



NVTC COMMISSION MEETING

THURSDAY, FEBRUARY 6, 2014
SPEAKER'S CONFERENCE ROOM – 6th FLOOR
General Assembly Building
1000 Bank Street
Richmond, Virginia 23219
5:00 PM

AGENDA

1. ACTION ITEM: Approval of the Minutes of the January 9, 2014 NVTC Meeting
2. DISCUSSION: Legislative and Policy Developments
3. ACTION ITEM: Resolution #2238: Approve the FY 2015 State Transit Assistance Applications (BLUE ITEM)
4. ACTION ITEM: Approve the NVTC Consent Agenda Policy and Guidelines
5. VRE
 - A. VRE CEO Report and Minutes of the January 17, 2014 VRE Operations Board
 - B. New Members to the VRE Operations Board
 - C. Purchase of Expansion Railcars
ACTION ITEM: Resolution #2239: Approve a Revised Funding Plan for the Purchase of 14 Expansion Railcars
 - D. VRE System Plan
ACTION ITEM: Resolution #2240: Adopt the VRE System Plan

6. NVTC Financial Report for December 2013

7. Information Items

- A. Metrorail Moves Toward Resuming Automatic Train Control
- B. WMATA Agrees to Recognize Advance Payments by NVTA for Anticipated Future Metro 2025 Investments Consistent with All Legal Requirements Applicable to NVTA
- C. VA Secretary Confirms Dyke and Mitchell as NVTC Members
- D. NVTA Ensures that NVTA Extraterritorial Funding Partners Pay or Commit to Pay Proportionate Share of Projects
- E. VDOT Begins U.S. Bicycle Route 1 Study
- F. MWCOC Approves Region Forward Strategic Investment Plan Final Report
- G. TPB Forecasts Travel Demand Growth in Activity Centers
- H. Hampton Roads Proposal to Establish Transit Authority Advances (HB1253)
- I. Update on VDOT Evaluation and Rating of Significant Projects (BLUE ITEM)
- J. VDOT Presents Performance Measurement Weights (link only) (BLUE ITEM)
- K. Rail Enhancement Fund (BLUE ITEM)



AGENDA ITEM #1

MINUTES
NVTTC COMMISSION MEETING – JANUARY 9, 2014
NVTTC CONFERENCE ROOM – ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman McKay at 8:15 P.M.

Members Present

Sharon Bulova
John Cook
James Dyke
William Euille
Catherine Hudgins
Mary Hynes
Jeffrey McKay
Paul Smedberg
David F. Snyder
J. Walter Tejada

Members Absent

John Foust
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
Kala Quintana
Melissa Walters
Doug Allen (VRE)
Donna Boxer (VRE)
Steve MacIsaac (VRE)
Joe Swartz (VRE)

Chairman McKay acknowledged Joe May and Chris Zimmerman, who are departing Commissioners. He also introduced J. Walter Tejada who is replacing Mr. Zimmerman as a NVTC Commissioner representing Arlington County.

Ms. Coyner made a safety announcement regarding where to meet in the event of an evacuation (corner of Clarendon and North Adams Streets in front of Fire Works Pizza Restaurant). She further noted that an escort to the parking garage is available at the concierge desk in the lobby for anyone attending NVTC's meetings. She also announced that a recycling box is available after the meeting for people who want to recycle their meeting materials.

Changes to the Agenda

Chairman McKay announced that there are several changes to the Agenda: Action Item #3: Resolutions of Recognition for Departing Commission Members and the 2013 Chairman; withdrawal of Action Item #8C; and a New Action Item: Transit Parity Letter to the Virginia Congressional Delegation.

Oath of Office

Chairman McKay administered the oath of office to Mr. Tejada. The Commission welcomed him to NVTC.

2014 Appointments

Election of NVTC Officers for 2014. Chairman McKay reported that the Executive Committee served as the Nominating Committee and recommends the following slate of officers for 2014:

Chairman:	Paul Smedberg
Vice-Chairman:	David Snyder
Secretary-Treasurer:	Jay Fisette

Chairman McKay moved to nominate the slate of officers and Mrs. Hynes seconded the motion. The vote in favor was cast by Commissioners Bulova, Cook, Dyke Euille, Fisette, Greenfield, Hudgins, Hynes, McKay, Smedberg, Snyder and Tejada.

Selection of NVTC's Representatives to the WMATA, VRE and VTA Boards of Directors and to NVTC's Executive and Legislative Committees. Chairman McKay announced the nominations for the WMATA, VRE and VTA Boards. He reminded Commissioners that these actions may be contingent on subsequent action by NVTC's jurisdictions and the Chairman of the Commonwealth Transportation Board who

designates the Commonwealth's representative on the WMATA Board. The nominations and committee selections are as follows:

WMATA Board:

Principals:	James Dyke (4-year term)	Alternates:	Mary Hynes (2-year term)
	Cathy Hudgins (3-year term)		William Euille (1-year term)

VRE Operations Board:

Principals:	Sharon Bulova	Alternates:	Jeff McKay
	John Cook		
	Walter Tejada		Jay Fisette
	Paul Smedberg		Tim Lovain

MTA Board:

Principals:	William Euille	Alternates:	Mary Hynes
	Walter Tejada		Jeff McKay

NVTC Legislative Committee

Jeff McKay
William Euille
Catherine Hudgins
Mary Hynes
Jeff Greenfield
Dave Snyder
Ken Reid
Tom Rust (House of Delegates)
vacant (Senate)

NVTC Executive Committee

Paul Smedberg (Chairman)
Dave Snyder (Vice-Chairman)
Jay Fisette (Secretary-Treasurer)
Tom Rust (General Assembly)
Catherine Hudgins (WMATA Board)
James Dyke (WMATA Board)
Mary Hynes (WMATA Board)
William Euille (WMATA Board)
Sharon Bulova (Chairman, Fairfax County Board of Supervisors)
Jeff McKay (immediate past Chair)

Chairman McKay explained that in order to comply with a statutory requirement effective July 1, 2013, NVTC must designate staggered term limits for WMATA Board representatives. He noted that NVTC will continue to follow its practice of approving WMATA Board assignments each January. Chairman McKay also noted that Resolution #2232, which approves the Board appointments and committee assignments, should be amended to list Mr. Tejada as a VTA Principal Member.

Ms. Bulova moved to approve the amended Resolution #2232, with the understanding that action is contingent upon subsequent action by NVTC jurisdictions and the Chairman of the Commonwealth Transportation Board. Mr. Euille seconded the motion.

Ms. Hynes noted that Mr. Dyke's name appears on the resolution and questioned whether it should just reference the Chairman of the Commonwealth Transportation Board or his designee for the WMATA Board. Ms. Coyner replied that she was advised by legal counsel that it is appropriate to list Mr. Dyke as the contingent appointment to the WMATA Board and that the part of the resolution that references the terms should only list the Chairman of the Commonwealth Transportation Board or his designee.

The Commission then unanimously approved the resolution (copy attached). The vote in favor was cast by Commissioners Bulova, Cook, Dyke, Euille, Fisette, Greenfield, Hudgins, Hynes, McKay, Smedberg, Snyder and Tejada.

NVTC's Official Signatories and Employees' Pension Trustees. Chairman McKay noted that Resolution #2233 was not provided in the materials and asked staff to make copies to circulate to Commissioners for action later in the agenda.

Recognition of Departing Commissioners and 2013 Chairman

Honoring Christopher Zimmerman. Chairman McKay announced that Chris Zimmerman is resigning from the Arlington County Board and will transfer his expertise to the public sector and work for Smart Growth America. Mr. Zimmerman has served on the Arlington County Board since 1996 and has been a NVTC Commissioner since 1998. Mr. Smedberg read into the record the resolution prepared for Mr. Zimmerman commending him for his outstanding service to NVTC. A framed resolution was presented to him.

Chairman McKay stated that there are few people who know more about transit and transportation issues than Mr. Zimmerman. The good news is that the work Mr. Zimmerman will be doing for Smart Growth America will have a direct impact on NVTC and the region. Several other Commissioners shared their thoughts, recollections and appreciation for Mr. Zimmerman. Mr. Fisette invited Commissioners to a Farewell Party for Chris Zimmerman on January 25, 2014.

Mr. Fisette moved, with a second by Mr. McKay, to approve the resolution commending Mr. Zimmerman for his service to NVTC, the region and the Commonwealth. (A copy of the resolution is attached.) The vote in favor was cast by Commissioners Bulova, Cook, Dyke, Euille, Fisette, Greenfield, Hudgins, Hynes, McKay, Smedberg, Snyder and Tejada.

Mr. Zimmerman stated that it has been an incredible experience serving as an elected official in Northern Virginia and getting to work on regional issues, especially transit and transportation issues. He stated that he cannot adequately express how grateful he is for the opportunity to serve the citizens of Arlington County and to work and serve alongside other elected officials. He thanked everyone for helping him be a better person and a better elected official over these many years.

Honoring Joe T. May. Mr. Smedberg announced that Joe May served as a Delegate for the General Assembly for 18 years and served on NVTC since 2006. Mr. Smedberg stated that the Virginia Transit Association asked NVTC to make a presentation on their behalf to present Mr. May with an Award for Distinguished Service for his leadership and steadfast support of public transportation. The Commission congratulated him on receiving this award.

Mr. Smedberg then read into the record the NVTC resolution of recognition that was prepared for Mr. May commending him for his service to NVTC, the region and the entire Commonwealth. A framed resolution was also presented to him. Mr. Smedberg expressed his appreciation to Mr. May and stated that it has been an honor to serve alongside him at NVTC. Mr. Smedberg observed that Delegate May was an integral part in the passage of HB2313.

Mr. May stated that he has enjoyed his time at NVTC and the House of Delegates because he felt that he, along with his colleagues, was making a difference. He takes pride in helping get HB2313 passed where revenues raised in Northern Virginia are spent in Northern Virginia. Chairman McKay thanked Mr. May for his service, specifically over the last year as HB2313 was passed. Chairman McKay noted that Mr. May is well respected by members throughout the General Assembly, regardless of demographics or political affiliation. Several Commissioners then thanked Mr. May for his years of service, especially for his outstanding work as the Chairman of the Transportation Appropriations Committee; his approach and style as an elected official; and his assistance in getting other General Assembly Members to come to Northern Virginia for the transit tours.

On a motion by Mrs. Bulova and a second by Mrs. Hudgins, the Commission unanimously approved the resolution (copy attached). The vote in favor was cast by Commissioners Bulova, Cook, Dyke, Euille, Fisette, Greenfield, Hudgins, Hynes, McKay, Smedberg, Snyder and Tejada.

Honoring Chairman Jeffrey McKay. Mr. Smedberg presented Chairman McKay with a framed resolution commending him for his outstanding service as NVTC's Chairman during 2013. Mr. Smedberg then read the resolution into the record.

Chairman McKay stated that this past year has been a big year for NVTC. After decades with the same Executive Director, NVTC now has Ms. Coyner taking this organization to the next level. It is his belief that one of the best things NVTC did as an organization in 2013 was to conduct the Planning Session in December, which helped to build a bridge for NVTC moving forward. Another important accomplishment was reframing NVTC's Legislative Agenda to make it more proactive, more defined and precise. He stated that NVTC has had to deal with many challenges over the last few years. As this organization moves forward, it is his opinion that NVTC is in a better place than it was a year ago. Last year was a busy and productive year and he thanked Commissioners and staff for their support.

Mrs. Bulova moved, with a second by Mrs. Hudgins, to approve the resolution (attached) prepared for Mr. McKay commending him for his outstanding service as NVTC Chairman during 2013. The vote in favor was cast by Commissioners Bulova, Cook, Dyke, Euille, Fisette, Greenfield, Hudgins, Hynes, McKay, Smedberg, Snyder and Tejada.

Honoring Mark Herring. Chairman McKay stated that Mark Herring is leaving the Senate to become the 48th Attorney General of the Commonwealth of Virginia. Mr. Herring served on NVTC since 2008. Mr. Herring was not able to attend this meeting, but the framed resolution commending him for his service at NVTC will be presented to him at a later date.

Mr. Euille moved, with a second by Mr. Snyder, to approve the resolution commending Mark Herring for his service to NVTC, the region and the entire Commonwealth. (A copy of the resolution is attached.) The vote in favor was cast by Commissioners Bulova, Cook, Dyke, Euille, Fisette, Greenfield, Hudgins, Hynes, McKay, Smedberg, Snyder and Tejada.

Chairman McKay wished Mr. Smedberg well as he takes over as NVTC's Chairman in 2014 and he knows NVTC is in capable hands under his leadership. He then passed the gavel to Chairman Smedberg.

Approval of the Minutes

Mr. Euille asked that the minutes of the December 5, 2013 NVTC meeting be amended to reflect that he was present. Mrs. Bulova moved, with a second by Mrs. Hynes, to approve the amended minutes. The vote in favor was cast by Commissioners Bulova, Cook, Dyke, Euille, Fisette, Hudgins, Hynes, McKay and Smedberg. Commissioners Greenfield, Snyder and Tejada abstained.

Mrs. Bulova moved, with a second by Mr. McKay, to approve the minutes of the December 7, 2013 NVTC meeting. The vote in favor was cast by Commissioners Bulova, Cook, Dyke, Fisette, Hudgins, Hynes, McKay and Smedberg. Commissioners Euille, Greenfield, Snyder and Tejada abstained.

Executive Director's Report

Ms. Coyner presented the 2013 NVTC Year in Review. Ms. Coyner noted that outreach to the General Assembly and work on the transition to the new gubernatorial appointees continued through December. On January 13th, Delegate Rust has invited Ms. Coyner to make a presentation on behalf of NVTC to the Northern Virginia Delegation Caucus.

Results of the NVTC Planning Session

Ms. Coyner reviewed the highlights of the Planning Session that was held on December 7, 2013 at the Alexandria Transit Company (DASH) Headquarters. The Commissioners confirmed the key strengths of the transit network in Northern Virginia and identified the ways in which NVTC has contributed to promoting the transit network. The Commissioners identified three key items that are key to the continued vitality of transit in Northern Virginia: connectivity, core capacity of Metro, and commuter rail.

Commissioners further suggested two principal ways in which NVTC could advance the key items through regional transit planning and through casemaking and building a network with stakeholders.

Chairman Smedberg stated that he thought the Planning Session was very useful and the discussion highlighted the potential of NVTC as an organization. He applauded Ms. Coyner and her staff for their work on the session.

In response to a question from Mr. Euille, Ms. Coyner stated that the outcomes of the Planning Session will be incorporated into the Work Plan and FY2015 Budget, which will be acted on at the March meeting.

Mr. Tejada asked if the Arlington Street Car Project will be included in the Planning Session document. Ms. Coyner explained that the document was not intended to call out particular projects. She observed that this could be stated more clearly in the document. At the Planning Session NVTC looked at transit systems such as Metro, VRE and the Fairfax Arlington Street Car as the “skeleton” or “spine” of the transit network and that the target of opportunity is to make sure that there is connectivity to these systems. Mr. Tejada stated that in Arlington County there is great potential for the Street Car.

Mrs. Hudgins stated that the work done at the Planning Session is truly a pathway for a long-term look at priorities and what projects will bring the best opportunities for the Northern Virginia region. The general question is how to achieve that connectivity first and then expand it with more details about specific projects. She stated that the concept of connectivity is essential.

Mrs. Hynes stated that the big idea is dedicated transit ways, regardless if they are served by vanpools, buses, street cars, or other forms of carrying multiple people in a single vehicle. It is important to first get the dedicated transit lanes to carry people particularly during rush hours. She suggested NVTC consistently use language such as “dedicated transit ways” and “transit prioritization.” If there is a dedicated transit way, then the mode can shift as people use it more. Mode choices may vary depending on density and other situations.

Mr. McKay stated that in his opinion one of the strengths of the Planning Session was that NVTC didn’t talk about individual projects but rather how the region could make better connections. The purpose of the Planning Session was to look at connectivity on a regional level, as well as looking at NVTC at the organizational level.

Mrs. Bulova stated that the Planning Session was well done and it provided a forum for NVTC to step back and look critically at itself as an organization. Some of the recommendations discussed include looking for partners in the business community, ways to better define NVTC, and establishing transit corridors. She thanked Chairman McKay and Ms. Coyner and her staff for putting together a successful event.

Mr. Snyder stated that he was unable to attend the Planning Session but had provided some comments in advance. He stated that it would be an interesting exercise to take a step back and look at how the region can provide as many transit choices for as many people as possible in the region, including large initiatives such as dedicated transit ways as well as small measures such as bus shelters. NVTC needs a system approach where it has the “spine” in place but the rest is subject to change. He stated that since funding is specific to either jurisdiction or Metro, it will be a challenge to figure out if funding was pooled together what kinds of efficient, effective systems the region could achieve. He stated that it is not just about connecting transit, but it also has to connect to highways and bike and pedestrian. He believes that NVTC has started down an exciting path.

Mr. Euille stated that there is also good work being done at the Metropolitan Washington Council of Governments (MWCOC), WMATA, NVRTA and DRPT but there needs to be a place where the connections and collaboration can occur to have a more holistic approach and methodology. NVTC can be that connectivity. He agreed that there is a challenge of how to pool funding.

Mrs. Hynes stated that Mr. Snyder’s comment “many choices for as many people as possible” is a helpful construct. She suggested that NVTC do layered mapping to identify where some opportunities exist to provide service. She cautioned that NVTC should not think it has to do it alone. She agreed that other organizations are working on different plans as Mr. Euille listed. NVTC may be able to be the convener to start the conversation. Mrs. Hudgins noted that connectivity will allow communities to thrive.

Chairman Smedberg asked Ms. Coyner about what NVTC expects to accomplish over the next several months. Ms. Coyner replied that the Work Plan and FY2015 Budget will be presented at the March 2014 meeting, which both will reflect the outcomes of the Planning Session. A next piece is how NVTC engages with jurisdictional staff and leadership, partners at VRE, MWCOC, and Transportation Directors. The methodology is to focus on the strengths of NVTC and what it can do to advance the areas identified by the commissioners. She encouraged Commissioners who have more comments on the planning documents to contact her directly. There will be more opportunities to participate and provide feedback at future meetings since this will become a regular features of NVTC’s Agenda.

DRPT Public Transportation Internship Program Grant

Ms. Coyner reported that authorization is being requested for her to submit a DRPT Public Transportation Internship Program Grant which will provide resources for a position(s) as part of a NVTC Transit Fellows Program. NVTC will draw on the expertise of the Transit Fellow(s) to conduct and complete special projects focused primarily on strengthening NVTC regional planning capacity and research and analysis with respect to the relationship of transit and economic vitality. She explained that NVTC will seek qualified candidates including college graduates, graduate students, and other midcareer applicants. The grant application request is for up to \$50,000 for support from July 1, 2014 to June 30, 2015. Chairman Smedberg noted that the grant

requires a five percent match from NVTC member jurisdictions, which would be funded through NVTC's G&A Budget. Ms. Coyner observed that it is a modest investment for a potential large return.

Mr. Euille moved, with a second by Mr. McKay, to authorize NVTC's Executive Director to submit the grant application to DRPT. The vote in favor was cast by Commissioners Bulova, Cook, Dyke, Euille, Fisette, Greenfield, Hudgins, Hynes, McKay, Smedberg, Snyder and Tejada.

Northern Virginia Transportation Authority (NVTA)

Ms. Coyner reported that VDOT continues to work with stakeholders and NVTA to finalize the Project Selection Model (PSM). VDOT expects NVTA and CTB action on the PSM in January and on the Measures of Effectiveness (MOEs) in February. NVTA and CTB will also be nominating projects in February.

Ms. Coyner announced that NVTA issued a call for regional projects for 2014-2016 with a deadline of January 31, 2014. She explained that NVTC has actively engaged with the Project Implementation Working Group as it looks at how transit projects are best targeted to improve connectivity in transportation corridors in the region.

Mr. Euille left the meeting at 9:27 P.M.

VRE Item

CEO Report. Mr. Allen reported that VRE on-time performance (OTP) for the month of December was 93 percent. VRE saw a slight drop in average daily ridership to 18,000, which is normal during this time of the year because of the holidays. He explained that track access funding is the top priority of VRE's 2014 Legislative Agenda. Secretary of Transportation Designee Aubrey Lane has reached out to VRE and there have been discussions about a solution of a series of multi-year grant agreements to fund track access fees.

Mr. Allen also invited Commissioners to attend VRE's Legislative Reception on January 30th at 6:00–8:00 P.M. at the Main Street Station in Richmond. Members of the McAuliffe administration, including Secretary of Transportation Lane and the new DRPT Director, have been invited along with General Assembly members.

Mr. Allen reported that VRE participated in the annual Marine Corps Toys for Tots campaign and raised \$17,000 in cash donations and collected 25 large bags of toys. In conjunction with the toy drive, VRE ran its annual Santa Trains on December 14th. Mrs. Bulova stated that the event was a huge success and tickets sold out quickly. It is a great family event for "future riders" to get excited about VRE. Mr. McKay agreed that the event was very well done and the amount of toys collected was impressive.

Joint VRE Audit Committee. Mr. Cook reported that the VRE Operations Board recommends that the Commissions issue a RFP to procure management audit services. He explained that the audit is being directed by NVTC and PRTC. The Executive Directors of the two Commissions will serve as selection officials and make a recommendation to the Joint Audit Committee on the selection of a consultant. In addition, they will oversee the conduct of the management audit. Mr. Cook observed that this is timely with the new VRE System Plan being finalized. The audit will review VRE's management structure to make sure it is brought up-to-date to serve an expanding system.

Mr. Cook moved, with a second by Mrs. Bulova, to approve Resolution #2234, which authorizes the Commissions to issue a Request for Proposals (RFP) for VRE Management Audit Services. The vote in favor was cast by Commissioners Bulova, Cook, Dyke, Fisette, Greenfield, Hudgins, Hynes, McKay, Smedberg, Snyder and Tejada.

VRE Revised FY2014 and FY2015 VRE Operating and Capital Budgets. Mrs. Bulova stated that the VRE FY2015 Budget totals \$128 million. Some of the major budget assumptions include: no jurisdictional subsidy increase compared to the FY2014 level; no fare increase; the addition of a Fredericksburg line train in October coinciding with the opening of the new Spotsylvania Station; and state operating funds of \$10.3 million, which is equivalent to the FY2014 funding level. The FY2015 VRE budget exceeds the prior year budget by \$36.2 million mainly due to capital projects.

Mrs. Bulova moved, with a second by Mr. Cook, to approve Resolution #2235, which would adopt the revised FY2014 Budget and the recommended FY2015 VRE Operating and Capital Budgets and forward the FY2015 Budget to the local jurisdictions for inclusion in their budgets and appropriations.

Ms. Coyner stated that Mr. Cook requested that NVTC have a discussion at tonight's meeting about the NVTA railcar procurement issue. She asked Mr. Allen to provide an overview of the issue and noted that Steve MacIsaac, Donna Boxer and Scott Kalkwarf are also available to answer any legal or financial questions.

Mr. Allen explained that NVTA has approved funding for the purchase of approximately nine VRE railcars, which is part of a total VRE order of 14 railcars. HB2313 requires that NVTA funds be used within NVTA jurisdictions. Since three southern VRE jurisdictions (Spotsylvania County, Stafford County and Fredericksburg) are outside of the NVTA boundaries, VRE is looking for ways to be able to purchase the railcars and still stay in the intent of HB2313. One option would be to have the three jurisdictions pay their proportionate share (approximately \$10 million) to purchase three additional railcars. Mr. Allen stated that it is a challenge for the southern jurisdictions to come up with this funding since they don't have the same revenue sources available to them that Northern Virginia does. A solution being discussed is for VRE to apply on behalf of the three jurisdictions for state grant funds to pay for the purchase of the three railcars. The state grant would cover 68 percent of the costs and the remaining 32 percent would be paid by the three jurisdictions.

Mr. Cook explained that he requested a discussion of this issue at NVTC because the NVTa jurisdictions need to decide if it's both fair and legal to use essentially state funds that could be applied for and used systemwide, but used for only three jurisdictions as a local match. He also questioned if this goes against the intent of HB2313 to not hold the regional funding against the NVTa jurisdictions paying the taxes.

Mr. Cook stated that Stafford County may not be able to pay its local match. Mr. Allen stated that if Stafford County cannot pay, the plan would be that those railcars would not stop in Stafford County. Mr. Cook stated that this would apply to the FY 2015 VRE Budget, but it will also impact future budgets. The reality is that now all but three VRE jurisdictions have a vehicle for funding through HB2313 and this will continue to be an issue.

Mr. MacIsaac stated that this has become a very complicated issue and there are still significant legal questions that need to be resolved. He reviewed different scenarios and the reasons why this issue is so complicated.

Chairman Smedberg stated that the three southern VRE jurisdictions are working cooperatively with VRE and want to be good partners and find a solution. Mrs. Hynes stated that it is important to determine what NVTa jurisdictions' fair share is of the state pot of money. When Northern Virginia accepted these new taxes, the region was promised that the state would continue to participate in a reasonable manner. She expressed her opinion that no one wants to keep them from buying their railcars, but not at the expense of the Northern Virginia region. She stated that NVTC needs professional guidance on this issue. Mr. McKay agreed that NVTC needs to know the answer. If it is taking away from Northern Virginia's share, then it is a problem. Mr. Allen stated that he doesn't see it as taking funding away from Northern Virginia, because any jurisdiction in the state could apply for the \$7 million. Also, the three jurisdictions would be paying 32 percent of the cost. Another option is for VRE to also apply for state grant funding for the nine railcars and then use NVTa funding as the local match.

Mrs. Bulova observed that this discussion should not prohibit NVTC from voting tonight to approve the VRE Budget. Mr. MacIsaac concurred.

Mr. May urged the region to err on the side of caution because there are people who would like nothing better than to derail HB2313. Mr. Fisetle asked how HB2313 impacts the purchase of Metrorail equipment since Metrorail also cross jurisdictional boundaries. Mr. MacIsaac explained that with regards to VRE, the consensus has been that running non-revenue VRE railcars into the District and dropping passengers off and bringing them home is within the intent of HB2313. It is the revenue service outside of NVTa boundaries that is the issue with the VRE railcars. Mr. Fisetle stated that this issue needs to be resolved, especially for long term discussions about expanding VRE/MARC service.

The Commission then voted to approve Resolution #2235 (copy attached). The vote in favor was cast by Commissioners Bulova, Cook, Dyke, Fisette, Greenfield, Hudgins, Hynes, McKay, Smedberg, Snyder and Tejada.

Approval of the VRE Project List for FY 2014-2016 NVTA Funding Consideration. Mrs. Bulova reported that Resolution #2236 would approve the submission of the list of VRE projects to NVTA for funding consideration for FY 2014-2016:

1. Slaters Lane Crossover and Signals (\$7 million)
2. VRE Rippon Platform Expansion (expand existing platform + second platform) (\$15 million)
3. VRE Manassas Park Station Parking Expansion (parking structure + pedestrian connection) (\$19 million)
4. VRE Crystal City Platform Expansion Study (\$2 million)
5. VRE Franconia-Springfield Platform Expansion (\$5 million)
6. Franconia-Springfield to Woodbridge Third Track (\$50 million)

Mrs. Bulova moved, with a second by Mr. Cook, to approve Resolution #2236 (copy attached). The vote in favor was cast by Commissioners Bulova, Cook, Dyke, Fisette, Greenfield, Hudgins, Hynes, McKay, Smedberg, Snyder and Tejada.

Contract Award for Banking Services and a Line of Credit. Mrs. Bulova reported that Resolution #2237 would authorize VRE's CEO to enter into a contract for banking services and the provision of a \$1 million line of credit with PNC Bank for a period of three years, with an option to extend for up to two additional years for an amount not to exceed \$20,000 over the five year period. The resolution would also authorize the CEO to extend the current contract with SunTrust Bank for an additional three months or until June 30, 2014, if needed, in order to assure a seamless transition to PNC Bank for all required services.

Mrs. Bulova moved, with a second by Mr. Cook, to approve the resolution (copy attached). The vote in favor was cast by Commissioners Bulova, Cook, Dyke, Fisette, Greenfield, Hudgins, Hynes, McKay, Smedberg, Snyder and Tejada.

Amendment to the VRE 2014 Legislative Agenda. On December 20th the VRE Operations Board voted to amend the 2014 VRE Legislative Agenda to seek changes to the weighted voting legislation adopted in the 2013 General Assembly Session. Mr. Allen reported that Delegate Eileen Filler-Corn has sponsored legislation on behalf of VRE.

Mrs. Bulova moved, with a second by Mr. McKay, to approve Resolution #2238, which would approve an amendment to the 2014 VRE Legislative Agenda seeking changes to the weighted voting legislation and authorizes the VRE CEO to actively pursue those changes.

Mr. Cook observed that if the current legislation stands, in order for VRE to be in compliance effective July 1, 2014, VRE may need to amend the Master Agreement. Also, VRE's weighted vote would need to be recalculated to provide the Chairman of

the Commonwealth Transportation Board or his designee the same weighted vote as the highest contributing jurisdiction, which is currently Prince William County with six votes (1/3 of the total votes). Mr. Cook stated that there is some concern that some jurisdictions would not be able to get support to approve an amendment. He stated that VRE cannot wait until March when the General Assembly Session concludes, to begin the process of getting the Master Agreement amended.

Chairman Smedberg explained that there is also the issue of how DRPT categorizes federal pass-through funding. DRPT sees it as state funding, which impacts the weighted vote calculations. Mr. Dyke reported that this issue is being actively discussed at DRPT.

The Commission then voted on the motion and it passed. (A copy of the resolution is attached.) The vote in favor was cast by Commissioners Bulova, Cook, Fisette, Greenfield, Hudgins, Hynes, McKay, Smedberg, Snyder and Tejada. Mr. Dyke abstained.

NVTC Financial Items

The Financial Reports for November 2013 were provided to commissioners. Ms. Coyner observed that NVTC and its jurisdictions continue to have discussions with DRPT on how better to address the issue of NVTC's state assistance process.

WMATA

WMATA Budget. Mrs. Hudgins reported that WMATA's proposed \$1.757 billion operating budget for FY2015 represents a six percent increase over FY2014. The \$1.137 billion capital budget for FY2015 is a 23.7 percent increase over FY2014, primarily due to the inclusion of Metro 2025 initiatives. WMATA expects the Board to adopt the FY2015 Budget in April. In the meantime, WMATA will conduct public hearings. A fare increase is being considered. Mrs. Hynes stated that WMATA staff would be happy to sit down with Commissioners and jurisdictional staff to explain the budget in detail.

In response to a question from Mr. McKay, Mrs. Hudgins stated that the new 7000 series railcars will be distributed systemwide.

New Electronic Payment Program (NEPP). Ms. Coyner stated that authorization is being requested for the Executive Director to apply for additional technical assistance funding that will allow the Northern Virginia partners to participate in the acquisition and full implementation of the NEPP. WMATA expects to make an award of a NEPP contract in January with a notice to proceed within 30 days. Ms. Coyner reported that she has signed the grant agreement for the mid-cycle grant for Technical Assistance NVTC received from DRPT. NVTC anticipates at least one more grant cycle request for funding for the NEPP project.

Mrs. Hynes moved, with a second by Mrs. Hudgins, to authorize NVTC's Executive Director to apply for additional technical assistance funding for the NEPP project. The vote in favor was cast by Commissioners Bulova, Cook, Dyke, Fisette, Greenfield, Hudgins, Hynes, McKay, Smedberg, Snyder and Tejada.

Chairman Smedberg claimed Chair's prerogative to move up the remaining action items in the agenda. There were no objections.

NVTC Signatory and Pension Trustee

Copies of Resolution #2233 were distributed to Commissioners. The resolution establishes Jay Fisette, as NVTC's newly appointed Secretary-Treasurer, eligible to sign NVTC documents (including financial transactions) and to serve as a trustee of NVTC's Employees' Pension Trust.

On a motion by Mr. Fisette and a second by Mrs. Hynes, the Commission unanimously approved Resolution #2233 (copy attached). The vote in favor was cast by Commissioners Bulova, Cook, Dyke, Fisette, Greenfield, Hudgins, Hynes, McKay, Smedberg, Snyder and Tejada.

Transit Parity Letter to the Virginia Congressional Delegation

Ms. Coyner explained that the U.S. Senate failed to act to retain the \$245 per month transit benefit and it returned to \$125 as of January 1, 2014. Draft letters have been prepared to send to the Northern Virginia's Congressional delegation requesting restoration of commuter benefit levels on par with parking benefits as quickly as possible and make these benefits retroactive to January 1, 2014.

Mr. Fisette moved to authorize NVTC's Chairman to sign and send the letter. Mrs. Hynes seconded the motion.

Mr. Snyder agreed that it is important to send the letter and suggested it reference the positive environmental benefits from transit use and that the transit benefit should be "at least" on par with parking benefits. Mr. Fisette agreed to accept Mr. Snyder's suggestions as a friendly amendment to his motion. Mrs. Hynes stated that the letterhead should be updated to reflect the new 2014 Officers and Commissioners.

The Commission then voted on the motion and it passed. The vote in favor was cast by Commissioners Bulova, Cook, Dyke, Fisette, Greenfield, Hudgins, Hynes, McKay, Smedberg, Snyder and Tejada.

TSDAC Update

Ms. Coyner reported that when the Commonwealth Transportation Board (CTB) approved the capital allocation formula in December it directed DRPT to review the

application of the formula in June and report back to the CTB on adjustments to the methodology and other corrective actions taken to address losses incurred by jurisdictions or systems as a result of the changes in the calculation of state assistance.

Ms. Coyner also reported that in December DRPT began hosting the first of four Transit Agency Working Group meetings. Representatives from NVTC, WMATA, Fairfax, Loudoun and Arlington Counties, DASH, and PRTC participate in this group. The group will review data collection practices, the sizing component of the operating allocation formula, exceptional transit performance, and the incorporation of measures of congestion mitigation and transit dependent outcomes into the formula. NVTC will also work with the new DRPT Director on these issues.

DRPT Report

Mr. Dyke suggested that Commissioners to read the written report. He stated that the new DRPT Director will be announced at the February meeting.

Information Items

Chairman Smedberg encouraged Commissioners to review the list of 2014 meeting dates. There was no discussion on the remaining information items:

- Arlington Mobility Lab: One Bus Away Application
- Robert Johnson Wood Foundation Report: Business Performance in Walkable Shopping Areas
- Transportation Research Board's Annual Meeting
- Transportation Camp
- FTA Draft Guidance on Map-21
- Funding Eligibility for Virginia Transit Systems for Resiliency Projects in Response to Hurricane Sandy

Adjournment

Mrs. Hynes moved, with a second by Mrs. Hudgins, to adjourn. There were no objections. Chairman Smedberg adjourned the meeting at 10:15 P.M.

Approved this 6th day of February, 2014.

Paul C. Smedberg
Chairman

Jay Fisette
Secretary-Treasurer



RESOLUTION #2232

SUBJECT: Selection of NVTC Representatives to Various Boards.

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

WHEREAS: Some of NVTC's jurisdictions and the Chairman of the Commonwealth Transportation Board may not formally appoint their NVTC members prior to NVTC's January meeting and some may not be ready with recommendations.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby appoints the following persons to various boards, contingent upon possible subsequent action by NVTC's jurisdictions or the Chairman of the Commonwealth Transportation Board to alter their NVTC members for 2014 and their recommendations for members of the various boards.

BE IT FURTHER RESOLVED that the contingent appointments for 2014 are:

WMATA Board:

Principals

Hon. James Dyke
Hon. Cathy Hudgins

Alternates

Hon. Mary Hynes
Hon. Bill Euille

VRE Operations Board:

Principals

Hon. Sharon Bulova
Hon. John Cook
Hon. Walter Tejada
Hon. Paul Smedberg

Alternates

Hon. Jeff McKay

Hon. Jay Fisette
Hon. Tim Lovain

VTA Board:

Principals

Hon. Bill Euille
Hon. Walter Tejada

Alternates

Hon. Mary Hynes
Hon. Jeff McKay

BE IT FURTHER RESOLVED that the terms for WMATA Board Members are as follows:

Principals

Chairman, Commonwealth Transportation Board,
or his designee 4 years

Cathy Hudgins 3 years

Alternates


Mary Hynes 2 years

William Euille 1 year

Approved this 9th day of January, 2014.



Jay Fisette
Secretary-Treasurer



Paul C. Smedberg
Chairman



RESOLUTION #2233

SUBJECT: Designation of NVTC Signatories and Pension Trustees.

WHEREAS: The Honorable Jay Fisette has been elected Secretary-Treasurer of NVTC for 2014; and

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

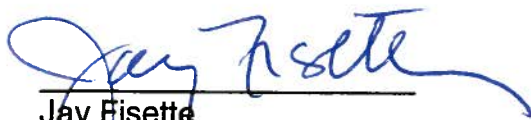
NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission hereby selects the following persons to serve as NVTC signatories (who are eligible to sign individually for any transaction of less than \$5,000 and with one other signatory for transactions of \$5,000 or greater):

Hon. Jay Fisette
Kelley Coyner
Scott C. Kalkwarf


Secretary-Treasurer
Executive Director
Director of Finance and Administration

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

Approved this 9th day of January, 2014.



Jay Fisette
Secretary-Treasurer



Paul C. Smedberg
Chairman



RESOLUTION #2234

SUBJECT: Authorization to Issue a Request for Proposals (RFP) for VRE Management Audit Services.


WHEREAS: In the course of establishing a VRE Joint Audit Committee, the Commissions expressed a desire for a VRE management audit to be undertaken, overseen by the VRE Joint Audit Committee;

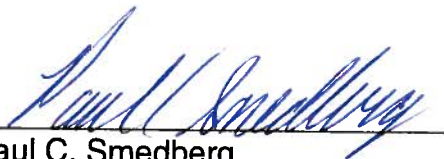
WHEREAS: The VRE Joint Audit Committee has shaped the scope of the prospective management audit to examine VRE's current practices and the practices of other, comparable organizations to assess whether changes for the betterment of the organization are warranted; and

WHEREAS: The VRE Joint Audit Committee is recommending to the VRE Operations Board that the VRE Operations Board endorse the scope of this audit as presented and forward it to the Commissions with a recommendation that the Commissions authorize the commencement of a competitive procurement to contract for outside assistance for the conduct of the management audit.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the commencement of a competitive procurement to contract for outside assistance for the conduct of the management audit.

Approved this 9th day of January, 2014.


Jay Fisette
Secretary


Paul C. Smedberg
Chairman



RESOLUTION #2235

SUBJECT: The Revised FY 2014 and Recommended FY 2015 VRE Operating and Capital Budgets

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

WHEREAS: The VRE Chief Executive Officer has provided the VRE Operations Board with the FY 2015 Operating and Capital Budget within the guidelines developed in concert with the jurisdictional chief administrative officers; and

WHEREAS: VRE staff recommends a budget built on an average daily ridership of 19,200 and 34 trains.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission adopt the revised FY 2014 and recommended FY 2015 VRE Operating and Capital Budgets and forward the FY 2015 budget to the local jurisdictions for inclusion in their budgets and appropriations in accordance with the Master Agreement.

BE IT FURTHER RESOLVED that NVTC authorizes the Executive Directors of both PRTC and NVTC to submit to the Transportation Planning Board of the National Capital Region and to the Federal Transit Administration or other federal agencies, the appropriate Transit Improvement Program and grant applications for FY 2014 and FY 2015.

BE IT FURTHER RESOLVED that NVTC authorizes its Executive Director to submit to the Commonwealth the approved budget as part of the FY 2015 state aid grant applications.

BE IT FURTHER RESOLVED that NVTC authorizes the Chief Executive Officer of VRE to submit appropriate projects to the Northern Virginia Transportation Authority or other funding authorities on behalf of the Commissions.

Approved this 9th day of January, 2014.



Jay Fisette
Secretary-Treasurer



Paul C. Smedberg
Chairman



RESOLUTION #2236

SUBJECT: Approval of the Submission of VRE's Project List to the Northern Virginia Transportation Authority (NVTA) for FY 2014-16 Funding Consideration.

WHEREAS: The passage of House Bill (HB) 2313 requires NVTA to fund highway projects that have been both included in TransAction 2040 and evaluated for congestion relief and emergency evacuation by VDOT or mass transit capital projects that increase capacity;

WHEREAS: As NVTA approved an initial fiscal year (FY) 2014 project list in July 2013; and

WHEREAS: NVTA has now issued a Call for Projects to agencies and jurisdictions for consideration for funding with the unallocated FY 2014 revenues as well as expected FY 2015-2016 revenues.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission approve the submission of the list of VRE projects to the NVTA for consideration for funding in FY 2014-2016:


1. Slaters Lane Crossover and Signals (\$7 million)
2. VRE Rippon Platform Expansion (expand existing platform + second platform) (\$15 million)
3. VRE Manassas Park station Parking expansion (parking structure + pedestrian connection) (\$19 million)
4. VRE Crystal City Platform Expansion Study (\$2 million)
5. VRE Franconia-Springfield Platform Expansion (\$5 million)
6. Franconia-Springfield to Woodbridge Third Track (\$50 million)

BE IT FURTHER RESOLVED that NVTC authorizes the Chief Executive Officer of VRE to submit the approved projects for funding, to make any necessary corrections to project amounts or descriptions, and to execute all project agreements on behalf of the Commissions.

Approved this 9th day of January, 2014.



Jay Fisette
Secretary-Treasurer



Paul C. Smedberg
Chairman



RESOLUTION #2237

SUBJECT: Award of the Contract for VRE Banking Services and a Line of Credit.

WHEREAS: On June 21, 2013, the VRE Operations Board authorized VRE staff to solicit proposals for banking services;

WHEREAS: Four proposals were received and the proposal from PNC Bank was deemed the most advantageous; and

WHEREAS: The VRE Operations Board recommends that the Commissions authorize the VRE Chief Executive Officer to enter into a contract for banking services with PNC Bank.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorize the VRE Chief Executive Officer to enter into a contract for banking services and the provision of a \$1 million line of credit with PNC Bank for a period of three years, with an option to extend for up to two additional years for an amount not to exceed \$20,000 over the five year period.

BE IT FURTHER RESOLVED that NVTC authorizes the VRE Chief Executive Officer to sign any associated banking documents.

BE IT FURTHER RESOLVED that NVTC authorizes the VRE Chief Executive Officer to extend the current contract with SunTrust Bank for an additional three months or until June 30, 2014, if needed, in order to assure a seamless transition to PNC Bank for all required services.


BE IT FURTHER RESOLVED that the following be designated as authorized signatories for VRE's accounts at PNC Bank:

- Chief Executive Officer
- Chief Operating Officer/Deputy CEO
- Chief Financial Officer

Approved this 9th day of January, 2014.



Jay Fisette
Secretary-Treasurer



Paul C. Smedberg
Chairman



AGENDA ITEM #2

TO: Chairman Smedberg and NVTC Commissioners
FROM: Kelley Coyner
DATE: January 29, 2014
SUBJECT: Legislative and Policy Developments

Delegate Tom Rust will lead a discussion of legislative developments as of February 6. NVTC staff are monitoring a number of bills including those related to weighted voting, proposals to modify HB2313, and several pieces of legislation focusing on the prioritization of transportation projects on a statewide as well as regional basis. The latter includes HB2 which was substantially revised and reported from House Transportation Subcommittee #4 today, January 29. The Subcommittee also approved a substitute for HB957, a bill which will amend the effective date for weighted voting on the VRE Operations Board. The new effective date would be July 1, 2015.

By way of background, we have provided:

- 1) Bill tracking chart as of January 29, 2014
- 2) 2014 Legislative and Policy Agenda

Note the online version of the chart provides short summaries of each bill as well as a link to the text of the full bill and its history. The tracking chart will be updated for the meeting on Feb. 6.

DRPT Director Jennifer Mitchell will also provide a preview of her plans with respect to the Department of Rail and Public Transportation.

BILL TRACKING UPDATES

As of 1/29/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
HB 2 - Stolle - Commonwealth Transportation Board; allocations within highway construction districts.	Prioritization	Provides that funding allocations for the Northern Virginia highway construction district and the Hampton Roads highway construction district be made by giving priority to the projects expected to provide the greatest congestion reduction relative to the cost of the project and that funding allocations for the seven other highway construction districts be made by giving priority to either (i) the projects expected to provide the greatest congestion reduction relative to the cost of the project or (ii) the projects that promote economic development and promote commerce and trade. The bill provides for the choice to be made by each locality within the seven highway construction districts and for each highway construction district to determine the majority choice and submit it to the Commonwealth Transportation Board. Allocations by the Board using the priorities in the bill will begin July 1, 2015.	not available 1/29/14	(H) Committee on Transportation	(H) Substitute approved by Subcommittee	1/29/14
HB 3 - Cline - Transportation funding; all provisions of 2013 Session omnibus bill to expire on July 1, 2014.	HB 2313	2013 Session omnibus transportation bill (HB 2313); expiration date. Provides that all provisions of the 2013 Session omnibus transportation bill (HB 2313), which established state taxes and fees and regional taxes and fees in Hampton Roads and Northern Virginia, expire on July 1, 2014. HB 2313 provided for the revenues from such taxes and fees to be used primarily for transportation funding in the Commonwealth.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB3	(H) Committee on Finance	(H) Subcommittee recommends laying on the table	1/17/14

BILL TRACKING UPDATES

As of 1/29/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	<u>Date</u>
HB 4 - Surovell - Hybrid electric motor vehicles; repeals annual license tax, refunds.	Hybrid Vehicle	Annual license tax on hybrid electric motor vehicles. Repeals the \$64 annual license tax on hybrid electric motor vehicles that was first imposed beginning July 1, 2013. The bill also provides for refunds of the license tax paid on hybrid electric motor vehicles for registration years beginning on or after July 1, 2014.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB4	(H) Committee on Finance	(H) Subcommittee recommends laying on the table	1/17/14
HB 40 - Marshall, R.G. - Motor fuels tax rates; repeals provision that will increase tax, etc.	HB2313	Motor fuels tax rates. Repeals the provision in the 2013 transportation funding bill (HB 2013) that will increase the motor fuels tax if the United States Congress has not enacted legislation granting the Commonwealth the authority to compel remote sellers to collect state and local retail sales and use tax for sales made in the Commonwealth by January 1, 2015.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB40	(H) Committee on Finance	(H) Subcommittee recommends laying on the table	1/17/14
HB 41 - Marshall, R.G. - Northern Virginia Transportation Authority; selection of projects.	NVTA	Northern Virginia Transportation Authority; selection of projects. Provides that the Commonwealth Transportation Board shall select the transportation projects to be funded by the Northern Virginia Transportation Authority.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB41	(H) Committee on Transportation	(H) Subcommittee recommended laying on the table	1/23/14
HB 47 - Kory - Hybrid electric motor vehicles; repeals annual license tax, refunds.	Hybrid Vehicle	Annual license tax on hybrid electric motor vehicles. Repeals the \$64 annual license tax on hybrid electric motor vehicles that was first imposed beginning July 1, 2013. The bill also provides for refunds of the license tax paid on hybrid electric motor vehicles for registration years beginning on or after July 1, 2014.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB47	(H) Committee on Finance	(H) Subcommittee recommends laying on the table	1/17/14

BILL TRACKING UPDATES

As of 1/29/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
HB 65 - Marshall, D.W. - Motor vehicle sales and use tax; definition of sale price.	HB 2313	Motor vehicle sales and use tax; definition of sale price. Excludes from the sale price for determining motor vehicle sales and use tax the amount of any credit given by the seller for any motor vehicle taken as a trade-in.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB65	(H) Committee on Finance	(H) Assigned Finance sub: Subcommittee #1	1/17/14
HB 67 - Ramadan - Commonwealth Transportation Board; increases total membership.	CTB Membership	Composition of Commonwealth Transportation Board. Increases the total membership of the Commonwealth Transportation Board to 22 members by doubling the representation for the Richmond, Hampton Roads, and Northern Virginia highway construction districts.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB67	(H) Committee on Transportation	(H) Referred to Committee on Transportation	12/6/13
HB 68 - Marshall, D.W. - Transportation funding; date change on certain scheduled increases in sales and use tax revenue.	HB 2313	Transportation funding. Changes the dates on which certain scheduled increases in sales and use tax revenue to the Highway Maintenance and Operating Fund would not take place if Congress does not enact a law permitting states to require certain out-of-state retailers to collect and remit state sales and use tax from fiscal years 2016 and 2017. Under current law, scheduled increases for fiscal years 2016 and 2017 would not occur if Congress does not enact such law by January 1, 2015. The bill would halt the increase for only fiscal year 2017 if Congress does not act by January 1, 2016.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB68	(H) Committee on Finance	(H) Assigned Finance sub: Subcommittee #3	1/16/14

BILL TRACKING UPDATES

As of 1/29/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
HB 70 - Marshall, D.W. - Transportation Accountability, Joint Commission on; power and duties.	JTAC	Joint Commission on Transportation Accountability. Vests the Joint Commission on Transportation Accountability with the power and duty to make performance reviews of state agencies with transportation responsibilities to ensure that funds appropriated to those agencies are being used for their intended purposes and in accord with legislative intent. The bill also directs the Commission, prior to the 2015 Session, to study the costs and benefits of coordinating traffic light signals.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB70	(H) Committee on Rules	(H) Referred to Committee on Rules	12/6/13
HB 72 - Pogge - Hybrid electric motor vehicles; eliminates annual license tax.	Hybrid Vehicle	Motor vehicle sales and use tax and motor fuels tax. Eliminates the \$64 annual license tax on hybrid electric motor vehicles.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB72	(H) Committee on Finance	(H) Subcommittee recommends laying on the table	1/17/14
HB 84 - Marshall, R.G. - Northern Virginia Transportation Authority; change in membership.	NVTA	Northern Virginia Transportation Authority; membership. Removes the three legislative members of the Northern Virginia Transportation Authority.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB84	(H) Committee on Transportation	(H) Subcommittee recommends laying on the table	1/23/14
HB 87 - Cole - Transportation; Commonwealth priority of projects and funding.	Prioritization	Commonwealth priority of projects and funding. Provides that all state funds expended on transportation projects be for (i) projects expected to provide congestion reduction or (ii) projects that increase safety for travelers.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB87	(H) Committee on Transportation	(H): Assigned Transportation s	1/10/14
HB 99 - Lingamfelter - Tax information; changes unlawful dissemination or publication to Class 1 misdemeanor.	Tax Info	Unlawful dissemination or publication of tax information. Changes the unlawful dissemination or publication of tax information from a Class 2 to a Class 1 misdemeanor.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB99	(H) Committee on Finance	(H): Read first time	1/28/14

BILL TRACKING UPDATES

As of 1/29/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	<u>Date</u>
HB 116 - Morrissey - Traffic light photo-monitoring; amends provisions related to implementation of systems.	Traffic Photo Monitoring	Traffic light photo-monitoring systems. Amends provisions related to photo-monitoring systems by providing that certain safety analyses, currently required prior to implementation, shall also be required prior to renewal of such a system. Other changes relate to photo-monitoring of lanes in which turning movements are permitted, specifying when such systems may be used, and the yellow time requirements for such lanes.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB116	(H) Committee on Transportation	(H) Subcommittee recommends laying on the table (7-Y 0-N)	1/15/14
HB 121 - Toscano - Tax information; disclosure by Department of Taxation.	Tax Info	Disclosure of certain tax information. Requires the Department of Taxation to disclose the total aggregate amount of an income tax deduction or credit taken by all taxpayers, regardless of how few the number of taxpayers, upon request by the General Assembly or any duly constituted committee of the General Assembly. Under current practice the Department of Taxation does not disclose such information if fewer than four taxpayers took the deduction or credit.	http://lis.virginia.gov/cgi-bin/legp604.exe?141+ful+HB121+pdf	(H) Committee on Finance	(S) Referred to Committee on Finance	1/24/14
HB 145 - Hugo - Commonwealth Transportation Board; removal of members by Governor.	CTB Membership	Commonwealth Transportation Board. Provides for removal of members of the Commonwealth Transportation Board by the Governor for malfeasance, misfeasance, incompetence, or gross neglect of duty.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB145	(H) Committee on Transportation	(H) Referred to Committee on Transportation	12/20/13

BILL TRACKING UPDATES

As of 1/29/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
HB 146 - Hugo - Commonwealth Transportation Board; increases membership.	CTB Membership	Commonwealth Transportation Board; composition. Increases the size of the Commonwealth Transportation Board by six members (from 18 to 24). Three of the new members are to be members of the House of Delegates: two from the majority party and one from the minority party. The three other new members are to be members of the Virginia Senate: two from the majority party and one from the minority party.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB146	(H) Committee on Transportation	(H) Referred to Committee on Transportation	12/20/13
HB 169 - Webert - Commonwealth Transportation Board; increases membership, terms of members.	CTB Membership	Commonwealth Transportation Board; membership. Increases from 18 to 22 the membership of the Commonwealth Transportation Board by adding four citizen members to be appointed by the Governor, subject to confirmation by the General Assembly. Of the four new members, one is to be from the Hampton Roads highway construction district, one is to be from the Northern Virginia highway construction district, and two are to be from rural areas.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB169	(H) Committee on Transportation	(H) Referred to Committee on Transportation	12/22/13

BILL TRACKING UPDATES

As of 1/29/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	<u>Date</u>
HB 193 - Minchew - Virginia Freedom of Information Act; participation in meetings, in emergency or personal matters.	FOIA-E-meetings	Virginia Freedom of Information Act; participation in meetings in event of emergency or personal matters. Removes the 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 approve by a majority vote a policy allowing participation of its members by electronic communication. Once adopted, the public body shall apply this policy uniformly to its entire membership, without regard to the identity of the member requesting remote participation or the matters that will be considered or voted on at the meeting.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB193	(H) Committee on General Laws	(H) Assigned GL sub: Subcommittee #2	1/10/14
HB 237 - Ramadan - Telework Grant Program; Program to be administered by Department of Rail and Public Transportation.	Telework	Telework Grant Program. Establishes the Telework Grant Program, to be administered by the Department of Rail and Public Transportation, to administer grants in the amount of \$250 for individuals who telework at least 20 hours per week for at least 45 weeks of a calendar year.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB237	(H): Committee on Appropriations	(H): Assigned Appropriations	1/24/14
HB 255 - Lingamfelter - Photo-monitoring; systems to enforce traffic light signals.	Traffic Photo Monitoring	"Photo-red" traffic light enforcement systems. Requires that all "photo-red" systems have yellow light signal lengths of at least three seconds.	http://lis.virginia.gov/cgi-bin/legp604.exe?141+ful+HB255+pdf	(H) Committee on Transportation	(S): Referred to Committee on Transportation	1/22/14
HB 277 - Krupicka - Pedestrians; crossing highways.	Ped safety	Pedestrians crossing highways. Clarifies the duties of vehicles to stop to allow pedestrians to cross highways at marked crosswalks.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB277	(H) Committee on Transportation	(H) Subcommittee failed to recommend reporting (3-Y 3-N)	1/20/14

BILL TRACKING UPDATES

As of 1/29/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
HB 281 - Albo - Northern Virginia Transportation Authority; contracts.	NVTa-WMATA	Northern Virginia Transportation Authority contracts. Prohibits the Authority from providing funds in support of a transportation-related project being undertaken with the District of Columbia or another state unless the Authority has first entered into a contract that provides for all costs of the project to be borne equally among the Authority and the District of Columbia or other state.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB281	(H) Committee on Transportation	(H) Assigned Transportation sub: Subcommittee #4	1/24/14

BILL TRACKING UPDATES

As of 1/29/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
HB 311 - LeMunyon - Highways, bridges, ferries, rail transportation, etc.; recodifying and revising laws.		Revision of Title 33.1. Creates proposed Title 33.2 (Highways and Other Surface Transportation Systems) as a revision of existing Title 33.1 (Highways, Bridges and Ferries), as well as portions of Titles 15.2 (Counties, Cities and Towns), 56 (Public Service Companies), and 58.1 (Taxation). Proposed Title 33.2 consists of 32 chapters divided into four subtitles: Subtitle I (General Provisions and Transportation Entities); Subtitle II (Modes of Transportation: Highways, Bridges, Ferries, Rail, and Public Transportation); Subtitle III (Transportation Funding and Development); and Subtitle IV (Local and Regional Transportation). This bill organizes the laws in a more logical manner, removes obsolete and duplicative provisions, and improves the structure and clarity of statutes pertaining to highways, bridges, ferries, rail and public transportation, transportation funding, and local and regional transportation. This bill has a delayed effective date of October 1, 2014. This bill is a recommendation of the Virginia Code Commission.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB311	(H) Committee on Transportation		1/10/14
					(H) Assigned Transportation sub: Subcommittee #1	

BILL TRACKING UPDATES

As of 1/29/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
HB 339 - Anderson - FOIA; exempts certain proprietary records of Department of Rail and Public Transportation.	FOIA-DRPT	Virginia Freedom of Information Act FOIA); certain proprietary records of the Department of Rail and Public Transportation. Removes obsolete references to applicable federal law in the records exemption for the Department of Rail and Public Transportation. The bill also provides that certain proprietary records provided by the National Railroad Passenger Corporation to the Department are also exempt from the mandatory disclosure provisions of FOIA.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB339	(H) Committee on General Laws	(H) Assigned GL sub: Subcommittee #2	1/10/14
HB 345 - Taylor - Motor fuels tax; alternative fuels.	Hybrid Vehicle	Motor fuels tax; alternative fuels. Provides that the motor fuels tax on non-liquid alternative fuels shall be the percentage tax on a gallon of gasoline multiplied by the average wholesale cost of the amount of the alternative fuel required to produce the energy content of a gallon of unleaded gasoline, for each such amount of alternative fuel.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB345	(H) Committee on Finance	(H): Subcommittee recommen	1/24/14

BILL TRACKING UPDATES

As of 1/29/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
HB 346 - James - Public-Private Transportation Act of 1995; additional requirements for certain agreements.	PPTA	Public-Private Transportation Act of 1995; additional requirements for certain comprehensive agreements. Provides that no comprehensive agreement providing for the lease, operation, or transfer of ownership of a qualifying transportation facility under the Public-Private Transportation Act with a total value of more than \$1 billion and having a substantial negative impact on the tax revenues of an affected jurisdiction or substantially increasing the taxes, fees, or expenses that will be paid by residents of an affected jurisdiction may be executed by a state agency unless (i) approved by the Governor and (ii) a bill that includes a specific description of the proposed agreement and its anticipated expenditures and revenues is passed by the General Assembly.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB346	(H): Committee on Transportation	(H) Assigned Transportation s	1/24/14

BILL TRACKING UPDATES

As of 1/29/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
HB 349 - James - Public-Private Transportation Act of 1995, etc.; comprehensive agreements.	PPTA	Public-Private Transportation Act of 1995 and Public-Private Education Facilities and Infrastructure Act of 2002; additional requirements for comprehensive agreements. Provides that no comprehensive agreement providing for the lease, operation, or transfer of ownership of a qualifying transportation facility under the Public-Private Transportation Act or a qualified project under the Public-Private Education Facilities and Infrastructure Act with a total value of \$1 billion or more shall be executed by a state agency unless (i) approved by the Governor and (ii) a bill that includes a specific description of the proposed agreement and its anticipated expenditures and revenues is passed by the General Assembly.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB349	(H): Committee on Transportation	(H) Assigned Transportation subcommittee	1/24/14
HB 379 - Surovell - Commonwealth Transportation Board; changes composition of membership.	CTB Membership	Commonwealth Transportation Board (CTB); composition. Changes the composition of the CTB so that one member will be appointed from each of Virginia's congressional districts and three will be at-large appointees. The four ex officio members remain unchanged. The bill also replaces the term "metropolitan statistical areas" with "metropolitan planning areas with populations greater than 200,000."	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB379	(H) Committee on Transportation	(H) Referred to Committee on Transportation	1/3/14
HB 396 - O'Bannon - Rail and Public Transportation, Department of; funding.	DRPT Funding	Funding of Department of Rail and Public Transportation. Codifies appropriation act language dealing with funding of the Department of Rail and Public Transportation.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB396	(H) Committee on Transportation	(S): Referred to Committee on Transportation	1/22/14

BILL TRACKING UPDATES

As of 1/29/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
HB 425 - LeMunyon - Northern Virginia Transportation Authority; increases membership.	NVTA	Northern Virginia Transportation Authority; membership. Increases Authority membership from 17 to 20 by the addition of one senator and two House members.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB425	(H) Committee on Transportation	(H): Subcommittee recommends laying on the table	1/23/14
HB 513 - Morris - Local government appointees; appointee shall serve at pleasure of local government & may be removed.		Removal of certain local government appointees. Provides that any appointee of a local governing body to a local board, commission, or committee, whether pursuant to § 15.2-1411 or any other provision of the Code, shall serve at the pleasure of the local governing body and may be removed at any time.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB513	(H) Committee on Counties, Cities and Towns	(H) Assigned CC & T sub: #1	1/9/14
HB 635 - LaRock - Northern Virginia Transportation Authority; use of revenues.	NVTA-HB2313	Use of revenues by the Northern Virginia Transportation Authority. Requires that 70 percent of the revenues received by the Authority under § 15.2-4838.1 be used by the Authority solely to fund transportation projects selected by the Authority that are contained in the regional transportation plan in accordance with § 15.2-4830 and that have been rated in accordance with § 33.1-13.03:1.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB635	(H) Committee on Transportation	House: Subcommittee recommends laying on the table	1/23/14
HB 647 - LaRock - Metropolitan Washington Airports Authority.	MWAA Dulles Rail	Metropolitan Washington Airports Authority. Places limits and conditions on use of Commonwealth revenues to support Phase II of the Dulles Corridor Metrorail Project.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB647	(H) Committee on Appropriations	(H) Subcommittee recommends laying on the table	1/27/14
HB 653 - LaRock - Northern Virginia Transportation Authority; allocations.	NVTA	Allocations by Northern Virginia Transportation Authority. Limits allocations by the Northern Virginia Transportation Authority for transit, rail, and public transportation projects to no more than 25 percent of its total allocations.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB653	(H) Committee on Transportation	(H): Subcommittee recommends laying on the table	1/23/14

BILL TRACKING UPDATES

As of 1/29/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
HB 658 - LaRock - Northern Virginia highway construction district; CTB allocations.		CTB allocations to Northern Virginia highway construction district. Limits transit, rail, and public transportation allocations by the Commonwealth Transportation Board to the Northern Virginia highway construction district to no more than 25 percent of total allocations.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB658	(H) Committee on Transportation	(H) Assigned Transportation sub: Subcommittee #4	1/24/14
HB 761 - Rust - Fare enforcement inspectors; appointed to enforce payment of fares for use of mass transit facility.	WMATA Fare enforcement	Fare enforcement inspectors. Provides for the appointment of fare enforcement inspectors to enforce payment of fares for use of mass transit facilities. The bill also provides that failure of a transit user to produce proof of fare payment constitutes a Class 4 misdemeanor.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB761	(H) Committee for Courts of Justice	(H) Assigned Courts sub: Criminal Law	1/16/14

BILL TRACKING UPDATES

As of 1/29/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
HB 784 - Cole - Virginia Geographic Information Network Advisory Board, etc.; membership and terms.	GIS	Various boards; membership and terms. Reduces the number of nonlegislative citizen members who serve on the Virginia Geographic Information Network Advisory Board from nine to seven by eliminating the position for an elected official who serves on a planning district commission and eliminating one of the two current representatives of a utility or transportation industry utilizing geographic data. The bill specifies that vacancies on the Litter Control and Recycling Fund Advisory Board that occur other than by expiration of term are to be filled for the unexpired term and that no person is eligible to serve on the Advisory Board for more than two terms. The bill also changes the composition of the Board of Medicine by removing the requirement that one member be from each congressional district and replaces those 11 members with five members from as diverse geographic regions as practicable and six specific practice area members: two obstetrician-gynecologists, one cardiologist, one general surgeon, one internal medicine physician, and one radiologist. In addition, the bill includes the new specific practice area members in the nomination process for new members. Finally, the bill changes the composition of the Advisory Board on Athletic Training by removing the requirement that one of the three members who are required to be athletic trainers be an athletic trainer at a secondary	http://lis.virginia.gov/cgi-bin/legp604.exe?141+ful+HB784+pdf	(H) Committee on General Laws	(H) Assigned GL sub: Subcommittee #4	1/10/14

BILL TRACKING UPDATES

As of 1/29/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
HB 793 - LeMunyon - Transportation planning; VDOT to recommend specific improvements for Planning District 8.	NVT A	Transportation planning. Requires the Department of Transportation, when reviewing certain proposed comprehensive plan amendments from localities in Planning District 8 (Northern Virginia), to recommend specific transportation improvements to the Northern Virginia Transportation Authority, the Commonwealth Transportation Board, and the appropriate locality that are necessary to ameliorate congestion.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB793	(H) Committee on Transportation	(H) Assigned Transportation sub: Subcommittee #4	1/10/14
HB 824 - Minchew - Northern Virginia Transportation Authority; bonding authority not effective until July 1, 2018.	NVT A-Bonding	Northern Virginia Transportation Authority. Provides that the Authority's bonding authority shall not be effective until July 1, 2018. After such date, the Authority, prior to issuance of bonds, shall demonstrate in the context of a bond validation lawsuit that the transportation projects proposed for funding with the sought bond proceeds have been thoroughly analyzed and provide the greatest degree of congestion reduction relative to cost.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB824	(H) Committee on Transportation	(H): Subcommittee recommends laying on the table	1/23/14
HB 904 - Hugo - Transportation projects; notice by VDOT.		Notice of transportation projects. Requires VDOT, at least 30 days prior to any public hearing regarding a transportation project, to provide by regular mail notice of pending transportation projects to all owners of property within the area affected by such project.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB904	(H) Committee on Transportation	(H) Assigned Transportation sub: Subcommittee #1	1/24/14

BILL TRACKING UPDATES

As of 1/29/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
HB 957 - Filler-Corn - Transportation commission membership.	VRE Governance	Transportation commission membership. Repeals House Bill 2152 (2013), which has a delayed effective date of July 1, 2014. The bill gives the Chairman of the Commonwealth Transportation Board or his designee equal voting weight on the Virginia Railway Express oversight board. The bill also provides that the Chairman of the Commonwealth Transportation Board or his designee shall be included for purposes of constituting a quorum on certain transportation commissions and shall have voting rights equal to the appointees of component governments.	not available 1/29/14	(H) Committee on Transportation	(H) Transportation sub: Subcommittee approved a substitute	1/29/14
HB 1090 - Villanueva - Smart Travel Program; incorporation of new technologies and innovations in transportation.		Smart Travel Program to incorporate new technologies and innovations in transportation. Requires Secretary of Transportation and Department of Transportation to revise and update the state's Smart Travel Program of 2006 by evaluating and incorporating, where appropriate, new smart road technologies and other innovations in transportation.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB1090	(H) Committee on Transportation	(H) Assigned Transportation sub: Subcommittee #1	1/17/14

BILL TRACKING UPDATES

As of 1/29/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
HB 1100 - Yancey - CTB Six-Year Improvement Program; requirements.		CTB Six-Year Improvement Program. Requires that the Commonwealth Transportation Board's Six-Year Improvement Program give priority to either projects that are expected to provide the greatest congestion reduction relative to the cost of the project or projects that promote economic development and promote commerce and trade within the highway construction district where they are located.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB1100	(H) Committee on Transportation	(H) Referred to Committee on Transportation	1/10/14
SB 1 - Ebbin - Hybrid electric motor vehicles; repeals annual license tax, refunds.	Hybrid Vehicle	Annual license tax on hybrid electric motor vehicles. Repeals the \$64 annual license tax on hybrid electric motor vehicles that was first imposed beginning July 1, 2013. The bill also provides for refunds of the license tax paid on hybrid electric motor vehicles for registration years beginning on or after July 1, 2014.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB1	(S) Committee on Finance	(S) Incorporated by Finance (SB127-Newman) (15-Y 0-N)	1/15/14
SB 147 - Stuart - Transportation, Department of; notice and public comment on projects on its website.		Department of Transportation; notice and public comment on projects. Requires VDOT to post notice on its website and provide for public comment prior to undertaking a safety-related or congestion management transportation project and when a project is expanded or substantially altered. The bill also requires VDOT to hold a public hearing upon request.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB147	(S) Committee on Transportation	(S): Passed by indefinitely in T	1/22/14

BILL TRACKING UPDATES

As of 1/29/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
SB 161 - Favola - FOIA; participation in meetings in event of emergency or personal matters.	FOIA-E Meetings	Virginia Freedom of Information Act; participation in meetings in event of emergency or personal matters. Removes the 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 in the event that an emergency or personal matter prevents his attendance in person at the meeting.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB161	(S) Committee on General Laws and Technology	(S) Committee substitute printed 14104302D-S1	1/27/14
SB 165 - Locke - Public-Private Transportation Act of 1995; additional requirements for certain agreements.	PPTA	Public-Private Transportation Act of 1995; additional requirements for certain comprehensive agreements. Provides that no comprehensive agreement providing for the lease, operation, or transfer of ownership of a qualifying transportation facility under the Public-Private Transportation Act with a total value of more than \$1 billion and having a substantial negative impact on the tax revenues of an affected jurisdiction or substantially increasing the taxes, fees, or expenses that will be paid by residents of an affected jurisdiction may be executed by a state agency unless (i) approved by the Governor and (ii) a bill that includes a specific description of the proposed agreement and its anticipated expenditures and revenues is passed by the General Assembly.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB165	(S) Committee on Transportation	(S) Stricken at request of Patron in Transportation (10-Y 0-N)	1/22/14
SB 221 - Petersen - Hybrid electric motor vehicles; eliminates annual license tax.	Hybrid Vehicle	Annual license tax on hybrid electric motor vehicles. Eliminates the \$64 annual license tax on hybrid electric motor vehicles that was first imposed beginning July 1, 2013.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB221	(S) Committee on Finance	(S) Incorporated by Finance (SB127-Newman) (15-Y 0-N)	1/15/14

BILL TRACKING UPDATES

As of 1/29/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	<u>Date</u>
SB 225 - Petersen - Motor vehicle doors; drivers and passengers to wait for a reasonable opportunity to open.	Bikes-Dooring	Opening and closing motor vehicle doors. Requires drivers and passengers to wait for a reasonable opportunity to open vehicle doors on the side adjacent to moving traffic. A violation constitutes a traffic infraction punishable by a fine of not more than \$100.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB225	(S) Committee on Transportation	(S) Printed as engrossed 1410038	1/27/14
SB 264 - Ebbin - Fare enforcement inspectors; appointed to enforce fares for use of mass transit facilities.	WmATA Fare enforcement	Fare enforcement inspectors. Provides for the appointment of fare enforcement inspectors to enforce payment of fares for use of mass transit facilities. The bill also provides that failure of a transit user to produce proof of fare payment constitutes a Class 4 misdemeanor.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB264S1	(S) Committee for Courts of Justice	(S) Rereferred to Courts of Justice	1/15/14
SB 298 - Watkins - Rail and Public Transportation, Department of; funding.	DRPT Funding	Funding of Department of Rail and Public Transportation. Codifies appropriation act language dealing with funding of the Department of Rail and Public Transportation.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB298	(S) Committee on Transportation	(S) Read second time and engrossed	1/27/14
SB 387 - Reeves - FOIA; exempts certain proprietary records of Department of Rail and Public Transportation.	FOIA-DRPT	Virginia Freedom of Information Act FOIA); certain proprietary records of the Department of Rail and Public Transportation. Removes obsolete references to applicable federal law in the records exemption for the Department of Rail and Public Transportation. The bill also provides that certain proprietary records provided by the National Railroad Passenger Corporation to the Department are also exempt from the mandatory disclosure provisions of FOIA.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB387	(S) Committee on General Laws and Technology	(S) Referred to Committee on General Laws and Technology	1/7/14

BILL TRACKING UPDATES

As of 1/29/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
SB 505 - Wagner - Natural gas; incentives for expanded use as transportation fuel, report.		Natural gas; incentives for expanded use as transportation fuel. Establishes financial and regulatory incentives for expanding the use of compressed natural gas (CNG) and liquefied natural gas (LNG) for transportation purposes in the Commonwealth. Vehicles fueled, wholly or partially, by natural gas are authorized to weigh up to 2,000 pounds more than the applicable weight limit, and the bill provides that limits on hauling hazardous materials over a bridge or through a tunnel do not apply to fuel required to propel the vehicle. The bill provides for the titling and registration of natural gas vehicles (NGVs) and converted natural gas vehicles, including a provision that the motor vehicle titling tax on NGVs apply to the value of such vehicle without a CNG or LNG system. The bill establishes a Natural Gas Vehicle Incentive Fund and grant programs through which moneys in the Fund may be expended for increasing public access to natural gas fueling stations, purchasing NGVs, or converting vehicles to natural gas. Revenues for the Fund come from moneys allocated by the Commonwealth Transportation Board; registration fees for NGVs; clean special fuel license plate fees; the Natural Gas Consumption Tax; severance taxes on natural gas; revenues from taxes on pipeline transmission and distribution companies, including the special regulatory revenue tax; and any other funds as may be appropriated.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB505	(S): Committee on Finance	(S): Rereferred to Finance	1/22/14

BILL TRACKING UPDATES

As of 1/29/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
SB 511 - Wagner - Commonwealth Transportation Board; composition.	CTB Membership	Commonwealth Transportation Board; composition. Changes the composition of the CTB so that one member will be appointed from each of Virginia's 11 congressional districts instead of from each of the 9 highway construction districts. The five at-large members and four ex officio members remain unchanged.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB511	(S) Committee on Transportation	(S) Passed by indefinitely in Transportation (7-Y 5-N 1-A)	1/15/14
SJ 69 - Watkins - Department of Rail and Public Transportation; Master Rail Plan; Report.		Department of Rail and Public Transportation; Master Rail Plan; Report.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SJ69	(S) Committee on Rules	(S) Referred to Committee on Rules	1/7/14



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 NVTB.

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.



AGENDA ITEM #3

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kelley Coyner and Scott Kalkwarf

DATE: January 28, 2014

SUBJECT: FY 2015 State Transit Assistance Applications

RECOMMENDED ACTION: Approve Resolution #2238: Approval of the FY 2015 State Transit Assistance Applications

This resolution authorizes NVTC staff to submit state operating and capital transit assistance applications to the Virginia Department of Rail and Public Transportation (DRPT) on behalf of NVTC's five WMATA jurisdictions for regional and local bus and Metrorail service and on behalf of VRE.

Detailed tables will be provided at this meeting via blue sheets showing the amounts of each form of assistance being requested for each jurisdiction and for VRE, with comparisons to FY 2014. A blue sheet Resolution #2238 will provide the actual amounts of requested assistance being authorized by the Commission. (The draft resolution is attached.)



RESOLUTION #2238

SUBJECT: Approval of FY 2015 NVTC and VRE State Operating, Capital, and Related Grant Applications and Authority to Apply for Funds from the Commonwealth Transportation Board, Federal Transit Administration and other Grant Agencies.

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

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission's executive director is authorized, for and on behalf of NVTC and as an agent for its members, 1) to execute and file an application to the Virginia Department of Rail and Public Transportation (DRPT), for grants of public transportation assistance for the fiscal year 2015 commencing July 1, 2014 in the amount of \$559.0 million in eligible operating costs to defray a portion of the public transportation cost of NVTC and its members for operations; 2) to accept from DRPT grants in such amounts as may be awarded; and 3) to furnish DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC's executive director is authorized, for and on behalf of NVTC and its members, 1) to file an application to DRPT, for grants of public transportation assistance for FY 2015 for capital expenses totaling \$231.7 million in costs (\$147.8 million non-federal) to defray the costs borne by NVTC and its members for equipment, facilities and the associated expenses of any approved capital grant, with a minimum 4 percent local participation required; 2) to revise the capital portion of the application to reflect refined estimates by WMATA or local governments when they become available; 3) to accept from DRPT grants in such amounts as may be awarded; and 4) to furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC's executive director is authorized, for and on behalf of NVTC and PRTC and their members, 1) to execute and file FY 2015 VRE applications to DRPT in the amount of \$85.8 million for operating costs, 85.7 million in total costs for capital (\$35.7 million non-federal), and \$2 million in technical assistance costs; 2) to revise the application to reflect refined estimates by VRE; 3) to accept from DRPT grants in such amounts as may be awarded; and 4) to furnish to DRPT such documents and other information as may be required for processing the grant request.

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

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

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

Approved this 6th day of February, 2014.

Paul C. Smedberg
Chairman

Jay Fisette
Secretary-Treasurer



Agenda Item #4

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kelley Coyner

DATE: January 29, 2014

SUBJECT: NVTC Consent Agenda Policy and Guidelines

RECOMMENDED ACTION: Approve Implementation of NVTC's Consent Agenda Policy Guidelines

The consent agenda proposal and related guidelines reflect comments made by the Management Advisory Committee (MAC). The process will be evaluated and refined to insure that the consent agenda is appropriately implemented. A copy of the proposed consent agenda policy and the process for implementation are attached.

NVTC Consent Agenda Guidelines

Items eligible for inclusion in the consent agenda:

- Commission meeting minutes
- Committee and staff reports
- Updates or background reports provided for information only
- Correspondence requiring no action
- Correspondence on matters where a position has previously been taken
- Staff appointments requiring Board confirmation
- Final approval of proposals or reports that Commissioners have been dealing with for some time and are familiar with the implications
- Routine procurement actions that fall within policies and guidelines
- Confirmation of documents or items that need no discussion but are required by the bylaws
- Approval of applications for state capital and operating assistance
- Approval of applications for technical assistance
- Approval of matters referred previously approved by the VRE Operations Board (Note the consent process allows for matters to move from the consent agenda for clarification and discussion)
- Information items
- Monthly financial reports

Consent Process:

1. The Chairman decides what items will be placed into the consent portion of the agenda.
2. The full agenda, including consent items, are disseminated prior to the Commission meeting along with any documentation or backup information so that Commissioners and staff can review the consent agenda before the meeting.
3. As the first item of business, the Chairman asks Commissioners if any one wishes to remove any item under the consent portion of the agenda to be discussed. They can request to discuss the item, question the item or register a vote against the item.
4. If an agenda item is removed from the consent agenda, the Chairman will place it on the regular meeting agenda.
5. The Chairman then asks for a motion to accept the consent agenda.



AGENDA ITEM #5

TO: Chairman Smedberg and NVTC Commissioners
FROM: Kelley Coyner and Rhonda Gilchrest
DATE: January 28, 2014
SUBJECT: VRE

A. VRE CEO Report and Minutes of the January 17, 2014 VRE Operations Board

The CEO January 2014 Report and the Minutes of the January 17, 2014 VRE Operations Board Meeting are attached.

B. New Members to the VRE Operations Board

DRPT Director Jennifer Mitchell and NVTC Commissioner Walter Tejada, representing Arlington County, both attended their first VRE Operations Board Meeting on January 17th as new VRE Operations Board Members. In addition, Secretary of Transportation Layne addressed the Operations Board. His remarks are excerpted from the minutes and linked [here](#). Also attending were Deputy Secretary Nick Donahue and Charlie Kilpatrick, VDOT Commissioner.

C. Purchase of Expansion Railcars

Recommended Action: Resolution #2239: Approve a Revised Funding Plan for the Purchase of 14 Expansion Railcars

Background: The VRE Operations Board took action at its January 17th meeting to recommend that the Commissions approve the revised funding plan and refer it to the jurisdictions to include as part of their adoption of the VRE Operating and Capital Budget. The original funding plan assumed the purchase would take place in two stages: 1) In FY2014, nine railcars would be purchased primarily with NVTA funding and supplemented with federal formula funds and a VRE match; and 2) The remaining five railcars would be purchased in FY 2015 using a state capital grant

with the match to be provided by the VRE jurisdictions outside of NVTa along with supplemental system funds being used (federal formula funds and state and VRE match).

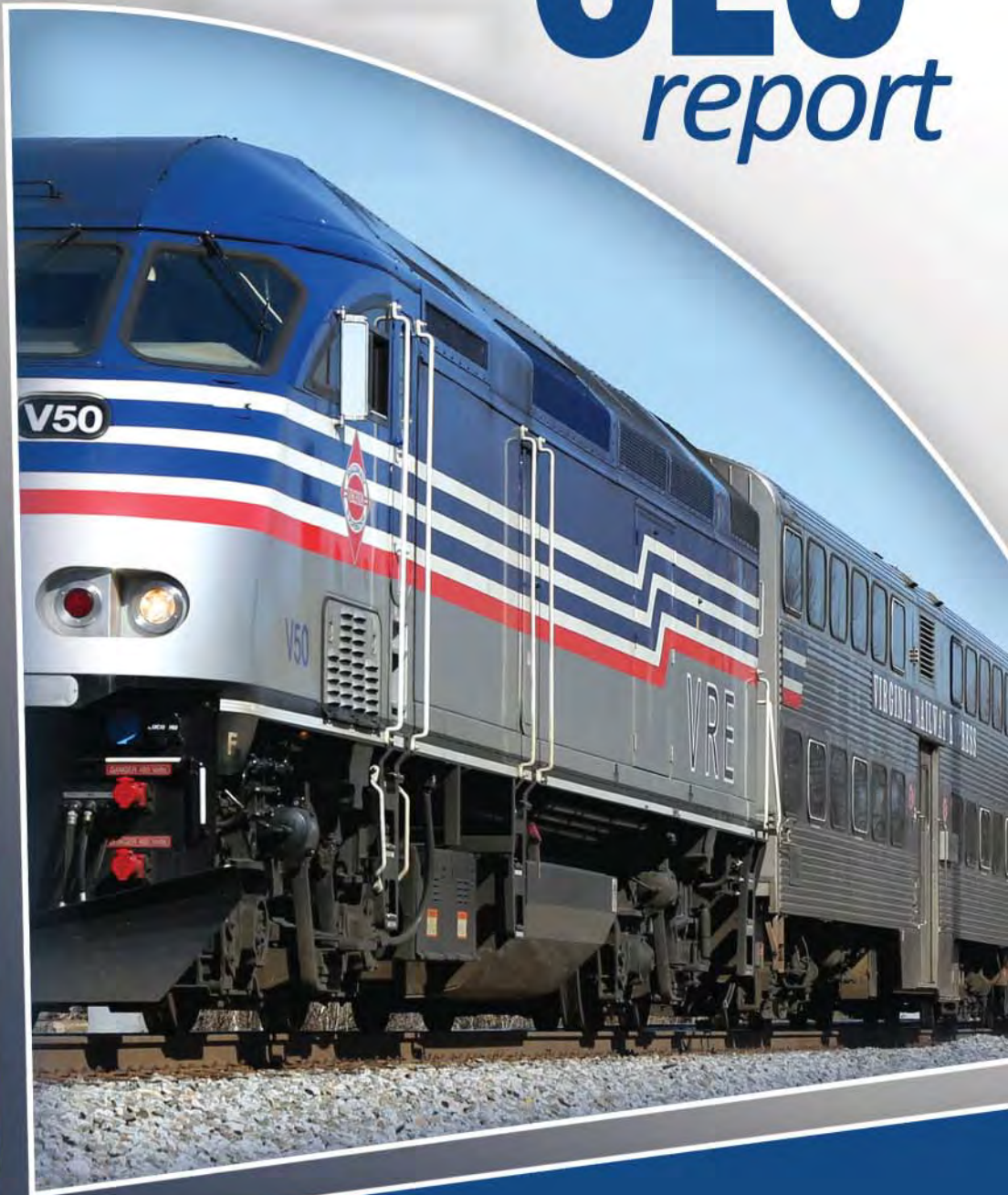
Recently, VRE staff determined that more work on NVTa funding issues will be required. VRE staff developed an alternate funding plan for the purchase of the 14 railcars. The plan calls for the purchase of five railcars in FY2015 and nine railcars in FY2016 and would rely on 68 percent state funding, with the remaining 32 percent from a combination of federal formula funds and existing VRE funds. The FY2015 subsidy amount would not change and no additional contribution would be needed from any jurisdictions.

D. VRE System Plan

Recommended Action: Resolution #2240: Adopt the VRE System Plan

Background: The VRE Operations Board adopted the System Plan at its January 17th meeting. The VRE System Plan provides a framework for future decision making by identifying service initiatives and capital investments that support long-range VRE growth, grouped into three phases between 2015 and 2040.

CEO *report*



JANUARY 2014

VIRGINIA RAILWAY EXPRESS
A Better Way. A Better Life.





TABLE OF CONTENTS

CEO REPORT / JAN. 2013

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
 - GENERAL INFORMATION
 - BICYCLE COUNTS PER STATION
- 10** CAPITAL PROJECTS
 - BROAD RUN PARKING EXPANSION
 - BROAD RUN TRAIN WASH
 - L'ENFANT STORAGE TRACK
 - SPOTSYLVANIA
 - KING STREET PEDESTRIAN TUNNEL PROJECT
 - LORTON PLATFORM EXTENSION
- 11** FACILITIES UPDATE
 - NEW PASSENGER CARS
 - SAFETY
- 12** PROGRESS REPORT / PROJECTS UNDERWAY

ON TIME PERFORMANCE

Delays associated with seasonal increases in freight traffic contributed to a dip in On Time Performance (OTP) for the month of December compared to November. Overall OTP was 93% with the Fredericksburg Line at 92% and the Manassas Line at 94%.

In December, VRE operated 530 trains with 39 trains encountering a delay of six minutes or greater; 21 occurring on the Fredericksburg line and 18 on the Manassas line.



- Weather
- Mechanical
- Passenger Handling
- Train Interference
- Slow Orders
- Schedule
- Other

*The Monthly Train Operating Delay chart presents train delays that could, but did not necessarily, lead to a train arriving late at its final destination.



TRIP DELAYS

SYSTEM-WIDE	OCT.	NOV.	DEC.
Total Delays	42	20	39
Average delay (mins)	26	10	12
Number over 30 min.	14	1	3
On-Time Performance	94%	96%	93%
FREDERICKSBURG LINE			
Total Delays	21	10	21
Average delay (mins)	27	8	12
Number over 30 min.	6	0	1
On-Time Performance	93%	96%	92%
MANASSAS LINE			
Total Delays	21	10	18
Average delay (mins)	25	11	13
Number over 30 min.	8	1	2
On-Time Performance	94%	97%	94%

RIDERSHIP UPDATE

Seasonal fluctuations in ridership are often especially acute in December due to holiday travel. Our Average Daily Ridership (ADR) of 15,408 was down 9.1% compared to December 2012. However, we did top 20,000 riders four times with an additional five days topping 19,000.

RIDERSHIP MONTH TO MONTH COMPARISON

December 2013: 323,563

December 2012: 322,222

Service Days (Current/Prior) 21*/19*

Percentage Change negative 9.1%

*includes one "S" schedule day



MONTHLY CITATIONS UPDATE



Keolis wrote 160 citations during the month of December, 81 less than November.

VRE waived 35 tickets after riders showed proof of purchase of a monthly ticket. Additionally, another 17 tickets

were waived either for system errors, requests of the conductor or TVM issues.

Of the remaining 108 citations that went to court, 15 cases were found to be guilty, 20 were prepaid, 10 were continued on to a later date. 31 were dismissed and no one was found not guilty.

FARE EVASION COURT ACTIONS



WAIVED CITATIONS

VRE ACTIONS	OCCURANCES
Waived - Passenger had proof of monthly ticket	35
Waived - Per request of conductor	1
Waived - Special circumstances	16
TOTAL	52

- Guilty
- Guilty in Absentia
- Prepaid Prior to Court Date
- Cont. to Next Court Date
- Dismissed
- Not Guilty

RIDERSHIP

Date	MSS AM	MSS PM	Total MSS	Actual OTP TD	FBG AM	FBG PM	FBG Total	Actual OTP TD	Total Trips	Actual OTP TD
1										
2	4,719	4,194	8,912	94%	4,787	4,759	9,545	86%	18,458	90%
3	5,088	4,757	9,845	69%	5,242	4,976	10,218	71%	20,063	70%
4	4,728	4,555	9,283	100%	5,153	5,153	10,306	100%	19,590	100%
5	4,931	4,647	9,578	100%	5,321	5,230	10,551	93%	20,129	97%
6	3,770	3,673	7,443	94%	4,478	4,513	8,991	79%	16,433	87%
7										
8										
9	2,397	3,116	5,514	81%	3,376	3,233	6,609	79%	12,123	80%
10*	600	464	1,064	100%	784	797	1,581	100%	2,645	100%
11	4,787	4,599	9,386	94%	5,244	5,154	10,399	86%	19,785	90%
12	4,686	4,526	9,212	88%	5,288	5,372	10,660	86%	19,873	87%
13	3,479	3,627	7,105	100%	4,182	4,194	8,376	100%	15,481	100%
14										
15										
16	4,591	5,106	9,697	94%	5,299	5,035	10,333	100%	20,030	97%
17	4,833	4,918	9,751	81%	5,240	5,306	10,546	93%	20,297	87%
18	4,980	4,656	9,636	100%	5,215	4,943	10,157	93%	19,793	97%
19	5,005	4,637	9,642	94%	4,959	4,896	9,854	86%	19,496	90%
20	3,533	4,161	7,694	100%	4,121	4,186	8,307	100%	16,001	100%
21										
22										
23	3,033	3,328	6,361	100%	3,350	3,751	7,102	100%	13,463	100%
24*	1,401	1,749	3,150	100%	2,108	2,031	4,138	100%	7,289	100%
25										
26*	1,633	1,492	3,125	100%	1,975	1,693	3,669	100%	6,794	100%
27*	1,493	1,329	2,822	100%	1,888	1,822	3,710	100%	6,532	100%
28										
29										
30*	2,785	2,631	5,416	100%	3,281	3,404	6,685	100%	12,101	100%
31*	2,197	1,791	3,988	100%	2,526	2,471	4,998	100%	8,986	100%
	74,669	73,956	148,625	94%	83,816	82,919	166,736	92%	315,361	93%
Amtrak Trains: 473				Amtrak Trains: 7,729				Adjusted Total: 279,216		
Adjusted total: 129,532				Adjusted Total: 149,684						

NOTE: Adjusted Averages and Totals include all VRE trips taken on Amtrak trains, but do not include "S" schedule days.

* designates "S" schedule day

Total Number of Service Days To Date: 106

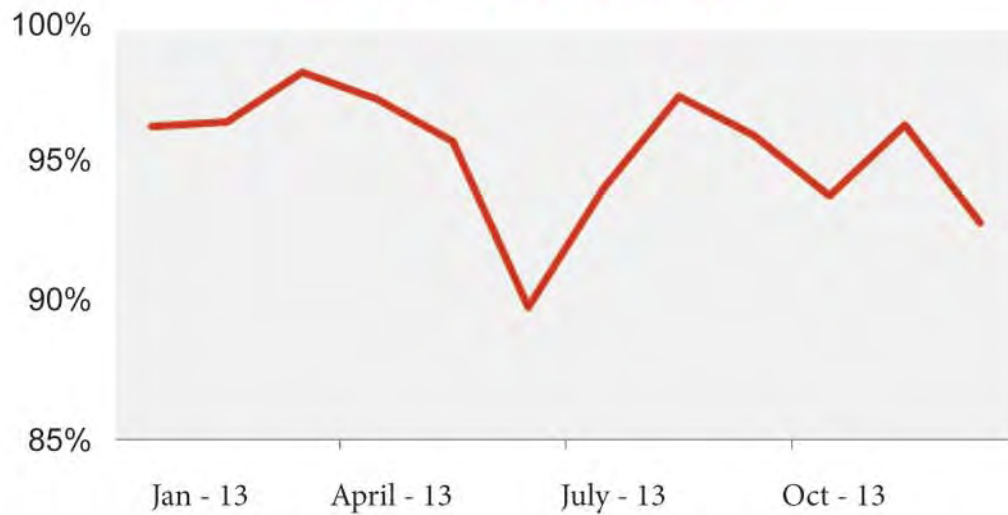
Average Daily Riders To Date: 17,819

Trips This Month:	323,563
Prior Total FY-2014:	1,921,598
Total Trips FY-2014:	2,245,161
Total Prior Years:	62,422,463
Grand Total:	64,667,624

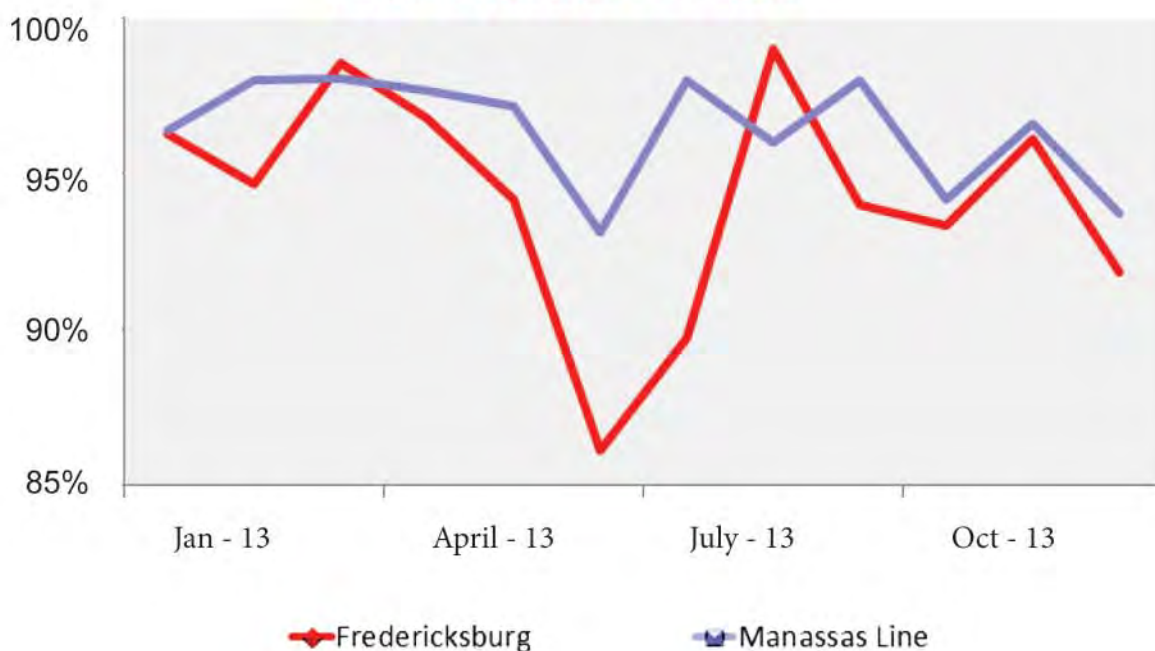
# of Service Days:	15		Total
Manassas Daily Avg. Trips:	7,077	Adjusted Avg.:	8635
Fred'burg Daily Avg. Trips:	7,940	Adjusted Avg.:	9979
Total Avg. Daily Trips:	15,017	Adjusted Avg.:	18,614

ON TIME SYSTEM PERFORMANCE

SYSTEM PERFORMANCE

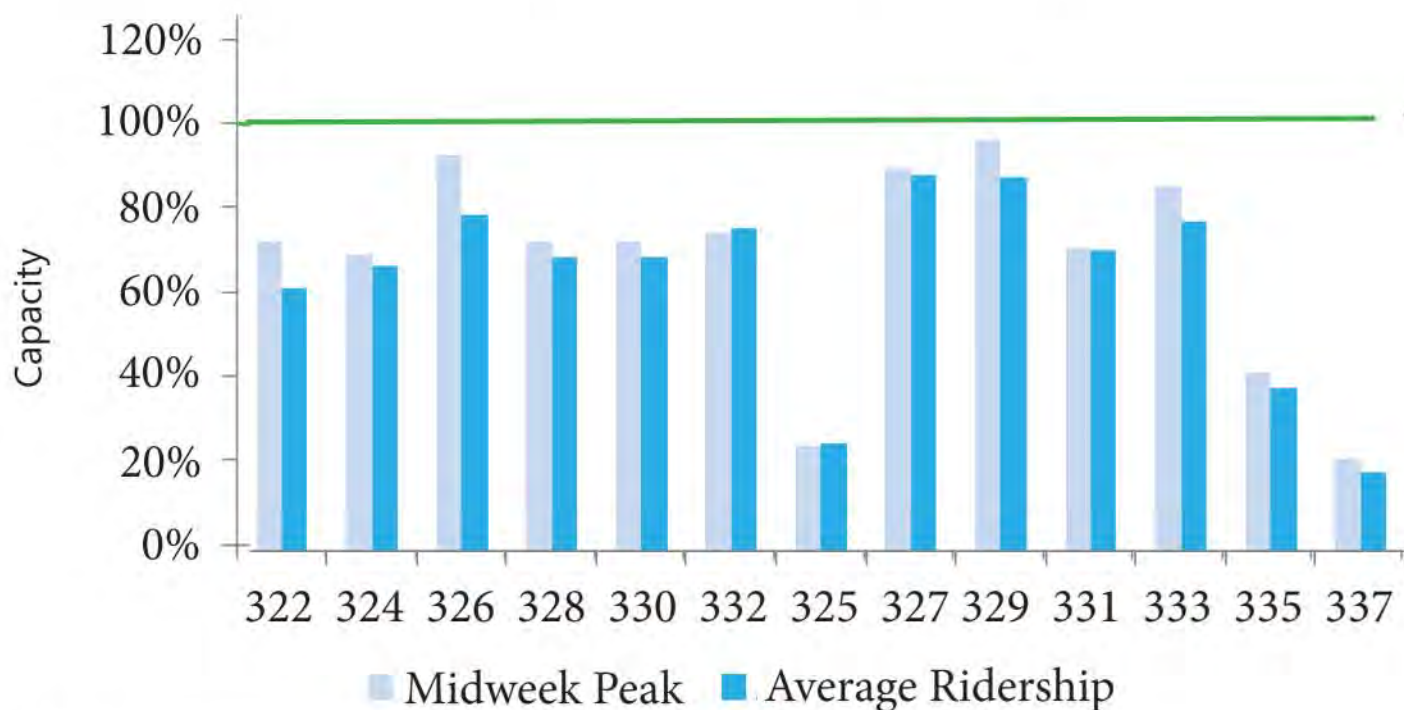
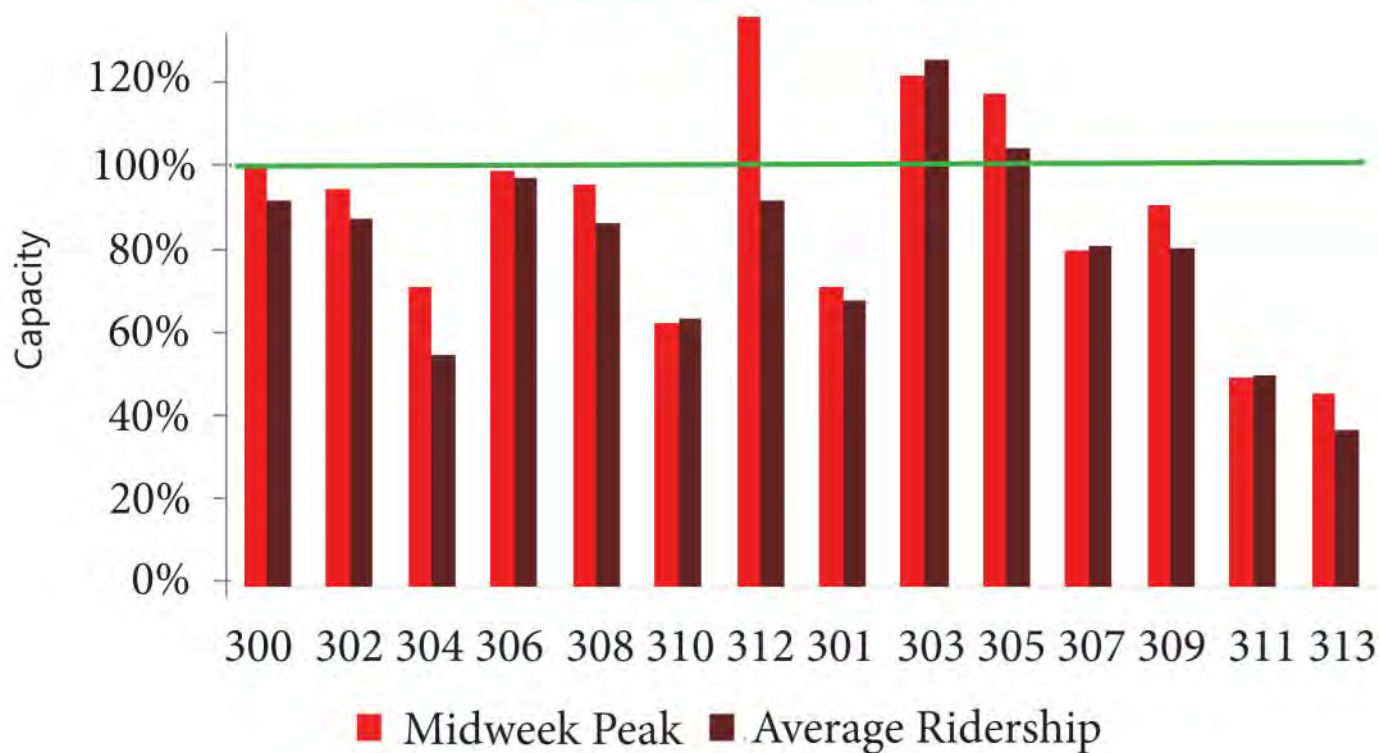


PERFORMANCE BY LINE



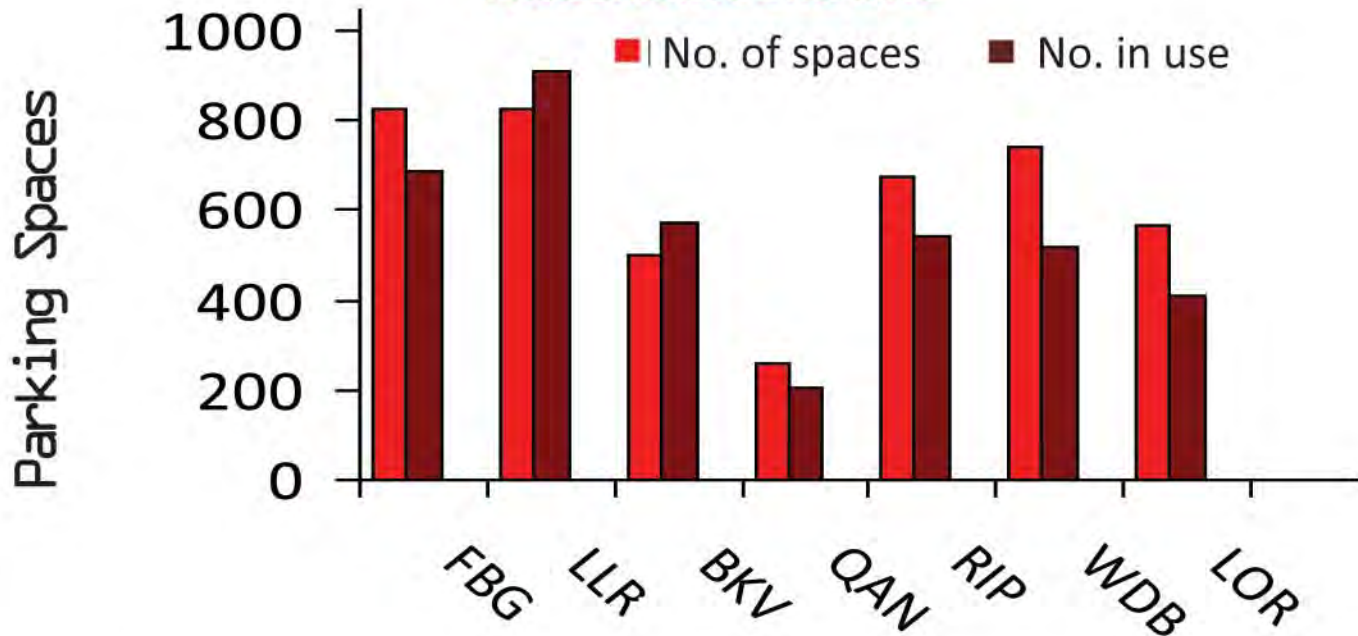
TRAIN UTILIZATION

FREDERICKSBURG LINE

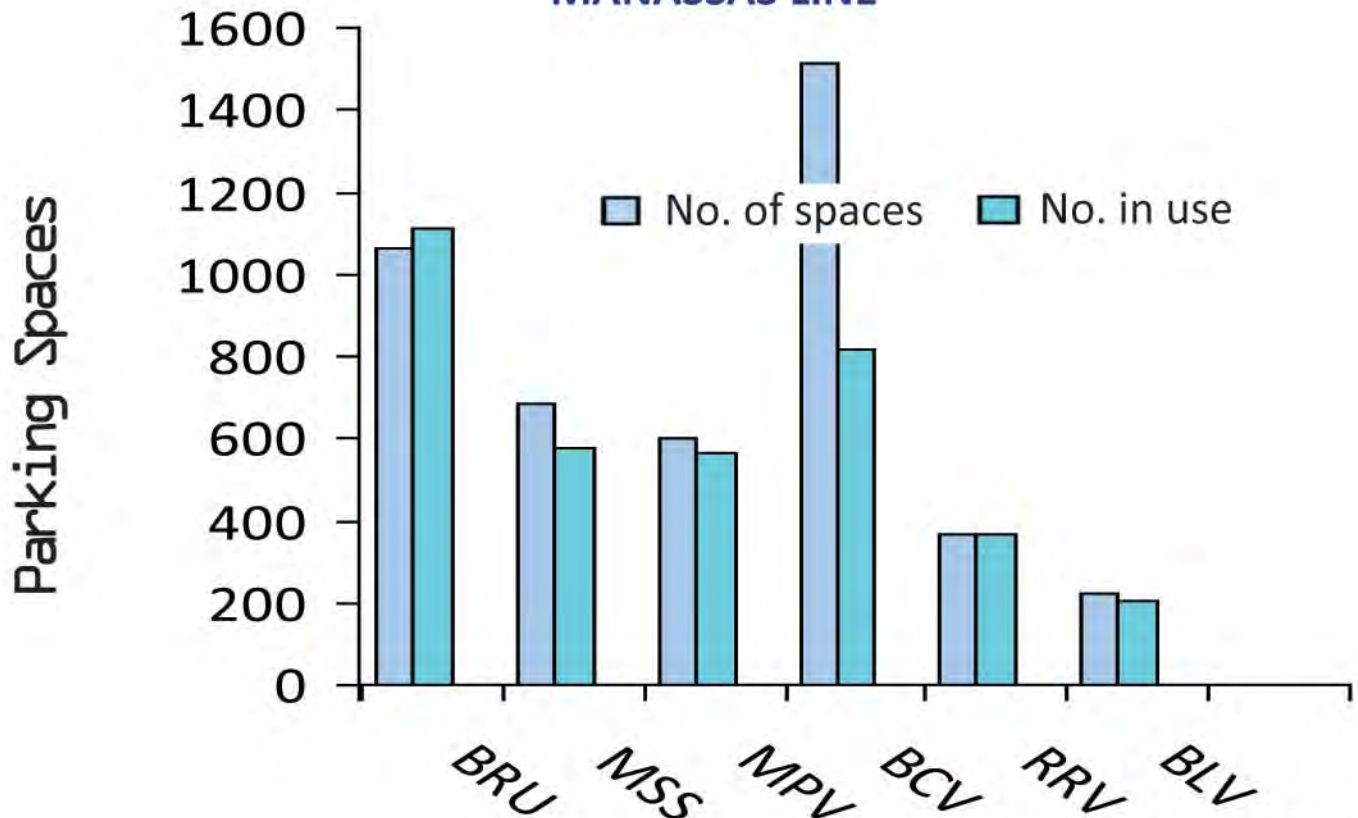


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FINANCIAL REPORT

December 2013 Operating Budget Report

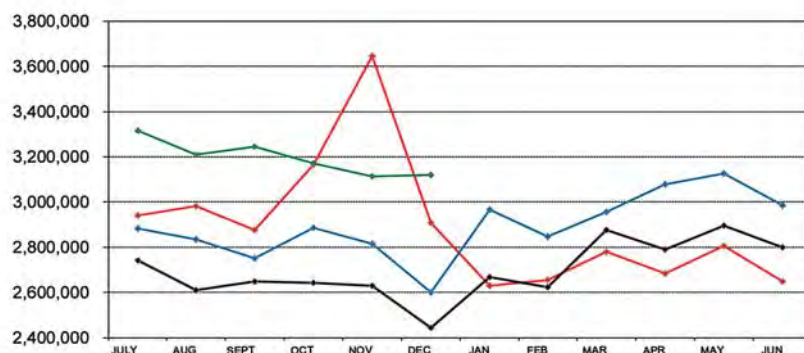
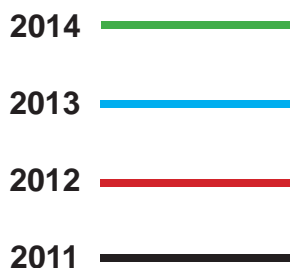
Fare income for the month was \$58,204 above the budget – a favorable variance of 1.90%. The cumulative variance for the year is 4.38% or \$804,878 above the adopted budget. Revenue in FY 2014 is up 14.3% compared to FY 2013. The government shutdown in October did not have a material effect on fare revenue.

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		55%	60%
Budgeted Revenue	81,838,573		
Budgeted Revenue YTD	41,612,866		
Actual Revenue YTD	42,572,165		
Cumulative Variance	959,299		959,299
Percent Collected YTD		50.85%	52.02%
Budgeted Expenses	81,838,573		
Budgeted Expenses YTD	34,197,023		
Operating Expenses YTD	32,319,667		
Cumulative Variance	1,877,356		3,092,862
Percent Expended YTD		41.79%	47.18%
Net Income (Loss) from Operations			4,052,161

These figures are preliminary and unaudited.

Fiscal Year Revenue per month



FY 2014 OPERATING BUDGET REPORT DECEMBER, 2013

	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD VARIANCE \$	%
OPERATING REVENUE						
Passenger Ticket Revenue	3,120,355	3,062,151	19,177,786	18,372,908	804,878	4.4%
Other Operating Revenue	37,138	13,888	114,890	83,331	31,559	37.9%
Subtotal Operating Revenue	3,157,493	3,076,040	19,292,676	18,456,239	836,437	4.5%
Jurisdictional Subsidy (1)	-	(75,318)	8,285,606	8,285,606	-	0.0%
Federal/State/Other Jurisdictional Subsidy	4,904,399	5,301,310	14,981,438	14,863,341	118,097	0.8%
Appropriation from Reserve	-	-	-	-	-	0.0%
Interest Income	1,794	1,280	12,445	7,680	4,765	62.0%
Total Operating Revenue	8,063,686	8,303,312	42,572,165	41,612,866	959,299	2.3%
OPERATING EXPENSES						
Departmental Operating Expenses	4,522,548	5,738,054	32,285,442	35,378,304	3,092,862	8.7%
Debt Service	1,771,489	1,771,489	6,328,261	6,328,261	-	0.0%
Other Non-Departmental Expenses	-	-	-	-	-	-
Total Operating Expenses	6,294,037	7,509,543	38,613,703	41,706,565	3,092,862	7.4%
NET INCOME (LOSS) FROM OPERATIONS	1,769,649	793,769	3,958,462	(93,699)	4,052,161	
CALCULATED OPERATING RATIO	60%					

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

GENERAL INFORMATION

- Martin Luther King Jr. Day we plan to operate an “S” schedule service in order to evaluate ridership usage on the soft holidays.
- On January 30th, we will hold a Legislative reception in Richmond at the Main Street Station. Similar to last year, we plan to have a VRE train on view at the station.

BICYCLE COUNTS PER STATION - DECEMBER 2013

Backlick Road - 1	Fredericksburg -5	Quantico - 6
Broad Run - 1	Leeland Road - 0	Rippon - 2
Brooke - 0	Lorton - 1	Rolling Road - 2
Burke Centre - 3	Manassas - 7	Woodbridge - 1
Franconia/Springfield - 8*	Manassas Park - 2	

*(bike riders of VRE and Metro cannot be differentiated)

CAPITAL PROJECTS

BROAD RUN PARKING EXPANSION

VRE is currently reviewing 30% design documents. Once the FTA approves the Categorical Exclusion (CE) application, design work will resume with the next milestone review at the 60% level.

BROAD RUN TRAIN WASH

Preliminary site survey work was completed last month and VRE is currently reviewing the 90% design plans.

L'ENFANT STORAGE TRACK

VRE will meet with CSX soon to review the final design and approve the scope of work. As part of the final design and approval work, VRE received approval by CSX to attach wayside power conduits to the stone bridge abutment at 6th Street. PEPCO is designing the Virginia Avenue 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. In the mean time, the pre-construction kick off meeting for the third track construction was held on December 19th for all stakeholder, NTP for the third track project was issued on December 23rd, and construction has started.

ALEXANDRIA KING STREET PEDESTRIAN TUNNEL PROJECT

VRE Operations Board approved the issuance of a Task Order 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 – January 2014
- Design – Targeted completion is March 2014
- Construction Advertisement – June 2014
- Construction – Complete 2015



LORTON PLATFORM EXTENSION

VRE is prepared to issue an IFB in January 2014, with construction expecting to commence in spring of 2014. This project will extend the existing platform at the 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. Removed several fallen trees in and around VRE stations due to inclement weather
2. Repaired roofs at Quantico Station
3. Replaced transformer at Broad Run Maintenance & Storage Facility
4. Modified vehicle gate at Broad Run Maintenance & Storage Facility
5. Installed security fence at VRE Warehouse
6. Performed asphalt patch work at Broad Run Maintenance & Storage Facility
7. Performed track related maintenance and repairs to the Crossroad lead track



Other projects scheduled for completion by the end of the 1st 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. Remove discarded ties and asphalt from the right of ways at various locations within the service area
4. Install portable generator connections at all stations with elevators; long term all stations will be equipped for portable generator operations
5. Correct drainage pipe slope at Crossroads maintenance and storage facility

In addition to the above projects, the facilities team has been working to ensure our platforms, walkways, parking lots, etc. 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 by the 2nd week of February. VRE staff will visit the manufacturing facility in January and February as part of the acceptance process for the new 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. VRE staff is preparing for a project kickoff to be scheduled for February 2014.

SAFETY

During the month of December, VRE and Keolis staff worked with CSX to prepare for a new safety and operating rule book to take effect in January. The new operating rule format is result of the rule simplification project that CSX has been working on for the last couple of years. The intent was to simplify the rules and make them easier to understand, and in the process, more than 8,000 words have been removed from the CSX operating rule book VRE crews currently carry.

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.	Rich Dalton	8H-10-2013	10%	1st Quarter 2014
		Design & Construction (Future)	Future Design & Construction	Rich Dalton	TBD	0%	4th Quarter 2014
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		60%	4th Quarter 2014
		Alexandria - King St Station Platform Elevation	Raise west platform elevation	Rich Dalton		0%	Completed 2nd Quarter 2013
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
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
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%	2nd Quarter 2014

IN & PARKING 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 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
Right of entry permits were submitted in April to CSX & WMATA. Soil sample work pending CSX scheduling a flag person.	Supplement No. 1, October 2013, \$26,709	AECOM		\$ 79,321	\$ 76,650	\$ 14,946
In the process of selecting one of the GEC VI to complete the design.		Gannett Fleming	\$ -	\$ -	\$ -	\$ -
TOTALS			\$ 10,226,000	\$ 242,032	\$ 224,569	\$ 155,433
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 and is in use.	Last invoice received 4/12/2013	Amtrak	\$ 750,000	\$ 750,000	\$ 750,000	\$ 515,968
Amtrak has spent all allocated budget, but performed only 60% of the work. Amtrak requesting additional \$300k to complete the project.	Project has been stopped pending reconciliation between VRE and Amtrak of work performed to date and work needed to complete project.	Amtrak	\$ 600,000	\$ 600,000	\$ 600,000	\$ 403,617
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	\$ 1,905,580
30% 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
Building plans and site plan approved. IFB for construction is prepared for issuance in early January. Coordinating with CSX regarding force account agreement for flagging services and with CenturyLink for relocation of communications line.		HDR		\$ 103,400	\$ 94,000	\$ 81,362
TOTALS			\$ 2,820,000	\$ 409,750	\$ 372,500	\$ 352,838
TOTALS			\$ -	\$ -	\$ -	\$ -
Permitting almost 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
		Wayside Power Construction	Construction of wayside power for stored train sets	Eric Johnson	N/A	30%	2nd Quarter 2014
		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
		Cab Signal Instal. from CP RO to CP Virginia Ave.	Installation of cab signals from MP CFP 110.1 to MP CFP 112.2.	Eric Johnson	8A-04-2009	100%	Completed 2nd Quarter 2010
		Switch & Signalization Design	Design of storage track switches and signals	Eric Johnson	9B-06-2011	90%	1st Quarter 2014
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
		Third Track Signal Design	Signal design and engineering support	Kip Foster	9E-06-2012	90%	1st Quarter 2014
		Track & Signal Construction	Construction of Signals	Kip Foster	9H-09-2013	0%	n/a
		Track Work & Structures	Construction of Track & Structures	Kip Foster	9C-06-2013	0%	Phase 1 2nd Quarter / Phase 2 4th Quarter 2014

PLANNING, COMMUNICATIONS

Project & Code	Description	Task	Task Description	Project Manager	Board Item Number	% of Total Task Completion	Calendar Completion Date (Est.)
Com. Cabinets Upgrade	Communication cabinets at VRE stations to be equipped with an air conditioning (AC) unit and an uninterruptible power supply (UPS) unit for temperature control and power redundancy and surge fault protection.			John Duque	9B-01-2013	100%	4th Quarter 2013
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
		Construction (Future)	Future Track Construction	TBD		0%	TBD
Mobile Ticketing				Chris Henry			Completed 2nd Quarter 2013
System Planning	Prepare system plan to cover 20+ year planning horizon			Christine Hoeffner		90%	1st Quarter 2014

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
VRE issued Notice to Proceed to PEPCO to initiate design of electric service on Virginia Avenue. HDR revising wayside power design to reflect new location of electric service.	Supplement to GEC V Task Order 7 in the amount of \$8,600 executed in late December 2012.	HDR		\$ -	\$ 50,925	\$ 40,744
Wayside power construction to follow PEPCO's design and construction of electric service.		NVE		\$ -	\$ 688,480	\$ 208,390
Air 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
Signal cutover completed weekend of October 24, 2009. Attended site visit with DRPT and CSX in mid January required for grant reimbursement.	Total project budget \$1,260,000. VRE share \$882,000 (70%).	CSX Trans.		\$ 1,260,000	\$ 1,260,000	\$ 497,744
CSX previously anticipated completion of track and signal modification design in May 2013. Design work continues as of early January. CSX anticipates completing the L'Enfant Storage Track design in approximately one month.		CSX Trans.		\$ 250,000	\$ 225,000	\$ 125,792
		TOTALS	\$ 3,219,000	\$ 2,340,000	\$ 2,967,936	\$ 1,352,995
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
Signal 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	\$ -	\$ -
NTP issued 12-23-2013. Construction Underway.		Abernathy Construction Corp		\$ 8,880,073	\$ 8,072,794	\$ 110,537
		TOTALS	\$ 32,500,000	\$ 31,230,187	\$ 9,733,560	\$ 506,571

& 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 (\$)
All punch list items were resolved last week of November 2013. Warranty period will expire in December of 2014. The final invoice has not been submitted for payment.	Change order 01 - \$4,112	Rio Prime	\$ 138,150	\$ 151,965	\$ 142,307	\$ 117,111
		TOTALS	\$ 138,150	\$ 151,965	\$ 142,307	\$ 117,111
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
\$1,500,000 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
		TOTALS	\$ -	\$ -	\$ -	\$ -
Work is progressing on schedule. Next milestone is January 2014 VRE Ops Board presentation of final plan recommendations.		P.B.	\$ 185,000	\$ 150,000	\$ 150,000	\$ 149,533
		TOTALS	\$ 185,000	\$ 150,000	\$ 150,000	\$ 149,533

YARD PROJECTS

Project & Code	Description	Task	Task Description	Project Manager	Board Item Number	% of Total Task Completion	Calendar Completion Date (Est.)
Broad Run Yard Train Wash and Crossroads Yard Warehouse	Design and construction of Broad Run Yard train wash and Crossroads Yard warehouse.	Crossroads Warehouse Design	Conceptual and final design of new Crossroads warehouse.	Eric Johnson	10D-04-2012	100%	Completed 4th Quarter 2012
		Crossroads Warehouse Construction	Construction of new Crossroads warehouse.	Eric Johnson	11E-04-2011	100%	Completed 2nd Quarter 2013
		Broad Run Train Wash Design	Conceptual and final design and construction administration for Broad Run train wash	Eric Johnson	9D-06-2012	90%	1st Quarter 2014
		Broad Run Train Wash Construction	Future Construction/Installation Work related to Broad Run train wash	TBD	TBD	n/a	n/a
Yard Fall Protection	Installation of fall protection systems at Broad Run and Crossroads yards			Kip Foster	9C-01-2013	100%	Completed 3rd Quarter 2013
Yard Tie Replacement	Tie replacement at Broad Run and Crossroads yards.			Kip Foster	9E-05-2013	100%	Completed 2nd Quarter 2013

ROLLING STOCK

Project & Code	Description	Task	Task Description	Project Manager	Board Item Number	% of Total Task Completion	Calendar Completion Date (Est.)
Passenger Railcar Procurement	To Acquire Eight (8) New Railcars from Sumitomo to add to the existing VRE Passenger Car Fleet	New Railcar Manufacture (8 cars)	Base Order of 8 New Passenger railcars	Rich Dalton	10C-01-2012	45%	1st Quarter 2016
		New Railcar Manufacture (7 cars)	Option Order of 7 New Passenger railcars	Rich Dalton	8B-11-2013	0%	1st Quarter 2018
		New Railcars Engineering Oversight	On site engineering through warranty administration under MEC V task order STV-0017 under MEC V	Rich Dalton	9E-02-2012	34%	4th Quarter 2013
Positive Train Control (PTC)	To install and implement Positive Train Control (PTC) for all VRE Locomotives	Positive Train Control Installation and Infrastructure	Positive Train Control for all locomotives, as mandated by the Rail Safety Improvement Act of 2008.	Rich Dalton	9E-09-2013	0%	4th Quarter 2014
		Oversight	Oversight - Positive Train Control for all locomotives, as mandated by the Rail Safety Improvement Act of 2008.	Rich Dalton	9A-03-2013	4%	4th Quarter 2014



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 (\$)
	STV Task Order #3 Supplement #1 for \$146,414 for additional Crossroads warehouse engineering services	STV/RWA	\$ 5,723,959	\$ 629,248	\$ 619,334	\$ 619,311
Final payment issued in early April.	Contract Amendment No. 1 - Multiple change orders increasing Contract amount by \$124,409 and Contract time by nine days. Contract Amendment No. 2 - Multiple change orders increasing Contract amount by \$87,774 and Contract time by 173 days.	Trinity Construction Group, Inc.		\$ 2,600,000	\$ 2,092,364	\$ 2,125,632
90% design submitted in late November. Currently under review.	Supplement No. 1 - Increased contract amount by \$3,864 for third party construction cost estimate.	STV/RWA		\$ 307,513	\$ 283,421	\$ 174,875
		TBD		\$ -	\$ -	\$ -
TOTALS			\$ 5,723,959	\$ 3,536,761	\$ 2,995,119	\$ 2,919,818
Contract Closeout underway.	Change Order / Contract Amendment # 1 (\$14,896) issued. Increased contract amount from \$154,074 to \$168,970.	Industrial Turn Around Corporation (ITAC)	\$ 230,000	\$ 169,482	\$ 168,970	\$ 160,522
TOTALS			\$ 230,000	\$ 169,482	\$ 168,970	\$ 160,522
Contract Closeout complete.	Board Item 8F-10-2013 increased Board approved Funding from \$434,533 to \$449,646	GW Peoples	\$ 530,000	\$ 449,646	\$ 449,646	\$ 449,646
TOTALS			\$ 530,000	\$ 449,646	\$ 449,646	\$ 449,646

STOCK 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 (\$)
Manufacturing of 8 base order passenger railcars - manufacturing is under way - currently all car body are being assembled	The car numbers are designated as V820 - V827; the cars are in final assembly. - update 1/7/2014 Car are scheduled and anticipate to be completed by mid February and should be receiving the 4 cars in mid March 2014.	Sumitomo - Nippon Sharyo	\$ 39,419,714	\$ 23,140,000	\$ 21,240,000	\$ -
Contract Amendment Executed; Project Kick Off Meeting in February 2014	Contract Amendment Excuted 12/19/2013 to increase the contract amount and order of cars	Sumitomo - Nippon Sharyo		\$ 14,805,714	\$ 14,805,714	\$ -
Continuing to provide manufacturing and engineering oversight	STV continues to provide oversight of the car construction in IL. STV Completed FAI for Lighting System at Trans-lite . . . Resident inspector active at Rochelle operation . . . 1/7/2014	STV		\$ 1,474,000	\$ 1,250,000	\$ 759,324
TOTALS			\$ 39,419,714	\$ 39,419,714	\$ 37,295,714	\$ 759,324
Preparing contract documents for WRE	Authorization to award a sole source contract to Wabtec was approved by both Commissions on 10-3-13, preparing sole source documentation and Scope of Work - under legal review - 1/7/2014	WRE	\$ 8,821,989	\$ 7,980,877	\$ 550,645	\$ 43,208
Task order issued on March 13, 2013 to STV for engineering and oversight work for implementation. MEC IV Task Order 0026	PTC Implementation oversight - Definition Phase - Matrix of tasks was reviewed and approved by VRE for plan development and preparation underway for scope of work including hardware pricing and quotes, STV is also developing back office operation - updated 1/7/2014	STV				
TOTALS			\$ 8,821,989	\$ 7,980,877	\$ 550,645	\$ 43,208

MINUTES

VRE Operations Board Meeting PRTC Headquarters – Prince William County, Virginia January 17, 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
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
Gary Skinner (PRTC)	Spotsylvania County
Paul Smedberg (NVTC)	City of Alexandria
J. Walter Tejada (NVTC)*	Arlington County
Jonathan Way (PRTC)	City of Manassas

Members Absent	Jurisdiction
Suhas Naddoni (PRTC)	City of Manassas Park
Bob Thomas (PRTC)	Stafford County

Alternates Present	Jurisdiction

Alternates Absent	Jurisdiction
Marc Aveni (PRTC)	City of Manassas
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
Paul Trampe (PRTC)	Spotsylvania County

Staff and General Public	
Doug Allen – VRE	Charles Kilpatrick – VDOT Commissioner
Anthony Ayala – VRE	Ann King – VRE
Donna Boxer – VRE	Mike Lake – Fairfax County
Nancy Collins – Stafford County	Lezlie Lamb – VRE
Kelley Coyner – NVTC staff	Aubrey Layne – Secretary of Transportation
Rich Dalton – VRE	Bob Leibbrandt – Prince William County
Maxime Devilliers – Citizen	Steve MacIsaac – VRE counsel
Nicholas Donahue – Deputy Secretary of Transportation	Betsy Massie – PRTC staff
John Duque – VRE	Foster Nichols – PB
Patrick Durany – Prince William County	Dick Peacock – Citizen
Arnold Gilbo – Keolis	Lynn Rivers – Arlington County
Rhonda Gilchrest – NVTC staff	Mike Schaller – Citizen
Al Harf – PRTC staff	Scott Schenk – Free Lance Star
Chris Henry – VRE	Brett Shorter – VRE
Christine Hoeffner – VRE	Joe Swartz – VRE
	Mark Thomas – Fairfax County

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

Chairman Smedberg called the meeting to order at 9:33 A.M. Following the Pledge of Allegiance, Chairman Smedberg welcomed Secretary of Transportation Aubrey Layne and gave him an opportunity to address the Board.

Secretary Layne extended greetings from Governor McAuliffe, including a message from the Governor that the administration looks forward to working with the VRE Operations Board over the next four years. He introduced several members of his staff: Jennifer Mitchell, Director of the Department of Rail and Public Transportation (DRPT), Nicholas Donahue, Deputy Secretary of Transportation, and Charles Kilpatrick, Commissioner of the Virginia Department of Transportation (VDOT). He also announced several other key members of his staff who were not present, including Grindley Johnson, Deputy Secretary of Transportation, and Quintin Elliott, Chief Deputy Commissioner of VDOT.

Secretary Layne observed that Northern Virginia is very important to the state and he pledges that this region will get the attention it deserves down in Richmond. He stated that VRE has some important projects underway, including the extension to Spotsylvania County, the Alexandria King Street Station Pedestrian Tunnel Project, and the Potomac Shores Station development. These projects will all be completed within the next few years and the McAuliffe administration wants to be a supportive partner.

Secretary Layne announced that under the leadership of DRPT Director Mitchell, \$3.8 million in state matching grant funds were released yesterday for VRE track access costs. The state is also dedicated to working with VRE to find a multi-year solution for future stable funding for the track access fees.

Secretary Layne stated that the Governor has made it clear: The best decisions are made with local input and local decision making. He sees his role as Secretary of Transportation as VRE's advocate to help VRE get the resources it needs. He is accountable to the citizens of Virginia but in the end the VRE Operations Board are the elected officials serving the citizens of Northern Virginia. He views the role of the state as supporting VRE with the resources needed to be successful. The state does have oversight for compliance and legal issues; is available to give guidance on policy; and wants to ensure that it is being a good steward of state funds and federal pass-through funding, but at the end of the day, policy needs to be in the hands of the local elected officials. He noted that there may be disagreements along the way, but the state is committed to working collaboratively with VRE. As a former CTB member, he is familiar with many VRE projects and although he may not yet understand all the political undertones, he will.

Secretary Layne then introduced Jennifer Mitchell, who is the new DRPT Director and will serve on the VRE Operations Board. Ms. Mitchell stated that she is from Alexandria and is a transportation planner by training, with specific experience working in the rail and transit fields over the last 20 years. She is familiar with VRE and its issues and looks forward to working with VRE as a partner.

Mr. Cook thanked Secretary Layne and his staff for coming to this meeting and for their encouraging words. He observed that the Operations Board works as a non-partisan group when they meet and the Board is very proud of its rail system and the work being done,

including voting today on the final VRE System Plan; establishing a Joint Audit Committee where a Management Audit is being conducted to make sure VRE is structured in a managerial way to fulfill the new mission of the System Plan; and hiring a new CEO, who has done an outstanding job over the last year. Mr. Cook stated that he looks forward to this new partnership between VRE and the state.

Mr. Skinner stated that it is an honor to have the Secretary of Transportation at this meeting. He congratulated Secretary Layne for his hiring of Mr. Kilpatrick and Mr. Elliott, who have done phenomenal work for Spotsylvania County. Mr. Skinner stated that it will be an exciting day when he can send an invitation to Governor McAuliffe and Secretary Layne to participate in the ribbon cutting ceremony for the opening of the Spotsylvania VRE Station later this year.

Secretary Layne observed that Northern Virginia is the economic engine for the rest of the Commonwealth. He explained that it is important to him to have Northern Virginia well represented on his team so that he and his staff can better understand Northern Virginia issues.

Ms. Caddigan stated that it is an honor to have Secretary Layne come to this meeting. She observed that it is “music to our ears” to hear that the state is willing to work with VRE and to listen. She looks forward to working with the state on the Potomac Shores Station development, which is in her district.

[Mr. Tejada arrived at 9:43 A.M. and Mr. Jenkins arrived at 9:45 A.M.]

Ms. Bulova stated that the VRE Operations Board operates on a bi-partisan basis where the Board Members leave their party affiliations at the door and work together on the business of operating VRE. VRE riders truly feel part of the VRE family. Mr. Smedberg agreed and also thanked Secretary Layne for coming and he looks forward to working with Ms. Mitchell as a fellow member of the VRE Operations Board.

Approval of the Agenda – 3

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

Approval of the Minutes of the December 20, 2013 Operations Board Meeting – 4

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

Installation of New Officers – 5

Chairman Smedberg announced the installation of the new officers for 2014, which were voted on at the December meeting:

Chairman:	Paul Milde
Vice Chairman:	John Cook
Secretary:	Gary Skinner
Treasurer:	Paul Smedberg

Chairman Smedberg handed the gavel over to Mr. Milde.

Chairman Milde thanked Secretary Layne and DRPT Director Mitchell for taking time out of their very busy schedules to come to this meeting. Secretary Layne's comments are refreshing and the VRE Operations Board looks forward to working collaboratively with the state.

Chairman Milde also thanked Mr. Smedberg for his leadership and guidance over the last year, which included many challenges that VRE was able to turn into opportunities. On behalf of the Operations Board, Chairman Milde presented a framed photograph of a VRE station to Mr. Smedberg in appreciation for his outstanding leadership during 2013.

Mr. Smedberg thanked the Board and stated that it was an honor to serve as Chairman during the last year. He agreed that there were major challenges but noted that one of the best things they did was to hire Doug Allen as the Chief Executive Officer, who deserves a lot of the credit for the success of the past year.

New Chairman's Comments – 6

Chairman Milde welcomed the new Operations Board Members, Jennifer Mitchell and Walter Tejada. Mr. Tejada stated that it will be hard to replace Mr. Zimmerman but he looks forward to representing Arlington County on the VRE Operations Board and working with the rest of the Board.

Chairman Milde gave a brief review of 2013, which includes strong ridership of almost 19,000 average daily ridership with 60 days over 20,000, even with sequestration and the government shutdown in October; overall on-time performance of 95 percent for the year; the VRE System Plan that lays out VRE's future through 2040; and VRE's budget, which increased by \$35 million without increasing fares or overall jurisdictional subsidies.

Chief Executive Officer's Report – 7

On behalf of the VRE staff, Mr. Allen thanked Mr. Smedberg for his work as Chairman over the past year. He also welcomed Jennifer Mitchell and Walter Tejada as new members of

the Operations Board. He reported that VRE already conducted an orientation session for Mr. Tejada, which included a short train ride from Crystal City to Alexandria. Mr. Tejada thanked staff for the thorough orientation and for answering all his questions. Mr. Allen explained that Mr. Swartz is in the process of refining the new member orientation process. A full system ride will be scheduled for a later date and any Board Member is welcome to participate. Mr. Allen stated that he has a meeting scheduled with Ms. Mitchell for next week.

Mr. Allen reported that on-time performance (OTP) for the month of December was 93 percent. There was one particularly bad day with major delays when a wheelchair lift malfunctioned at L'Enfant Station. VRE is working with the contractor on this issue. He also announced that there was an unfortunate fatality on January 15th when a person crossing the tracks was hit by a VRE train near the Burke Station. The accident is still under investigation. Mr. Cook stated that there is a fence along the tracks in that location and asked VRE staff to work with Fairfax County staff to determine if the fence is secure.

Mr. Allen announced that Mr. Dalton worked with Amtrak to add two more Amtrak trains (one northbound and one southbound on the Fredericksburg line) to the step-up fare program effective January 27, 2014. These are considered reverse flow trains leaving at 7:30 A.M. from Union Station southbound towards Fredericksburg and 8:00 P.M. leaving the Fredericksburg Station northbound to Union Station. This is the beginning of some reverse flow service, which is a component of the VRE System Plan.

Chairman Milde asked about what type of ticket can be used with a step-up fare. Mr. Dalton explained that single ride or two-trip tickets cannot be used. Passengers with a valid 10-ride, monthly pass, TLC pass, or five-day ticket can use the step-up program. The concept is to offer this program as an extra service to regular VRE riders.

Mr. Jenkins asked if these two trains are the ones mentioned in Mr. Peacock's article. Mr. Peacock stated that two of the four trains he proposed are now included in the step-up program. Mr. Jenkins asked staff to look at getting the other two trains incorporated into the step-up program if possible. Mr. Allen stated that each step-up fare costs VRE \$5, but staff believes that there is a value to the customer to provide this service.

Mr. Allen announced that VRE's Legislative Reception is scheduled for 6:00-8:00 P.M. on January 30th at the Main Street Station in Richmond. Secretary Layne and DRPT Director Mitchell, along with the Virginia General Assembly have been invited to attend. He encouraged VRE Board Members to also attend.

Mr. Way asked about the favorable budget variance of \$3 million in the VRE Operating Budget. Mr. Allen explained that this variance is primarily due to a budget amendment that added \$870,000; \$560,000 under budget for fuel; \$490,000 savings under facilities and maintenance; and salary savings due to some vacancies in staff positions. Mr. Way stated that this is good news.

VRE Riders' and Public Comment – 8

Maxime Devilliers, a senior at the University of Mary Washington in Fredericksburg, reported that 275,000 people live in the Spotsylvania/Stafford/Fredericksburg area. The University of Mary Washington has 4,200 undergraduate students, 800 graduate students, and 950 faculty and staff members. All these people would benefit from weekend VRE service, as well as reverse flow service. The Chamber of Commerce would also benefit from more tourists and visitors coming to Fredericksburg. Mr. Devilliers stated that many young people and students are not aware of VRE. Although young, they are not free-loaders and pay taxes every day, including sales tax, liquor tax, and transportation tax. He observed that other metropolitan areas have weekend commuter rail service, including New York City, Boston, and Paris, France. Mr. Devilliers stated that he has 450 signatures on a petition in support of weekend VRE service. He stated that weekend service and reverse flow service would truly enhance the quality of life for the residents of the Metropolitan Washington region.

Mr. Smedberg thanked Mr. Devilliers for coming and stated that he did receive the package Mr. Devilliers sent but there was no contact information to respond. He asked Mr. Devilliers to provide his contact information to staff.

Mr. Skinner asked if the current step-up program is available on the weekends. Mr. Allen stated that it is only available during VRE service operations. Mr. Skinner suggested VRE coordinate with Amtrak on this, since VRE 10-trip tickets are valid for a full year, students could buy a ticket and use it with a step-up fare through the course of the year.

Ms. Bulova thanked Mr. Devilliers for making the VRE Operations Board aware of this issue. She stated that later this summer she will be holding an “Evolution of the Work Place” symposium where work experiences and expectations will be traced over the decades. She stated that the millennial generation is very much interested in mass transit and public transportation and Mr. Devilliers’ comments are right on track with these trends. She asked staff to look at how VRE could accommodate students and residents in the Spotsylvania, Stafford and Fredericksburg area. There may be some creative ways to provide service.

Mr. Tejada stated that VRE has an opportunity to develop an outreach strategy to inform these university students about VRE. Weekend service would require resources, but VRE could at least explore the feasibility and cost. At a minimum, VRE should have an outreach campaign to people who may not know about VRE and its existing service, including outreach to non-English speaking residents. Chairman Milde noted that VRE is constrained by capacity issues, both with seats and capacity on the rail lines. Weekend service would require time and money. These are all issues that would need to be resolved before adding weekend service.

Dick Peacock expressed his support for Mr. Devilliers’ comments. He observed that many commuter rail systems have weekend service. He suggested VRE could begin weekend service on Saturdays and if successful, then could expand to Sundays. He also suggested

VRE write a few articles for the university newspaper to inform the students about current VRE service. University of Mary Washington students already have bus service available to and from campus to the Fredericksburg VRE station.

Mr. Allen reported that on Monday, January 20th, VRE will run limited “S” schedule for the federal holiday/Martin Luther King Day. Mr. Way stated that it will be interesting to see the ridership, revenues and costs of providing this service. Chairman Milde asked staff to report back to the Operations Board and provide this information.

Mr. Kelly stated that the City of Fredericksburg is a tourist destination and it is important to encourage people from the metropolitan Washington area to come down to visit Fredericksburg. He stated that the City of Fredericksburg would be very interested in weekend VRE service and reverse flow service that Mr. Devilliers is recommending, but it will take time, work and money. The reality is that VRE has major capacity issues. He stated that it will be interesting to see ridership data on VRE’s “S” schedule for Martin Luther King Day. Chairman Milde stated that over the last 10 years, VRE ridership has grown 130 percent and is now constrained by capacity issues.

Consent Agenda – 9

On a motion by Mr. Kelly and a second by Mr. Way, the Board unanimously approved the following Consent Agenda Items:

- Resolution #9A-01-2014: Authorization to Issue an Invitation for Bid (IFB) for Rehabilitation of Wheel Sets
- Resolution #9B-01-2014: Authorization to Issue an Invitation for Bid (IFB) for Replacement of Stairs at Rippon Station
- Resolution #9C-01-2014: Authorization to Issue a Request for Proposals (RFP) for Repair and Overhaul Services for Locomotive Rotating Electrical Equipment

The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Mitchell, Skinner, Smedberg, Tejada and Way.

Authorization to Award a MEC V Task Order for Engineering Oversight for New Passenger Railcars – 10A

Mr. Allen explained that Resolution #10A-01-2014 would authorize him to execute a task order contract with STV, Incorporated for engineering oversight for the purchase of seven new passenger railcars in the amount not to exceed \$850,000, plus a five percent contingency of \$42,500, for a total amount not to exceed \$892,500.

Ms. Bulova moved, with a second by Ms. Caddigan, to approve Resolution #10A-01-2014. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Mitchell, Skinner, Smedberg, Tejada and Way.

Purchase of Expansion Railcars – 10B

Mr. Allen stated that the VRE Operations Board is being asked to approve a revised funding plan for the purchase of 14 expansion railcars and to refer the plan to the Commissions for their consideration and subsequent referral to the jurisdictions to include as part of their adoption of the VRE Operating and Capital Budgets. Resolution #10B-01-2014 would accomplish this.

Mr. Allen explained that NVRTA funding was to be used to help purchase nine of these railcars, but staff and legal counsel have not been able to resolve a number of issues. As a result, staff has developed an alternate funding plan for the purchase of the 14 railcars in order to move forward on the purchase. The plan is based on the purchase of five railcars in FY 2015 and nine in FY 2016, all with a combination of 68 percent state funding, with the remaining 32 percent from a combination of federal formula funds and VRE funds. The FY 2015 subsidy amount would not change and no additional contribution would be needed from any jurisdictions.

Mr. Way asked if VRE staff is assured that VRE has the funding. Mr. Allen explained that VRE plans to submit a state grant for 68 percent of the cost of the railcars. Ms. Boxer explained that there would be a reallocation of formula funds and VRE would not purchase any railcars until the funding was in place. FY 2015 funding is already in place for the first five railcars.

Ms. Bulova stated that NVTC had a lengthy discussion at its last meeting on the NVRTA funding issue. She expressed her appreciation to VRE staff for coming up with an alternative plan so that the railcars can run the entire VRE system. Mr. Cook agreed that this is a good solution. VRE needs to continue to work on accessing NVRTA funding for the future. VRE should work with the new administration in Richmond to help reach consensus on how NVRTA funding can be used. Ms. Mitchell stated that since she has not had a chance to understand the complexity of this issue, she will abstain from the vote.

Mr. Jenkins moved, with a second by Ms. Bulova, to approve Resolution #10B-01-2014.

Mr. Smedberg agreed with Ms. Bulova and Mr. Cook and stated that it is important to keep moving forward. He suggested putting together a Working Group to keep the momentum going on the funding discussion because there are NVRTA issues that need to be resolved for both VRE and WMATA. Ms. Coyner noted that there are already plans to put together a Working Group and NVTC and PRTC will be included.

Mr. Harf suggested adding the following language to the resolution, "Be it further resolved that the VRE Operations Board provide provisional authorization to submit the state grant application by the February 1, 2014 deadline." Mr. Jenkins and Ms. Bulova agreed to accept this friendly amendment.

Mr. Kelly thanked staff for coming up with an alternative plan. This now gives VRE time to work with others on the NVTA funding issue. He asked that FAMPO be included in at least some of the discussions with NVTC and NVTA so they have a clear understanding of how these issues could impact FAMPO. Ms. Coyner stated that Mr. Harf has been very involved representing the PRTC jurisdictions, but agreed that FAMPO should be included in some of the discussions.

In response to a question from Chairman Milde, several Board Members gave a brief explanation of the major issues regarding the NVTA funding as it relates to the three southern jurisdictions.

Mr. Skinner observed that with HOT lanes extending down I-95 to Stafford County and in the future extending down into Spotsylvania County and VRE service already serving this area, he would like to see a discussion of expanding the NVTA region to include the southern jurisdictions. Chairman Milde stated that those jurisdictions would need to increase their sales tax, which might be a tough sell. Mr. Skinner stated that it is important to understand the benefits and consequences either way.

Ms. Mitchell asked if the state grant request is already in the Five-Year Plan. Ms. Boxer stated that it was not included in last year's plan, but will be included in the next cycle. Ms. Hoeffner stated that VRE's Transit Development Plan was submitted as a draft before VRE approved its budget. VRE has already notified DRPT that VRE intends to submit a final version that reflects these changes.

The Board then voted on the amended motion and it passed. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Skinner, Smedberg, Tejada and Way. Ms. Mitchell abstained.

Adoption of the VRE System Plan – 10C

Mr. Allen stated that the VRE Operations Board is being asked to adopt the VRE System Plan and refer the Plan to the Commissions for their review and approval. Resolution #10C-01-2014 would accomplish this.

Mr. Allen explained that staff is ready to give a presentation on the System Plan. Ms. Bulova noted that she needs to leave at 11:00 A.M. Ms. Mitchell stated that she has to leave at the same time. Since the Board has had several presentations over the past few months, Ms. Bulova suggested skipping the presentation. There were no objections.

Mr. Cook moved, with a second by Mr. Covington, to approve Resolution #10C-01-2014.

Mr. Way noted that the cover memo states that the Board qualifies support for the longer term growth and expansion concepts. In his view, this is consistent with VRE's mission statement, with the understanding that while Phase 3 of the System Plan is discussable, it is not a commitment. He also observed that Phase 2 recommends major investments to the

Long Bridge corridor between Alexandria and L'Enfant Station, including expanding capacity across the Potomac River. Mr. Allen explained that once the System Plan is approved, VRE will spend more time with CSX and other partners to begin to study the Long Bridge corridor issue, including cost estimates and development plans. Staff would return to the Board with recommendations. Mr. Allen explained that the Long Bridge, where the rail line crosses over the Potomac River into the District of Columbia, is a limiting factor to overall capacity. The DC Department of Transportation is currently leading a Long Bridge study. As VRE looks to add capacity, this would be a significant capacity improvement for the entire railroad.

Mr. Kelly observed that VRE expansion to Gainesville-Haymarket is part of the System Plan. Although there was also discussion of expanding service into Caroline County, VRE determined that it is not ready for that kind of expansion. He asked staff to convey VRE's position. Mr. Allen stated that he and Mr. Harf have conveyed that information.

The Board then voted on the motion and it passed. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Mitchell, Skinner, Smedberg, Tejada and Way.

Information Item: Discussion of Legislative Agenda – 11

Mr. Allen reminded the Board that at the last meeting it amended the Legislative Agenda to include the weighted voting issue. In response to a question from Mr. Covington, Mr. Allen explained that Delegate Filler-Corn offered to introduce legislation to repeal the weighted vote legislation. Her bill has now been assigned to a subcommittee. Ms. Mitchell stated that DRPT is very open to further discussions on this issue. Should the weighted voting go into effect on July 1, 2014, DRPT is committed to working together with VRE as a partner. Right now, the Commonwealth is not taking any position on pending legislation. She would like to know the issues and the practical implications. Mr. Allen stated that this can be discussed at their meeting next week.

Mr. Cook stated that there are practical problems with the current legislation because the Master Agreement may have to be amended. There is some concern that some jurisdictions would not have the support to approve an amendment. He stated that a delay of a year would be helpful if the current legislation cannot be repealed.

Mr. Kelly stated that he would like to see at some point VRE have a discussion about how VRE can sustain the level of service with the current organization and financial structure as it expands its service or will there need to be changes. He also looks forward to working with the new administration on these issues.

Mr. Covington stated that the General Assembly may be more inclined to reach consensus to extend the implementation for another year for the weighted vote issue. Mr. Cook stated that he is willing to make a motion to offer an amendment as an alternate plan to VRE's legislative program to seek delay for another year. Ms. Bulova stated that ultimately VRE

wants the legislation repealed, but Plan B could be to seek an extension. Mr. MacIsaac stated that verbal direction to staff is adequate and no motion is required. Secretary Layne stated that because the state wants to fully understand the issue before taking a legislative position, a delayed implementation of a year would be a good idea.

Closed Session –12

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

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A (1) (3) and (7) of the Code of Virginia); the VRE Operations Board authorizes a Closed Session for the purpose of discussing personnel matters; one matter involving the acquisition of real property for public purposes where discussion in public could adversely impact the VRE's negotiating position; and three matters requiring consultation with counsel and appropriate staff concerning (1) recent amendments to sections 15.2-4507.C and 15.2-4512 of the Code of Virginia; (2) the legal requirements applicable to use of NVTA funds to purchase VRE rail cars; and (3) the contractual provisions applicable to VRE's construction of a station in Spotsylvania County.

The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Mitchell, Skinner, Smedberg, Tejada and Way.

The Board entered into Closed Session at 11:08 A.M.

[Ms. Bulova and Ms. Mitchell left as the Board entered the Closed Session. Ms. Bulova rejoined the Board during the Closed Session.]

The Board returned to Open Session at 12:15 P.M.

Mr. Way 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, Covington, Jenkins, Kelly, Milde, Skinner, Smedberg, Tejada and Way.

Chairman Milde moved, with a second by Mr. Cook, to approve the recommendations brought forth by the Executive Committee as amended in Closed Session in regards to Mr. Allen's employment agreement. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Skinner, Smedberg, Tejada and Way.

[Mr. Jenkins left the meeting at 12:17 P.M.]

Chairman Milde stated that Mr. Allen is doing an outstanding job and he is impressed with what he has accomplished for VRE. Mr. Smedberg commended Mr. Allen for his work over the last year and highlighted some of his major accomplishments, which include the establishing the Capital Subcommittee; creating the VRE System Plan; reorganizing staff; continuing to improve customer satisfaction; and working through the DRPT issues and other challenges. Mr. Cook stated that the Board will conduct a performance review with Mr. Allen during a future Closed Session but the Board wanted to publicly express their appreciation to Mr. Allen for the great job he is doing. Ms. Caddigan noted that VRE made the right choice when they hired Mr. Allen.

Mr. Allen thanked the Board for their kind words and stated that it has been a pleasure working with the Operations Board, staff and its partners.

Operations Board Members' Time -13

Mr. Way announced that the Capital Subcommittee will be preparing an economic justification for a Heavy Maintenance Life Cycle Program. The Committee will be working with staff on this.

Adjournment

Without objection, Chairman Milde adjourned the meeting at 12:19 P.M.

Approved this 21st day of February, 2014.

Paul Milde
Chairman

Gary Skinner
Secretary

CERTIFICATION

This certification hereby acknowledges that the minutes for the January 17, 2014 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



Rhonda Gilchrest

**Virginia Railway Express
Operations Board**

**Resolution
9A-01-2014**

**Authorization to Issue an Invitation for Bids (IFB)
for Rehabilitation of Wheel Sets**

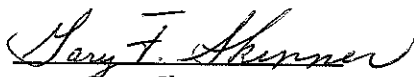
WHEREAS, VRE passenger railcars and locomotives require wheel set replacement, repairs, and overhaul services to be provided by a qualified Contractor; and,


WHEREAS, the current contract to provide passenger railcar and locomotive wheel set replacement, repairs, and overhaul services will expire in June 2014; and,

WHEREAS, it is, therefore, necessary to initiate a solicitation for a new contract.

NOW, THEREFORE, BE IT RESOLVED THAT, The VRE Operations Board is being asked to authorize the Chief Executive Officer to issue an Invitation for Bids (IFB) for maintenance and/or replacement of wheel sets to support VRE passenger railcars and locomotives.

Approved this 17th day of January 2014


Gary Skinner
Secretary



Paul Milde
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
9B-01-2014**

**Authorization to Issue Invitation for Bids for the
Replacement of the Stairs at the Rippon Station**

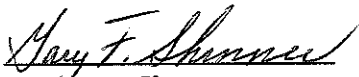
WHEREAS, due to years of exposure to the elements, the stairs at the Rippon Station are in need of replacement; and,

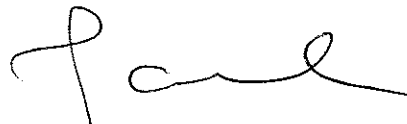
WHEREAS, the scope of work will include installing temporary stairs to reduce the impact to passengers; and,

WHEREAS, VRE staff will return to the Operations Board to recommend award of the Contract.

NOW, THEREFORE, BE IT RESOLVED THAT, The VRE Operations Board is being asked to authorize the Chief Executive Officer to issue an Invitation for Bids (IFB) for replacement of the existing stairs at the Rippon Station.

Approved this 17th day of January 2014


Gary Skinner
Secretary



Paul Milde
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
9C-01-2014**

**Authorization to Issue a Request for Proposal (RFP) for Repair and
Overhaul Services for Locomotive Rotating Electrical Equipment**

WHEREAS, VRE received twenty new locomotives in 2011, and the new locomotives were delivered with a two year warranty; and,

WHEREAS, all locomotive warranties expired at the end of 2013; and,

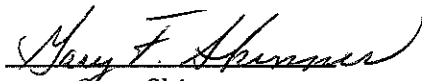
WHEREAS, the new locomotives are equipped with various rotating electrical equipment; and,


WHEREAS, VRE must send rotating electrical equipment off-site for repair as a result of individual component failure or scheduled life cycle maintenance; and,

WHEREAS, the repair and overhaul services will be provided by a qualified supplier.

NOW, THEREFORE, BE IT RESOLVED THAT, The VRE Operations Board is being asked to authorize the Chief Executive Officer to issue a Request for Proposals (RFP) for repair and overhaul services for locomotive rotating electrical equipment.

Approved this 17th day of January 2014


Gary Skinner
Secretary


Paul Milde
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
10A-01-2014**

**Authorization to Award an MEC V Task Order for Engineering
Oversight for New VRE Passenger Railcars**

WHEREAS, VRE has a contract with STV, Incorporated for mechanical and engineering consulting services (MEC V); and,

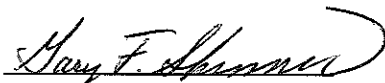
WHEREAS, VRE has amended the contract with Sumitomo Corporation of America for the purchase of seven new railcars; and,


WHEREAS, funding for the purchase of the new railcars includes a mix of federal, state and local funds which requires VRE to provide various oversight functions; and,

WHEREAS, STV, Incorporated will provide these oversight functions as required to ensure total project and funding compliance.

NOW, THEREFORE, BE IT RESOLVED THAT, The VRE Operations Board is being asked to authorize the Chief Executive Officer to execute a task order contract with STV, Incorporated for engineering oversight for the purchase of seven new passenger railcars in the amount not to exceed \$850,000, plus a 5% contingency of \$42,500, for a total amount not to exceed \$892,500.

Approved this 17th day of January 2014


Gary Skinner
Secretary


Paul Milde
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
10B-01-2014**

Purchase of Expansion Rail Cars

WHEREAS, in December 2013, the Operations Board adopted the revised FY 2014 VRE Operating and Capital Budget and the recommended FY 2015 VRE Operating and Capital Budget, and referred them to the Commissions for their consideration and subsequent referral to the jurisdictions for their formal review and adoption; and,

WHEREAS, the FY 2014 and FY 2015 budgets, as forwarded, included a funding plan for the purchase of 14 railcars; and,

WHEREAS, VRE recently learned that the use of NVT A funds and the use of state capital grant funds as components of that purchase presents issues the resolution of which could significantly delay procurement or efficient use of the rail cars; and,

WHEREAS, staff has presented a revised funding plan that would allow for the most expeditious purchase and deployment of all rail cars.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board approves a revised funding plan for the purchase of 14 expansion rail cars as described in the agenda item presented to the Operations Board on January 17th, 2014; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby recommend that the Commissions approve the revised funding plan and forward the plan to the local jurisdictions for inclusion in their budgets and appropriations in accordance with procedures contained in the VRE Master Agreement; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board recommends that the Commissions authorize the Executive Director of NVTC to submit to the Commonwealth the revised rail car funding plan as part of the FY 2015 state aid grant applications.

Approved this 17th day of January 2014

Paul Milde
Chairman

Gary Skinner
Secretary

**Virginia Railway Express
Operations Board**

**Resolution
10C-01-2014**

Adoption of the VRE System Plan

WHEREAS, population within VRE member jurisdictions is projected to grow by an average of nearly 40% by 2040 and employment is projected to grow by 50%; and,

WHEREAS, the Commonwealth of Virginia, Northern Virginia Transportation Authority and other regional bodies have identified congestion relief as a pressing concern affecting long-term regional economic growth, competitiveness and quality of life; and,

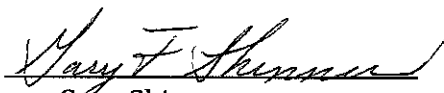
WHEREAS, VRE is an essential regional asset that provides a safe, reliable, high-quality mobility option for commuter travel; and,


WHEREAS, in April 2013 the Operations Board authorized the development of the VRE System Plan to identify critical VRE system needs in a comprehensive manner and prioritize the initiatives to advance VRE's long-term strategic vision over the next 20+ years of VRE service.; and,

WHEREAS, the plan provides a framework for future decision making by identifying service initiatives and capital investments which support a ridership goal of 40,000-45,000 daily trips within the 2040 timeframe.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend that the Commissions adopt the VRE System Plan as the long-term vision and guide for VRE system growth and expansion.

Approved this 17th day of January 2014


Gary Skinner
Secretary



Paul Milde
Chairman



#5C

Resolution #2239

SUBJECT: Purchase of VRE Expansion Railcars.

WHEREAS: In December 2013, the VRE Operations Board adopted the revised FY 2014 VRE Operating and Capital Budget and the recommended FY 2015 VRE Operating and Capital Budget, and referred them to the Commissions for their consideration and subsequent referral to the jurisdictions for their formal review and adoption;

WHEREAS: The FY 2014 and FY 2015 budgets, as forwarded, included a funding plan for the purchase of 14 railcars;

WHEREAS: VRE recently learned that the use of Northern Virginia Transportation Authority (NVTA) funds and the use of state capital grant funds as components of that purchase presents issues the resolution of which could significantly delay procurement or efficient use of the railcars;

WHEREAS: Staff has presented a revised funding plan that would allow for the most expeditious purchase and deployment of all railcars; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED, that the Northern Virginia Transportation Commission approves the revised funding plan for the purchase of 14 expansion railcars and forward the plan to the local jurisdictions for inclusion in their budgets and appropriations in accordance with procedures contained in the VRE Master Agreement.

BE IT FURTHER RESOLVED that NVTDC authorizes its Executive Director to submit to the Commonwealth the revised railcar funding plan as part of the FY2015 state aid grant application.

Approved this 6th day of February, 2014.

Paul C. Smedberg
Chairman

Jay Fisette
Secretary-Treasurer

Agenda Item 10-B
Action Item

To: Chairman Milde and the VRE Operations Board

From: Doug Allen

Date: January 17, 2014

Re: Purchase of Expansion Rail Cars

Recommendation:

The VRE Operations Board is being asked to approve a revised funding plan for the purchase of 14 expansion rail cars and to refer the plan to the Commissions for their consideration and subsequent referral to the jurisdictions to include as part of their adoption of the VRE Operating and Capital Budget.

Background:

In December 2013, the Operations Board adopted the revised FY 2014 VRE Operating and Capital Budget and the recommended FY 2015 VRE Operating and Capital Budget, and referred them to the Commissions for their consideration and subsequent referral to the jurisdictions for their formal review and adoption. The FY 2014 and FY 2015 budgets, as forwarded, included funding for the purchase of 14 railcars, as summarized and described below.

Purchase of 14 Expansion Railcars						
Budget year	Per car	# Cars	TOTAL	Jurisdictional Amounts		System Amount
				NVTA	Outside NVTA	
Amended FY14	\$2.4M	9	\$21.73M	\$19.80M	-	\$1.94M
Proposed FY15	\$2.6M	5	\$13.13M	-	\$10.96M	\$2.16M
	TOTAL	14	\$34.86	\$19.8M	\$10.96M	\$4.10M
State capital funding					\$7.45M	
Match required					\$3.51M	

The original funding plan assumed the purchase would take place in two stages:

- In FY 2014, nine rail cars would be purchased primarily with funding from NVRTA supplemented with federal formula funds and an associated VRE match. (Because the federal funds became available after the beginning of the fiscal year, no state match was requested for the FY 2014 purchase.) The intention was for this order to be placed once the NVRTA issued their bonds, anticipated sometime in the spring.
- In FY 2015, the remaining five cars would be purchased using a state capital grant with the match provided by the VRE jurisdictions outside of NVRTA. Supplemental system funds would also be used, in this instance FY 2015 federal formula funds, with associated state and VRE match.

This funding plan was based on a number of assumptions that had been raised on a preliminary basis prior to the adoption of the budget but which had not been finalized. First, that NVRTA and the NVRTA jurisdictions agreed that if the non-NVRTA jurisdictions funded their proportionate share of the capacity created by the railcars, then the 14 rail cars could be deployed throughout the VRE system over the useful life of the cars. Second, that the jurisdictions outside of NVRTA would be able to identify the necessary local funds to match a state capital grant. Third, that the use of a state capital grant as part of the proportional share for the non-NVRTA funds would be acceptable to the VRE jurisdictions who were also members of NVRTA.

Recently, staff determined that it is not certain that all of the above assumptions are true. While the proportional share approach described above may be acceptable to NVRTA and the NVRTA jurisdictions, more work with NVRTA will be required before a definitive answer can be obtained, which would significantly delay this purchase. In the absence of an agreement on the proportional share approach, the resulting restriction on the use of the rail cars within the NVRTA jurisdictions would be detrimental to the operation of the VRE system as a whole, since operational flexibility and the most efficient use of our limited resources is necessary to ensure that VRE can continue to adapt to the exigencies of a commuter rail system. Further, while significant progress has been made on the achievement of the second assumption, it is not certain that the third assumption regarding the use of a state capital grant is acceptable to all VRE jurisdictions.

As a result, staff has developed an alternate funding plan for the purchase of the 14 needed rail cars, as described below. Attachment 1 summarizes the sources of funding for Funding Plan B, compared to the original funding plan included in the budget approved by the Operations Board in December. Staff considered other options, including using NVRTA funding for a lesser number of rail cars, but ultimately decided that the restricted usage for even a small number of cars was problematic.

Funding Plan B is based on the purchase of five rail cars in FY 2015 and nine in FY 2016, all with a combination of state capital, federal formula and VRE funds.

- **The FY 2015 subsidy amount would not change and no additional contribution would be needed from any jurisdictions.** All 14 rail cars could be deployed as needed throughout the system.
- The purchase of the five cars in FY 2015 and the nine cars in FY 2016 would rely on 68% state funding, with the remaining 32% from a combination of federal formula funds and VRE funds.
- The only substantive alteration to the FY 2015 budget is a reduction to the allocation for project development by \$452k, from \$2M to \$1.548M, and the reallocation of these capital reserve funds to the railcar purchase.
- This funding plan assumes that the state funding percentage for rolling stock will be 68% in future years and that sufficient federal or other funds can be identified in FY 2016. The current CIP has approximately \$28M in project costs for accommodating VRE's mid-day and overnight storage requirements over the three year period from FY 2016 to FY 2018, with additional funding beyond that period. This is a long-term project and staff believes that a reallocation of funding in the early years would be manageable. In addition, other federal funding alternatives will be considered as additional project information becomes available.
- Other options for the purchase of the remaining nine cars in FY 2016 would be explored during the next budget cycle, including the following:
 - The issuance of long term debt, in combination with the financing of other capital needs.
 - A future application to NVT A if an appropriate methodology for the use of the funds can be identified that is acceptable to all parties.

Fiscal Impact:

The revised funding plan relies more heavily on state capital funding, VRE federal formula funds and VRE system revenue, as summarized in Attachment 1.

Purchase of Expansion Rail Cars

<i>Funding Source</i>	<i>Budget FY 14 - FY15</i>	<i>Plan B FY 14 - FY 16</i>	<i>Variance</i>
<i>Federal formula funds -5307</i>	3,278,400	9,895,000	6,616,600
<i>State Mass Transit funds</i>	7,808,200	24,990,000	17,181,800
<i>NVTA regional funds</i>	19,800,000	-	(19,800,000)
<i>Jurisdictional funds</i>	3,508,800	-	(3,508,800)
<i>VRE - subsidy match/cap res</i>	467,600	1,865,000	1,397,400
TOTAL	34,863,000	36,750,000	1,887,000

NOTES:

- *Total costs are expected to increase by \$1.9M because of the later purchase of the cars.*
- *VRE funds are a combination of the routine match to federal funds and a contribution from the capital reserve of \$452K and \$614K in FY 14 and FY 15, respectively.*

**Virginia Railway Express
Operations Board**

**Resolution
10B-01-2014**

Purchase of Expansion Rail Cars

WHEREAS, in December 2013, the Operations Board adopted the revised FY 2014 VRE Operating and Capital Budget and the recommended FY 2015 VRE Operating and Capital Budget, and referred them to the Commissions for their consideration and subsequent referral to the jurisdictions for their formal review and adoption; and,

WHEREAS, the FY 2014 and FY 2015 budgets, as forwarded, included a funding plan for the purchase of 14 railcars; and,

WHEREAS, VRE recently learned that the use of NVT A funds and the use of state capital grant funds as components of that purchase presents issues the resolution of which could significantly delay procurement or efficient use of the rail cars; and,

WHEREAS, staff has presented a revised funding plan that would allow for the most expeditious purchase and deployment of all rail cars.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board approves a revised funding plan for the purchase of 14 expansion rail cars as described in the agenda item presented to the Operations Board on January 17th, 2014; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby recommend that the Commissions approve the revised funding plan and forward the plan to the local jurisdictions for inclusion in their budgets and appropriations in accordance with procedures contained in the VRE Master Agreement; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board recommends that the Commissions authorize the Executive Director of NVTC to submit to the Commonwealth the revised rail car funding plan as part of the FY 2015 state aid grant applications.

Approved this 17th day of January 2014

Paul Milde
Chairman

Gary Skinner
Secretary



#5D

Resolution #2240

SUBJECT: Adoption of the VRE System Plan.

WHEREAS: Population within VRE member jurisdictions is projected to grow by an average of nearly 40 percent by 2040 and employment is projected to grow by 50 percent;

WHEREAS: The Commonwealth of Virginia, the Northern Virginia Transportation Authority (NVTA) and other regional bodies have identified congestion relief as a pressing concern affecting long-term regional economic growth, competitiveness and quality of life;

WHEREAS: VRE is an essential regional asset that provides a safe, reliable, high-quality mobility option for commuter travel;

WHEREAS: In April 2013 the VRE Operations Board authorized the development of the VRE System Plan to identify critical VRE system needs in a comprehensive manner and prioritize the initiatives to advance VRE's long-term strategic vision over the next 20+ years of VRE service; and

WHEREAS: The VRE System Plan provides a framework for future decision making by identifying service initiatives and capital investments which support a ridership goal of 40,000-45,000 daily trips within the 2040 timeframe.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission adopts the VRE System Plan as the long-term vision and guide for VRE system growth and expansion.

Approved this 6th day of February, 2014.

Paul C. Smedberg
Chairman

Jay Fisette
Secretary-Treasurer

Agenda Item 10-C
Action Item

To: Chairman Milde and the VRE Operations Board

From: Doug Allen

Date: January 17, 2014

Re: Adoption of the VRE System Plan

Recommendation:

The VRE Operations Board is being asked to adopt the VRE System Plan and refer the plan to the Commissions for their review and approval.

Background:

The 2004 VRE Strategic Plan, adopted by the VRE Operations Board in May 2004, provided a framework for system growth and decision-making and identified a range of capital investment options and operating scenarios for implementation by the 2025 timeframe.

Since it was adopted in 2004, many of the Strategic Plan initiatives and the system expansion opportunities outlined in it have been realized and system ridership has increased by 130%. However, current capacity limitations with VRE equipment, mid-day storage, station facilities and rail infrastructure constrain the ability to accommodate additional ridership growth. Changes in regional employment patterns, rising demand for transit services, and the addition of new regional projects such as the I-495 and I-95 Express Lanes have also occurred in the intervening years and are not addressed in the Strategic Plan.

In April 2013 the Operations Board authorized the development of the VRE System Plan to identify critical VRE system needs within its current operating environment in a comprehensive manner and prioritize the strategies to advance VRE's long-term strategic vision over the next 20+ years of VRE service. A System Plan workshop with the Operations Board was held in July 2013. The Board was in broad agreement that the near-term vision for the System Plan should address increases in capacity and train frequency within the envelope of the existing railroad operating agreements. Board members voiced qualified support for longer-term growth and expansion concepts, requesting greater detail on the benefits and costs of specific initiatives, while also advocating that service expansions should not be advanced to the exclusion or detriment of growth in VRE's core system capacity.

VRE System Plan Recommendations:

The VRE System Plan provides a framework for future decision making by identifying service initiatives and capital investments that support long-range VRE growth, grouped into three phases between 2015 and 2040. The *System Plan Summary Report*, included as a separate attachment, provides additional details about the plan recommendations, costs, and benefits.

Phase 1 (2015-2020) includes relatively low-cost projects to maximize VRE service and passenger-carrying capacity within the level of daily train service allowed under VRE's existing railroad operating agreements with CSX and Norfolk-Southern. It will enable VRE to carry approximately 6,000 additional daily trips and provide sufficient capacity to meet the expected commuter demand in the VRE service area through the mid-2020's. VRE's FY 2015 Capital and Operating Budgets and FY 2015-2020 outline the planned service expansions and capital investments to implement Phase 1.

Phases 2 and 3 (2021-2040) include significant service increases and system investments that maximize VRE's contribution to regional mobility. The recommended capacity expansion results in a potential doubling of VRE riders, who would otherwise mostly be travelling on the region's roadways, for a potential ridership of 40,000 to 45,000 trips per day by 2040.

Phase 2 (2021-2030) recommends major investment in the Long Bridge corridor between the Alexandria and L'Enfant stations, including expanding railroad capacity across the Potomac River, to relieve the key capacity bottleneck on the VRE system. The implementation of other VRE improvements such as the Gainesville-Haymarket extension is also envisioned in the 2021-2030 timeframe. However, without the major capacity investment represented by the Long Bridge corridor program, the full ridership potential of the Gainesville-Haymarket extension and increased Fredericksburg Line and main Manassas Line peak service levels will not be possible.

It should be noted that intercity passenger rail, high-speed rail and freight service would all derive significant benefits from the investments in Long Bridge capacity expansion as well as the CSX third track south of Alexandria. Consequently, the System Plan assumes that VRE would not bear the entire costs, but rather would pay a share of them proportional to the total benefits derived.

Once the Long Bridge corridor investments are in place, the introduction of additional reverse peak and off-peak VRE service can be supported, to tap into new market segments as well as reduce the need for costly mid-day storage expansion at Washington Union Terminal and improve VRE's cycling of trains and crews to minimize fleet requirements and operating costs.

Phase 3 (2031 through 2040) returns to a level of investment comparable to Phase 1 to enable continued growth in VRE service levels, including completing the triple tracking of the CSX main line between Alexandria and Spotsylvania and core system expansion of equipment, station and storage facilities, to keep pace with growth in ridership.

Fiscal Impact:

Adoption of the System Plan will not result in any fiscal impact. Implementation of capital projects or service plans recommended in the System Plan will be reflected in future budgetary decisions and actions by the Operations Board and Commissions.

**Virginia Railway Express
Operations Board**

**Resolution
10C-01-2014**

Adoption of the VRE System Plan

WHEREAS, population within VRE member jurisdictions is projected to grow by an average of nearly 40% by 2040 and employment is projected to grow by 50%; and,

WHEREAS, the Commonwealth of Virginia, Northern Virginia Transportation Authority and other regional bodies have identified congestion relief as a pressing concern affecting long-term regional economic growth, competitiveness and quality of life; and,

WHEREAS, VRE is an essential regional asset that provides a safe, reliable, high-quality mobility option for commuter travel; and,

WHEREAS, in April 2013 the Operations Board authorized the development of the VRE System Plan to identify critical VRE system needs in a comprehensive manner and prioritize the initiatives to advance VRE's long-term strategic vision over the next 20+ years of VRE service.; and,

WHEREAS, the plan provides a framework for future decision making by identifying service initiatives and capital investments which support a ridership goal of 40,000-45,000 daily trips within the 2040 timeframe.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend that the Commissions adopt the VRE System Plan as the long-term vision and guide for VRE system growth and expansion.

Approved this 17th day of January 2014

Paul Milde
Chairman

Gary Skinner
Secretary

VRE SYSTEM PLAN

January 17, 2014



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SYSTEM PLAN PURPOSE

- Provides a framework for growing the VRE system
 - Build upon recent successes
 - Responds to current and projected travel needs in the region
- Identifies the next generation of VRE system projects and programs
- Starting point for an ongoing system planning process



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VRE: ESSENTIAL, COST-EFFECTIVE REGIONAL SOLUTION

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- Regional growth and congestion are inevitable
- Potential for increased capacity in the CSX/NS rail corridors
- VRE system and service expansion is cost and time competitive with recent, regional transportation investments

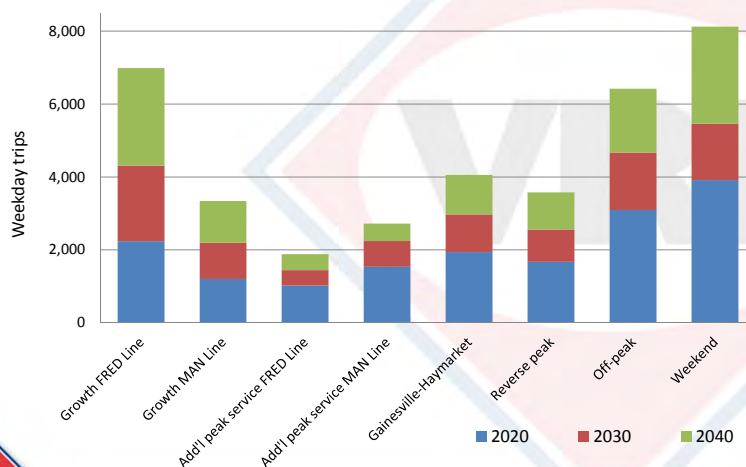


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TAPPING POTENTIAL VRE MARKETS CAN DOUBLE RIDERSHIP BY 2040

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PHASE 1 (2015-2020)

- **Maximize VRE's Service within Available Train Capacity**
 - Adds one train each to Fredericksburg and Manassas Lines
 - Lengthen trains to add seats
 - Add Potomac Shores station
- Provides short-term capacity relief at relatively low cost
- Captures VRE's share of growth in long-distance commute trips



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PHASE 1 CAPITAL INVESTMENTS

	Cost (Million \$2013)
SEATS	
14 bi-level coaches	\$35
STATIONS	
Lengthen platforms	\$20
Second platforms	\$26
Franconia-Springfield station modifications and 3 rd track (to Lorton)	\$50
Core station improvements	\$22
Station parking	\$91
STORAGE	
Train storage (DC and Virginia)	\$41
TOTAL 2015-2020	\$285



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PHASES 2 & 3 (2021-2040)

- Maximize VRE's Contribution to Regional Mobility
- Focus investment within existing service area
- Major railroad and system capacity expansions
- Benefits multiple stakeholders creating cost sharing opportunities



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PHASE 2 (2021-2030)

- Continue to focus on core commuter market, including express service
- Expand to new markets
 - Gainesville-Haymarket extension
 - Reverse peak service
 - Off-peak service
- Long Bridge corridor expansion and additional Fredericksburg Line triple track



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PHASE 3 (2031-2040)

- Continued VRE service expansion
- Additional market opportunities
 - Short, cross-Potomac trips
 - Weekend service
- Railroad capacity investment makes possible future, additional service improvements
 - VRE-MARC run-through service
 - Regional rail service
 - Additional intercity and/or high-speed rail service



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PHASE 2 AND 3 CAPITAL INVESTMENTS

	Phase 2 Cost	Phase 3 Cost	Total Phase 2 and 3	Estimated VRE/Local/Regional Share
	(Million\$)			
SLOTS				
Long Bridge corridor	\$1,100	\$0	\$1,100	\$33-111
Fredericksburg Line 3 rd track	\$100	\$440	\$540	\$41-136
Gainesville-Haymarket extension	\$295	\$0	\$295	\$44-146
SEATS				
Additional coaches and locomotives	\$125	\$125	\$250	\$81-252
STATIONS				
Lengthen platforms/2 nd platforms	\$80	\$35	\$115	\$34-114
Core station improvements	\$20	\$0	\$20	\$6-20
Station parking	\$20	\$30	\$50	\$31-48
STORAGE				
Train storage (DC and Virginia)	\$10	\$60	\$70	\$48-72
TOTAL 2021-2040	\$1,750	\$690	\$2,440	\$318-900



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NEXT STEPS

- Adopt VRE System Plan – January 2014
- Advance Phase 1 system investments
- Continue planning and project development for Phase 2 and 3 investments
 - Gainesville-Haymarket extension
 - Core capacity project development
- Specific capital projects or service plans included in future budgets and Operations Board actions



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11



AGENDA ITEM #6

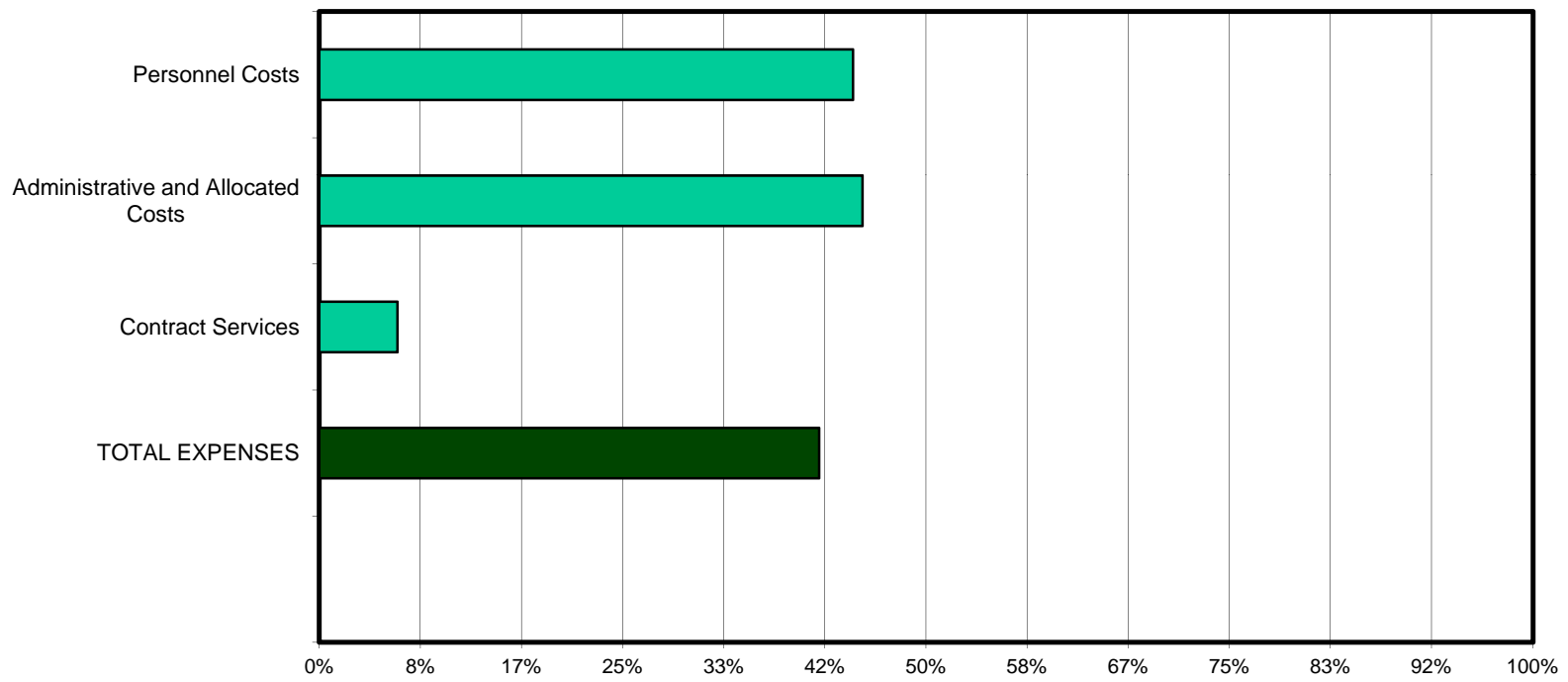
TO: Chairman Smedberg and NVTC Commissioners
FROM: Kelley Coyner, Scott Kalkwarf and Colethia Quarles
DATE: January 28, 2014
SUBJECT: NVTC Financial Items

The financial report for December 2013 is attached for your information.

Northern Virginia Transportation Commission

Financial Reports
December, 2013

Percentage of FY 2014 NVTC Administrative Budget Used
December, 2013
(Target 50% or less)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
December 2013

	<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	\$ 57,635.38	\$ 361,727.02	\$ 779,600.00	\$ 417,872.98	53.6%
Temporary Employee Services	190.00	190.00	-	(190.00)	
Total Personnel Costs	<u>57,825.38</u>	<u>361,917.02</u>	<u>779,600.00</u>	<u>417,682.98</u>	<u>53.6%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	3,673.03	24,232.78	53,800.00	29,567.22	55.0%
Group Health Insurance	4,528.32	28,539.93	97,900.00	69,360.07	70.8%
Retirement	3,110.00	18,660.00	52,700.00	34,040.00	64.6%
Workmans & Unemployment Compensation	1,281.99	1,646.35	3,100.00	1,453.65	46.9%
Life Insurance	258.48	984.27	3,900.00	2,915.73	74.8%
Long Term Disability Insurance	207.48	1,455.18	3,600.00	2,144.82	59.6%
Total Benefit Costs	<u>13,059.30</u>	<u>75,518.51</u>	<u>215,000.00</u>	<u>139,481.49</u>	<u>64.9%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	1,050.00	4,500.00	11,000.00	6,500.00	59.1%
<i>Rents:</i>	<i>16,052.88</i>	<i>98,365.43</i>	<i>202,500.00</i>	<i>104,134.57</i>	<i>51.4%</i>
Office Rent	15,400.88	92,438.28	192,000.00	99,561.72	51.9%
Parking & Transit Benefits	652.00	5,927.15	10,500.00	4,572.85	43.6%
<i>Insurance:</i>	<i>495.90</i>	<i>2,375.55</i>	<i>6,100.00</i>	<i>3,724.45</i>	<i>61.1%</i>
Public Official Bonds	200.00	600.00	2,300.00	1,700.00	73.9%
Liability and Property	295.90	1,775.55	3,800.00	2,024.45	53.3%
<i>Travel:</i>	<i>3,715.54</i>	<i>4,640.22</i>	<i>16,500.00</i>	<i>7,143.48</i>	<i>43.3%</i>
Conference / Professional Development	583.70	583.70	5,300.00	-	0.0%
Non-Local Travel	29.00	195.77	1,200.00	1,004.23	83.7%
Local Meetings & Related Expenses	3,102.84	3,860.75	10,000.00	6,139.25	61.4%
<i>Communication:</i>	<i>645.54</i>	<i>4,264.19</i>	<i>11,100.00</i>	<i>6,835.81</i>	<i>61.6%</i>
Postage	186.00	1,022.85	3,100.00	2,077.15	67.0%
Telephone and Data	459.54	3,241.34	8,000.00	4,758.66	59.5%
<i>Publications & Supplies</i>	<i>1,247.36</i>	<i>4,635.09</i>	<i>15,900.00</i>	<i>11,264.91</i>	<i>70.8%</i>
Office Supplies	154.66	670.07	3,000.00	2,329.93	77.7%
Duplication and Paper	592.70	3,465.02	7,400.00	3,934.98	53.2%
Public Information	500.00	500.00	5,500.00	5,000.00	90.9%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
December 2013

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	103.86	969.25	11,000.00	10,030.75	91.2%
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	103.86	969.25	6,000.00	5,030.75	83.8%
<i>Other General and Administrative:</i>	738.17	2,858.59	5,100.00	2,241.41	43.9%
Subscriptions	-	-	-	-	0.0%
Memberships	79.67	703.02	1,200.00	496.98	41.4%
Fees and Miscellaneous	313.50	1,810.57	3,000.00	1,189.43	39.6%
Advertising (Personnel/Procurement)	345.00	345.00	900.00	555.00	61.7%
Total Administrative Costs	<u>24,049.25</u>	<u>122,608.32</u>	<u>279,200.00</u>	<u>151,875.38</u>	<u>54.4%</u>
<u>Contracting Services</u>					
Auditing	-	7,000.00	28,500.00	21,500.00	75.4%
Research and Analytic Support	-	-	80,000.00	80,000.00	0.0%
Legal	-	-	-	-	0.0%
Total Contract Services	<u>-</u>	<u>7,000.00</u>	<u>108,500.00</u>	<u>101,500.00</u>	<u>93.5%</u>
Total Gross G&A Expenses	<u>\$ 94,933.93</u>	<u>\$ 567,043.85</u>	<u>\$ 1,382,300.00</u>	<u>\$ 810,539.85</u>	<u>58.6%</u>

NVTC
RECEIPTS and DISBURSEMENTS
November, 2013

Payer/ Payee		Purpose	Wells Fargo	Wells Fargo	VA LGIP	
Date			(Checking)	(Savings)	G&A / Project	Trusts
RECEIPTS						
5	DRPT	Grant receipt - Route 7			\$ 6,967.00	
6	FTA	Grant receipt - Route 7			55,723.00	
12	DRPT	Operating assistance receipt - City of Fairfax				60,889.00
12	DRPT	Operating assistance receipt - Alexandria				853,212.00
12	DRPT	Operating assistance receipt - Falls Church				59,227.00
16	DRPT	Capital grant receipts				589,967.00
16	DRPT	Capital grant receipt - Arlington				38,763.00
16	DRPT	Capital grant receipts - VRE			41,870.00	
17	VRE	Staff support		7,522.75		
24	DRPT	Grant receipt - Route 7			2,001.00	
30	FTA	Grant receipt - Route 7			16,009.00	
31	DMV	Motor Vehicle Fuels Sales tax receipt				3,719,945.57
31	Banks	Interest income		0.82	6.35	8,527.24
			-	7,523.57	122,576.35	5,330,530.81
DISBURSEMENTS						
1-31	Various	G&A expenses	(137,618.14)			
6	Parsons Brinckerhoff	Consulting - Route 7	(69,666.89)			
16	VRE	Grant revenue			(41,870.00)	
20	Stantec	Consulting - NTD collection	(28,615.72)			
20	Stantec	Consulting - NTD collection	(32,772.38)			
27	Parsons Brinckerhoff	Consulting - Route 7	(20,011.19)			
31	WMATA	Other operating				(11,872.25)
31	Banks	Service fees	(51.99)	(5.90)		
			(288,736.31)	(5.90)	(41,870.00)	(11,872.25)
TRANSFERS						
2	Transfer	From savings to checking	25,000.00	(25,000.00)		
6	Transfer	From LGIP to savings (G&A contribution)		150,000.00		(150,000.00)
9	Transfer	From savings to checking	150,000.00	(150,000.00)		
20	Transfer	From LGIP to checking (G&A contribution)	150,000.00			(150,000.00)
			325,000.00	(25,000.00)	-	(300,000.00)
NET INCREASE (DECREASE) FOR MONTH			\$ 36,263.69	\$ (17,482.33)	\$ 80,706.35	\$ 5,018,658.56

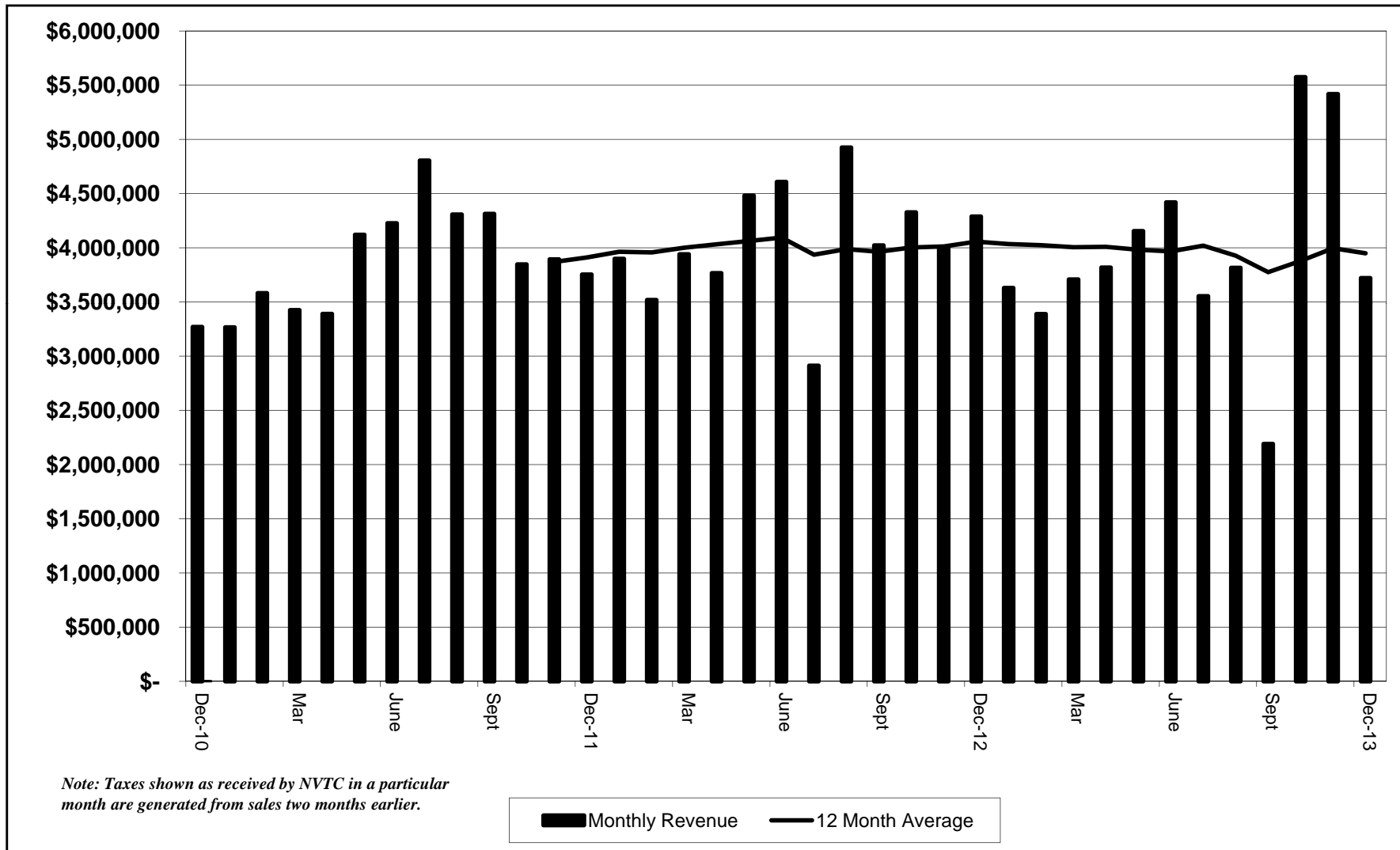
**NVTC
INVESTMENT REPORT
December, 2013**

Type	Rate	Balance 11/30/2013	Increase (Decrease)	Balance 12/31/2013	NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund
<u>Cash Deposits</u>							
Wells Fargo: NVTC Checking	N/A	\$ 14,086.00	\$ 36,263.69	\$ 50,349.69	\$ 50,349.69	\$ -	\$ -
Wells Fargo: NVTC Savings	0.200%	54,154.05	(17,482.33)	36,671.72	36,671.72	-	-
<u>Investments - State Pool</u>							
Bank of America - LGIP	0.094%	106,054,668.06	5,099,364.91	111,154,032.97	106,550.46	83,988,329.74	27,059,152.77
		<u>\$ 106,122,908.11</u>	<u>\$ 5,208,570.50</u>	<u>\$ 111,241,054.38</u>	<u>\$ 193,571.87</u>	<u>\$ 83,988,329.74</u>	<u>\$ 27,059,152.77</u>

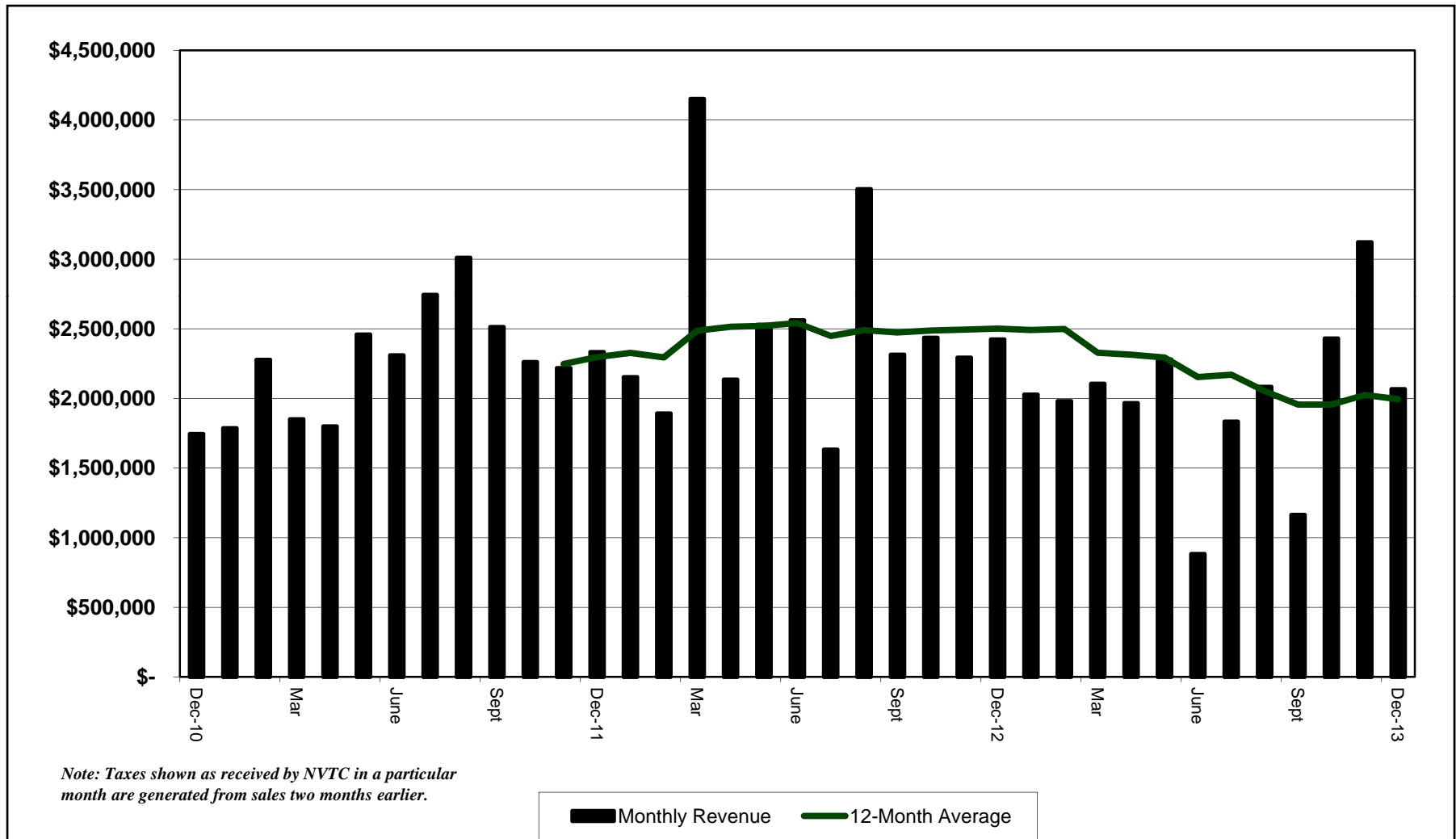
NVTC MONTHLY GAS TAX REVENUE

ALL JURISDICTIONS

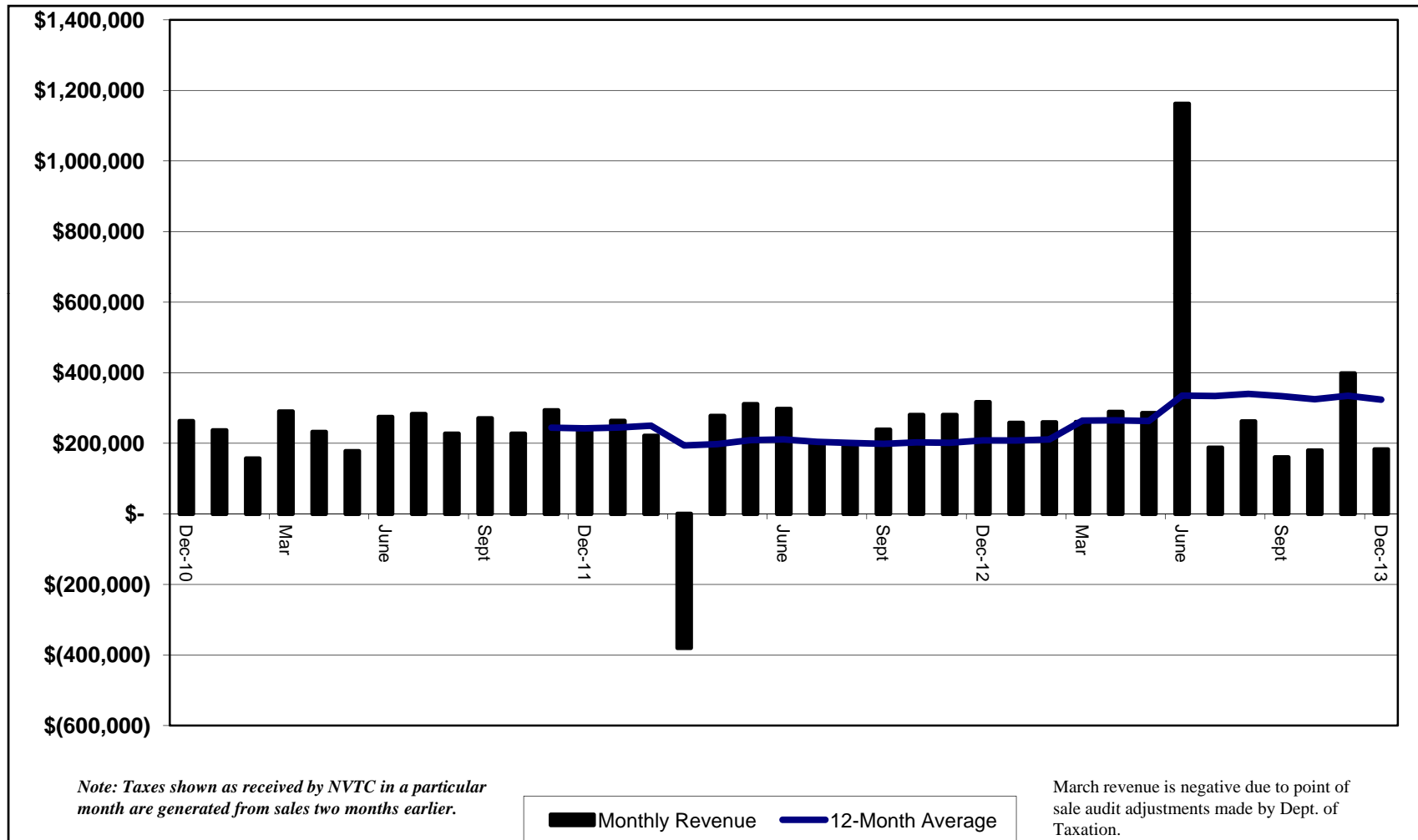
FISCAL YEARS 2011-2014



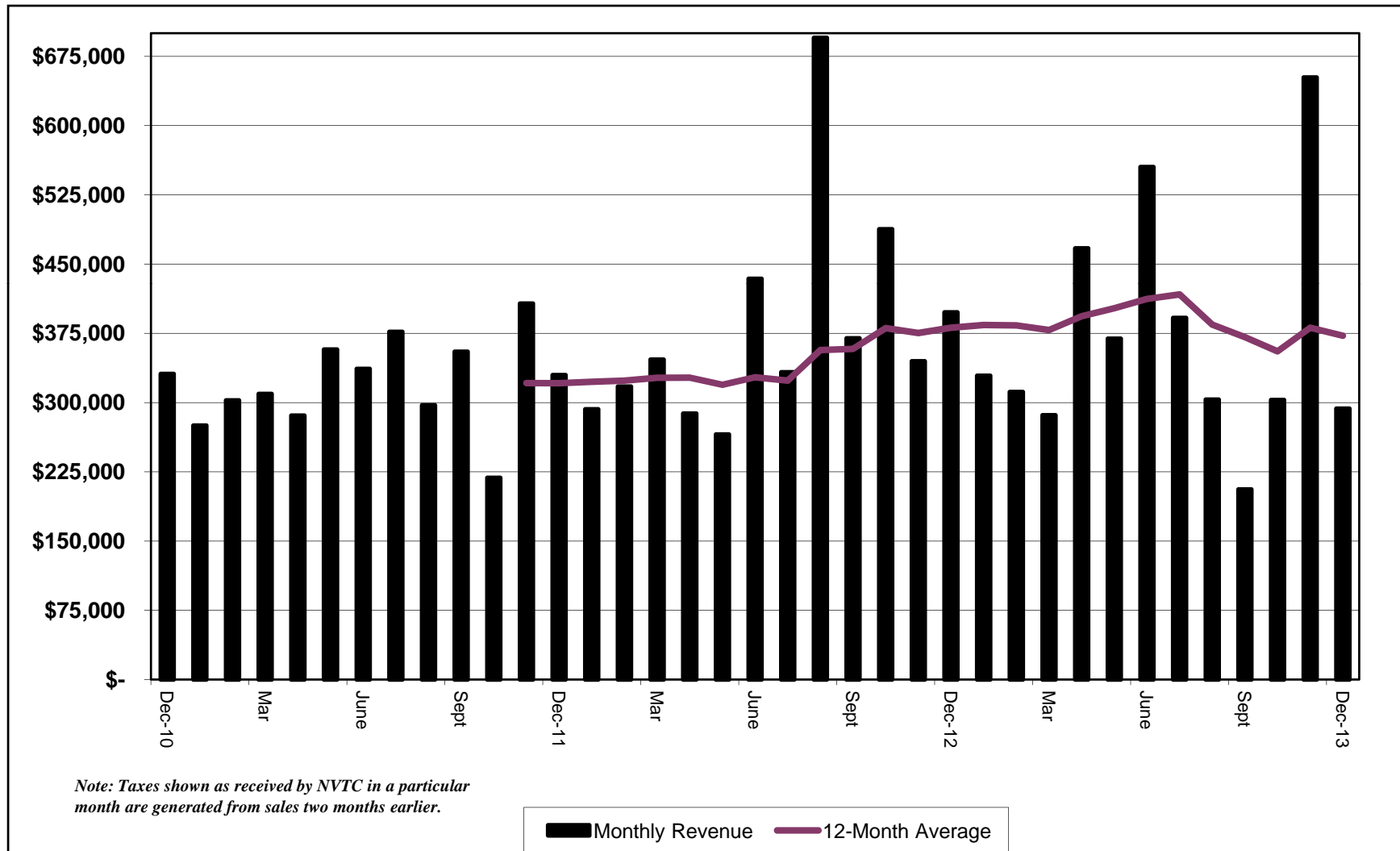
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2011-2014



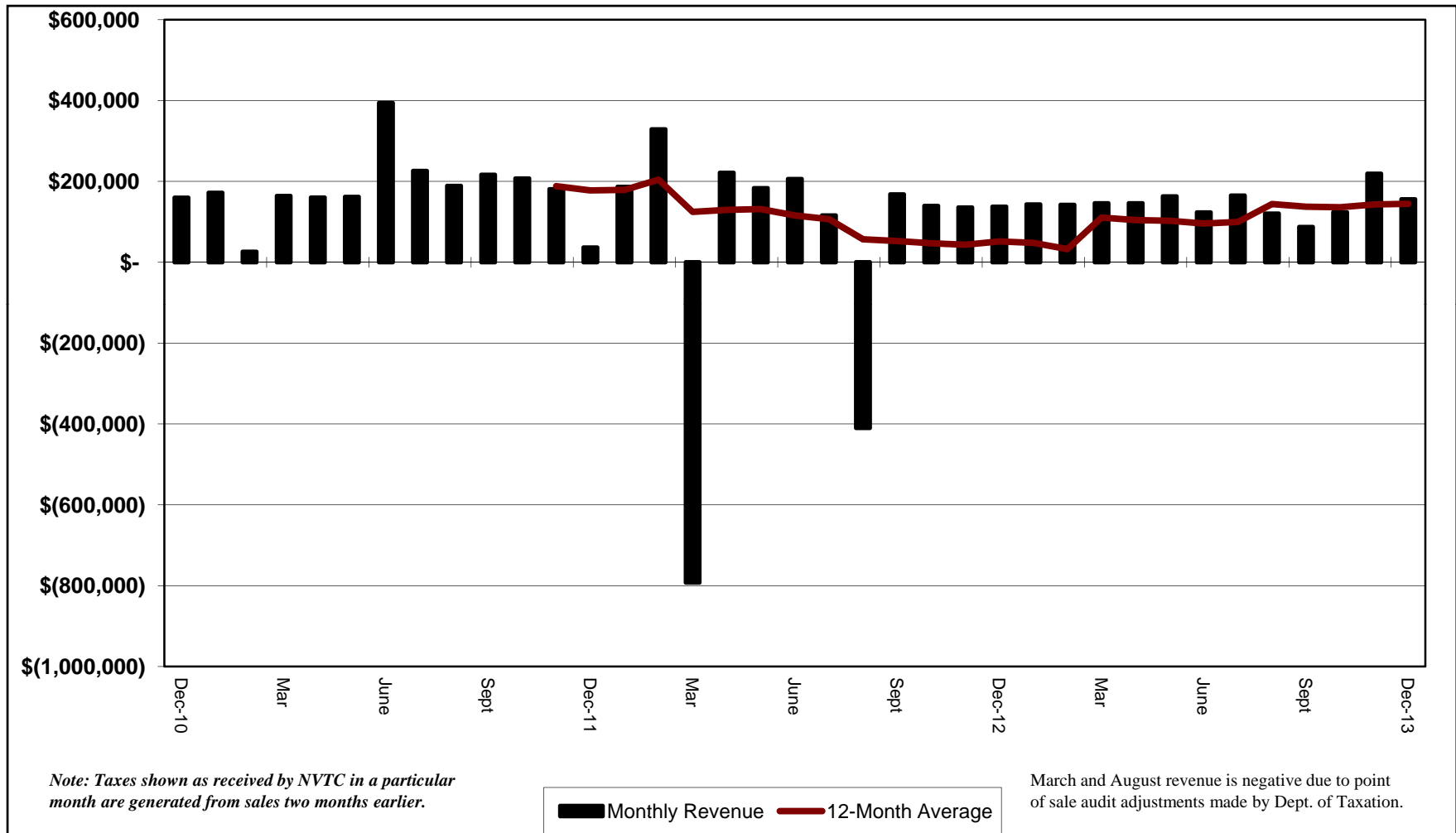
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2011-2014



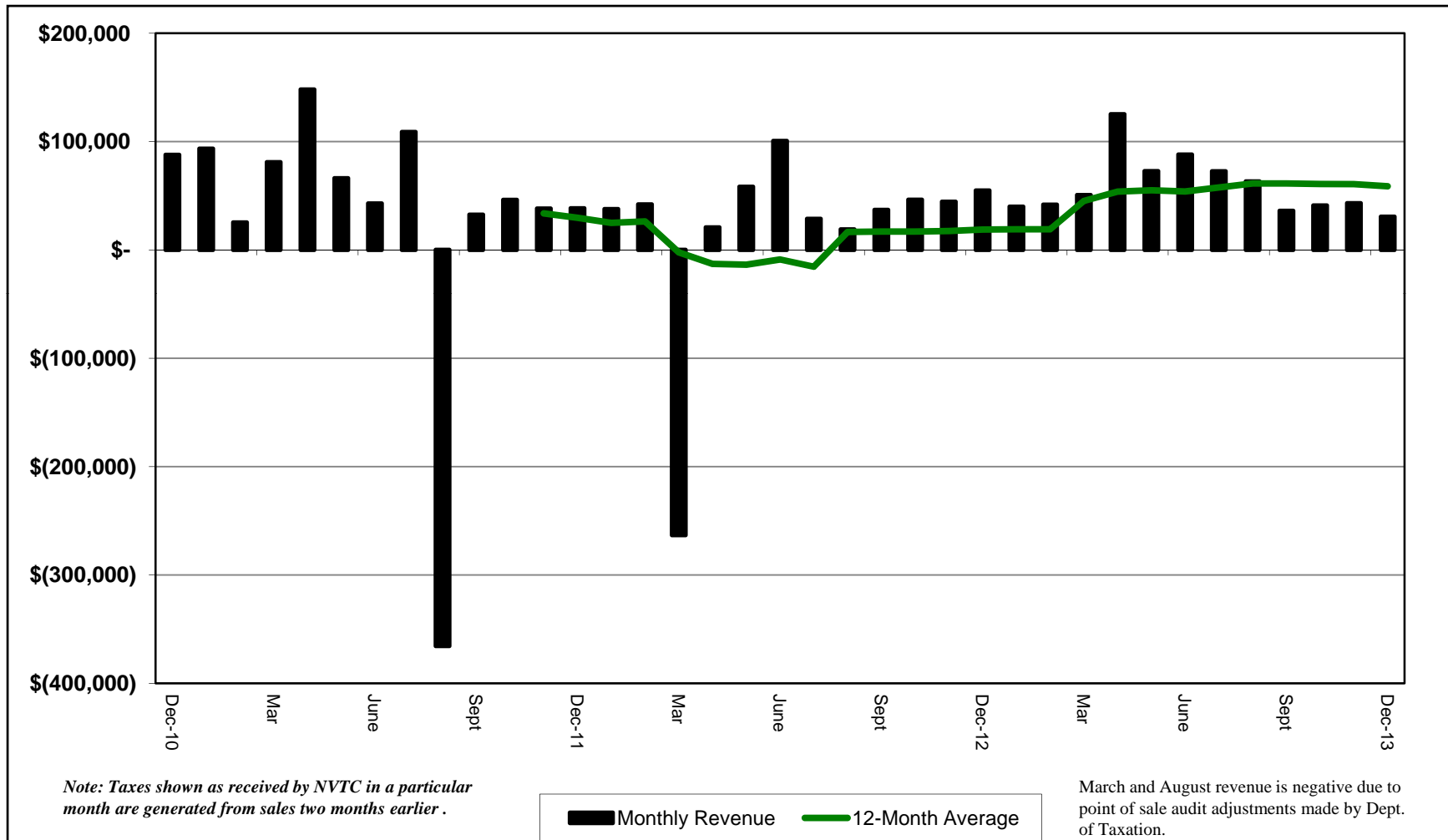
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2011-2014



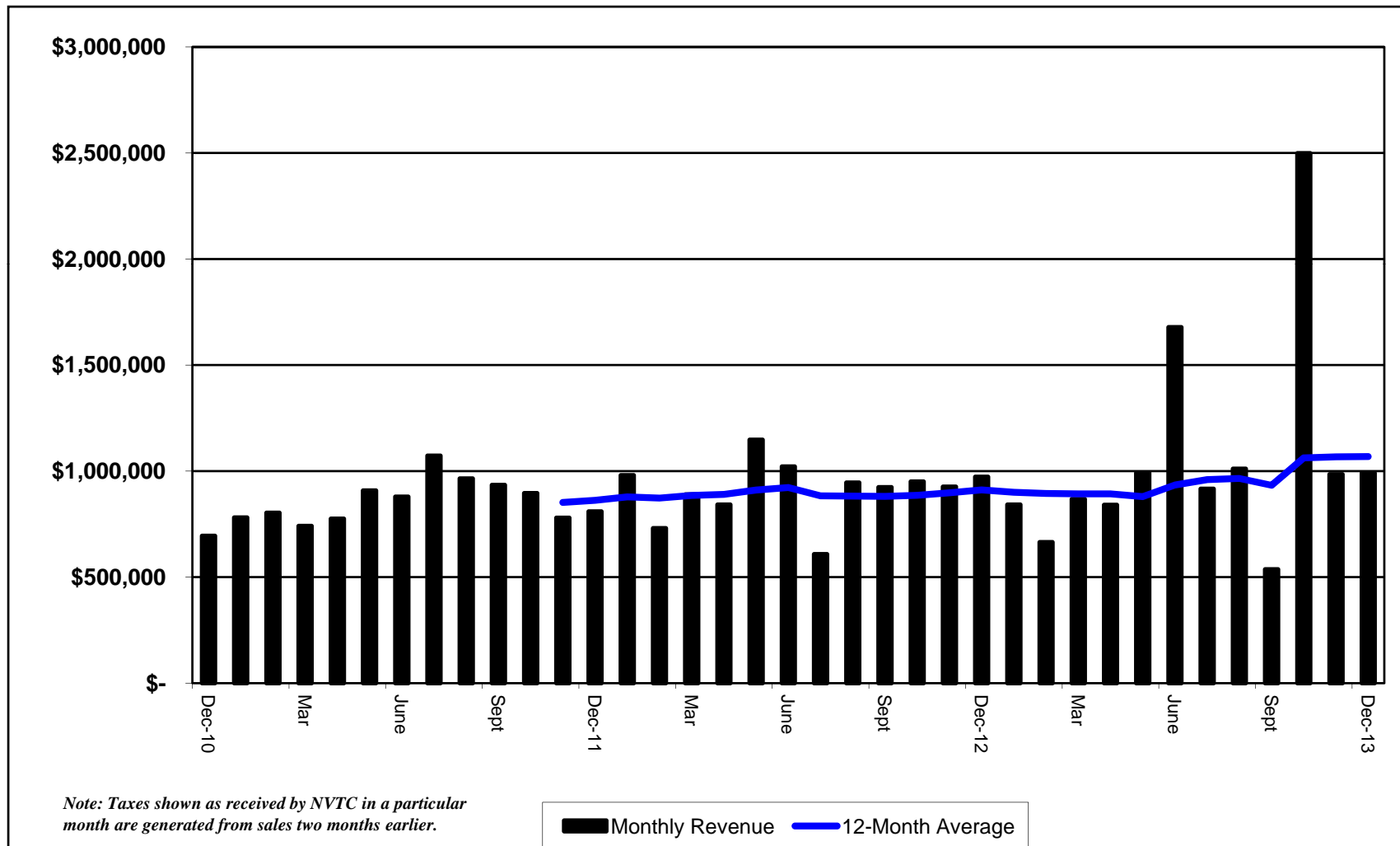
NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2011-2014



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



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





AGENDA ITEM #7

TO: Chairman Smedberg and NVTC Commissioners
FROM: Kelley Coyner, Kala Quintana and Claire Gron
DATE: January 29, 2014
SUBJECT: Information Items

- A. Metrorail Moves Toward Resuming Automatic Train Control**
- B. WMATA Agrees to Recognize Advance Payments by NVT A for Anticipated Future Metro 2025 Investments Consistent with All Legal Requirements Applicable to NVT A**
- C. Virginia Secretary of Transportation Confirms Dyke and Mitchell as NVTC Members**
- D. NVT A Ensures that NVT A Extraterritorial Funding Partners Pay or Commit to Pay Proportionate Share of Projects**
- E. VDOT Begins U.S. Bicycle Route 1 Study**
- F. MWC OG Approves Region Forward Strategic Investment Plan Final Report**
(A hard copy can be provided on request)
- G. TPB Forecasts Travel Demand Growth in Activity Centers**
- H. Hampton Roads Proposal to Establish Transit Authority Advances (HB1253)**

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

☐ Action ☒ Information

MEAD Number:
200565

Resolution:
☐ Yes ☒ No

TITLE:

Automatic Train Control Safety Analysis Update

PRESENTATION SUMMARY:

To present to the Safety and Security Committee an update on the Automatic Train Control (ATC) Safety Analysis.

PURPOSE:

The purpose of this presentation is to provide the Committee on a briefing of the ATC Safety Analysis current status, and its relation to the return to automatic train operation.

DESCRIPTION:

After the June 22, 2009 Washington Metro train collision near Fort Totten Station, The National Transportation Safety Board (NTSB) made the following recommendations (dated July 27, 2010):

- R-10-12: Conduct a comprehensive safety analysis of the Metrorail automatic train control system to evaluate all foreseeable failures of this system that could result in a loss of train separation, and work with your train control equipment manufacturers to address in that analysis all potential failure modes that could cause a loss of train detection, including parasitic oscillation, cable faults and placement, and corrugated rail.
- R-10-13: Based on the findings of the safety analysis recommended in R-10-12, incorporate the design, operational, and maintenance controls necessary to address potential failures in the automatic train control system.

Metro has contracted with Hatch Mott MacDonald (HMM) to assist us in addressing these NTSB recommendations.

The ATC Safety Analysis has been primarily focused on the wayside audio frequency track circuit system and the car bourn ATC system with hazard analysis of the operating and support functions as well as specific components level subsystem analysis. The primary analysis findings can be categorized in two major classes:

- Process. It has been addressed with updated preventative maintenance and testing guidelines.
- Gaps between the failure mode effects analysis in the original product safety case. This class met the industry standards during the period of manufacture and the modern safety case requirements of today. Metro and HMM have identified a close out plan for the wayside and car bourn equipment.

This independent review was initiated in 2010 with an expected completion time frame of spring 2014.

Key Highlights:

- The ATC independent system safety analysis is scheduled to be completed in spring of 2014 and an overall closeout plan has been defined
- Progress continues on minor findings which have been provided through existing programs and process improvements

Background and History:

The ATC network provides for the safe and efficient movement of trains through a series of track circuits and integrated logic for routing controls and speed controls. Major subcomponents of the ATC network include Automatic Train Operation (ATO) and Automatic Train Protection (ATP). ATO is a system that uses integrated logic between the wayside system where the train speeds and braking are regulated automatically without required intervention from the operator. ATP is the system that provides safe train separation through the same network but where the operator is in direct control of the train speed and braking. It should be noted that while the train is in "manual" control, the ATP is still active and any violation of speed command by the operator will cause the train to automatically reduce speed, thereby resulting in the safe separation of trains or automatic train protection. ATO is desirable because of the efficiency and consistency of accelerating and braking provided by the trains on-board ATC system. Therefore, Metro is taking a systematic and calculated approach to returning to ATO.

Discussion:

Metro has been undertaking major steps to return to Automatic Train Operation (ATO) for the safe and efficient movement of trains throughout the system. The major steps include:

- Addressing National Transportation Safety Board (NTSB) recommendations:
 - System Safety Analysis
 - Ferrite chokes
 - Track Circuit Monitoring Tool or Loss of Shunt detection
 - ATC-1000, 2000 and 3000
- Deployment of the right equipment and tools
- Organizational changes
- Development and implementation of processes, equipment, and procedures

FUNDING IMPACT:

None

TIMELINE:

Previous Actions	<ul style="list-style-type: none">• March 11, 2010: Presentation to the Customer Service and Operations Committee on "Manual vs. Automatic Train Operation and Operational Restrictions"• November 01, 2012: Presentation to the Safety and Security Committee on "Automatic Train Control (ATC) Update"• June 13, 2013: Presentation to the Safety and Security Committee on "Automatic Train Control System Update"
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Washington Metropolitan Area Transit Authority
Board Action/Information Summary

☒ Action ☐ Information

MEAD Number:
200526

Resolution:
☒ Yes ☐ No

TITLE:

Advance Jurisdiction Contributions to Metro 2025

PRESENTATION SUMMARY:

Recommendation to adopt a Board resolution stating that the Board of Directors agrees to recognize advance payments of anticipated future Metro 2025 investments subject to the execution of a Memorandum of Agreement between the Washington Metropolitan Area Transit Authority (WMATA) and the jurisdiction that establishes the terms and conditions for the administration of this recognition.

PURPOSE:

To seek Board approval to provide assurance to local jurisdictions of its intent to credit advance funding to local jurisdiction Metro 2025 obligations.

DESCRIPTION:

Key Highlights:

The adoption of this Board resolution would provide assurances to all local jurisdictions of its intent to credit jurisdictions for all advance funding received for Metro 2025 obligations in advance of a final funding agreement.

Background and History:

The requirement for such an agreement was highlighted as a result of funding that was designated by the Northern Virginia Transportation Authority (NVTA) this past summer.

On July 24, 2013, the NVTA approved a FY 14 package of transportation projects for Northern Virginia. This approval was following multiple public hearings and the consideration of over 200 public comments. As part of this FY 14 package, the NVTA approved \$12M for WMATA projects. These projects were submitted for consideration by WMATA staff with coordination with the NVTA and local jurisdictions. The approved FY 14 project list includes:

- \$7M for ten new buses on Virginia routes (focusing on Virginia's several corridors that are included in the Priority Corridor Network and on WMATA's Service Evaluation Studies)

- \$5M for traction power upgrades on the Orange Line in Virginia (part of eight car train project)

Discussion:

The local jurisdictions request assurance that NVTAs funding will be credited to local jurisdictional obligations under Metro 2025. This resolution would provide assurance to both the NVTAs and all local jurisdictions of the Board's intent to credit NVTAs funding to Virginia local jurisdiction Metro 2025 obligations.

FUNDING IMPACT:

This action is to provide assurance that NVTAs \$12M in funding can be credited towards Metro 2025 obligations, as well as others that may be received by local jurisdictions. This action is administrative in nature, and will not result in the direct expenditure of funding.

TIMELINE:

Previous Actions	On July 24, 2013, the NVTAs approved an FY 14 package of transportation projects for Northern Virginia.
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RECOMMENDATION:

Approval of the Board resolution stating that the Board of Directors agrees to recognize the local jurisdictions' payment of anticipated future Metro 2025 investments by jurisdictions subject to the execution of a Memorandum of Agreement between WMATA and the local jurisdictions that establishes the terms and conditions for the administration of this recognition.

PRESENTED AND ADOPTED: January 23, 2014

**SUBJECT: NORTHERN VIRGINIA TRANSPORTATION AUTHORITY CONTRIBUTIONS
TO METRO 2025**

2014-08

**RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, Metro's Board of Directors has adopted a strategic plan known as *Momentum*; and

WHEREAS, The *Momentum* strategic plan includes initiatives known as Metro 2025; and

WHEREAS, Metro, as part of the Northern Virginia Transportation Authority (NVTa) Project Implementation Working Group, proposed three projects for funding that were consistent with Metro 2025; and

WHEREAS, On July 24, 2013, in the NVTa's FY2014 transportation funding program, the NVTa approved \$12M (NVTa Funding) to fund two of the projects proposed by Metro for traction power upgrades on the Orange Line in support of Metro's 8-car trains program and new buses for the Priority Corridor Network program; and

WHEREAS, The General Manager/Chief Executive Officer's proposed FY2015 Budget anticipates Metro 2025 investments being made; and

WHEREAS, The Commonwealth of Virginia has passed a series of transportation initiatives that provide transportation funding to the NVTa; and

WHEREAS, Metro's Board of Directors wishes to encourage accelerated funding of Metro 2025 projects for early action; and

WHEREAS, In consideration for pre-funding Metro 2025 projects, the Virginia local jurisdictions request assurance that the NVTa Funding will be treated in a manner consistent with all legal requirements applicable to the NVTa; and

WHEREAS, The Board of Directors wishes to provide assurance to both the NVTa and the Virginia local jurisdictions of its intent to credit the NVTa Funding in a manner consistent with all legal requirements applicable to the NVTa; now, therefore be it

Motioned by Mrs. Hudgins, seconded by Mr. Dyke

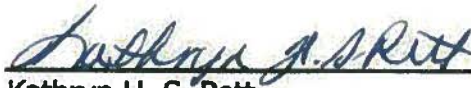
Ayes: 8 – Mr. Downs, Mr. Downey, Mr. Nichols, Mrs. Hudgins, Mr. Dyke, Mr. Bellamy, Mr. Acosta and Mr. Goldman

RESOLVED, That the Board of Directors agrees to recognize the NVTa Funding of anticipated future Metro 2025 investments of the Virginia local jurisdictions subject to the execution of a Memorandum of Agreement between WMATA and the NVTa that establishes the terms and conditions for the administration of this recognition consistent with the Board-adopted FY2015-2020 Capital Improvement Program (CIP); and be it further

RESOLVED, That should such Metro 2025 projects not be included in the FY2015-2020 CIP, the NVTa funds will be treated in a manner consistent with all legal requirements applicable to the NVTa; and be it finally

RESOLVED, That this Resolution shall be effective immediately,

Reviewed as to form and legal sufficiency,

A handwritten signature in blue ink, appearing to read "Kathryn H. S. Pett", is written over a horizontal line.

Kathryn H. S. Pett
General Counsel

WMATA File Structure No:
4.3.2 Jurisdictional Funding Agreements



COMMONWEALTH of VIRGINIA

Office of the Governor

Aubrey L. Layne, Jr.
Secretary of Transportation

January 16, 2014

Mr. Paul Smedberg
Chair, NVTC
2300 Wilson Boulevard, Suite 620
Arlington, Virginia 22201

Dear Chairman Smedberg:

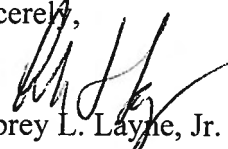
This letter is to request that the Virginia Department of Rail and Public Transportation (DRPT) representatives on the Northern Virginia Transportation Commission (NVTC) be updated as follows:

Commissioner Jim Dyke
 jdyke@mwcllc.com

Second Alternate: Jennifer Mitchell
 Jennifer.mitchell@drpt.virginia.gov
 804-371-4866

Please let me know if you need any further information.

Sincerely,



Aubrey L. Layne, Jr.

c: Kelly Coyner, Executive Director, NVTC

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

RESOLUTION 14-08

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY (“NVTa”) POLICY FOR USE OF 70% FUNDS UNDER 2013 VA. ACTS CH. 766 REGARDING FUNDING OF PROJECTS UNDERTAKEN BY NVTa OR ON ITS BEHALF WITH THE DISTRICT OF COLUMBIA, VIRGINIA, ANY OTHER STATE OR A POLITICAL SUBDIVISION THEREOF, OR THE UNITED STATES OF AMERICA

WHEREAS, in its 2013 session, the Virginia General Assembly enacted 2013 Va. Acts Chapter 766 (“Chapter 766”); and therein authorized NVTa’s funding of regional transportation projects with certain taxes and fees imposed in accordance with Chapter 766; and

WHEREAS, in accordance with the requirements set forth in Chapter 766, NVTa must use and apply all funds generated by the taxes and fees imposed by Chapter 766 in accordance with all the requirements and restrictions set forth in Chapter 766 and the NVTa Act; and

WHEREAS, in accordance with Chapter 766, NVTa is the sole determinant of the funding for regional projects with the revenues set forth by Va. Code Ann. Section 15.2-4838.1(C) (1) (“the 70% Funds”); and

WHEREAS, NVTa recognizes that certain projects within NVTa otherwise eligible and approved for funding under Chapter 766 may be part of a larger project, projects, or system undertaken by NVTa or one or more of its member localities in conjunction with other state, local, or federal governmental entities. These entities include but are not limited to the District of Columbia, Washington Metropolitan Area Transit Authority, and Virginia Railway Express (“extra-territorial funding partners”); and

WHEREAS, in order to ensure compliance with Va. Code Ann. Section 15.2-4838.1, which states, in part, “A. All moneys received by the Authority and the proceeds of bonds issued pursuant to § 15.2-4839 shall be used by the Authority solely for transportation purposes benefiting those counties and cities that are embraced by the Authority”, and all other applicable requirements of Chapter 766 and the NVTa Act, when distributing the 70% Funds to projects which are built or managed in concert with extra-territorial funding partners, prior to any NVTa funds being released for any such project or system, the NVTa must first ensure that, all NVTa’s extra-territorial funding partners pay or officially commit to pay their appropriate, respective proportionate share or shares of the larger project or system costs commensurate with the benefits to each on a basis agreed upon between the member localities. Furthermore, the NVTa funds must be in addition to the funds that the NVTa member locality is to receive from, or credited with by, the extra-territorial funding partner for the larger project or system;

NOW, THEREFORE BE IT RESOLVED THAT the NVTA adopts the following policy with regard to all projects funded from the 70% Funds that are built or managed in concert with extra-territorial funding partners:

1. Prior to any NVTA funds being released for any such project or system, the NVTA must first ensure that all NVTA's extra-territorial funding partners pay or officially commit to pay their appropriate, respective proportionate share or shares of the larger project or system costs commensurate with the benefits to each on a basis agreed upon between the member localities;

2. The NVTA must ensure that the funds being released for any such project or system are 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;

3. 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 funding their appropriate, respective proportionate shares of such larger project or system commensurate with the benefits to each on a basis agreed upon with NVTA; and

4. NVTA's Standard Project Administration Agreement for the funding of all projects with 70% Funds shall include conditions consistent with and in furtherance of this policy.

Adopted by the Northern Virginia Transportation Authority on this 23rd day of January 2014.



BY: _____
Chairman

ATTEST: 
Clerk

Source: VDOT website

www.virginiadot.org/programs/united_states_bicycle_route_1_and_76_in_virginia.asp

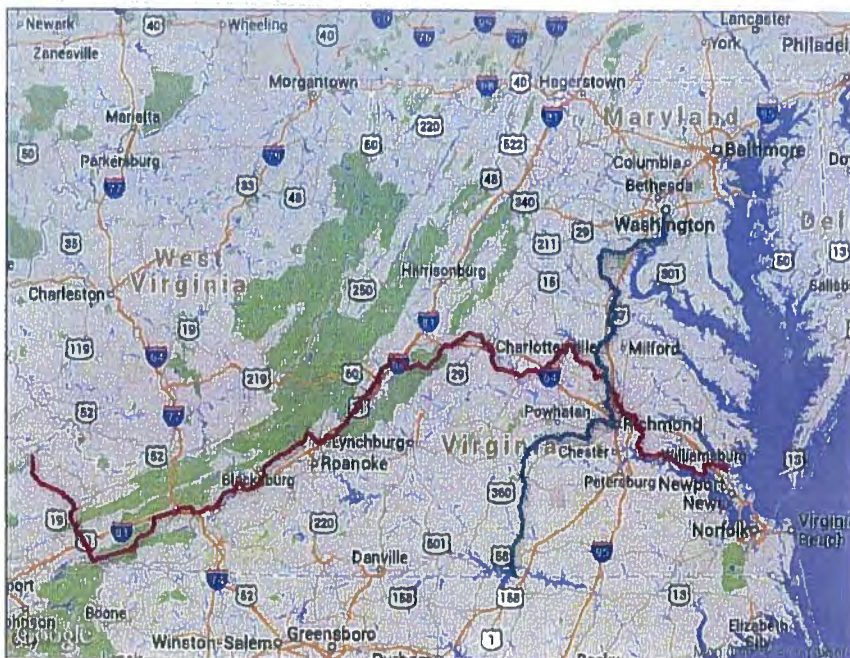


United States Bicycle Route 1 and 76 in Virginia

New! USBR 1 Study

The alignment of United States Bicycle Route 1 is being updated. US Bike Route 1 was established in 1982. Due to new development in Northern Virginia, the current routing of USBR 1 needs to be re-evaluated along with any possible alternates. The project study area extends from the 14th Street Bridge in Arlington County to the southern boundary of Prince William County. This study will include a detailed signing plan and cost estimate for future implementation.

Please provide us your thoughts on the various routing options through the Virtual Meeting Linked below: <http://portal.sliderocket.com/BPOQJ/US-Bike-Route-1-Study>



Virginia is a key destination for bicycle touring. U.S. Bike Route 76, also known as the Transamerica Route, traverses the state west to east, while US Bike Route 1 runs north-south. Combined they make up over 838 miles in Virginia.

Impact of Forecast Growth in Activity Centers on Future Travel Demand

**Robert E. Griffiths
TPB Technical Committee
January 3, 2014**

The What and Why of Activity Centers

- **What are activity centers?**
 - Existing urban centers, priority growth areas, traditional towns, transit hubs
 - Places planned to be the focal points of the region's growth in coming decades
- **Why are they useful?**
 - Monitor amount of regional growth forecasts to occur in planned growth centers
 - Evaluate how the TPB's Constrained Long Range Plan serves and supports these planned growth centers

Origin/History of Regional Activity Centers

- **TPB Vision (1998)**
 - Called for the identification of Activity Centers for better coordination of land use and transportation planning
- **2002 Activity Center Maps**
 - Original Activity Centers – Round 6.1
- **Round 7.0 Update**
 - Completed in 2005 and further updated in 2007
- **New Activity Centers - 2013**
 - Major update to better align local and regional planning process

Process for Identifying New Activity Centers

- Planning Directors initiated discussion on redefining Activity Centers to better align with local planning efforts
- Criteria for defining Activity Centers were developed
- COG Planning Staff drafted list of initial centers
- COG Planning Staff met with each jurisdiction, individually, to review and refine the identification of their Activity Centers
- Conceptual Activity Centers Map developed
- Geographic boundaries of Activity Centers defined

Activity Center Criteria

- **Required Attributes**

- **Local Policy:** Identified as center/ priority growth area in locally-adopted land use plan
- **Density:** Employment + population density within top half of densities in the jurisdiction by 2040

- **Additional Attributes (any 2 of 4 required)**

- High intersection density
- High capacity transit (existing or planned)
- Mix of land uses (office, retail, housing, etc.)
- Housing + Transportation costs

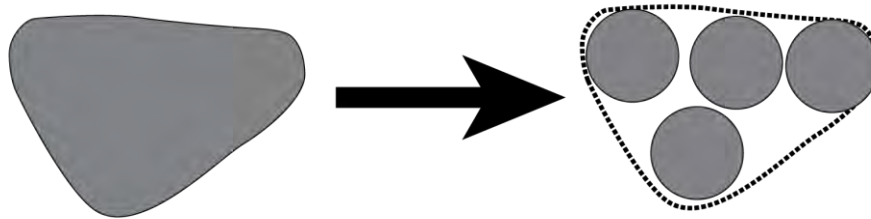
Key Outcomes / Changes

Consistent with Local Planning

- Links local and regional priorities

More, Smaller Centers

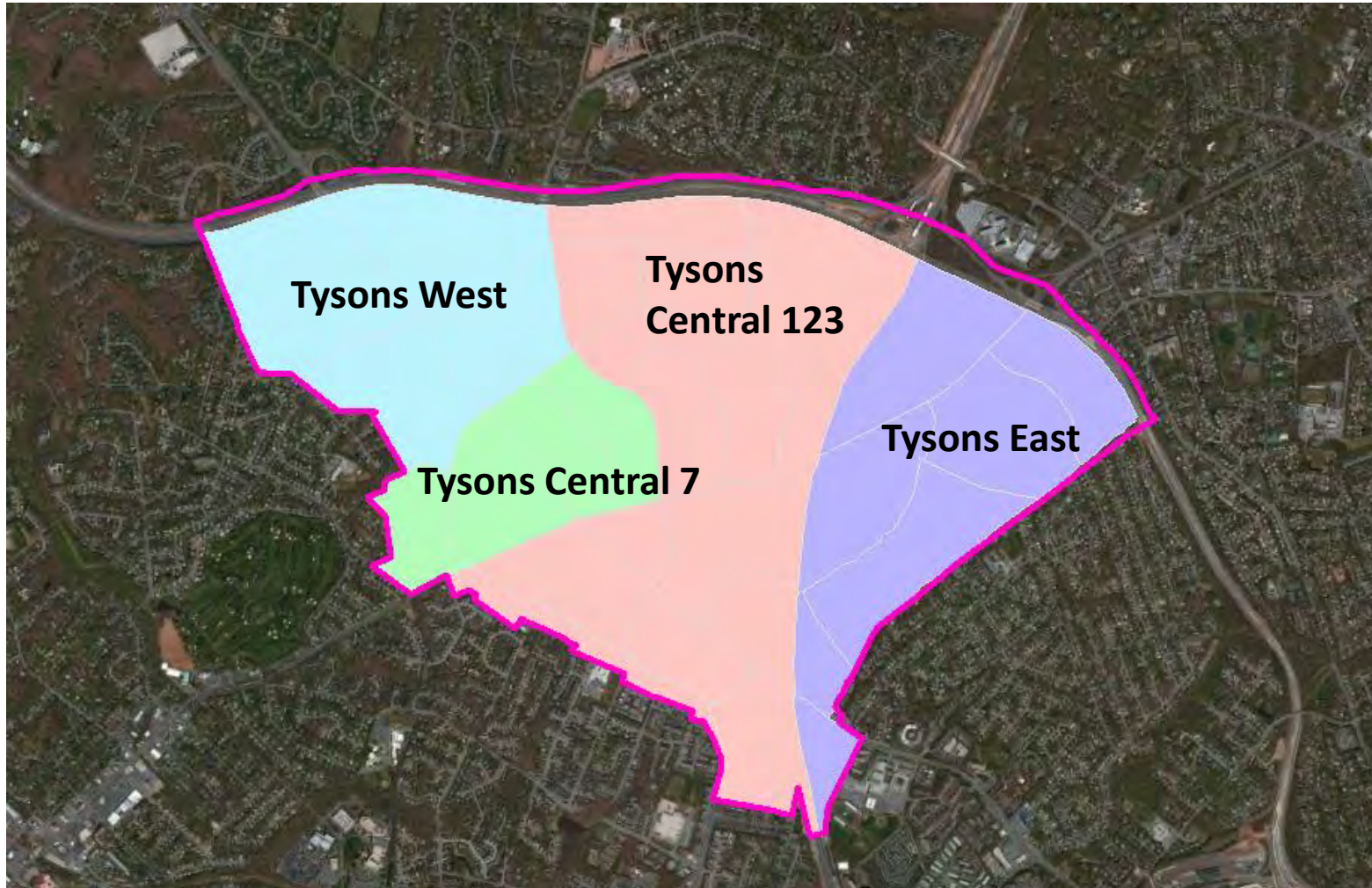
- Old centers: 59; New centers: 141
- 9% of Regional Land Area



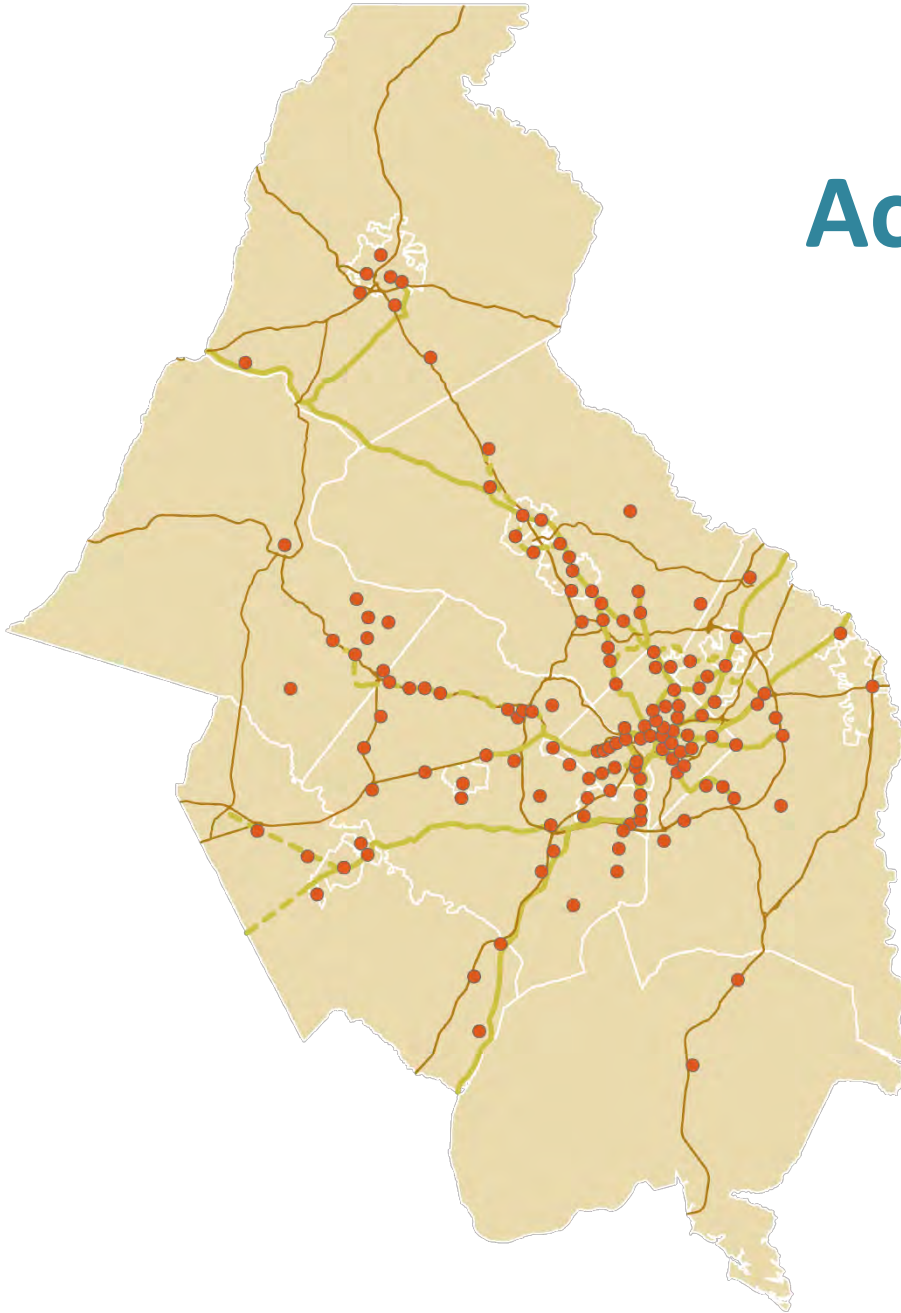
Aligned with Existing & Planned Transit Networks

- 70% of new centers served by rail transit by 2040
- A total of 166 of Metrorail, Light Rail, and Commuter Rail Stations will serve Activity Centers in 2040

How the Activity Centers in Tysons have Changed



Conceptual Activity Centers Map



District of Columbia Activity Centers

Brookland	Minnesota Ave
Capitol Heights / Addison Road	Monumental Core
Capitol Hill	New York Avenue Corridor
Capitol Riverfront	NoMa
Columbia Heights	Poplar Point
Downtown DC	Rhode Island Ave Metro
Dupont	Southwest Waterfront
Farragut Square	St. Elizabeth's
Fort Totten	Stadium Armory
Friendship Heights	U / 14th Street Corridor
Georgetown	Walter Reed
H Street	West End
McMillan / Old Soldiers Home	

Maryland Activity Centers

Bethesda	Grosvenor	Port Towns
Bowie MARC	Jefferson Tech Park	Prince George's Plaza
Bowie Town Center	Kensington	Rock Spring
Branch Ave	King Farm / Rockville	Rockville - Montgomery College
Brunswick	Research Center / Shady Grove	Rockville - South / Twinbrook
Clarksburg	Konterra	Rockville - Tower Oaks
College Park	La Plata	Rockville - Town Center
Landover Mall	Landover Metro	Silver Spring
Downtown Frederick	Langley Park	Suitland
East Frederick Rising	Largo Town Center / Morgan Blvd	Takoma Park
Fort Detrick	Life Sciences Center / Gaithersburg	Urbana
Francis Scott Key Mall	Crown	Waldorf
Gaithersburg - Central	National Harbor	West Hyattsville Metro
Gaithersburg - Kentlands	Naylor / Southern Ave	Westphalia
Gaithersburg - Metropolitan Grove	New Carrollton	Wheaton
Germantown	NIH / Walter Reed National Military Medical Center	White Flint
Glenmont	Olney	White Oak / FDA
Golden Mile	Oxon Hill	

Virginia Activity Centers

Annandale	Dulles Town Center	Potomac Shores
Arcola	Fairfax Center	Potomac Town Center
Ashburn	Fairfax City	Potomac Yard
Bailey's Crossroads / Western Gateway	Fairfax Innovation Center	Reston Town Center
Ballston	Fort Belvoir	Rosslyn
Beacon / Groveton	Fort Belvoir North Area	Route 28 Central
Beauregard	Gainesville	Route 28 North
Beltway South	George Mason University	Route 28 South
Braddock Road Metro Area	Herndon	Route 606 Transit Area
Carlyle / Eisenhower East	Huntington / Penn Daw	Route 772 Transit Area
Centreville	Hybla Valley / Gum Springs	Seven Corners
City of Falls Church	Innovation	Shirlington
City of Manassas	King Street / Old Town	Springfield
City of Manassas Regional Airport	Landmark / Van Dorn	Tysons Central 123
Clarendon	Leesburg	Tysons Central 7
Columbia Pike Town Center	Manassas Park	Tysons East
Columbia Pike Village Center	McLean	Tysons West
Courthouse	Merrifield / Dunn Loring	Vienna
Crystal City	North Woodbridge	Virginia Square
Dulles East	Pentagon	Wiehle - Reston East
Dulles South	Pentagon City	Yorkshire

Shares of Regional Growth in New Activity Centers 2015 to 2040

Round 8.2 Cooperative Forecasts	Regional Share in 2015	Regional Share in 2040	Share of Regional Growth from 2015 to 2040
Households	32%	37%	61%
Population	28%	33%	57%
Employment	66%	69%	75%

Shares of Growth in Travel by Mode

Originating In and Outside of Activity Centers

2015 to 2040

	Single Drivers	HOV2+	Transit	Walk & Bike	All Modes
Share Originating in Activity Centers	56%	52%	68%	66%	58%
Share Originating Outside Activity Centers	44%	48%	32%	34%	42%
Total	100%	100%	100%	100%	100%

Shares of Growth in Travel by Mode Destined To and Outside of Activity Centers 2015 to 2040

	Single Drivers	HOV2+	Transit	Walk & Bike	All Modes
Share Destined to Activity Centers	65%	63%	88%	66%	67%
Share Destined Outside of Activity Centers	35%	37%	12%	34%	33%
Total	100%	100%	100%	100%	100%

Major Findings

- **New Activity Centers more accurately portray planned growth areas in local Comprehensive Plans**
- **Better align with the Region's planned long term investments in transit**
- **Round 8.2 forecasts show 61% of the Region's household growth and 75% of it's employment growth between 2015 and 2040 occurring in the newly defined Activity Centers**
- **The greatest increases in 2015 to 2040 travel by transit, walking and biking are in the newly defined Activity Centers**



Published on HamptonRoads.com | PilotOnline.com (<http://hamptonroads.com>)

Powerful new transit authority advances in Assembly

A new regional authority that could levy tolls and issue debt for road projects is advancing in the General Assembly, and one of its architects has rebuffed local leaders' requests to tweak its powers.

Del. Chris Jones, R-Suffolk, said Tuesday he appreciates the input but likes his bill the way it is. That means his measure (HB1253) won't accommodate requests to give the regional commission power to fund mass transit projects, and it won't allow Hampton Roads mayors to designate council members to vote in their stead.

Jones said mayors are elected citywide and therefore are more accountable to voters. He also was adamant that the new commission have the power to plan and prioritize projects, which was the provision in his legislation that most troubled the region's leaders.

"I think planning has got to be paramount," Jones said. "That is one of the most important parts of the bill."

The new entity, the Hampton Roads Transportation Accountability Commission, would have as voting members the mayors or other chief elected officers of 14 localities and three or four appointed state legislators.

That would replicate a large portion of the makeup of a different regional board - the Transportation Planning Organization - but give it fundraising powers the TPO does not have. Besides the ability to impose tolls, the commission could sell bonds backed by the road-building revenue flowing to Hampton Roads from new regional sales and gas taxes.

Projections show those taxes generating about \$200 million annually by 2018. Selling bonds with that revenue stream would allow the region to build billion-dollar projects years earlier than they otherwise could.

Jones and Sen. Frank Wagner, R-Virginia Beach, sponsored legislation to create the commission. Wagner's bill (SB513) was slated for passage in the Senate on Tuesday, but it did not come to a vote.

On Friday, the Hampton Roads TPO sent Jones a letter supporting much of his measure but asked that it be reworded so the new commission does not have power to plan or prioritize projects, which has been the TPO's job, as required by federal law.

"What we don't want is the two groups performing the same function," said Robert Baldwin, Portsmouth's planning director.

Portsmouth's staff and council members have been the most vocally opposed to the tolls that will begin Saturday on the Downtown and Midtown tunnel project. That deal was struck between the state highway department and a consortium of companies under Virginia's Public-Private Transportation Act.

Baldwin said his city's administration was comfortable with the commission's proposed tolling powers.

"We definitely think that's better to make that decision on the local and regional level than elsewhere," he said.

The thought of moving tolling authority to a regional body provided no solace for Terry Danaher, an organizer of the tunnel toll opposition and one of Portsmouth's representatives to the TPO's citizen advisory committee. She said it's been her experience that the mayors from the region's largest cities call the shots on the TPO, without regard for the smaller members.

"Basically, it's the HRTPO on steroids when you get right down to it," she said. "And that has not worked out well for Portsmouth."

Danaher would rather see Virginia law changed so that large public-private toll deals require a vote by the General Assembly.

Under Wagner's and Jones' proposals, a vote by the commission would need to represent two-thirds of Hampton Roads' population to pass.

Jones, who wields significant clout as the new chairman of the budget-writing House Appropriations Committee, was instrumental in making sure last year's statewide transportation package included the proviso that none of its regional money for Hampton Roads could be spent on mass transit.

He said he will resist any attempt to undo that prohibition, adding that the purpose of that money is to build bridges, roads and tunnels.

Officials from Hampton Roads Transit had asked that the new commission be allowed to allocate money for public transit projects, such as buses and light rail. They reasoned that the entity will be able to pursue funding beyond the new regional tax revenue and should be able to use transit-eligible money for projects if the commission's voting members agree to it.

Dave Forster, 757-222-5005, dave.forster@pilotonline.com [1]

Source URL (retrieved on 01/30/2014 - 10:12): <http://hamptonroads.com/2014/01/powerful-new-transit-authority-advances-assembly>

Links:

[1] <mailto:dave.forster@pilotonline.com>

14103556D

HOUSE BILL NO. 1253

Offered January 17, 2014

A BILL to amend and reenact § 33.1-23.5:4 of the Code of Virginia and the fifth enactment of Chapter 896 of the Acts of Assembly of 2007, as amended by Chapter 871 of the Acts of Assembly of 2009, and to amend the Code of Virginia by adding in Title 33.1 a chapter numbered 19, consisting of sections numbered 33.1-466 through 33.1-476, relating to establishment of the Hampton Roads Transportation Accountability Commission; funding.

Patron—Jones

Referred to Committee on Transportation

Be it enacted by the General Assembly of Virginia:

1. That § 33.1-23.5:4 of the Code of Virginia is amended and reenacted and that the Code of Virginia is amended by adding in Title 33.1 a chapter numbered 19, consisting of sections numbered 33.1-466 through 33.1-476, as follows:

§ 33.1-23.5:4. Hampton Roads Transportation Fund established.

There is hereby created in the state treasury a special nonreverting fund for Planning District 23 to be known as the Hampton Roads Transportation Fund, hereafter referred to in this section as "the Fund." The Fund shall be established on the books of the Comptroller. All revenues dedicated to the Fund pursuant to § 58.1-638 and Chapter 22.1 (§ 58.1-2291 et seq.) of Title 58.1 shall be paid into the state treasury and credited to the Fund. Interest earned on moneys in the Fund shall remain in the Fund and be credited to it. Any moneys remaining in the Fund, including interest thereon, at the end of each fiscal year shall not revert to the general fund but shall remain in the Fund. The moneys deposited in the fund shall be used solely for new construction projects on new or existing roads highways, bridges, and tunnels in the localities comprising Planning District 23 as approved by the Hampton Roads Transportation Planning Organization Accountability Commission. The Hampton Roads Transportation Planning Organization Accountability Commission shall give priority to those projects that are expected to provide the greatest impact on reducing congestion and shall ensure that the moneys shall be used for such construction projects in all localities comprising Planning District 23.

The amounts dedicated to the Fund shall be deposited monthly by the Comptroller into the Fund. The amounts deposited into the Fund and the distribution and expenditure of such amounts shall not be used to calculate or reduce the share of local, federal, or state revenues otherwise available to participating jurisdictions. Further, such revenues and moneys shall not be included in any computation of, or formula for, a locality's ability to pay for public education, upon which appropriations of state revenues to local governments for public education are determined.

CHAPTER 19.**HAMPTON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION.****§ 33.1-466. Commission created.**

The Hampton Roads Transportation Accountability Commission, referred to in this chapter as "the Commission," is hereby created as a body politic and as a political subdivision of the Commonwealth. The Commission shall embrace each county and city located in Planning District 23, which is established pursuant to Chapter 42 (§ 15.2-4200 et seq.) of Title 15.2.

§ 33.1-467. Composition of Commission.

The Commission shall consist of 21 members as follows:

1. The chief elected officer of the governing body of each of the 14 counties and cities embraced by the Commission;

2. Two members of the House of Delegates who reside in different counties or cities embraced by the Commission, appointed by the Speaker of the House, and one member of the Senate who resides in a county or city embraced by the Commission, appointed by the Senate Committee on Rules; and

3. The following four persons serving as nonvoting ex officio members of the Commission: a member of the Commonwealth Transportation Board who resides in a locality embraced by the Commission and is appointed by the Governor; the Director of the Department of Rail and Public Transportation, or his designee; the Commissioner of Highways, or his designee; the Executive Director of the Virginia Port Authority, or his designee.

All members of the Commission shall serve terms coincident with their terms of office. Vacancies shall be filled in the same manner as the original appointment.

The Commission shall elect a chairman and vice-chairman from among its voting membership.

The Auditor of Public Accounts, or his legally authorized representatives, shall annually audit the

INTRODUCED

HB1253

59 financial accounts of the Commission, and the cost of such audit shall be borne by the Commission.

60 **§ 33.1-468. Staff.**

61 The Commission shall employ a chief executive officer and such staff as it shall determine to be
62 necessary to carry out its duties and responsibilities under this chapter. No such person shall
63 contemporaneously serve as a member of the Commission. The Department of Transportation and the
64 Department of Rail and Public Transportation shall make their employees available to assist the
65 Commission, upon request.

66 **§ 33.1-469. Decisions of Commission.**

67 A majority of the Commission, which majority shall include at least a majority of the chief elected
68 officers of the counties and cities embraced by the Commission, shall constitute a quorum. Decisions of
69 the Commission shall require a quorum and shall be in accordance with voting procedures established
70 by the Commission. In all cases, decisions of the Commission shall require the affirmative vote of
71 two-thirds of the members of the Commission present and voting, and two-thirds of the chief elected
72 officers of the counties and cities embraced by Planning District 23 who are present and voting and
73 whose counties and cities include at least two-thirds of the population embraced by the Commission;
74 however, no motion to fund a specific facility or service shall fail because of this population criterion if
75 such facility or service is not located or to be located or provided or to be provided within the county
76 or city whose chief elected officer's sole negative vote caused the facility or service to fail to meet the
77 population criterion. The population of counties and cities embraced by the Commission shall be the
78 population as determined by the most recently preceding decennial census, except that on July 1 of the
79 fifth year following such census, the population of each county and city shall be adjusted, based on
80 population projections made by the Weldon Cooper Center for Public Service of the University of
81 Virginia.

82 **§ 33.1-470. Annual budget and allocation of expenses.**

83 A. The Commission shall adopt an annual budget and develop a funding plan and shall provide for
84 such adoption in its bylaws. The funding plan shall provide for the expenditure of funds over a four- to
85 six-year period and shall align with the Statewide Transportation Plan established pursuant to
86 § 33.1-23.03 as much as possible. The Commission shall solicit public comment on its budget and
87 funding plan by posting a summary of such budget and funding plan on its website and holding a public
88 hearing. Such public hearing shall be advertised on the Commission's website and in a newspaper of
89 general circulation in Planning District 23.

90 B. The administrative expenses of the Commission, as provided in an annual budget adopted by the
91 Commission, to the extent funds for such expenses are not provided from other sources, shall be
92 allocated among the component counties and cities on the basis of the relative population, as
93 determined pursuant to § 33.1-469. Such budget shall be limited solely to the administrative expenses of
94 the Commission and shall not include any funds for construction or acquisition of transportation
95 facilities or the performance of any transportation service.

96 C. Members may be reimbursed for all reasonable and necessary expenses provided in §§ 2.2-2813
97 and 2.2-2825, if approved by the Commission. Funding for the costs of compensation and expenses of
98 the members shall be provided by the Commission.

99 **§ 33.1-471. Authority to issue bonds.**

100 The Commission may issue bonds and other evidences of debt as may be authorized by this section
101 or other law. The provisions of Article 5 (§ 15.2-4519 et seq.) of Chapter 45 of Title 15.2 shall apply,
102 mutatis mutandis, to the issuance of such bonds or other debt. The Commission may issue bonds or
103 other debt in such amounts as it deems appropriate. The bonds may be supported by any funds
104 available, except that funds from tolls collected pursuant to § 33.1-472 shall be used only as provided in
105 that section.

106 **§ 33.1-472. Powers of the Commission.**

107 Notwithstanding any contrary provision of this title and in accordance with all applicable federal
108 statutes and requirements, the Commission shall control and operate and may impose and collect tolls
109 in amounts established by the Commission for the use of any new or improved highway, bridge, or
110 tunnel, to increase capacity on such facility or to address congestion within Planning District 23,
111 constructed by the Commission (i) with federal, state, or local funds, (ii) solely with revenues of the
112 Commission, or (iii) with revenues under the control of the Commission. The amount of any such toll
113 may be varied from facility to facility, by lane, by congestion levels, by day of the week, by time of day,
114 by type or size of vehicle, by number of axles, or by any similar combination thereof or any other factor
115 the Commission may deem proper, and a reduced rate may be established for commuters as defined by
116 the Commission. All such tolls shall be used for programs and projects that are reasonably related to or
117 benefit the users of the new or improved highway, bridge, or tunnel, including, but not limited to, for
118 the debt service and other costs of bonds whose proceeds are used for construction or improvement of
119 such highway, bridge, or tunnel.

120 Any tolls imposed by the Commission shall be collected by an electronic toll system that, to the

extent possible, shall not impede the traffic flow of the facility or prohibit a toll facility from retaining means of nonautomated toll collection in some lanes of the facility. For all facilities tolled by the Commission, there shall be signs erected prior to the point of toll collection that clearly state how the majority of the toll revenue is being spent by the Commission to benefit the users of the facility.

§ 33.1-473. Additional powers of the Commission.

A. The Commission shall have the following powers together with all powers incidental thereto or necessary for the performance of those hereinafter stated:

1. To sue and be sued and to prosecute and defend, at law or in equity, in any court having jurisdiction of the subject matter and of the parties;

2. To adopt and use a corporate seal and to alter the same at its pleasure;

3. To procure insurance, participate in insurance plans, and provide self-insurance; however, the purchase of insurance, participation in an insurance plan, or the creation of a self-insurance plan by the Commission shall not be deemed a waiver or relinquishment of any sovereign immunity to which the Commission or its officers, directors, employees, or agents are otherwise entitled;

4. To establish bylaws and make all rules and regulations, not inconsistent with the provisions of this chapter, deemed expedient for the management of the Commission's affairs;

5. To apply for and accept money, materials, contributions, grants, or other financial assistance from the United States and agencies or instrumentalities thereof; the Commonwealth; and any political subdivision, agency, or instrumentality of the Commonwealth; and from any legitimate private source;

6. To acquire real and personal property or any interest therein by purchase, lease, gift, or otherwise for purposes consistent with this chapter and to hold, encumber, sell, or otherwise dispose of such land or interest for purposes consistent with this chapter;

7. To acquire by purchase, lease, contract, or otherwise, highways, bridges, or tunnels and to construct the same by purchase, lease, contract, or otherwise;

8. In consultation with the Commonwealth Transportation Board and with each city or county in which the facility or any part thereof is or is to be located, to repair, expand, enlarge, construct, reconstruct, or renovate any or all highways, bridges, and tunnels within Planning District 23 and to acquire any real or personal property needed for any such purpose;

9. To enter into agreements or leases with public or private entities for the operation and maintenance of bridges, tunnels, transit and rail facilities, and highways;

10. To make and execute contracts, deeds, mortgages, leases, and all other instruments and agreements necessary or convenient for the performance of its duties and the exercise of its powers and functions under this chapter;

11. To the extent funds are made or become available to the Commission to do so, to employ employees, agents, advisors, and consultants, including without limitation attorneys, financial advisers, engineers, and other technical advisers and, the provisions of any other law to the contrary notwithstanding, to determine their duties and compensation; and

12. To the extent not inconsistent with the other provisions of this chapter, and without limiting or restricting the powers otherwise given the Commission, to exercise all of the powers given to transportation district commissions by § 15.2-4518.

B. The Commission shall comply with the provisions governing localities contained in § 15.2-2108.23.

§ 33.1-474. Commission a responsible public entity under Public-Private Transportation Act of 1995.

The Commission is a responsible public entity as defined in § 56-557 and shall be regulated in accordance with the terms of the Public-Private Transportation Act of 1995 (§ 56-556 et seq.) and regulations and guidelines adopted pursuant thereto.

§ 33.1-475. Continuing responsibilities of the Commonwealth Transportation Board and the Department of Transportation.

Except as otherwise explicitly provided in this chapter, until such time as the Commission and the Department of Transportation, or the Commission and the Commonwealth Transportation Board, agree otherwise in writing, the Commonwealth Transportation Board shall allocate funding to and the Department of Transportation shall perform or cause to be performed all maintenance and operation of the bridges, tunnels, and roadways and shall perform such other required services and activities with respect to such bridges, tunnels, and roadways as were being performed on July 1, 2014.

§ 33.1-476. Use of revenues by the Commission.

Notwithstanding any other provision of this chapter, all moneys received by the Commission shall be used by the Commission solely for the benefit of those counties and cities that are embraced by the Commission, and such moneys shall be used by the Commission in a manner that is consistent with the purposes stated in this chapter.

2. That the staff of the Hampton Roads Transportation Planning Organization and the

182 Department of Transportation shall work cooperatively to assist the proper formation and effective
183 organization of the Hampton Roads Transportation Accountability Commission. Until such time as
184 the Commission is fully established and functioning, the staff of the Hampton Roads
185 Transportation Planning Organization shall serve as its staff, and the Hampton Roads
186 Transportation Planning Organization shall provide the Commission with office space and
187 administrative support. The Commission shall reimburse the Hampton Roads Transportation
188 Planning Organization for the cost of such staff, office space, and administrative support as
189 appropriate.

190 3. That should any portion of this act be held unconstitutional by a court of competent
191 jurisdiction, the remaining portions of this act shall remain in effect.

192 4. That the fifth enactment of Chapter 896 of the Acts of Assembly of 2007, as amended by
193 Chapter 871 of the Acts of Assembly of 2009, is amended and reenacted as follows:

194 5. That the Hampton Roads Metropolitan Planning Organization, whose membership may be
195 expanded by vote of the Hampton Roads Metropolitan Planning Organization, with the
196 concurrence of the Governor, to include members of the House of Delegates as selected by the
197 Speaker of the House of Delegates and members of the Senate of Virginia as selected by the
198 Senate Committee on Rules, *Transportation Accountability Commission* shall develop as part of a
199 long-range plan quantifiable measures and achievable goals for the Hampton Roads metropolitan
200 planning area relating to *embraced by Planning District 23*, but not limited to, congestion reduction
201 and safety, transit and high-occupancy vehicle (HOV) usage, job-to-housing ratios, job and housing
202 access to transit and pedestrian facilities, air quality, and per-capita vehicle miles traveled. In
203 addition, the Northern Virginia Transportation Authority established under § 15.2-4830 of the
204 Code of Virginia shall also develop as part of a long-range plan quantifiable measures and
205 achievable goals for the area embraced by the Authority relating to, but not limited to, congestion
206 reduction and safety, transit and high-occupancy vehicle (HOV) usage, job-to-housing ratios, job
207 and housing access to transit and pedestrian facilities, air quality, and per-capita vehicle miles
208 traveled. Such goals shall be subject to the approval of the Commonwealth Transportation Board
209 on a biennial basis.