHEREAS, this project will accommodate ridership growth as well as provide flexibility for railroad operations; and,

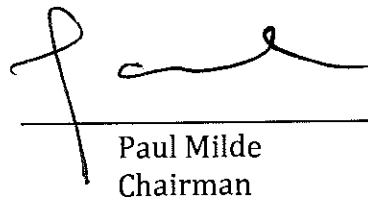
WHEREAS, the plans were finalized and issued for bidding on January 8, 2014; and,

WHEREAS, award of a construction contract is required in order to begin construction of the platform extension project.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a contract with Hammerhead Construction for the construction of the Lorton Station Platform Extension project in an amount of \$901,800, plus a 10% contingency of \$90,180 for a total amount not to exceed \$991,980.

Approved this 21st day of March 2014


Gary Skinner
Secretary


Paul Milde
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
8C-03-2014**

**Authorization to Execute an Agreement for Utility Relocation
Work for the Lorton Station Platform Extension Project**

WHEREAS, due to current ridership demand along with future growth projections, VRE and Fairfax County have initiated a platform extension and second platform project at the Lorton VRE station; and,

WHEREAS, this project will accommodate ridership growth as well as provide flexibility for railroad operations; and,

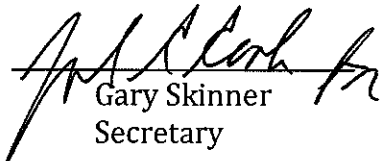
WHEREAS, the plans were issued for bidding in January of 2014 and bids were received in March of 2014; and,

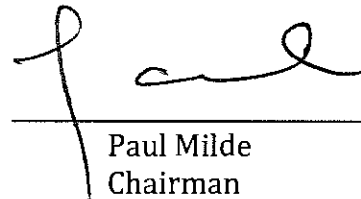
WHEREAS, the platform extension project requires the relocation of communications utilities; and,

WHEREAS, this authorization will allow CenturyLink to relocate their communications facilities presently in conflict with the proposed platform extension.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a utility relocation agreement with CenturyLink for the Lorton Station Platform Extension project in an amount of \$60,604, plus a 10% contingency of \$6,060, for a total amount not to exceed \$66,664.

Approved this 21st day of March 2014


Gary Skinner
Secretary


Paul Milde
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
8E-03-2014**

**Authorization to Execute a Force Account Agreement with CSX for the
Alexandria King Street Pedestrian Tunnel Project**

WHEREAS, VRE sought and received funding from the Virginia Department of Transportation and Northern Virginia Transportation Authority for design and construction of the King Street Station pedestrian tunnel project; and,

WHEREAS, the project will improve ADA access, eliminate the at-grade track crossing, upgrade the eastern VRE/Amtrak platform, and improve capacity and operational flexibility; and,

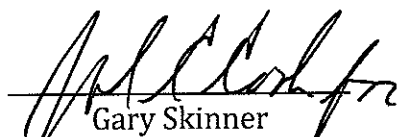
WHEREAS, on May 18, 2012, the Operations Board approved the issuance of a task order for a feasibility study and the study was completed in January of 2013; and,

WHEREAS, on December 20, 2013, the Operations Board approved the issuance of a task order that will complete the final design and provide construction management; and,

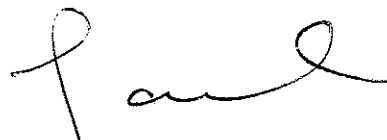
WHEREAS, this authorization will allow CSX Transportation to provide engineering and design review services as well as flagging services during the environmental field work.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a force account agreement with CSX Transportation to provide engineering, design review and flagging services for the Alexandria King Street Pedestrian Tunnel project in an amount of \$227,091, plus a 10% contingency of \$22,709, for a total amount not to exceed \$249,800.

Approved this 21st day of March 2014



Gary Skinner
Secretary



Paul Milde
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
8G-03-2014**

Authorization to Execute a Contract for Advertising Sales Revenue

WHEREAS, VRE currently has a contract with CBS Outdoor Advertising of New York for the sale of advertising space on VRE trains and platforms; and,

WHEREAS, the expiration date of the existing CBS Outdoor contract is December 31, 2014 but will terminate effective June 30, 2014 upon award of a new contract; and,

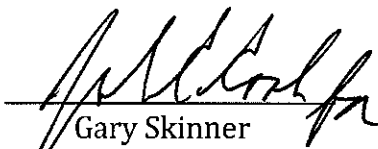
WHEREAS, WMATA issued an RFP that included mandatory options for VRE and PRTC so that larger advertising clients could be attracted than each agency would attract individually; and,

WHEREAS, WMATA completed a competitive procurement and awarded a contract to CBS Outdoor on January 15, 2014; and

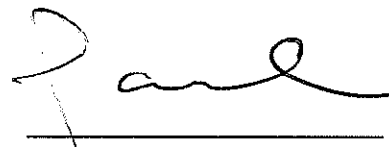
WHEREAS, VRE estimates the revenue from this contract to be approximately \$150,000 for the first year of the new contract.

NOW, THEREFORE BE IT RESOLVED THAT, the VRE Operations Board authorizes the VRE Chief Executive Officer to award a five year base contract with four renewable one year options to CBS Outdoor Advertising of New York for the sale of advertising space on VRE trains and platforms to be effective July 1, 2014.

Approved this 21st day of March 2014



Gary Skinner
Secretary



Paul Milde
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
8H-03-2014**

**Authorization to Award a GEC VI Task Order for
Project Management Services**

WHEREAS, the Virginia Railway Express is currently engaged in a number of design and construction projects requiring engineering expertise; and,

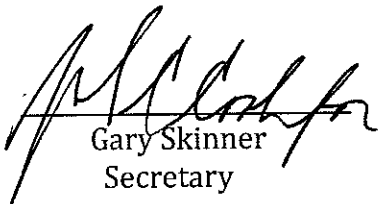
WHEREAS, two Project Manager vacancies currently exist in the VRE Development Department, which are the positions responsible for direction and coordination of said projects; and,

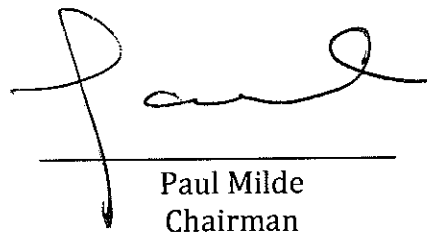
WHEREAS, VRE's recruitment processes are unlikely to fill these vacancies in less than six weeks; and,

WHEREAS, said projects have an immediate need for VRE oversight to continue progress and avoid delay;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board is being asked to authorize the Chief Executive Officer to award a GEC VI Task Order to **STV/Ralph Whitehead Associates of Douglasville, PA** for Project Management Services in the amount of **\$167,000, plus a 10% contingency of \$16,700, for a total amount not to exceed \$183,700.**

Approved this 21st day of March 2014


Gary Skinner
Secretary


Paul Milde
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
8I-3-2014**

**Recommendation that Commissions Authorize
Execution of NVTa Project Agreements**

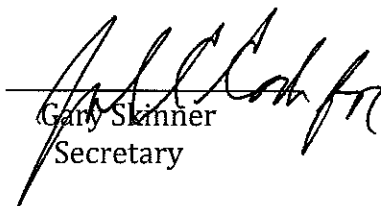
WHEREAS, the passage of House Bill (HB) 2313 requires the NVTa to fund highway projects that contribute to congestion relief and emergency evacuation or mass transit capital projects that increase capacity; and,

WHEREAS, NVTa approved an initial FY 2014 project list in July 2013 that included funding for VRE projects; and,

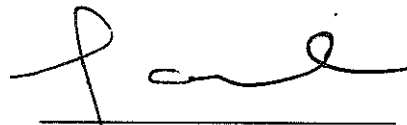
WHEREAS, NVTa has developed a Standard Project Agreement for Funding and Administration that will be executed for each approved project.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board recommends that the Commissions authorize the Chief Executive Officer of VRE to make any necessary corrections to project amounts or descriptions for the initial FY 2014 projects, and to execute the agreements for Gainesville-Haymarket expansion project development, Lorton station second platform project and the Alexandria station tunnel and platform improvements project on behalf of the Commissions.

Approved this 21st day of March 2014



Gary Skinner
Secretary



Paul Milde
Chairman

Resolution #2242

SUBJECT: Authorize the VRE CEO to Execute an Amended Operating Agreement with Norfolk Southern.

WHEREAS: The Commissions currently have an amended Operating Access Agreement with Norfolk Southern Corporation with Commission authority to extend through July 31, 2014;

WHEREAS: Following detailed negotiations with Norfolk Southern Corporation representatives, an agreement has been reached for a new amended and restated Operating Access Agreement;

WHEREAS: The new Agreement allows for renewal after five (5) years if no major changes are necessary to the existing Agreement;

WHEREAS: Escalation of the base payment and train mile fees are now based on the AAR index adjusted annually;

WHEREAS: Funding for the Norfolk Southern track access fees has been included in the FY 2014 and FY 2015 VRE budgets, including an estimated annual escalation of four percent;

WHEREAS: Funding for additional fiscal years will be included in the annual budgets submitted for approval to the VRE Operations Board and Commissions;

WHEREAS: Norfolk Southern requires the effective date of the new agreement become retroactive to July 1, 2013; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorize the VRE Chief Executive Officer to execute an amended Operating Access Agreement with Norfolk Southern Corporation for track access with a retroactive effective date of July 1, 2013.

Approved this 3rd day of April 2014.

Paul C. Smedberg
Chairman

Jay Fisette
Secretary-Treasurer

2300 Wilson Boulevard • Suite 620 • Arlington, Virginia 22201
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120
E-mail nvtc@nvtdc.org • Website www.thinkoutsidethecar.org



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 8-A
Action Item

To: Chairman Milde and the VRE Operations Board

From: Doug Allen

Date: March 21, 2014

Re: Authorization to Execute an Amended Operating Access Agreement with Norfolk Southern

Recommendation:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to execute an amended Operating Access Agreement with Norfolk Southern Corporation for track access with an effective date of July 1, 2013.

Background:

The VRE has an Operating Access Agreement with Norfolk Southern Corporation related to VRE operations in the Manassas to Alexandria corridor. That agreement, entered into in 1989, has been amended and extended numerous times over the past several years, most recently this past December, with an agreed upon extension to July 31, 2014. Following detailed negotiation sessions with Norfolk Southern Corporation representatives on the terms of a new agreement, a recommended agreement has been reached. The major issue preventing an agreement earlier had been the level of liability coverage. However, agreement has been reached to maintain the current level established at \$250 million as with the previous agreement. Also, during the current negotiations, Norfolk Southern representatives required the effective date of the new agreement become retroactive to July 1, 2013.

TERMS OF CONTRACT RENEWAL WITH NORFOLK SOUTHERN CORPORATION

Item	Current Contract	New Contract	Notes
Term	Five year term (expired in 2005); multiple 6 month extensions	Five year term with additional five year option	The parties can agree to renew agreement if no material changes to existing agreement is necessary; parties can also meet to discuss renewals at anytime during the contract term if significant changes are necessary
Escalator	4%	AAR Index	Rate for FY2015 is .10%
Deadhead Trains	Not clearly defined	Clearly defines deadhead trains	This allows VRE to reposition equipment by coupling together two consist if necessary without additional charges
Liability Coverage	\$250M with terrorism coverage	\$250M with terrorism coverage	No increase in the level of coverage
Access Fee	Base fee plus actual train miles	Base fee plus actual train miles	No change

Fiscal Impact:

Funding for the Norfolk Southern track access fee has been included in the FY 2014 and FY 2015 budgets, including an estimated escalation of 4%. Funding for additional fiscal years will be included in the annual budgets submitted for approval to the VRE Operations Board and Commissions.

Fiscal Year	Budget	Projected
FY2014	\$3,092,629	\$3,070,009
FY2015	\$3,210,000	\$3,073,079

Resolution #2243

SUBJECT: Authorize the VRE CEO to Execute Northern Virginia Transportation Authority (NVTA) Project Agreements.

WHEREAS: The passage of House Bill (HB) 2313 requires the Northern Virginia Transportation Authority (NVTA) to fund highway projects that contribute to congestion relief and emergency evacuation or mass transit capital projects that increase capacity;

WHEREAS: NVTA approved an initial FY 2014 Project List in July 2013 that included funding for VRE projects;

WHEREAS: NVTA has developed a Standard Project Agreement for Funding and Administration that will be executed for each approved project; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorize the VRE Chief Executive Officer to make any necessary corrections to project amounts or descriptions for the initial FY 2014 projects, and to execute the agreements for Gainesville-Haymarket expansion project development, Lorton station second platform project and the Alexandria station tunnel and platform improvements project on behalf of the Commissions.

Approved this 3rd day of April 2014.

Paul C. Smedberg
Chairman

Jay Fissette
Secretary-Treasurer



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 8-I
Action Item

To: Chairman Milde and the VRE Operations Board

From: Doug Allen

Date: March 21, 2014

**Re: Recommendation that Commissions Authorize
Execution of NVT A Project Agreements**

Recommendation:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer of VRE to execute the project agreements for the VRE projects included in the first round of Northern Virginia Transportation Authority (NVT A) approved projects.

Background:

The passage of House Bill (HB) 2313 requires the NVT A to fund highway projects that contribute to congestion relief and emergency evacuation or mass transit capital projects that increase capacity.

On July 24, 2013 NVT A approved its initial FY 2014 program of highway and transit projects. In addition to a list of Pay-As-You-Go projects valued at \$116,058,000, a project bond package totaling \$93,735,000 was also approved. Four VRE projects totaling \$30,500,000 were selected for funding: fleet expansion (nine additional coaches), Lorton station second platform, Alexandria station pedestrian tunnel and platform improvements and Gainesville-Haymarket expansion study.



Northern Virginia
Transportation Commission
2300 Wilson Blvd. #620
Arlington, VA 22201
703.524.3322



Virginia Railway Express
1500 King Street, Suite 202
Alexandria, VA 22314
703.684.1001
VRE.org



Potomac and Rappahannock
Transportation Commission
14700 Potomac Mills Road
Woodbridge, VA 22192
703.580.6121

NVTA has now developed a Standard Project Agreement for Funding and Administration that will be executed for each approved project. VRE is seeking authorization for the execution of the agreements for the following projects:

- Gainesville-Haymarket expansion project development - \$1.5M (Pay-As-You-Go project list)
- Lorton station second platform - \$7.9M (bond project list)
- Alexandria station tunnel and platform improvements - \$1.3M (bond project list)

Authorization for executing a project agreement for the purchase of the nine additional coaches is not being sought at this time, as indicated in the funding plan for the purchase of expansion railcars presented to the Operations Board in January.

Project agreements for the Pay-As-You-Go projects are anticipated to be available after the NVTA meeting in April. Agreements for the bond funded projects will not be executed until after a line of credit is issued in late May or early June. NVTC will provide oversight for the Commissions on the reimbursement of project expenditures.

Fiscal Impact:

The NVTA funds were included in the revised FY 2014 capital program for the projects listed, and will allow these projects to be advanced.



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 9-B
Information Item

To: Chairman Milde and the VRE Operations Board

From: Doug Allen

Date: March 21, 2014

Re: TIGER Grant for Long Bridge Expansion

The VRE System Plan identified the expansion of railroad capacity in the Long Bridge corridor between the VRE Alexandria station and L'Enfant station, including expansion of the bridge across the Potomac River, as a critical need to support long-term VRE growth and service expansion. Concurrent with the development of the VRE System Plan, the District of Columbia Department of Transportation (DDOT) has been advancing the Long Bridge Study, a comprehensive study of existing 2-track bridge and identification of long-term improvements to expand the capacity of the bridge for commuter rail, intercity passenger rail, freight and other multi-modal uses. That study is expected to be completed in the next several months. The next step in planning for the expansion of the bridge is NEPA analysis and refinement of the bridge concepts developed in the current DDOT study.

VRE staff met with DDOT staff on March 7, 2014 to discuss partnering on the submission of a FY14 TIGER planning grant application to continue the planning for the Long Bridge expansion. Input and concurrence is sought from the VRE Operations Board, including participation as a funding partner in the TIGER grant application to contribute towards the non-federal match requirement. Should VRE partner with DDOT, a memorandum of understanding (MOU) or similar document will be developed to formalize VRE's relationship with DDOT on the TIGER planning grant application and resulting study, if the grant application is successful. That MOU will be brought to the VRE Operations Board for authorization.



Northern Virginia
Transportation Commission
2300 Wilson Blvd. #620
Arlington, VA 22201
703.524.3322



Virginia Railway Express
1500 King Street, Suite 202
Alexandria, VA 22314
703.684.1001
VRE.org



Potomac and Rappahannock
Transportation Commission
14700 Potomac Mills Road
Woodbridge, VA 22192
703.580.6121

The Consolidated Appropriations Act of 2014 appropriated \$600 million to be awarded by the USDOT for National Infrastructure Investments, also referred to as TIGER Discretionary Grants. TIGER grants will be awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area, or a region. Up to \$35 million of the \$600 million total available may be awarded as planning grants. Projects that are eligible for planning grants include activities related to the planning or design of a single surface transportation project or activities related to regional transportation investment planning. The deadline for TIGER applications is 5:00 p.m. on April 28, 2014.

There is a minimum 20% non-federal match required for the planning grant. However, applicants can increase their competitiveness for the TIGER program by providing overmatch above and beyond the 20% minimum. The VRE FY15 capital budget allocates funding for project development activities to advance system investments recommended in the System Plan including completing planning, NEPA and/or preliminary design. The planning work proposed for the Long Bridge expansion project under the TIGER grant is consistent with those activities. Furthermore, \$2M effort is included in the approved Senate version of the state budget for VRE to advance a core capacity project such as this Long Bridge project. The estimated cost for the Long Bridge NEPA analysis is \$5 million. DDOT has identified approximately \$1 million in existing federal funds to commit to the project. A TIGER planning grant request for the remaining \$4 million is anticipated, which would require a minimum \$800,000 non-federal match. It is proposed that VRE project development funds be used to satisfy a portion of the TIGER grant non-federal match requirement.

DDOT staff will reach out to other Long Bridge stakeholders, including Amtrak, CSX, the U.S. Redevelopment Corporation, and others to discuss obtaining their support and partnership in the TIGER application. VRE staff has contacted the Virginia Department of Rail and Public Transportation to involve them in the discussions. A meeting is planned the week of March 17th among all stakeholders to discuss the application further.

**Virginia Railway Express
Operations Board**

**Resolution
CC-03-2014**

2014 VRE Operations Board Meeting Schedule Change

WHEREAS, per the Bylaws of the VRE Operations Board, meetings are held the third Friday of each month except July; and,

WHEREAS, VRE Operations Board Members' jurisdictions do not typically meet in the month of August; and

WHEREAS, achieving a quorum for VRE Operations Board action in the month of August is not always possible; and,

WHEREAS, the potential exists for a detrimental postponement of VRE business throughout the months of July and August; and,

WHEREAS, the Bylaws of the VRE Operations Board state "The Operations Board may change the date, time or place of any regular meeting to another, when such meeting conflict with any holiday, or any such change is otherwise deemed necessary by the Operations Board"; and,

WHEREAS, the Bylaws of the VRE Operations Board further state "Such changes to, deletion of, or addition of a regular meeting may be accomplished by adoption of a resolution changing, deleting or establishing a regular meeting date".

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby establish a regular meeting to be held on July 18, 2014.

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby delete the regular meeting that was to be held on August 15, 2014.

Approved this 21^h day of March 2014

Paul Milde
Chairman

Gary Skinner
Secretary



AGENDA ITEM #11

TO: Chairman Smedberg and NVTC Commissioners
FROM: Kelley Coyner and Jillian Linnell
DATE: March 26, 2014
SUBJECT: VRE Management Audit

RECOMMENDED ACTION: Resolution #2244: Authorize the Award of Contract for the VRE Management Audit

A blue-sheeted version of the resolution will be furnished at the April 3rd Meeting, incorporating the name of the firm and the dollar amount recommended for the award. NVTC's Executive Director will be executing the contract on behalf of both Commissions.

As authorized by both NVTC and PRTC in January 2014, proposals were publicly solicited for a VRE Management Audit and six proposals were received by the February 28th deadline. Based on a review of the written proposals and subsequent interviews, the Evaluation Committee (i.e., NVTC's and PRTC's Executive Directors) completed a technical evaluation and identified the two top-ranked firms. Negotiations with both firms occurred on March 26th, and the firms were asked for best and final offers (BAFOs) to be submitted no later than March 28th at 4:00 P.M.

Ms. Coyner and Mr. Harf briefed the Joint Audit Committee (JAC) on the status of the procurement at the JAC's March 21st meeting, during which there was a discussion of the schedule going forward and a consensus that Ms. Coyner and Mr. Harf should present their recommended award directly to the Commissions in order to expedite the start of work. John Cook, Chairman of the JAC, briefed the VRE Operations Board and they are in accord with this approach.

Fiscal Impact: VRE did not explicitly budget for the Management Audit because the decision to conduct such an audit post-dated the budget preparation. VRE staff has confirmed, however, that it can cover the cost of the audit by tapping its reserve.

--DRAFT--

Resolution #2244

SUBJECT: Authorize the Award of Contract for the VRE Management Audit.

WHEREAS: The Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC) ("the two Commissions") have decided that a VRE Management Audit should be undertaken, and have created a VRE Joint Audit Committee (JAC) to oversee it;

WHEREAS: A scope of services for the Management Audit was prepared by the two Commissions' Executive Directors in consultation with VRE management and the JAC;

WHEREAS: A competitive procurement authorized by the two Commissions to arrange for needed contracted assistance has been conducted, led by the two Commissions' Executive Directors as the Evaluation Committee;

WHEREAS: The JAC has been briefed on the procurement and is in accord that the two Commissions' Executive Directors will make an award recommendation directly to the Commissions to expedite the start of work;

WHEREAS: The scope of services for the Management Audit envisions the possibility of follow-on tasks based on the results of the five defined tasks;

WHEREAS: Any such follow-on tasks would be initiated as recommended by the JAC; and

WHEREAS: The two Commissions' Executive Director are recommending that a contract be awarded to _____ for \$_____, the negotiated cost for the five defined tasks of the Management Audit and contingency of \$_____ for the conduct of follow-on tasks as the JAC may recommend.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby authorize the award of a contract to _____ for \$_____ for the Management Audit, as well as a contingency allowance of \$_____ for follow-on tasks as the JAC may recommend.

Approved this 3rd day of April 2014.

Paul C. Smedberg
Chairman

Jay Fisette
Secretary-Treasurer



AGENDA ITEM #12

TO: Chairman Smedberg and NVTC Commissioners
FROM: Kelley Coyner
DATE: March 26, 2014
SUBJECT: Personnel Item

RECOMMENDED ACTION: Resolution #2245: Approve Amendment to the VRE Chief Executive Officer's Contract

The VRE Operations Board concluded an evaluation of the Mr. Allen's performance as VRE's Chief Executive Officer for the first year of his service. Based on that evaluation, the VRE Operations Board recommends that the Commissions approve an amendment to Mr. Allen's employment contract. PRTC took action at its March 6, 2014 meeting. The amendment will be provided to Commissioners at the April 3rd meeting.

The following language is provided if Commissioners wish to discuss this item in Closed Session:

To Convene a Closed Meeting

Make the following motion and take an affirmative recorded vote in an open meeting:

I move that the Northern Virginia Transportation Commission convene a closed meeting, as authorized by Virginia Code sections 2.2-3711.A. 1, for the purpose of discussing a personnel matter.

To Reconvene in an Open Meeting

Make the following motion and take a roll call or other recorded vote immediately after the closed meeting, upon reconvening in an open meeting:

I move that the members of the Northern Virginia Transportation Commission certify:

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



Resolution #2245

SUBJECT: Approve Amendment to VRE Chief Executive Officer's Employment Agreement.

WHEREAS: The Virginia Railway Express (VRE) Operations Board has concluded an evaluation of the VRE Chief Executive Officer's performance for the first year of his service;

WHEREAS: The VRE Operations Board is recommending an amendment to the VRE Chief Executive Officer's employment agreement ("the First Amendment") based on its assessment of Mr. Allen's first year performance, and

WHEREAS: The Northern Virginia Transportation Commission has reviewed the VRE Operations Board recommendation and concurs.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby approve the First Amendment to the employment agreement with Mr. Allen, and authorizes NVTC's Chairman to execute it on behalf of the Commission.

Approved this 3rd day of April 2014.

Paul C. Smedberg
Chairman

Jay Fisette
Secretary-Treasurer



AGENDA ITEM #13

TO: Chairman Smedberg and NVTC Commissioners
FROM: Kelley Coyner and Kala Quintana
DATE: March 26, 2014
SUBJECT: Information Items

- A. Secretary Layne Previews Changes to Approach to Long Term Planning, Transit Investments and Project Evaluation** (Attachment)
- B. APTA Provides Resources on Benefits of Transit** (Attachment)
(Link: <http://tinyurl.com/lmox75d>)
- C. NVTC Seeks Applicants for Transit Fellowship** (Attachment)

**Commonwealth Transportation Board Workshop, March 19, 2014
Summary**

Full Audio of Workshop: <http://www.ctb.virginia.gov/podcasts/5740931.mp3>

Workshop Agenda:

1. Washington Metropolitan Area Transit Authority
Jennifer Mitchell, Virginia Department of Rail and Public Transportation
Richard Sarles, CEO of WMATA
2. Route 29 Update
Philip Shucet, The Philip Shucet Company
3. VTRANS
Nick Donohue, Deputy Secretary of Transportation
4. Financial Update
John Lawson, Virginia Department of Transportation
5. Maintenance Expenditures Update
Garrett Moore, Virginia Department of Transportation
6. Legislative Update
Nick Donohue, Deputy Secretary of Transportation JoAnne Maxwell, Virginia Department of Transportation

1. Washington Metropolitan Area Transit Authority

Presented by Jennifer Mitchell, Virginia Department of Rail and Public Transportation and Richard Sarles, CEO of WMATA (Attached is a copy of the presentation given by Mr. Sarles)

Director Mitchell gave a brief introduction on WMATA and introduced Richard Sarles who gave a good presentation on WMATA that was well received by the Board. He focused on Momentum, the transit plan for the National Capital Region and a six-year, \$5 billion investment program.

A focus on Virginians and Metro 2025 showed that over 18,000 Virginians are already using uncomfortably crowded rail cars on a daily basis; the number will more than double to 40,000 by 2025 and that running all 8-car trains at rush hour is projected to cut rider crowding from 26% to 9%.

Here are their possible 2025 investment strategies: The quickest and highest priority is increasing car length and that all the platforms at Virginia stations can support 8 car trains.

(in millions)	FY15-20		
	Proposed Investment	Alternate Investment	Minimum Investment
8-Car Trains & Station Capacity	\$2,014	\$1,476	\$1,476
Bus PCN and Fleet Expansion	\$536	\$173	\$ -
Other M25 Initiatives	\$307	\$62	\$ -
Total	\$2,857	\$1,711	\$1,476

2. Route 29 Update

Presented by Philip Shucet, The Philip Shucet Company, which can be seen in its entirety here:

http://www.ctb.virginia.gov/resources/2014/mar/pres/Presentation_Agenda_Item_1.pdf

This was clearly a contentious issue with lots of history and the discussion started with Secretary Layne admonishing the Board and the public about comments that have been made that focused more on personal opinions than the true purpose of congestion mitigation. He asked everyone to be civil as they move ahead with deliberations on how to alleviate congestion on Route 29, which will be led by Phil Shucet, former commissioner of VDOT. Secretary Layne has asked him and his group to provide alternative options- NOT including a bypass- by May 14th. The Federal Highway Administration froze the project last month when they sent a letter to the state transportation officials urging them to find an alternative to the Western Bypass. The unspent funds for the project total approximately \$244M, with at least \$200M tied to 29 improvements.

3. VTRANS Update

Presented by Nick Donohue, Deputy Secretary of Transportation. Full presentation can be viewed here:

http://www.ctb.virginia.gov/resources/2014/mar/pres/Presentation_Agenda_Item_2.pdf

He started the discussion with how VTRANS 2040 had two major components: the vision plan, which sets out guiding principles and policy for the Commonwealth and the multimodal transportation plan that will identify specific projects that meet the guiding principles. Both Donohue and Layne stressed that Virginia will be doing things differently than they have been done in the past, including more rigorous cost-benefit analysis and an overall less political process.

VTRANS will also be different because since the last revision, a bill was passed that legally required the long term plan to include looking at corridors of statewide significance, regional networks and improvements to promote urban development areas. A lot of the work will have to be done on regional networks because there has been zero groundwork done in that area.

The vision part of the plan will be developed in steps, including trends analysis, goals and vision and guiding principles. The plan is to get that piece done by early 2015 and then move on to the specific projects.

The multimodal part of the plan will be the first time that we use the Federally required performance based planning, that dovetails with the prioritization in HB2. Donohue emphasized that performance based planning requires us to set targets before the project begins and then after, compare to see whether the investments resulted in the expected outcome or not. He also stated that it's important to compare Virginia with Virginia, not other states.

Finally, VTRANS is also affected by HB2 because the bill establishes a screening process for projects before prioritization even begins and those projects must demonstrate that they meet a capacity need identified in the statewide plan.

For more thoughts on VTRANS, Jim Bacon has comments up on his blog at:

<http://www.baconsrebellion.com/2014/03/virginias-behind-the-scenes-transportation-planning-revolution.html>

4. Financial Update

VDOT's Chief Financial Officer, John Lawson, presented the financial report, which can be viewed here:

http://www.ctb.virginia.gov/resources/2014/mar/pres/Presentation_Agenda_Item_3.pdf

Overall, the CTB is reporting annual revenue growth of 13.1 percent, 0.1 percent below the 13.2 percent growth rate in the revised December forecast. Federal revenue collections remain strong, supporting program activities as expected. Responding to winter weather continues to be a major focus. The recent winter weather events have had a significant financial impact on the Maintenance Program; likely to lead to a budget revision. Snow related expenditures total \$183 million; budget is \$157 million. Efforts are underway to address the potential budget shortfall.

5. Maintenance Update

VDOT's chief engineer, Garrett Moore, gave a presentation on the maintenance program, which can be viewed here:

http://www.ctb.virginia.gov/resources/2014/mar/pres/Presentation_Agenda_Item_4.pdf

The focus was almost entirely on the winter weather- costs as of today were:

State wide snow budget w/ contingency	\$157 M
Actual Expenditures Paid as of March 17	\$230 M
Total Estimated Snow costs currently	\$350 M

(\$193 M)

6. Legislative Update

Nick Donahue, the Deputy Secretary of Transportation, gave an update on legislation following. His presentation can be viewed here:

http://www.ctb.virginia.gov/resources/2014/mar/pres/Presentation_Agenda_Item_5A.pdf

The main focus of the update was on HB2, which directs the CTB to develop a statewide prioritization process for construction funds and would start with the FY17-22 Six-Year Improvement Program.

The CTB, the staff and stakeholders will have 18 months to come up with a framework to have in place before FY 17. This will be a significant undertaking and will have serious implications for the Six Year Improvement Program. The SYIP update done in June 2016 will need to be revised off cycle to de-allocate funding that will need to be run through prioritization, based on HB2's standards; It will require projects in the out years of the program to be re-evaluated (FY17 and later years). Secretary Layne also said that it was not the legislature's intent for cost overruns on projects to cause projects to fall out of the "fully funded" exemption. Nick also stated that they would be providing a HB2 implementation plan to CTB 60 days after the last action on the bill.

They also discussed the Hampton Roads Transportation Accountability Commission that the Secretary's office will be intimately involved in implementing. Finally, the other bills they highlighted were SB 156 eliminating the EZ Pass maintenance fee; hybrid fee repeal (HB975/SB127); primary extensions in cities being eligible for CTB funding under the CTB formula for pavement rehabilitation (HB 1048/SB518); Office of Intermodal Planning & Investment directed to develop a master rail plan for key port facility access.

The full list of legislation VDOT is following can be viewed here:

http://www.ctb.virginia.gov/resources/2014/mar/pres/Presentation_Agenda_Item_5B.pdf

At the end of the meeting, Secretary Layne asked Mr. Garczynski and Ms. Fisher to brief the Board on the NVTa Prioritization Process.

Secretary Layne concluded the meeting by providing an update on the Route 460 Project, which has been suspended due to concerns that the US Army Corps of Engineers might not give their approval due to the potential impact on wetlands. They are going to examine five alternatives, including a no build option.

For a more detailed account, see Bacon's Rebellion (Jim Bacon is a reporter/blogger who attended the meeting as a member of the press):

<http://www.baconsrebellion.com/2014/03/picking-up-the-pieces-of-the-u-s-460-fiasco.html>



AMERICAN PUBLIC TRANSPORTATION ASSOCIATION

[Sign In](#) | [Home](#) | [Contact Us](#) | [Register for Site](#) | [My APTA](#)

SEARCH

ABOUT
APTAMEETINGS &
CONFERENCESGOVERNMENT AFFAIRS &
POLICYRESOURCE
LIBRARYPASSENGER
TRANSPORTMEDIA
CENTERFOR
MEMBERS**Advocacy & Outreach**

Center for Transportation Excellence
Coalition Grants Program
Dump the Pump Day
Public Transportation Takes Us There
Transit Savings Report and Calculator
Public Transportation Supports America's Veterans
Where Public Transportation Goes, Community Grows Campaign

APTA Standards Development Program Awards

The Bus Operator Selection Survey (BOSS)
Discount Lodging Service
Early Career Program
International Programs
Job Bank
Leadership APTA
Member Photo Submissions
Peer Review Panels
Safety Audit Program

[Home](#) > [For Members](#) > [Member Programs & Services](#) > [Advocacy & Outreach](#) > [Where Public Transportation Goes, Community Grows Campaign](#)

PRINT MAIL SHARE

WHERE PUBLIC TRANSPORTATION GOES, COMMUNITY GROWS CAMPAIGN

On March 10th, APTA launches the branding of a new national outreach campaign. The "Where Public Transportation Goes, Community Grows" campaign will help members accentuate the role they serve in building and supporting their community.

This has been a member effort led by APTA's Marketing and Communications and Legislative committees to effectively brand public transportation in today's realities. This repositioning effort features new, proven ways to communicate about Public Transportation.

Outreach Materials

[Messages of Campaign](#)

[Communication Plan](#)

[Authorization Materials](#)

[Palm Card](#) with highlight of APTA Recommendations and Facts

APTA Recommendations summarized in a [brochure format](#)

APTA Recommendations in their entirety in a [booklet format](#)

Where Public Transportation Goes, Community Grows [Logo](#)

Advertising Creative Preview: See what the ads look like before you download them

[Print Ads](#)

[Web Banners](#)

[Bus Shelter](#)

[Bus Card](#)

[Bus King](#)

[Bus Super King](#)

Advertising Files for Download—Please select the system option below that makes the most sense for you and adjust files using this [style guide](#).

In each zipped file below you will find editable InDesign print, web and out-of-home assets. Each folder contains a PDF representing what the final product should look like as well.

[Bus Only Systems](#)

[Rail Only Systems](#)

[Multimodal Systems](#) (Bus and Rail)

[Tracking Builder](#) – When placing media, please use this excel sheet to create a unique code for your advertising based on the examples provided.

Note for PC users – The fonts in the packaged files above are designed for Mac devices. Please download these [PC fonts](#) for use on your computer.

[Information on APTA's Voices for Public Transportation Program](#). (#VPT)

Join the Conversation (Social media including [Facebook](#) and [Twitter](#))

Participation

Everyone is encouraged to download the materials created for this campaign. Use them and customize them to connect with your local audience.

Options for Participating in Campaign:

Purchase and Place Advertising Locally—Print and Digital

Place Ads on Your Assets—Vehicles, Bus Shelters, Stations

Place Ads on Website

Work Together with Other Systems and Develop a Regional Campaign

Ask Local Partners in Your Community to Sponsor Ads and Campaign

Integrate the Message Into All Your Public Relations and Legislative Messages

Issue Press Releases that Tie to "Community Grows" Message

Organize Events Around the "Community Grows" Message

Release Reports that Tie to Message

Write and Place Op-Eds

Develop a Fact Sheet with Examples and Send to Your Coalition Partners

Undertake Social Media with "Community Grows" Message. Use Common Hashtags ([#growwithtransit](#), [#voices4transit](#));

Retweet APTA tweets

Promote Voices for Public Transit

Ask Your Riders and Stakeholders to Join the Community

Please let Mantill Williams mwilliams@apta.com or Chad Chitwood cchitwood@apta.com know which tools you choose to use and if you have any questions or concerns that we can address.

Thanks for all your help in making this a successful campaign. Public transit plays a vital role in making communities better. Your participation makes sure that those in your community have the information to make the case to the opinion leaders and elected officials the importance a vital public transit system plays in their lives.

Copyright © 2014 American Public Transportation Association • 1666 K Street NW, 11th Floor, Washington, DC 20006
Telephone (202) 496-4800 • Fax (202) 496-4324 • [Contact Us](#) • [Logo Usage](#) • [Staff Intranet](#)



\$1→\$4

Businesses want to be near public transportation because it connects them with top talent. In fact, every dollar invested in public transit generates four dollars in economic activity.

WHERE PUBLIC TRANSPORTATION GOES
COMMUNITY GROWS



publictransportation.org



JOB ANNOUNCEMENT

TRANSIT FELLOWSHIP

Want a chance to work on transit issues in one of the most innovative and dynamic multimodal regions in the country?

NVTC is accepting applications for its first group of Transit Fellows. This fellowship is designed to provide a professional development opportunity for mid-career transportation specialists as well as college graduates and graduate students. Successful applicants will gain in-depth knowledge of transit policy, planning and funding issues as well as an understanding of the policymaking process through conducting research under the guidance of NVTC staff, collaborating with transportation experts on publications, and assisting in the execution of programs conducted by NVTC.

Transit Fellows will work on specific projects which could include:

- Conducting policy and legislative research
- Compiling and reviewing current planning efforts in the region as they relate to transitways and efficient use of existing transportation infrastructure to support high capacity transit
- Writing NVTC case studies or profiles on the economic benefits of transit to business
- Use census and geographic data to research the effectiveness of transit, provide perspective and analyze transit ridership data (including, but not limited to WMATA and VRE)
- Working with NVTC to plan and present events relating to the economic benefits of transit
- Developing infographics and other graphical representations of data related to transit usage and economic benefits of transit
- Developing a web-based tool that visually demonstrates the concentration of jobs around transit nodes in Northern Virginia

Minimum and Preferred Qualifications of a Successful Candidate for the Internship:

- College graduates, graduate students or mid-career professionals;
- Bachelor's Degree in transportation planning, public administration, economics, policy or related area;
- Demonstrated interest in public transportation or transportation planning and policy development;
- Strong writing and analytical skills; and
- Ability to work in a small office/team oriented environment.

DURATION

Duration of the appointment is variable with a minimum of 30 days and a maximum of 6 months with an option of extension. Start and end dates can be flexible as can schedules. Priority will be given to applicants who can begin their fellowship quickly. We anticipate appointing as many as three transit fellows to complete projects no later than September 1.

WHO SHOULD APPLY

Fellowships are awarded to professionals with a strong understanding of transportation policy. Graduate students and mid-career professionals are encouraged to apply.

COMPENSATION

The fellow will receive compensation consistent with compensation guidelines of the Department of Rail and Public Transportation and will be eligible for transit benefits.

TO APPLY

Send cover letter, resume, and a writing sample to Kelley Coyner at transitfellows@nvtcd.org. The cover letter should state availability and describe the applicant's objectives in pursuing the fellowship. Please highlight particular skills, knowledge, or interests as it relates to the project examples listed above.

Applications can also be mailed to: Kelley Coyner
Transit Fellowship Program
2300 Wilson Blvd., Suite 620
Arlington, VA 22201

DEADLINE

Applications will be accepted and reviewed on a rolling basis until a candidate is selected.

ABOUT NVTC

NVTC has a small staff located in offices in the vibrant Court House area of Arlington. NVTC is a leading expert on performance metrics and transit finance, coordinates regional planning studies and evaluations, partners with other regional entities including the Northern Virginia Transportation Authority, the Potomac and Rappahannock Transportation Commission and the Metropolitan Washington Council of Governments. NVTC encompasses six cities and counties, a commuter rail service, six bus systems including MetroBus, Metrorail and the Vanpool Alliance.

At its June 2013 meeting, the Washington Metropolitan Area Transit Authority's (WMATA) Board adopted a new strategic plan for the Authority. The plan, Momentum: the Next Generation of Metro, is the first such transit plan for the National Capital Region in more than a decade. Even as WMATA continues rebuilding virtually the entire system to improve safety, reliability and customer service, the Board of Directors and management are planning for the future to ensure that WMATA is able to deliver more than 1.6 million trips per day and continue to support the region's economic growth.

STRATEGIC PLAN – A KEY STEP IN GOVERNANCE REFORM

In 2010, the governors of Virginia and Maryland and the mayor of the District of Columbia called on WMATA's Board of Directors to review the Authority's governance to ensure WMATA meets the needs of the region. As a foundation for its governance activities, the Board developed a new Vision, Mission and Strategic Goals, which guided the preparation of Momentum. The plan benefits from more than a year of unprecedented outreach. We heard from nearly 12,000 customers and stakeholders. The plan provides a road map to achieve the goals, and guides WMATA's annual business plan over the next 10 years. Momentum has been vetted by business leaders, advocacy groups, legislative decision makers, jurisdictional partners, and riders.

WHY INVEST IN WMATA?

- Half of the region's four million jobs are within ½ mile of Metrorail or Metrobus.
- Land around Metrorail stations comprises only 1.2% of the region's land base, but drove 14% of the region's job growth over the last decade.
- Property at Metrorail stations generates \$3.1B annually in jurisdiction tax revenue. Of this, \$240M is directly attributable to Metro.
- Because WMATA service takes 1.2 million trips off the road each weekday, every peak car trip is on average 10 minutes shorter, saving the region almost a billion dollars each year in otherwise lost productivity.
- WMATA and its riders relieve the jurisdictions' need to construct at least 1,000 lane miles of roads and tens of thousands of parking spaces:
 - Virginia would have to spend \$1.3B on roads and \$358M on parking.
 - Maryland would have to spend \$1.2B on roads.
 - D.C. would have to spend \$2B on roads and \$2.5B on parking.

PRIORITIES FOR 2025: PREPARING FOR TOMORROW, TODAY

Numerous regional transit investments – approximately \$7B – are being planned all around Metro, including the Purple Line (MD), the Silver Line (VA), portions of the DC and Arlington/Fairfax streetcar plans, and Montgomery County's bus rapid transit network. Additional investments in Metro's capacity, including right-sizing Metro's core, are critical to successfully accommodating the expected increases in ridership that will come from these long-planned regional transit expansions.

KEY PRIORITIES OF MOMENTUM AND THE REGIONAL RETURN ON INVESTMENT:

METRO 2025 INITIATIVE	REGIONAL BENEFIT
Operate all eight-car trains (longest possible) during rush hour by acquiring additional railcars, power capacity, and railcar storage.	➤ Trains will carry 35,000 more passengers per hour during rush hour – the equivalent of building 18 new lanes of highways into Washington, D.C.
Expand or enhance high-volume rail transfer stations in the Metro system core to ease congestion for existing customers and to accommodate more riders in the future. Build new underground pedestrian connections between select stations such as the Farragut Stations or Metro Center/Gallery Place.	➤ Brighter, safer, and easier to navigate stations that will serve more people than today. Customers will be able to walk between stations rather than transfer on trains, which will be more convenient, save time and relieve crowding at the major transfer stations.
Enhance and make bus service faster by completing the PCN, which outlines a variety of improvements that allow buses to bypass traffic congestion.	➤ Buses will move as much as 50% faster, save each passenger on these routes an average of 3-4 minutes per trip, and remove an additional 100,000 trips from roadways each day.
Seek to restore peak period Blue Line service between Pentagon and Rosslyn stations through the construction of underground tracks.	➤ Five more trains per hour during the peak period between Pentagon and Rosslyn stations, which would provide capacity for at least 4,000 more passengers per direction. This would reduce crowding and wait times by an average of three minutes per trip for around 16,000 trips.
Become a one-stop shop for all regional transit trip planning, and payment for the region's 15 transit systems. Upgrade communications systems for better, more accurate, and audible information for riders.	➤ Regardless of the regional provider, customers will be able to plan, pay for, and take a transit trip seamlessly and effortlessly all across the region. Information, everywhere, all the time, will allow travelers to know where buses and trains are and how to time their trips, as well as receive real-time travel and consumer information while in stations.
Expand bus fleet and storage/maintenance facilities along growing corridors.	➤ Enables Metro to serve 40,000 additional bus trips per day; Allows Metrobus to maintain existing levels of service; Places Metrobus on a course to help relieve Metrorail congestion on some of its busiest segments.
Build new rail infrastructure, such as pocket tracks and crossovers, to improve service for customers and provide more flexibility in the system.	➤ Customers will benefit from a rail system that is more flexible and better able to respond to service disruptions. The infrastructure has the potential to reduce operating costs to local jurisdictions.

WHAT WILL HAPPEN WITHOUT METRO 2025?

The region is already the #1 most congested area in the country. If we do nothing, the region will lose its attractiveness as a place to live and its economic competitive edge:

- ▶ WMATA will degrade quickly with more delays and service disruptions. Visible progress will be lost.
- ▶ Customers will be left with 1970s-era communication and trip planning services.
- ▶ Shoulder-to-shoulder, rush hour conditions experienced today on an increasing number of rail lines and stations will grow system-wide and become worse.
- ▶ Residents would have fewer jobs within an acceptable commuting distance and employers would have access to a much smaller pool of employees.
- ▶ Crowding similar to Presidential Inauguration Day could become the norm.
- ▶ Lack of WMATA investment harms the region's competitive advantage for talent, jobs and investment dollars.

COST TO FUND METRO 2025 OF MOMENTUM

To prepare for the region's future growth, a \$6.5 billion investment will be necessary, approximately \$6.1 billion more than planned in Metro's current capital budget from FY 2014 -2019. Metro currently receives about \$450 million per year in federal formula and Passenger Rail Investment and Improvement Act of 2008 (PRIIA) funding and about \$350 million per year from Maryland, D.C. and Virginia for the rebuilding and capital reinvestment in the system. To support both continued rebuilding and the Metro 2025 program, both federal and regional investment levels must be sustained and an additional \$6.1 billion contribution is vital. If the current federal investment remains the same, each jurisdiction would need to increase its annual average contribution from an average of about \$120 million in FY2014 to \$170 million in FY2015, \$280 million from FY 2016 through 2020, and \$360 million from 2021 through 2025.

A REGIONAL SOLUTION REQUIRES REGIONAL INVESTMENT

For 35 years, our region — Maryland, Virginia, the District of Columbia with the Federal partners — has collaborated to bring transit services that ignore boundaries and move people effectively within the region. Metro will work with the regional Congressional delegation to seek a re-authorization of the \$1.5 billion federal funding provided to Metro under PRIIA. Reauthorization of MAP-21, the current federal surface transportation legislation and funding mechanism, will also be critical to maintaining the baseline funding of Metro's current capital program.

The majority of the additional \$6.1 billion needed to implement Metro 2025 of Momentum will require a renewed commitment to the regional partnership that allowed the National Capital Area to build, and rebuild the Metro system. As Metro's regional funding partners directly benefit from the return on investment that Metro conveys, they may also have the most compelling reasons to re-invest in the system.

NEXT STEPS & ENDORSING MOMENTUM

WMATA will continue to build both awareness and support for sustained funding for the Momentum plan. While working to educate stakeholders about WMATA's needs and the regional economic benefits of the plan, the agency is also personalizing Momentum and creating grassroots support among riders about how the plan will improve their commute.

WMATA has launched an endorsement campaign so that customers, business leaders, public officials and other regional stakeholders can formally sign on to the Momentum plan. Show your support for the future of transit in the Nation's Capital by endorsing Momentum now:

wmata.com/momentum

FY2014 FEBUARY HIGHLIGHTS

Ridership and Revenue

Metrorail

February rail ridership was 14.4 million: 1.8 million below budget and 1.3 million below February last year.

- The FY2014 budget assumed six months of revenue service for the Silver Line to Wiehle Avenue beginning in January 2014, with net additional ridership of 0.7 million trips per month. Due to the delay of the Silver Line, this negative ridership variance will continue during the second half of the year until the Silver Line opens.
- Winter weather affected ridership on a number of weekdays in February: the federal government was closed on February 13 and opened two hours late on February 14, and there were two other days (February 5 and 26) where OPM allowed unscheduled leave and telework for federal employees. Many local governments, school districts, and private sector employers were also closed on some or all of these days

Metrobus

February bus ridership was 9.9 million: 0.3 million above budget but 0.3 million below February last year.

- Bus ridership was down compared to its normal weekday average on the same weather days indicated above for rail, including a complete suspension of Metrobus service on February 13.

MetroAccess

February MetroAccess ridership was 157,000: 12,000 above budget and 6,000 below February last year.

- After being below budget in January following six months of above budget performance, MetroAccess ridership once again exceeded budget in February.

Operating Revenue

Total operating revenue in February was \$58.6 million: \$8.2 million below budget, or -12.3 percent.

- Passenger fares and parking fees were \$7.0 million below budget in February as a result of lower rail and parking revenues due to the weather and the delayed Silver Line opening. Non-transit sources were also \$1.2 million below budget during the month as a result of small negative variances in advertising and miscellaneous revenues.
- For the year to date, operating revenues are \$12.5 million below budget:
 - Passenger fares and parking fees are below budget by \$16.9 million, primarily as a result of the October government shutdown, winter weather, and the delay of Silver Line service.
 - Non-transit revenues are \$4.4 million above budget through February. In addition to positive performances in fiber optic and joint development revenues, Metro received a one-time insurance payment in the second quarter that boosted non-transit revenues.

Operating Expenses

February year-to-date operating expenses are favorable to budget by \$20.0 million or 1.8 percent.

Salaries and Wages

- Salaries and Wages are favorable year-to-date by \$6.5 million or 1.3 percent, primarily due to Authority-wide vacancy levels. The vacancy rate at the end of February was 6.3 percent. The favorability was partially offset by higher personnel expenses associated with the new Collective Bargaining Agreements.
- February year-to-date overtime was \$0.8 million lower than the same period last year. Year-to-date overtime is \$13.2 million over budget primarily due to Car Maintenance (CMNT) 2K, 3K and 5K work, vacancy coverage, leave coverage, and special events.
- Fringe benefits are \$3.9 million over budget year-to-date. The overage is partially due to higher than expected D.C. workers' compensation assessment costs of \$1.6 million. Due to the unpredictability of the D.C. workers' compensation assessment billing, it is difficult to predict payments. Higher allocation for fringe benefits related to overages in operating labor of \$2.3 million also contributed to the negative variance.

Materials and Supplies

- Materials and Supplies are \$7.7 million unfavorable year-to-date mainly due to \$7.4 million negative variance associated with the maintenance on the 2K, 3K and 5K railcars, and Bus overruns of \$5.1 million as a result of accidents and vandalism. The overruns are partially offset by favorability in Financial Services (CFO), Communications (CSCM) and Safety (SAFE).

Services

- Services expenses are \$20.6 million favorable year-to-date due to in part to lower than anticipated expenses related to a contract closeout in the Safety Department (SAFE), which is favorable by \$5.5 million. Other contributors to favorability include timing of a Treasury contract settlement of \$4.0 million; timing of Transit Infrastructure and Engineering Services (TIES) contracts of \$3.3 million, which includes Plant (PLNT), System Maintenance (SMNT) and Car Maintenance (CMNT); Access Services (ACCS) contract closeout claims, offset by increased ridership of \$2.8 million; timing of contract services procurements for DGMO of \$1.7 million, timing in Bus Services (BUS) of \$0.9 million; and in CSCM of \$0.8 million.

Fuel, Propulsion, and Utilities

- Fuel, Propulsion, and Utilities are favorable to budget by \$15.1 million year-to-date due to lower than projected power consumption, favorable diesel rates in Metro's hedges, the CNG tax credit, and a delay in the Silver Line service. Of the variance, approximately \$4.1 million is due to price favorability, \$9.2 million is due to lower volume, \$0.9 million due to other lubricants and \$0.9 million due to the CNG credit. The Silver Line service favorability of \$1.4 million is included in the rate and volume variance above. The CNG tax credit incentive program was not extended by the U.S. Congress after December 2013 therefore; the monthly accrual of \$0.3 million has been dropped in February and reversed for January.

Capital Program

Metro has invested \$427 million of the \$996 million FY2014 Capital Improvement Program (CIP) budget through February, which is \$9 million less than was invested in the same period last year. This decline is the result of the new bus contract, which provides for full payment upon acceptance of buses instead of periodic milestone/progress payments. All figures below are year to date.

Grant Closure

- As of the end of February, Metro has closed 15 FTA Grants.

Bus Acquisition

- A multi-year contract is in place for the acquisition of new buses. The FY2014 order includes 85 forty-foot hybrid/electric buses that will replace buses at the end of their useful life. As of the end of February, the first pilot bus has been received for inspection and testing. Metrobus broke ground on the environmentally friendly Cinder Bed Road facility, which replaces the 70-year-old Royal Street Bus Garage and enables Metro to run modern buses on these routes. Metrobus also purchased 35 acres of land at Andrews Federal Campus in District Heights, MD to build a replacement facility for Southern Ave. bus garage.

Access Vehicle Replacement

- A contract is in place for the acquisition of 120 paratransit vans. The first article inspection is complete and delivery is expected to begin in April 2014.

Escalator and Elevator Rehabilitation and Replacement

- Fifteen escalator rehabilitations are complete and six are in progress. Three escalator replacements at Pentagon Station are complete and in service. Six of the seven additional escalator replacements planned for completion during FY2014 are in progress at Van Ness-UDC (2), Georgia Ave-Petworth, Mt Vernon Sq., Bethesda, and Friendship Heights.
- Nine elevator rehabilitations are complete and three are in progress.

Station Rehabilitation and Lighting Improvements

- Five of the 12 planned full station enhancement projects are complete and four are in progress. Seven of the 12 planned mini station enhancements are complete and two are in progress.
- Metro awarded a multi-year contract for the replacement of over 13,000 parking garage light fixtures in 25 parking facilities.
- Metro began installing new, brighter mezzanine lighting at underground stations. Lighting upgrades have been completed at 14 stations. The remaining 33 stations are expected to be completed by 2015.

Track Rehabilitation

- Metro welded 490 open weld joints, rehabilitated 4,012 linear feet of grout pads, tamped 20.89 miles of track, repaired 1,855 leaks, and replaced 6.52 miles of running rail, 3.01 miles of third rail, 8,070 cross ties, 20,039 fasteners, 4,405 insulators, 22 yard turnouts, 4 mainline turnouts, and 767 safety signs.

Benefits to Customers

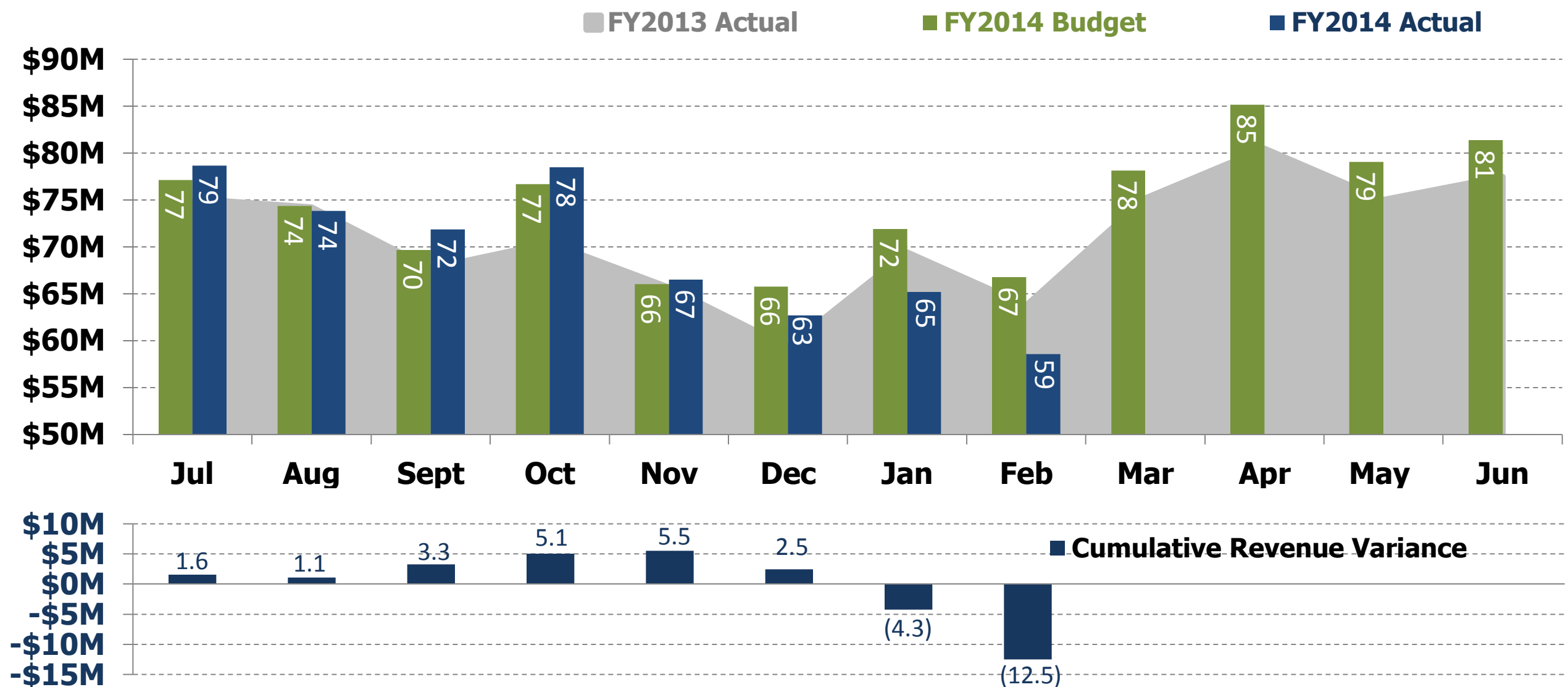
- Testing the new 7000-Series railcars on the rail system. The new railcars are equipped with state-of-the-art safety technology and numerous features designed with extensive customer input.
- Replacing Metro's existing fare collection system with a state-of-the-art system that enables customers to continue to use their SmarTrip cards while expanding fare payment to chip-enabled credit cards, identification cards, and mobile phones using near field communications.
- Replacing the carpet in the existing railcar fleet with new resilient, slip resistant flooring. The new flooring also reflects some interior and exterior light, creating a brighter, more open feel inside the car.



REVENUE AND RIDERSHIP

February FY2014

REVENUE (in Millions)

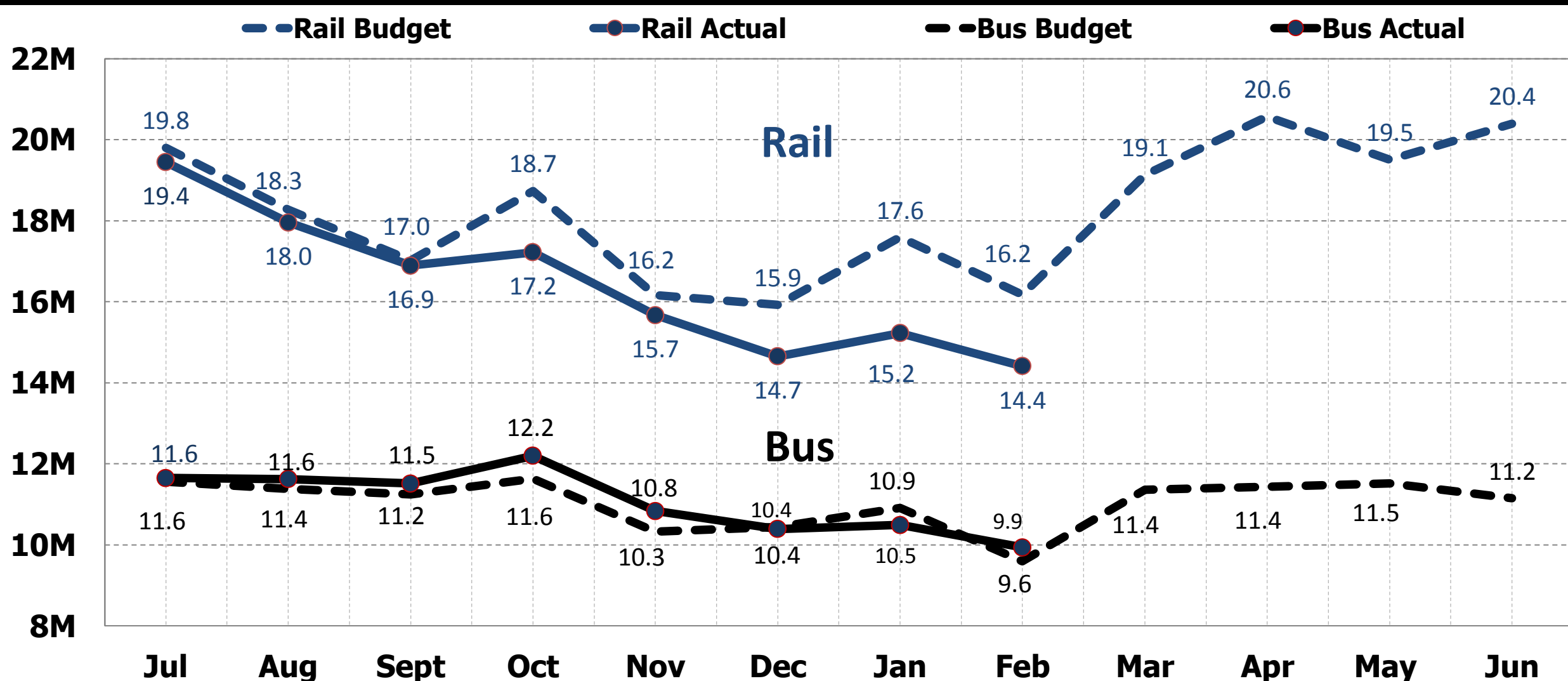


RIDERSHIP (trips in Thousands)

MTD	Q2-FY2013	Q2-FY2014		Variance FY14	
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	15,704	14,413	16,176	-8.2%	-10.9%
Metrobus	10,219	9,939	9,590	-2.7%	3.6%
MetroAccess	163	157	145	-3.9%	8.2%
System Total	26,086	24,509	25,912	-6.0%	-5.4%

YTD	FY2013	FY2014		Variance FY14	
	Actual	Actual	Budget	Prior Year	Budget
Metrorail	134,933	131,474	139,690	-2.6%	-5.9%
Metrobus	86,354	88,639	87,085	2.6%	1.8%
MetroAccess	1,328	1,385	1,316	4.3%	5.2%
System Total	222,614	221,498	228,091	-0.5%	-2.9%

MONTHLY RIDERSHIP FOR RAIL AND BUS (in Millions)

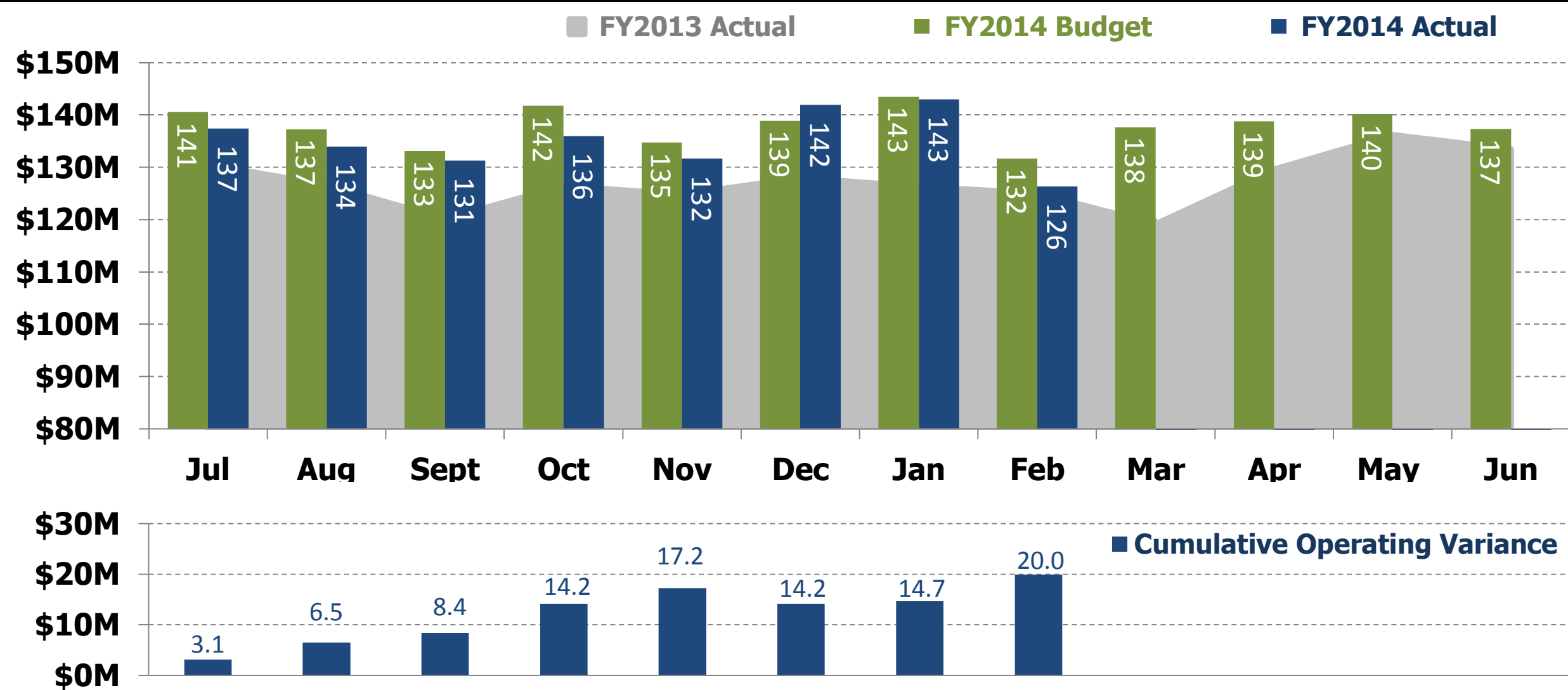




OPERATING BUDGET

February FY2014

OPERATING EXPENDITURES (\$ in Millions)

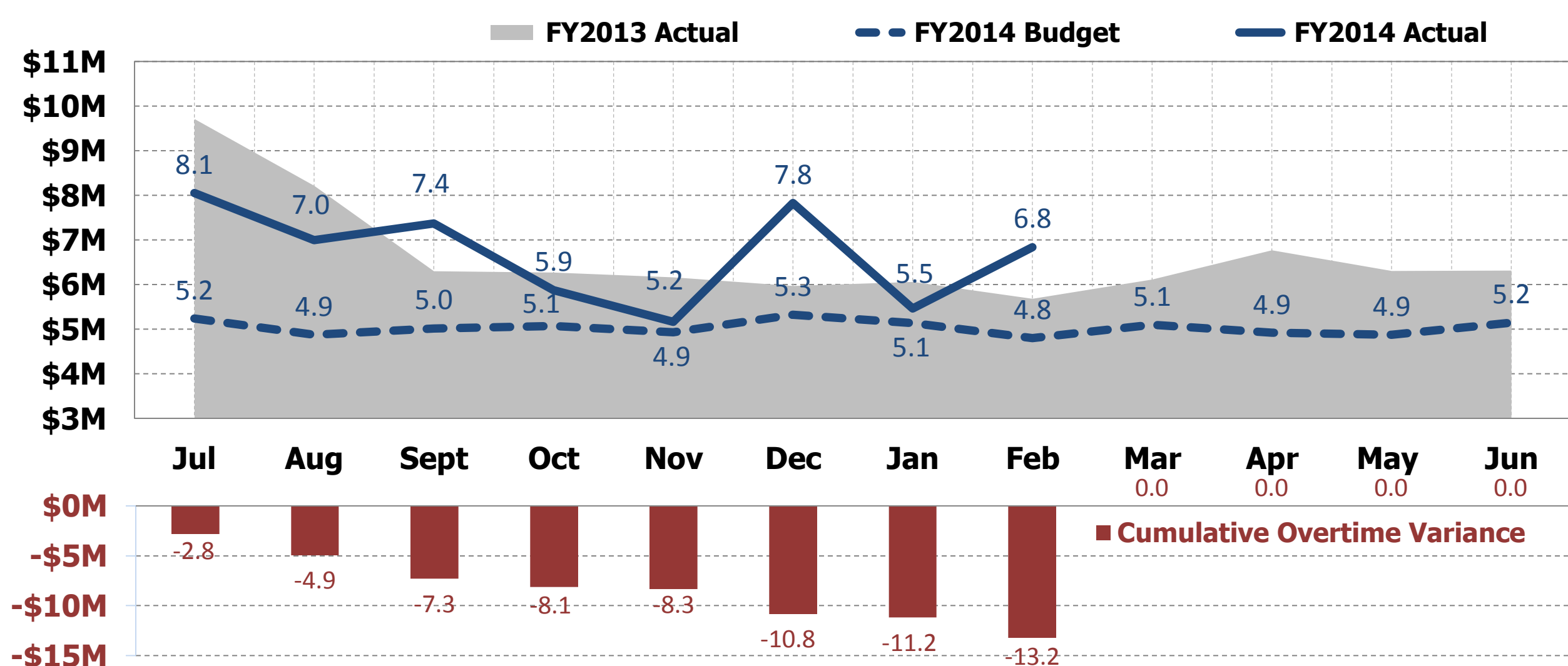


OPERATING BUDGET (\$ in Millions)

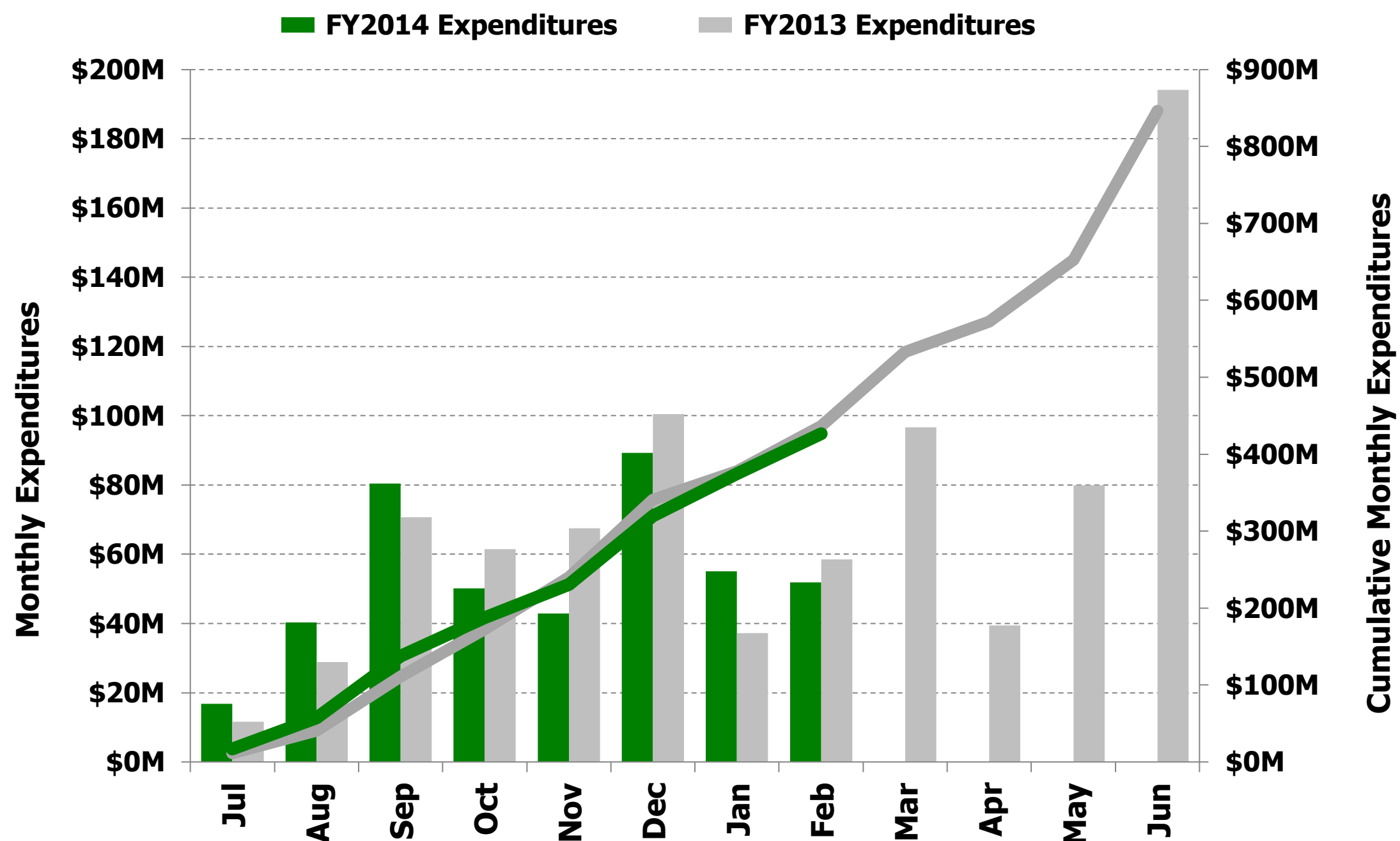
MTD	Feb-FY2013	Feb-FY2014		Variance FY14	
	Actual	Actual	Budget	\$	Percent
Revenue	\$ 63.7	\$ 58.6	\$ 66.8	\$ (8.2)	-12.3%
Expense	\$ 125.0	\$ 126.4	\$ 131.6	\$ 5.3	4.0%
Subsidy	\$ 61.2	\$ 67.8	\$ 64.9	\$ (2.9)	-4.5%
Cost Recovery	51.0%	46.4%	50.7%		

YTD	FY2013	FY2014		Variance FY14	
	Actual	Actual	Budget	\$	Percent
Revenue	\$ 545.5	\$ 555.9	\$ 568.3	\$ (12.5)	-2.2%
Expense	\$ 1,007.4	\$ 1,081.4	\$ 1,101.4	\$ 20.0	1.8%
Subsidy	\$ 461.9	\$ 525.6	\$ 533.1	\$ 7.5	1.4%
Cost Recovery	54.1%	51.4%	51.6%		

YTD OVERTIME BUDGET VS ACTUAL (\$ in Millions)



CIP EXPENDITURES (\$ in Millions)



FY2014 USES OF FUNDS (\$ in Millions)

	Budget	Forecast	Expended	% Exp.
FY2014 CIP	\$ 996	\$ 919	\$ 427	43%
Safety & Security	10	10	0	1%
ARRA	3	3	0	11%
Reimbursable	69	79	30	43%
Total	\$ 1,078	\$ 1,011	\$ 457	42%

FY2014 PLANNED SOURCES OF FUNDS (\$ in Millions)

CIP	Planned	Received
Federal Reimbursement	\$ 491	\$ 23
State and Local	401	302
Other Sources/Rollover	104	66
Subtotal	\$ 996	\$ 391
Safety & Security	\$ 10	\$ 2
ARRA	3	3
Reimbursable	69	10
Subtotal	\$ 82	\$ 15
Total	\$ 1,078	\$ 407



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Adoption of the FY2015 Operating Budget

Finance & Administration Committee
March 27, 2014



Revised GM/CEO Proposal Based on Jurisdictional Consultation

- Three changes to March 13 fare proposal:
 - MetroAccess max fare reduced to \$6.50
 - No cash surcharge on bus
 - Base parking fee increase of \$0.10
- Combined subsidy impact: \$2.5 million
- Offset by expense reduction of \$2.5 million:
 - Reduce OPEB contribution by \$1.0 million
 - Defer \$1.5 million of bus PCN/SOGO
- Net subsidy unchanged at \$779 million

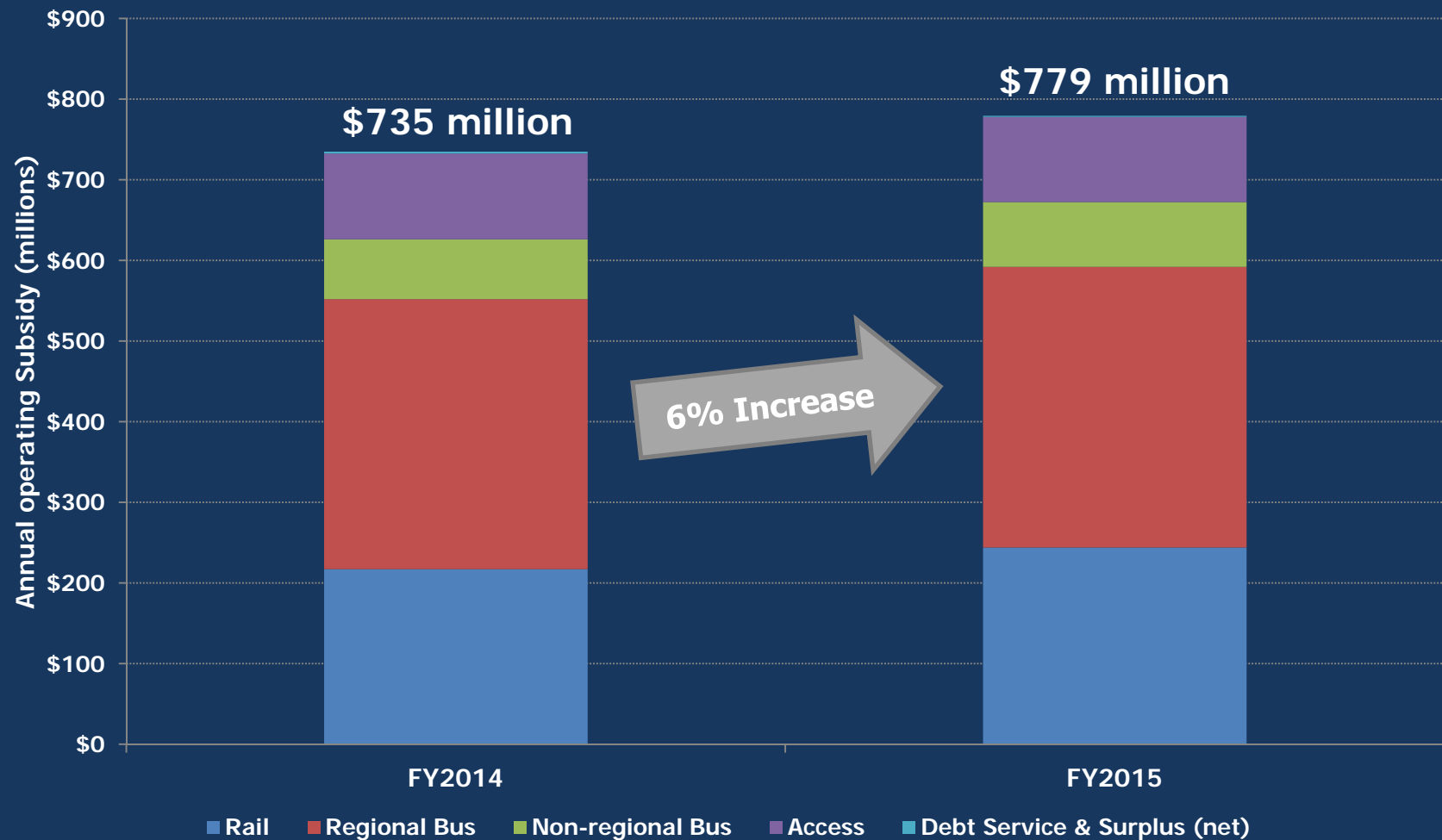


FY2015 Operating Budget

Dollars in millions	Approved Budget FY2014	Proposed Budget FY2015	Change	
			\$	%
Passenger & Parking Fares	\$843	\$896	\$53	6%
Other Revenue	49	50	1	2%
TOTAL REVENUE	892	946	54	6%
Salaries & Wages	798	863	65	8%
Pension	140	147	7	5%
Health & Other Benefits	246	263	17	7%
Non-Personnel Costs	472	483	11	2%
TOTAL EXPENSES	1,656	1,755	99	6%
Preventive Maintenance	(31)	(31)		
Prior Year Surplus	(30)	(20)		
OPERATING BUDGET	1,595	1,704	110	7%
GROSS SUBSIDY	703	758	56	8%
Debt Service	33	21		
NET SUBSIDY	735	779	\$44	6%



Jurisdictional Investment: Operating Subsidy





Jurisdictional Investment: FY2015 Operating Budget

<i>(\$ millions)</i>	FY 2014 Subsidy	FY 2015 Subsidy	Metrorail	Metrobus	Regional	Non- Regional	Metro Access	Debt Service	Operating Surplus
District of Columbia	\$275.5	\$293.6	\$81.3	\$182.4	\$146.9	\$35.5	\$27.2	\$10.7	(\$8.1)
Montgomery County	\$123.7	\$130.4	\$46.9	\$60.4	\$50.3	\$10.1	\$21.0	\$5.0	(\$2.9)
Prince George's County	<u>\$159.0</u>	<u>\$164.6</u>	<u>\$40.1</u>	<u>\$82.9</u>	<u>\$59.6</u>	<u>\$23.3</u>	<u>\$41.8</u>	<u>\$5.5</u>	<u>(\$5.7)</u>
Maryland Subtotal	\$282.7	\$295.1	\$87.0	\$143.3	\$109.9	\$33.4	\$62.8	\$10.5	(\$8.6)
City of Alexandria	\$27.7	\$31.0	\$11.5	\$19.1	\$15.8	\$3.3	\$1.0	\$0.0	(\$0.5)
Arlington County	\$47.9	\$51.9	\$23.3	\$28.3	\$26.9	\$1.4	\$0.9	\$0.0	(\$0.6)
City of Fairfax	\$1.6	\$1.7	\$0.8	\$0.6	\$0.6	\$0.0	\$0.3	\$0.0	(\$0.0)
Fairfax County	\$97.6	\$103.9	\$39.3	\$53.3	\$46.5	\$6.8	\$13.4	\$0.0	(\$2.1)
City of Falls Church	<u>\$2.0</u>	<u>\$2.1</u>	<u>\$0.8</u>	<u>\$1.3</u>	<u>\$1.3</u>	<u>\$0.0</u>	<u>\$0.1</u>	<u>\$0.1</u>	<u>(\$0.1)</u>
Virginia Subtotal	\$176.7	\$190.6	\$75.7	\$102.6	\$91.2	\$11.5	\$15.6	\$0.1	(\$3.3)
Total Subsidy	\$734.9	\$779.3	\$244.0	\$428.4	\$348.0	\$80.4	\$105.6	\$21.3	(\$20.0)

Note: Metrorail column includes both Base and Maximum Fare subsidies. Total Maximum Fare subsidy is \$7.1 million.

SUBJECT: APPROVAL OF THE FISCAL YEAR (FY) 2015 FARE CHANGES WITH ACCOMPANYING PUBLIC HEARING REPORT AND TITLE VI EQUITY ANALYSIS, AND ADOPTION OF THE FY2015 OPERATING BUDGET

RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Board of Directors received and considered the General Manager/Chief Executive Officer's (GM/CEO) proposed FY2015 Operating budget, and approved a docket of proposed fare changes for FY2015; and

WHEREAS, The Board of Directors conducted six public hearings preceded by open forums on the proposed fare changes, the results of which are summarized in a Staff Report (Attachment A); and

WHEREAS, As required by Title VI of the Civil Rights Act of 1964, Metro staff conducted additional public outreach to riders regarding the proposed fare changes at rail stations, on buses and at bus transfer centers, and through community-based organizations, and conducted an online survey with the results of these outreach efforts summarized in the Staff Report; and

WHEREAS, As required by Title VI of the Civil Rights Act of 1964, Metro staff has evaluated the proposed FY2015 fare changes (Attachment B) to determine whether these changes would have a disparate impact on minority populations or impose a disproportionate burden on low income populations, and has determined there is no significant disparate impact on minority populations or disproportionate burden on low-income populations at the system-wide level in the proposed fare changes shown in Attachment B, and has summarized this evaluation in the Equity Analysis (Attachment C); and

WHEREAS, The adoption of the FY2015 budget reflects an effort to find equity between our WMATA customers and the jurisdictional partners in the shared operating cost of the Metro system, through an attempt to distribute fare increases across all services; and

WHEREAS, After a vigorous debate and thoughtful consideration, including concerns raised about the impact the bus cash surcharge would have on those customers least able to pay, the Board of Directors has removed the cash surcharge for bus customers; yet it is important to acknowledge that the cash surcharge has a dual impact: it affects

those least able to pay, and it negatively impacts on-time performance, thus affecting all bus customers; and

WHEREAS, Since the Board of Directors seeks relief for low income customers while delivering the best performance to all of our customers, and the Board acknowledges that removing the cash surcharge is not an ideal or complete solution, the Board should address its concerns for unbanked customers and those least able to pay for transit services through a more effective mechanism; and

WHEREAS, Prince George's County is considering various improvements to Metro parking facilities, which they wish to fund through a \$0.50 increase in the existing Prince George's County parking surcharge at various Metrorail stations located within the County; and

WHEREAS, It is anticipated that the Montgomery County Council will approve continued funding for the "Kids Ride Free" program to subsidize free Metrobus fares for Montgomery County students between 2:00 p.m. and 7:00 p.m. for the FY2015 Budget; and

WHEREAS, It is anticipated that the District of Columbia will approve continued funding for the School Transit Subsidy Program (including the "Ride Free on Bus" program for students), as well as continued funding for transfer discounts at Anacostia and Congress Heights stations; and

WHEREAS, The Board of Directors recognizes the importance of accessibility and mobility for Metro Access riders; is committed to ensuring the long-term sustainability of services for these riders; and has determined that it is in the strategic interest of the Board to devote time and attention to planning for these needs into the future; now, therefore be it

RESOLVED, That the Board of Directors approves the Staff Report on the public hearings and outreach held in January and February 2014, concerning proposed fare changes; and be it further

RESOLVED, That the Board of Directors approves the Title VI Equity Analysis, demonstrating no significant disparate impact on minority populations or disproportionate burden on low income populations from the FY2015 fare changes proposed in Attachment B; and be it further

RESOLVED, That the Board of Directors approves changes to the Metrobus, Metrorail and MetroAccess fares and parking fees as reflected in Attachment B, to begin on or about Sunday, June 29, 2014; and be it further

RESOLVED, That the Board of Directors explore working with our jurisdictional partners in the human service delivery systems, including the Metropolitan Washington Council of Governments or equivalent organizations, to determine how best to bring equity in electronic fare and off-board fare policy for the unbanked and those least able to pay for transit services; and be it further

RESOLVED, That Prince George's County shall submit a letter for the Board of Directors review and approval describing the parking program proposals to be funded by the surcharge increase on or before June 1, 2014, as contemplated in Resolution No. 88-67, and shall otherwise comply with the requirements of Resolution No. 88-67, prior to the expenditure of any funds collected from the surcharge increase approved in Attachment B to this resolution; and be it further

RESOLVED, That as part of the ongoing efforts in support of Metro's Strategic Plan (Momentum), the Board of Directors directs Staff to study the long-term sustainability of MetroAccess and related services in coordination with other regional and jurisdictional examinations of transportation services for people with disabilities, including:

1. Demographic changes that will impact the number of eligible riders;
2. Improvements to bus and rail facilities to promote accessibility on fixed route transit;
3. The effectiveness of MetroAccess in comparison to human service, healthcare and other providers in addressing riders' needs;
4. Alternative service delivery models for MetroAccess riders; and
5. The impact of MetroAccess costs on riders and funding jurisdictions; and be it further

RESOLVED, That the Board of Directors directs Staff to produce a report with the findings of the study and present those findings to the Board by June 30, 2015; and, after receipt of input from the Board on its report to propose a plan for meeting MetroAccess riders' needs through 2025 by December 31, 2015; and be it further

RESOLVED, That the Board of Directors approves the FY2015 subsidized operating budget of \$1.76 billion, with expenses and subsidies detailed in Attachments D-1 through D-3; and be it further

RESOLVED, That \$21.3 million of debt service expenditures resulting from the issuance of Metro Matters bonds are subsumed within the FY2015 budget and allocated to the jurisdictions as detailed in Attachment D-3; and be it further

RESOLVED, That the total budget for Operating Reimbursable Program projects shall be \$50.8 million, as detailed in Attachment E; and be it further

RESOLVED, That the budget for Operating Reimbursable Safety & Security grants for FY2015 shall be \$17.2 million or such lesser amount of federal safety and security grants awarded to Metro as shown in Attachment E; and that the FY2015 budget for Safety and Security grants may not exceed this amount without additional action from the Board of Directors; and be it further

RESOLVED, That the Board of Directors authorizes the temporary use of Metro's short-term financing facilities or lines of credit to ameliorate the impact of any shortfall in the Operating budget; provided, however, that all costs of such usage (including interest) shall be solely payable out of the Operating budget and charged to the jurisdiction or jurisdictions causing the need to use the lines of credit or to the Operating budget, if not due to a specific jurisdiction or jurisdictions, and not from any capital funds provided by the funding jurisdictions or from federal grants; and be it further

RESOLVED, That in order to implement the Operating budget, the GM/CEO and the Chief Financial Officer or their designees are authorized to: (1) file and execute grant applications on behalf of Metro for funds from the federal government and any other public or private entity consistent with the Operating budget; and (2) execute and file the annual Federal Transit Administration Certifications and Assurances; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

Kathryn H.S. Pett
General Counsel

WMATA File Structure Nos.
4.2.2 Fiscal Year Budgets
9.12.9 Tariff (WMATA Fare Structure)

OTHER POST-EMPLOYMENT BENEFITS

Mr. Chairman,

I move to amend the resolution in the following ways:

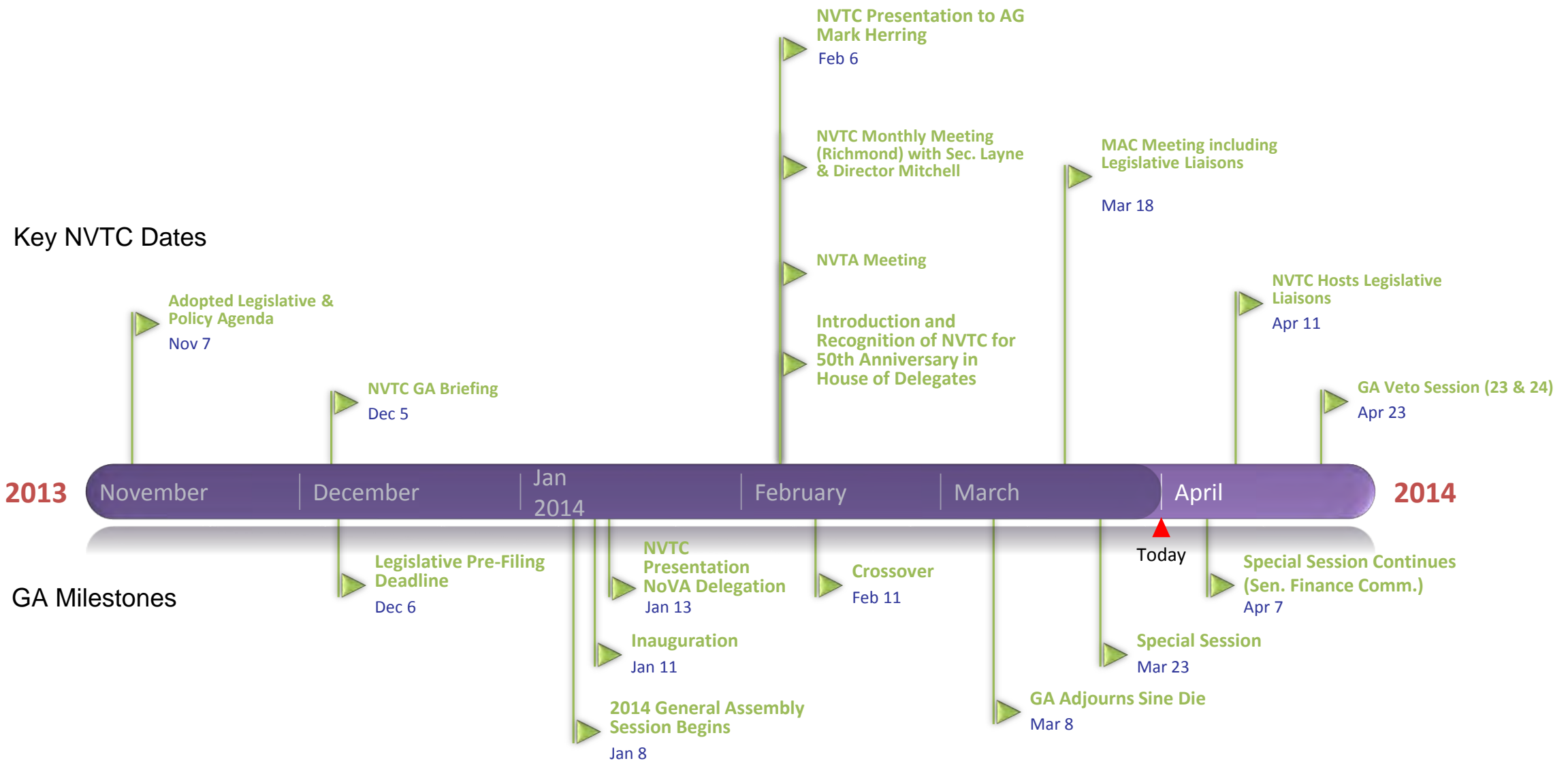
Insert this *WHEREAS* clause:

WHEREAS, The long term projection for funding the other post-employment benefits (OPEB) Trust is of concern for the continuing fiscal stability of the Authority; and

Insert this *RESOLVED* clause:

RESOLVED, That the Board of Directors remains committed to an appropriately funded OPEB Trust, and directs that future budgets be submitted with contributions consistent with that principle; and be it further

IMPLEMENTING LEGISLATIVE OUTREACH PLAN (Fall 2013 to Spring 2014)



LEGISLATIVE AND POLICY ROADMAP 2014

Key Milestones

Legislative & Policy Committee

