

NVTC MONTHLY COMMISSION MATERIALS

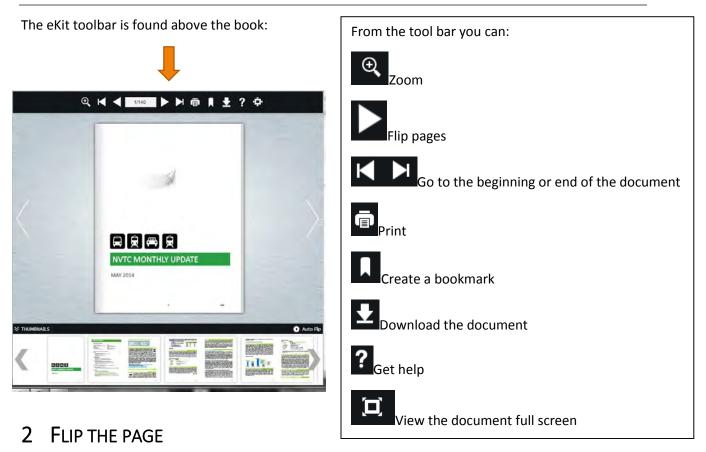
July 2014

TABLE OF CONTENTS

| Quick Tips for NVTC's eKit | 1 |
|---|-----|
| Executive Committee Meeting Agenda | 2 |
| NVTC July Commission Agenda | 3 |
| Agenda Item 1- May 1, 2014 NVTC Minutes | 5 |
| Agenda Item 2- Consent Agenda | |
| Agenda Item 3- Virginia Railway Express | |
| Agenda Item 4- Work Session: Capital Funding Issues | |
| Agenda Item 5- Report from the Legislative and Policy Committee | 123 |
| Agenda Item 6- Commonwealth and Regional Agency Reports | 127 |
| Agenda Item 7- Executive Director's Report | 158 |
| Agenda Item 8- Closed Session | |

Quick Tips for NVTC's eKit

1 TOOL BAR



You can flip pages several ways depending on how you are viewing the document (iPad or computer):

Use the arrow icon in the toolbar

Use the large arrows on either side of the document

Drag the corner of a page with your mouse

Use the wheel of your mouse

Use your finger to tap (iPad/tablet)

3 THUMBNAIL VIEW

Do you want to go back to a specific page? Use the thumbnail view to scroll to that page.





NVTC EXECUTIVE COMMITTEE MEETING THURSDAY, JULY 10, 2014 MAIN FLOOR SMALL CONFERENCE ROOM 2300 Wilson Blvd, Arlington, VA 22201 7:00 P.M.

<u>AGENDA</u>

- 1. Review of MAC Minutes of May 20, 2014
- 2. Update on NVTC Activities
- 3. Closed Session
- 4. Future Agenda Items
- Committee Members:
 - Paul Smedberg, Chairman Sharon Bulova Jim Dyke Bill Euille Jay Fisette Cathy Hudgins Mary Hynes Jeff McKay Tom Rust Dave Snyder



NVTC COMMISSION MEETING THURSDAY, JULY 10, 2014 MAIN FLOOR CONFERENCE ROOM 2300 Wilson Blvd. Arlington, VA 22201 8:00 P.M.

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

See attached quick guide to our new "e-kit" format

AGENDA

- 1. ACTION ITEM: Approve the May 1, 2014 NVTC Minutes
- 2. ACTION ITEM: Approve the **CONSENT AGENDA** (subject to approval by Chairman)
 - A. Resolution #2251: Authorization to Sell Six Legacy Gallery Railcars to Metra (VRE)
 - B. Resolution #2252: Approve Amendment to the Financing Agreement with the Federal Railroad Administration (VRE)
- 3. ACTION ITEM: Virginia Railway Express (VRE)
 - A. VRE CEO Report and Minutes
 - B. Resolution #2253: Authorization to Execute Amendment to MOU with CSX Transportation and DRPT pertaining to the CSXT Third Mainline Corridor Improvement Project.
 - C. Resolution #2254: Approve the Proposed Amendment to the Master Agreement and Forward to the Jurisdictions for Execution Regarding the Weighted Vote Issue
- 4. WORK SESSION: Capital Funding Issues
 - Federal: Trust Fund Solvency/Reauthorization
 - State: Capital Funding Cliff & Other Pending Issues
 - Regional: HB2313/ HB 599 Implementation

2300 Wilson Boulevard • Suite 620 • Arlington, VA 22201 Tel (703) 524-3322 • Fax (703) 524-1756 Email nvtc@nvtdc.org • www.thinkoutsidethecar.org 5. ACTION ITEM: Report from the Legislative and Policy Committee

ACTION ITEM: Authorize the Chairman, or as appropriate the Executive Director, to send a letter(s) or comment(s) regarding:

- Implications of Exhaustion of Highway Trust Funds
- Importance of Long Term Reauthorization of Federal Surface Transportation Programs with particular emphasis on formula and discretionary grant programs that are essential to WMATA and local and regional transit systems
- Review of state new capital allocation formula with specific attention to the way in which the Department of Rail and Public Transportation calculates local match for state assistance
- Metrics for consideration in the prioritization process mandated by HB2
- Criticality of addressing the pending state capital funding cliff
- 6. INFORMATION ITEM: Commonwealth and Regional Agency Reports
 - A. WMATA
 - Silver Line
 - Capital Funding Agreement (CFA)
 - Dashboard Report
 - Office of Inspector General (OIG) CY2014 Work Plan
 - New Electronic Payments Program (NEPP)
 - Metro 2025 Alternative Funding & Financing
 - Key WMATA Milestones/Dates
 - B. Department of Rail and Public Transportation (DRPT)
 - C. Northern Virginia Transportation Authority (NVTA)
 - VDOT HB599 Study
 - D. Transportation Planning Board (TPB)
 - Kanti Srikanth Named New TPB Director
 - CLRP 2014 Update
 - Crystal City Potomac Yard Transitway
 - MAP-21 Public Transit Provider Representative on MPO
- 7. Executive Director's Report
 - Celebrate 50 Years of Transit and Innovation
 - A Closer Look at Ridership Trends
 - NVTC Financial Items
 - CTB Approves Six Year Improvement Program (SYIP)
 - Project Agreements Forwarded to Jurisdictions
 - > NVTC FY 2014 Closeout
 - May 2014 NVTC Financial Report
 - VRE Management Audit on Track for Fall Completion
 - NVTC Launches NEPP Technical Assistance Project
 - Possible New Regional Mobility Management Office
 - Rt. 7 Alternatives Analysis Phase II Kick-Off July 24
 - Moving Forward on "Making the Business Case for Transit"
- 8. CLOSED SESSION



AGENDA ITEM #1

MINUTES NVTC COMMISSION MEETING – MAY 1, 2014 NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Vice-Chairman Snyder at 8:06 P.M.

Members Present

Barbara Comstock John Cook James Dyke Jay Fisette Catherine Hudgins Mary Hynes Jeff McKay J. Randall Minchew Jennifer Mitchell (DRPT alternate) Ken Reid Thomas Rust Paul Smedberg David F. Snyder J. Walter Tejada Jennifer Wexton

Members Absent

Richard Black Sharon Bulova William Euille John Foust Jeff Greenfield James LeMunyon

Staff Present

Kelley Coyner Rhonda Gilchrest Claire Gron Scott Kalkwarf Jillian Linnell Kala Quintana Melissa Walker Doug Allen (VRE) Bryan Jungwirth (VRE) Steve MacIsaac (VRE) Joe Swartz (VRE) Vice-Chairman Snyder stated that Chairman Smedberg will be delayed due to a conflict with an Alexandria Council budget meeting.

Oath of Office for New Commissioners

Vice-Chairman Snyder announced that Delegate J. Randall Minchew and Delegate James LeMunyon have been appointed to NVTC replacing Delegates May and Ramadan. Senator Jennifer Wexton has also been appointed to NVTC filling the vacancy left when Mark Herring was elected Attorney General. Vice-Chairman Snyder administered the oath of office to Senator Wexton and Delegate Minchew. The Commission welcomed them to NVTC.

Vice-Chairman Snyder announced that Mr. Dyke has been appointed by Governor McAuliffe to serve as one of the six new members of the Commonwealth Transportation Board. Commissioners congratulated him.

NVTC's 50th Resolution

Delegate Rust stated that it was a pleasure and honor to patron House Joint Resolution #248 along with many of his colleagues in recognizing NVTC's 50 years of service. He stated that NVTC has been the leader in transit in Northern Virginia and he commended the work done by present and former elected officials. He then presented a framed resolution to Vice-Chairman Snyder on behalf of the Commission.

Ms. Coyner stated that commemorative copies of the resolution were prepared for individual Commissioners and copies will be sent to former Commissioners and staff, as well as present and former jurisdictional staff honoring their many years of service to NVTC. At the request of Vice-Chairman Snyder, a photo will be taken with Commissioners and staff after the meeting.

Approval of the Minutes

Mrs. Hynes moved, with a second by Mr. McKay, to approve the minutes of the April 3, 2014 NVTC Meeting. The vote in favor was cast by Commissioners Cook, Dyke, Fisette, Hudgins, Hynes, McKay, Reid, Snyder and Tejada. Commissioners Minchew, Rust and Wexton abstained.

Consent Agenda

On a motion by Mrs. Hynes and a second by Mr. Dyke, the Commission unanimously approved the Consent Agenda, which includes the following items:

• Resolution #2246: Appoint Steve MacIsaac as NVTC Legal Counsel

- Resolution #2247: Appoint Sharon Bulova to the NVTC/PRTC Joint Audit Committee
- Resolution #2248: Endorse the DDOT Long Bridge TIGER Planning Grant Application and VRE's Committed Match

The vote in favor was cast by Commissioners Cook, Dyke, Fisette, Hudgins, Hynes, McKay, Minchew, Reid, Rust, Snyder, Tejada and Wexton.

Executive Director's Report

Ms. Coyner explained that the Executive Director's report now includes all the items that relate to the work of NVTC.

<u>NVTC Financial Report</u>. Ms. Coyner reported that NVTC is on target for the FY 2014 Budget. NVTC's audit firm PBMares, LLC, is scheduled to be on-site the first week of June to perform preliminary work for the FY 2014 audit and will return in early September to complete the audit work. She also reported that as of March 31st, NVTC has received all outstanding grant revenue that was held up due to delays in executing the project agreements.

Chairman Smedberg and Delegate Comstock arrived at 8:14 P.M.

Mr. Reid expressed his concern about the amount NVTC is paying for rent. Ms. Coyner stated that NVTC is concluding the second year of its 10-year lease. It is her understanding that when NVTC entered into the current lease agreement the amount of rent was less than the previous lease.

<u>VRE Management Audit</u>. Ms. Coyner stated that NVTC has executed a contract with Parsons Brinckerhoff (PB) for the Management Audit of VRE which will occur over the next six months. The Kick-Off meeting is scheduled for May 6th with PB and the NVTC and PRTC Executive Directors, which will be followed by interviews with members of the VRE Operations Board and the Commissions. Mr. Cook stated that the audit will be looking at how the oversight function of NVTC and the VRE Operations Board is working among other issues.

<u>Draft Six-Year Improvement Plan (SYIP)</u>. Ms. Coyner reported that Vice-Chairman Snyder delivered NVTC's testimony to the Commonwealth Transportation Board at the public hearing on April 24th. Ms. Coyner gave a brief overview of NVTC's testimony.

Ms. Mitchell announced that in regards to the ridership calculation for state operating assistance, DRPT has agreed to the methodology which is based on NVTC's proposal. She also stated that with agreement from NVTC, DRPT will add the Silver

Line Phase II funding back into the pool of available funding. This along with the ridership recalculation will be reflected in the final SYIP.

Chairman Smedberg stated that this is exciting news about the resolution of the ridership calculation issue. In response to a question from Mr. Fisette, Ms. Coyner observed that this has been an issue NVTC has been working on for over six months to make sure that all trips that touch Virginia are counted as part of the operating calculation. The way it is currently calculated is that only trips taken by Virginia riders from Metro jurisdictions are counted, which impacts the region by a loss of about \$1.3 million annually. Mr. Fisette noted that Director Mitchell's announcement is especially important when looking at what it costs to operate and maintain the Metro system and how it is important to count every rider. This will now allow Northern Virginia to get the full credit for everyone who is using Metro. Ms. Coyner also noted that the region is now being treated the same as others in the Commonwealth using a common set of standards and audited data. Ms. Mitchell stated that in fairness it has been a difficult issue throughout the TSDAC process because Metrorail is very different than the other systems in the state.

Ms. Mitchell stated that in regards to streamlining project grant agreements, DRPT is in agreement to go back to having NVTC as the grantee. For the local systems DRPT will ask for an agent letter to document the jurisdiction's request to have NVTC serve as the grantee. This should significantly reduce the number of agreements and make the process more efficient.

Mr. McKay reminded the Commission that this has been an issue for the last several years and Director Mitchell's announcement is a big deal and momentous news. Mr. Fisette thanked DRPT for their willingness to seek a solution because in the end it's about efficiency and this will free up jurisdictional staff time and energy. Ms. Mitchell stated that it will also free up DRPT staff time.

<u>Route 7 Alternatives Analysis (Phase II)</u>. Ms. Coyner announced that the Northern Virginia Transportation Authority approved the project agreement for the Phase II of the Route 7 Alternatives Analysis subject to the General Assembly approving the state budget. NVTC staff will meet with the lead consultant and reactivate the Technical Advisory Committee so the project is ready to go when the funds are released. Claire Gron will serve as lead on project management.

<u>Key Milestones/Dates for WMATA</u>. Ms. Coyner reviewed several upcoming meeting dates and noted that a schedule is being developed for the Capital Funding Agreement (CFA).

Chairman Snyder thanked Vice-Chairman Snyder for chairing the meeting in his absence. Vice-Chairman Snyder handed over the gavel to Chairman Smedberg.

New Electronic Payments Program (NEPP)

Ms. Coyner reported that Resolution #2249 will authorize her to execute a contract for NEPP Technical Consulting Support Services with Kimley-Horn and Associates, Inc. for an initial five tasks with the option to extend the contract pending available funding. The contract is not to exceed \$200,000 for these initial five tasks. In response to a question from Chairman Smedberg, Ms. Coyner stated that this work is to support the participating entities of Arlington County, Fairfax County, Loudoun County, the City of Alexandria, the City of Fairfax, PRTC and VRE in order to vet and understand the pilot phase of the project and to be ready for implementation. There is also a technical assistance component and NVTC will work with the jurisdictions on funding acquisition for this new system.

Delegate Rust observed that there was only one firm that submitted a proposal. Ms. Coyner explained that using general engineering contracts previously competed with DRPT, NVTC put the task out for bid. Only Kimley-Horn and Associates responded.

Mrs. Hynes moved, with a second by Mr. Reid, to approve Resolution #2249 (copy attached). The vote in favor was cast by Commissioners Comstock, Cook, Dyke, Fisette, Hudgins, Hynes, McKay, Minchew, Reid, Rust, Smedberg, Snyder, Tejada and Wexton.

<u>VRE</u>

Report from the VRE Chief Executive Officer. Mr. Allen reported that he and VRE's Chief Operating Officer attended a briefing by the Federal Railroad Administration (FRA) in New York to review the FRA report on the Metro North accidents. The meeting was well attended by commuter rail Chief Executive Officers and Chief Operating Officers and there was a discussion on the issue of complacency and the need to keep the focus on safety as the top priority. Currently, VRE is reviewing all of its safety and security practices.

Mr. Allen also reported that the Transportation Security Administration conducted its biennial baseline assessment of VRE's security enhancements. VRE scored 99 percent, which is the highest score received by any system throughout the country.

Mr. Allen also reported that on-time performance (OTP) reached 95 percent for the month of April. VRE held its first Meet the Management event yesterday. He invited Commissioners to participate in these events and meet the riders. Chairman Smedberg stated that he participated last year and it was a great learning experience and rewarding to interact with the riders.

<u>Keolis Rail Services Virginia Operations and Maintenance Contract</u>. Mr. Allen stated that the VRE Operations Board recommends Commission approval of Resolution #2250, which will approve the Keolis contract for operations and maintenance services by \$20,115,047 for a total contract value not to exceed \$95,596,554 for the fifth year of service through June 30, 2015. The increases are primarily due to service enhancements in the form of adding one Fredericksburg line train and a 0.96 percent CPI increase to fix cost services as required by the contract.

Mr. Cook moved, with a second by Mr. McKay, to approve Resolution #2250 (copy attached).

Mr. Allen explained that the Keolis contract is structured in three five-year contracts with one-year options. This is the fifth option year of the first five-year term. The VRE Operations Board will continue to discuss the direction of the next five-year contract term. Chairman Smedberg stated that since Keolis took over operations VRE has seen a substantial increase in ratings in terms of operations, efficiency, and customer service. Mr. Allen stated that because of Keolis' success with VRE, it is now operating the Boston MBTA system.

The Commission then voted on the motion and it passed. The vote in favor was cast by Commissioners Comstock, Cook, Dyke, Fisette, Hudgins, Hynes, McKay, Minchew, Rust, Smedberg, Tejada and Wexton. Mr. Reid and Mr. Snyder abstained.

NVTC's FY 2015 Budget

Chairman Smedberg thanked Commissioners and NVTC and jurisdictional staff for all the time, effort and discussions that have gone into the proposed budget over the last three weeks. He asked Ms. Coyner to give a brief presentation on the proposed budget. Ms. Coyner stated that the budget was developed to focus on the Commission's priorities and to sustain the momentum of the goals adopted in the Work Program. The proposed FY 2015 budget is geared to strengthen the technical and management capacity of NVTC as well as jump start some key initiatives including an assessment of regional planning to ensure a strong regional transit network. Ms Coyner put in context the relationship of the resources available to NVTC and the magnitude of NVTC's financial management responsibilities. Since FY 2010 there has been a significant increase in the amount of state assistance. Ms. Coyner stated that the trend over time had been a decrease in the amount of funding directed to NVTC. NVTC had 11 full-time employees over a decade ago, but when she joined NVTC last year she became the 7th full-time employee.

Ms. Coyner explained that the key elements of this budget proposal is to make sure NVTC maintains and strengthens its capacity, especially in financial management and increased technical and management expertise. The budget includes the addition of two full-time positions – a senior transit program position and a second mid level planner. Ms. Coyner reviewed some of the work at stake if the full budget is not approved, which includes support of the Northern Virginia Delegation and state agencies, issues related to core capacity of WMATA and key work on the economic benefits of transit. Mr. Cook stated that Fairfax County staff has some concerns about NVTC adding two new full-time positions above the two part-time converted to full-time positions all in one year. It may be more manageable to wait to hire the executive officer position until the next fiscal year. He also asked Ms. Coyner to give a description of the executive officer position. Ms. Coyner stated that the two part-time positions converted to full-time have already occurred and are not part of the FY 2015 budget proposal. The Secretary-Receptionist position was converted to a Technology & Information Resources Coordinator in order to have appropriate IT internal controls. That function had been under the Chief Financial Officer and the auditors advised NVTC to make this change. This position expanded the Commission Secretary role to manage the production of the agenda and meeting materials and to do strategic scheduling. In percentages, it looks like a big increase but two employees is not a lot. Ms. Coyner stated that she realizes that the hiring of the two positions will probably not happen at the same time.

Ms. Coyner also stated that she looked at what was needed to sustain the work NVTC is doing and did not present a budget that she believes that NVTC ultimately needs in the future. She explained that one of the unanswered questions is about federal funding stream and how increases or decreases in federal grant activity may require NVTC to restructure how it manages federal grants.

Ms. Coyner stated that in hindsight the title "executive officer" did not clearly reflect the job description. It is a hybrid position of a senior level professional with experience that can both assist with management but primarily use transit expertise on high priority efforts. It was never meant to be a position replacing the Executive Director's job of managing staff.

Mr. McKay moved, with a second by Delegate Rust, to approve the FY 2015 Budget.

Mr. Reid stated that his Board has authorized him to support NVTC's budget with the two new positions with the clear understanding that these positions are not to be utilized for lobbying activity. He also stated that the Loudoun County Board of Supervisors requests that one of these two new positions be involved in overseeing the WMATA Budget and provide an annual report to NVTC prior to WMATA adopting its budget. He moved this as a friendly amendment and agreed that it would be at the discretion of the Executive Director which position would oversee this.

Mr. Fisette stated that he has some concerns of having localities begin to micromanage the Executive Director's use of staff. Ms. Coyner suggested that instead of assigning it to a specific position it could be the responsibility of the Executive Director to make sure that the task is completed. Mr. Reid agreed to this. He further stated that the Code clearly states NVTC has an oversight role over public funds. Loudoun County is going to be part of the WMATA Compact but will not have a seat on the WMATA Board. He would like to have a discussion of the WMATA Budget here at NVTC prior to WMATA adopting its budget.

Ms. Coyner clearly stated for the record that neither of the two new positions will be involved in lobbying activities. NVTC wants to be the "go-to" resource for the legislature and other state agencies, but is not looking for these positions to be a legislative liaison or in a role to trigger the requirement to register as a lobbyist.

Mr. McKay stated that he cannot accept Mr. Reid's friendly amendment to his main motion. He stated that there is a fine line between what one might consider lobbying. He suspects that every NVTC employee is an advocate for transit. It is not acceptable to say they cannot promote this organization to anyone who might be a stakeholder.

Mr. Reid then moved to amend the main motion to include a provision that these positions will not be involved in lobbying activities. Delegate Minchew seconded the motion. The votes in favor were cast by Commissioners Comstock, Minchew, Reid and Snyder. The votes against were cast by Commissioners Cook, Dyke, Fisette, Hudgins, Hynes, McKay, Rust, Smedberg, Tejada and Wexton. The motion failed and Mr. McKay's original motion remained on the table.

Mr. Reid asked to include a friendly amendment on the WMATA issue so that NVTC will receive a report on the WMATA budget prior to adoption. Mr. McKay stated that he would accept this friendly amendment given that the Executive Director has the discretion of how the information is provided before WMATA adopts its budget.

Mrs. Hynes stated that as a WMATA Board member she is unclear of what would be required but suggested staff come back with how it could be implemented. As Mr. Reid noted earlier, she stated that the WMATA budget is available on WMATA's website. Also, as a future Compact jurisdiction, Loudoun County staff can participate in the Jurisdictional Coordinating Committee. Mr. Reid stated that Commissioners should be given a copy of the budget or a summary before the discussion at NVTC. Mrs. Hynes clarified that her only purpose in asking the question was her desire to satisfy Mr. Reid's request.

Mrs. Hudgins stated that WMATA is committed to being transparent and accountable. If a Compact jurisdiction wants a copy of the entire budget it is provided by WMATA and it's also available on the website. She observed that the most involved part of the budget is input from the riders and advisory groups. Mr. Dyke observed that WMATA General Manager Sarles was present at NVTC's last meeting and gave an update on the budget.

Chairman Smedberg stated that he understands the spirit of Mr. Reid's request in terms of highlighting key initiatives in the WMATA budget for NVTC discussion. He asked if Mr. McKay would accept Mr. Reid's friendly amendment. Ms. Coyner suggested that in order to address Mr. Reid's concerns, the Commission could direct her to put together a plan working with its WMATA Board members and staff, to provide a way to have a more robust discussion on the WMATA budget prior to its adoption. Mr. McKay asked if Mr. Reid was comfortable with this approach. Mr. Reid stated that he does not have confidence that it will be on the agenda next January and no

confidence that the new positions won't do lobbying activities. Mr. McKay observed that if Mr. Reid is not comfortable with this then it is no longer a friendly amendment.

Mr. Snyder stated that he is confident that no NVTC employee has lobbied as that law described and nor should they. He also stated that he is voting for the budget under the assumption that if a Commissioner wants to discuss and review any issue it will be put on the agenda.

The Commission then voted on the original motion to approve the FY 2015 budget. The vote in favor was cast by Commissioners Cook, Dyke, Fisette, Hudgins, Hynes, McKay, Rust, Smedberg, Snyder, Tejada and Wexton. Commissioners Comstock, Minchew and Reid voted no. The vote passed.

Commonwealth and Regional Agency Reports

<u>WMATA</u>. Mrs. Hudgins reported that the WMATA Board adopted the FY 2015 Operating Budget, which is a \$779 million budget representing a six percent increase over FY 2014. The Finance and Administrative Committee is expected to approve the FY 2015 Capital Budget on May 8th with full adoption by the WMATA Board on May 22nd.

Mrs. Hudgins stated that WMATA is reviewing the MetroAccess program. WMATA is compelled to provide paratransit service to the entire region it serves. It is a huge subsidy of \$52 per trip. It is important to get as many MetroAccess riders that are capable to use fixed rail transit. She also noted that the more the region is able to provide associated support of the infrastructure, such as sidewalks, accessible bus stops, and accessible bus service, it will reduce the subsidy cost. WMATA is working with the jurisdictions on this issue.

Mr. McKay asked if WMATA has looked at interviewing MetroAccess users to see if trends can be identified of where the highest MetroAccess ridership is occurring by corridor. He stated that it is important to be able to see gaps where the infrastructure needs improvement in order to determine if a larger investment today in accessibility will save money in the future. Mrs. Hudgins stated that some of these trends have already been identified. Prince Georges County has the highest number of MetroAccess customers. Fairfax County's paratransit users are split between MetroAccess and Fairfax County transport contractors on the number of accessible bus stops within the region. She stated that information can be provided at the next meeting. WMATA is also working on key performance indicators. If WMATA can shift paratransit users to fixed transit it will reduce \$600 in costs per rider.

Mrs. Hynes stated that WMATA received a small TIGER grant and identified 57 bus stops in the region that if they were accessible there could be a significant decrease in MetroAccess costs. Staff is now vetting the list of bus stops. She explained that a person who is deemed eligible for MetroAccess can ride free on fixed rail, but must pay for MetroAccess service. When new applicants are interviewed for eligibility into the MetroAccess system they are asked to location of the nearest bus stop. Mr. McKay

observed that the number of people eligible for MetroAccess will continue to grow, so the region needs to find solutions now.

Mrs. Hudgins stated that in regards to the Federal Transit Administration's Financial Management Oversight (FMO) Audit, the WMATA Board adopted new policies with respect to grants management and procurement. Mr. Dyke stated that the WMATA Board was very hands on with suggestions to make sure WMATA is responding to FTA and putting into place practices that will improve the system. WMATA plans to implement nearly all of the changes contained in the response within 90 days of FTA releasing its final report.

Mrs. Hynes explained that the Capital Funding Agreement (CFA) intersects with the Metropolitan Washington Council of Governments' Constrained Long-Range Transportation Plan (CLRP). Funding for Momentum and Metro 2025 is a big request and there will be a tremendous amount of work needed to complete the CFA by December 2014.

Department of Rail and Public Transportation. Ms. Mitchell stated that the Commonwealth Transportation Board is in the middle of nine public hearings throughout the Commonwealth on the draft SYIP. She also announced that DRPT plans to expand its presence in Northern Virginia and will opening an office co-located at the VDOT offices. She also stated that as previously announced Jim Dyke has been appointed to the Commonwealth Transportation Board. She is personally pleased because he will bring a wealth of experience in transit and WMATA issues. She also stated that there were previously two at-large seats allocated to Hampton Roads. Now, with the new CTB appointments, there will be one at-large seat for Hampton Roads and another at-large seat for Northern Virginia. She also announced that Mr. Allen has been invited to the May 13th CTB meeting in Charlottesville to give a presentation on VRE's System Plan.

<u>Northern Virginia Transportation Authority</u>. Ms. Coyner announced that NVTA unanimously selected Monica Backmon as the new NVTA Executive Director. Ms. Backmon will assume her new position on May 12, 2014. Ms. Coyner stated that Ms. Backmon has been invited to the next NVTC meeting.

<u>Transportation Planning Board</u>. Mr. Snyder stated that the Transportation Planning Board (TPB) voted to extend an invitation to Fauquier County to join TPB.

<u>Livable Communities Leadership Award</u>. Chairman Smedberg announced that on May 16th Mr. Tejada will be presented with the 2014 Livable Communities Leadership Award from the Coalition for Smarter Growth. Commissioners congratulated Mr. Tejada. 11

<u>Adjournment</u>

Mr. Snyder moved, with a second by Mr. Fisette, to adjourn the meeting. Without objection, Chairman Smedberg adjourned the meeting at 9:36 P.M.

Approved this fifth day of June, 2014.

Paul C. Smedberg Chairman

Jay Fisette Secretary-Treasurer



RESOLUTION #2246

SUBJECT: Appointment of NVTC Legal Counsel.

- WHEREAS: The VRE Operations Board, and its sponsors, NVTC and PRTC, have used the services of Stephen A. MacIsaac as legal counsel for all VRE related matters since its inception;
- WHEREAS: Mr. MacIsaac, formerly the Deputy County Attorney for Prince William County, is now the County Attorney for Arlington County;
- WHEREAS: The Northern Virginia Transportation Commission has also used the services of Mr. MacIsaac as legal counsel on Commission related issues; and
- WHEREAS: Subject to the concurrence of the Arlington County Board, NVTC wishes to formalize its relationship with Mr. MacIsaac as NVTC's legal counsel.
- NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the continued services of Stephen A. MacIsaac as legal counsel in all NVTC related matters.

Approved this 1st day May 2014.

Paul C. Smedberg Chairman

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Jay Fisette Secretary-Treasurer



Resolution #2247

SUBJECT: Appointment of NVTC Member to the PRTC/NVTC Joint Audit Committee.

- WHEREAS: At its October 2013 meeting, the Northern Virginia Transportation Commission (NVTC) authorized the creation of the Joint Audit Committee (JAC) and approved initial appointments to the Joint Audit Committee;
- WHEREAS: The Joint Audit Committee is comprised of the five members of the VRE Executive Committee plus a sixth appointment made by whichever Commission has fewer members on the VRE Executive Committee so the six-member Joint Audit Committee is always divided equally between the two Commissions;
- WHEREAS: For 2014, two of NVTC's Commissioners are serving as VRE Executive Committee members (John Cook as VRE Operations Board Vice-Chairman and Paul Smedberg as VRE Operations Board Treasurer/Immediate Past Chairman), having been appointed to these positions by the VRE Operations Board at its January 2014 meeting;
- WHEREAS: The Commission needs to appoint one other Commissioner to the Joint Audit Committee for 2014; and
- WHEREAS: NVTC Chairman Smedberg has recommended that Sharon Bulova be appointed to the Joint Audit Committee for 2014.
- NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby appoint Sharon Bulova to serve as the third NVTC Joint Audit Committee member for 2014, joining Commissioners John Cook and Paul Smedberg.

Approved this 1st day of May 2014.

Jay Fisette Secretary-Treasurer

Paul C. Smedberg Chairman



Resolution #2248

- SUBJECT: Endorse the District of Columbia Department of Transportation (DDOT) Long Bridge TIGER Planning Grant Application and VRE's Committed Match.
- WHEREAS: The VRE System Plan 2040 identified the expansion of railroad capacity, including expansion of the Long Bridge across the Potomac River, as a critical need to support long-term VRE growth and service expansion;
- WHEREAS: The District of Columbia Department of Transportation (DDOT) is nearing completion of the Long Bridge Study, a comprehensive study of the existing two-track bridge and identification of long-term improvements to expand the capacity of the bridge for commuter rail, intercity passenger rail, freight and other multi-modal uses;
- WHEREAS: The next step is planning for the expansion of the bridge is to refine the bridge concepts developed in the current DDOT study and to initiative NEPA analysis;
- WHEREAS: VRE has committed to be a partner with DDOT on the application and project;
- **WHEREAS:** The TIGER grant application must identify a minimum 20 percent non-federal match to the TIGER grant amount;
- WHEREAS: DDOT has committed to provide \$700,000 towards the match requirement;
- WHEREAS: The VRE FY 2015 Capital Budget allocated funding for project development activities such as those proposed to be completed for the Long Bridge expansion project to advance system investments recommended in the System Plan 2040;
- WHEREAS: The VRE Operations Board endorses the District of Columbia Department of Transportation's (DDOT) TIGER planning grant application for the Long Bridge expansion;
- WHEREAS: The VRE Operations Board authorized\s the commitment of \$300,000 in VRE project development funds towards the grant's match requirement; and

Res. #2248 Cont'd

- WHEREAS: The VRE Operations Board has referred the endorsement of the grant application and match commitment to the Commissions for their formal review and approval.
- NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission endorses the DDOT Long Bridge TIGER Planning Grant application and VRE's match commitment.

Approved this 1st day of May 2014.

Jay Fisette Secretary-Treasurer

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Paul C. Smedberg Chairman

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Resolution #2249

- **SUBJECT:** Authorize the Award of a Contract for New Electronic Payments Program (NEPP) Technical Consulting Support Services.
- WHEREAS: WMATA issued a Notice to Proceed for Accenture to begin work on the conceptual design review of WMATA's New Electronic Payment Program (NEPP) on February 3, 2014.
- WHEREAS: In accordance with a Memorandum of Agreement among NVTC and participating transit agencies in the region (MOA), NVTC developed a scope of work for technical consulting support services to assist NVTC and the region's transit providers in the evaluation and implementation of the NEPP;
- WHEREAS: As permitted under the cooperative procurement provisions of the Virginia Public Procurement Act, the scope of work was competed among several engineering consultants previously procured by and under contract with the Virginia Department of Rail and Public Transportation (DRPT);
- WHEREAS: NVTC was awarded a FY 2014 mid-cycle grant from DRPT in the amount of \$100,000 in state funds, with a local match of \$100,000 to be provided by the region's transit providers participating in the MOA,
- WHEREAS: The scope of services for technical consulting support envisions the possibility of additional tasks contingent on additional funding;
- WHEREAS: Any additional funding will require a match and therefore will be brought to the Commission for approval subject to agreement by the region's transit providers participating in the MOA; and
- WHEREAS: NVTC staff, with the concurrence of the region's transit providers participating in the MOA, is recommending that a contract be awarded to Kimley-Horn and Associates for \$200,000, the negotiated cost for the initial five defined tasks of the technical services scope, with the option for additional tasks subject to the availability of funding, as approved by the Commission.

Res. #2249 cont'd

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission does hereby authorize the award of a contract to Kimley-Horn and Associates Inc. in the amount of \$200,000 for NEPP Technical Consulting Support Services, which contract includes options for follow-on tasks, subject to approval of additional funding therefore by NVTC and the participating local transit providers.

Approved this 1st day of May 2014.

Paul C. Smedberg Chairman

Jay Fisette Secretary-Treasurer



RESOLUTION #2250

- SUBJECT: Fifth Year of the Keolis Operations and Maintenance Contract.
- WHEREAS: On October 16, 2009, the VRE Operations Board recommended a contract with Keolis Rail Services Virginia for VRE operating and maintenance services and mobilization in the amount of \$18,459,348 through June 30, 2011;
- WHEREAS: A contract amendment was recommended on December 17, 2010 to add \$2,085,000 to the contract value to reflect service enhancements, higher than anticipated insurance costs, items added during negotiations, contingency funds, and to remove the requirement that Keolis indemnify VRE for all liability claims arising from the contract service with a value of up to \$5,000,000;
- WHEREAS: On May 20, 2011, the VRE Operations Board recommended the second contract year, through June 30, 2012, in the amount of \$17,954,527 for a total contract value not to exceed \$38,498,875; and
- WHEREAS: On April 20, 2012, the VRE Operations Board recommended the third contract year, through June 30, 2013, in the amount of \$18,008,591, for a total contract value not to exceed \$56,507,466;
- WHEREAS: On April 19, 2013, the VRE Operations Board recommended the fourth contract year, through June 30, 2014, in the amount of \$18,974,041, for a total contract value not to exceed \$75,481,507; and
- WHEREAS: The VRE Operations Board recommends the Commissions approve the fifth year contract.
- NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to modify the contract with Keolis Rail Services Virginia, LLC for operations and maintenance services by approving up to \$20,115,047, for a total contract value not to exceed \$95,596,554,for the fifth year of operations through June 30, 2015.

Approved this 1st day of May, 2014.

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Paul C. Smedberg Chairman

Jay Fisette Secretary-Treasurer

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AGENDA ITEM #2: CONSENT AGENDA

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kelley Coyner

DATE: July 1, 2014

SUBJECT: Consent Agenda

RECOMMENDED ACTION: Approve Consent Agenda:

A. Resolution #2251: Authorization to Sell Six Legacy Gallery Railcars to Metra

The VRE Operations Board recommends that the Commissions authorize the sale of six Legacy Gallery cars to Metra of Chicago, Illinois for \$3,000. Following a Request for Interest (RFI) by VRE to sell the remaining Legacy Gallery cars, Metra of Chicago, Illinois expressed interest in purchasing six of the cars (V430, V431, V433, V437, V440 and V449) and spare parts. VRE no longer needs these cars as new passenger railcars have been delivered and placed into revenue service. The Operations Board recommends that this sales agreement be executed as no other offers have been received and the cost to dispose of these cars is higher than the offer. It is estimated that it would cost \$50,000 to dismantle the cars and for asbestos abatement. More details about the sales agreement with Metra are described in the attached VRE memorandum.

B. Resolution #2252: Approval of Amendment to the FRA Financing Agreement

The VRE Operations Board is requesting Commission approval of Amendment No. 1 to the Financing Agreement between NVTC and the Federal Railroad Administration (FRA) to amend the timeframe for the annual submission of VRE's audited financial statements. Currently, Section 4.6 of the Financing Agreement requires VRE to provide its audited financial statements within 120 days of the end of each fiscal year, which is the end of October. Since the VRE financial statements are presented at the November Operations Board meeting, each year FRA has extended the requirement by 30 days to the end of November. This year at the annual review of the Railroad Rehabilitation and Improvement Financing Loan, FRA recommended that the Financial statements and within 150 days for audited statements. <u>Resolution #2252</u> approves the amendment as well as authorizes the Executive Directors of NVTC and PRTC to sign the amendment on behalf of the Commissions. <u>VRE CEO Doug Allen's memorandum provides more information about the original 2007 FRA Financing Agreement</u>.





RESOLUTION #2251

- **SUBJECT:** Authorization to Sell Six VRE Legacy Gallery Cars
- WHEREAS: In February of 2013, the Virginia Railway Express (VRE) Operations Board granted authority to sell the remaining Legacy Gallery cars in anticipation of the new railcar delivery;
- **WHEREAS:** VRE posted a Request for Interest (RFI) on the VRE website for public sale;
- WHEREAS: A proposal was received from Metra of Chicago, Illinois to purchase the V430, V431, V433, V437, V440 and V449 Legacy Gallery cars and spare parts; and
- WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to sell six Legacy Gallery cars V430, V431, V433, V437, V440 and V449 and spare parts to Metro of Chicago, Illinois for a total amount of \$3,000.

Approved this 10th day of July 2014.

Paul C. Smedberg Chairman

Jay Fisette Secretary-Treasurer #2A

Agenda Item 9-H Action Item

| То: | Chairman Milde and the VRE Operations Board |
|-------|---|
| From: | Doug Allen |
| Date: | June 20, 2014 |
| Re: | Authorization to Sell Six Legacy Gallery Cars |

Recommendation:

The VRE Operations Board is being asked to recommend the Commissions authorize the Chief Executive Officer to sell six legacy Gallery cars and spare parts to Metra of Chicago, IL for *a total amount of \$3000.*

Background:

In February of 2013, the Operations Board granted the CEO authority to sell the remaining legacy Gallery cars as new passenger cars are delivered and placed into revenue service. Since that time, a Request For Interest (RFI) has been posted on the VRE website for public sale and staff received a single proposal from Metra of Chicago, IL to purchase six legacy Gallery cars V430, V431, V433, V437, V440 and V449 and spare parts.

VRE staff recommends execution of a sales agreement as no other offers have been received and the cost to dispose of these cars is higher than this proposal. The spare parts are unique to these cars and would be considered obsolete for use by VRE once the cars are no longer in VRE service. The sales agreement will include no warranties, implied or expressed, and the sale will be considered "as is, where is". There is no federal, state, or local interest remaining in these cars. However, because federal and state funds were used to purchase and renovate the above listed cars, both FTA and the state will be notified of the sale in accordance with grant requirements.

Fiscal Impact:

The proceeds from this sale will be placed into the capital reserve and used for the future purchase of rolling stock equipment.

Virginia Railway Express Operations Board

Resolution 9H-06-2014

Authorization to Sell Six Legacy Gallery Cars

WHEREAS; in February of 2013, the Operations Board granted authority to sell the remaining legacy Gallery cars in anticipation of the new railcar delivery; and

WHEREAS, VRE posted a Request for Interest (RFI) on the VRE website for public sale; and,

WHEREAS, a proposal was received from Metra of Chicago, IL to purchase the V430, V431, V433, V437, V440 and V449 legacy Gallery cars and spare parts.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Chief Executive Officer to sell six legacy Gallery cars V430, V431, V433, V437, V440 and V449 and spare parts to Metra of Chicago, IL for *a total amount of \$3000.*

Approved this 20th day of June 2014

Paul Milde Chairman

Gary Skinner Secretary



RESOLUTION #2252

- **SUBJECT:** Approval of an Amendment No. 1 to the Federal Railroad Administration Financing Agreement
- WHEREAS: The Northern Virginia Transportation Commission (NVTC) entered into a Financing Agreement with the Federal Railroad Administration (FRA) dated October 31, 2007 for the purchase of rolling stock, with the Potomac and Rappahannock Transportation Commission (PRTC) as a consenting party;
- WHEREAS: Section 4.6(a) of the Financing Agreement requires that audited financial statements be provided to the FRA within 120 days of the end of each fiscal year;
- **WHEREAS:** The VRE audited financial statements are available after the November Operations Board meeting, which is beyond the 120 day timeframe;
- **WHEREAS:** The FRA has approved a change to the terms of the Financing Agreement to accommodate the VRE schedule for the provision of the required information; and
- WHEREAS: The VRE Operations Board recommends the following action.
- **NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission approves Amendment No. 1 to the Financing Agreement between NVTC and the FRA to amend Section 4.6(a) to require that audited financial statements be delivered by 150 days after the end of each fiscal year, with unaudited statements provided within 120 days and that the Executive Directors of NVTC and PRTC be authorized to sing the amendment on behalf of the Commissions.

Approved this 10th day of July 2014.

Paul C. Smedberg Chairman

Jay Fisette Secretary-Treasurer

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Agenda Item 9-I Action Item

| То: | Chairman Milde and the VRE Operations Board |
|-------|--|
| From: | Doug Allen |
| Date: | June 20, 2014 |
| Re: | Recommend the Commissions Approve Amendment to FRA Financing Agreement |

Recommendation:

The VRE Operations Board is being asked to recommend that the Commissions approve Amendment No. 1 to the Financing Agreement with the Federal Railroad Administration (FRA) for the purchase of rolling stock in order to amend the timeframe for the annual submission of audited financial statements.

Background:

In October 2007, NVTC, on behalf of VRE, entered into a Financing Agreement with the FRA for the purchase of rolling stock under the Railroad Rehabilitation and Improvement Financing Loan Program (RRIF). PRTC was a signatory on the Financing Agreement, as a consenting party. The RRIF loan was initially for the purchase of 50 replacement rail cars, later increased to 60 rail cars, in a loan amount not to exceed \$72.5 million. The final amount borrowed was \$68.9M.

Section 4.6 (a) of the Financing Agreement requires that audited financial statements be provided within 120 days of the end of each fiscal year, which is the end of October. The VRE financial statements are presented to the Operations Board in November, which gives us the necessary time to close our books, coordinate with our funding partners, provide the auditors with the necessary information for their review, produce the CAFR document and present it at a monthly Board meeting. As a result, each year FRA has extended the requirement by 30 days to the end of November. This year at their annual review of the RRIF loan, FRA recommended that the Financing Agreement be modified in order to change the requirement to 120 days for the provision of unaudited financial statements, with audited statements provided within 150 days.

Fiscal Impact:

This modification of the Financing Agreement has no fiscal impact.

Virginia Railway Express Operations Board

Resolution 9I-06-2014

Recommend the Commissions Approve Amendment to FRA Financing Agreement

WHEREAS, the Northern Virginia Transportation Commission (NVTC) entered into a Financing Agreement with the Federal Railroad Administration (FRA) dated October 31, 2007 for the purchase of rolling stock, with the Potomac and Rappahannock Transportation Commission (PRTC) as a consenting party; and,

WHEREAS, Section 4.6 (a) of the Financing Agreement requires that audited financial statements be provided to the FRA within 120 days of the end of each fiscal year; and,

WHEREAS, the VRE audited financial statements are available after the November Operations Board meeting, which is beyond the 120 day timeframe; and,

WHEREAS, the FRA has approved a change to the terms of the Financing Agreement to accommodate the VRE schedule for the provision of the required information.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby request that the Commissions approve Amendment No. 1 to the Financing Agreement between NVTC and the FRA to amend Section 4.6 (a) to require that audited financial statements be delivered by 150 days after the end of each fiscal year, with unaudited statements provided within 120 days and that the Executive Directors of NVTC and PRTC be authorized to sign the amendment on behalf of the Commissions.

Approved this 20th day of June 2014

Paul Milde Chairman

Gary Skinner Secretary

AGENDA ITEM #3: VIRGINIA RAILWAY EXPRESS

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kelley Coyner

DATE: July 1, 2014

SUBJECT: Virginia Railway Express

A. VRE CEO Report and Minutes

Mr. Allen will be present to update the Commission on VRE highlights. The VRE CEO June 2014 Report is attached along with the Minutes of the June 20th Meeting of the VRE Operations Board.

B. ACTION ITEM: Resolution #2253: Authorization to Execute the Second Amendment to the Corridor Improvement Project MOU Between VRE, DRPT and CSXT for the Addition of the Potomac Shores Station

The Potomac Shores Station will be one step closer to reality after the Second Amendment is executed between VRE, DRPT and CSX. The VRE Operations Board recommends that the Commissions authorize the VRE Chief Executive Officer to execute this amendment of the Corridor Improvement Project MOU detailing the Group 2 Improvements necessary to allow the Potomac Shores Station to open. The Potomac Shores developer has committed to fund and construct this station, which will consist of dual station platforms connected by a pedestrian bridge and 550 parking spaces for VRE patron priority use. A <u>VRE memorandum</u> with additional information, the <u>proposed Second Amendment</u>, and <u>Addendum B of the MOU</u> are attached.

C. ACTION ITEM: Resolution #2254: Authorization to Transmit the Amended VRE Master Agreement Regarding Weighted Voting to the Participating and Contributing Jurisdictions for Approval

The VRE Master Agreement must be amended to incorporate the weighted voting requirement as set forth in HB2152 which will become effective July 1, 2015. HB2152 amends and reenacts §§ 15.2-4507 and 15.2-4512 of the Code of Virginia (see below) as it relates to quorums and voting on the Commissions and weighted voting on the Operations Board. The VRE Operations Board has recommended that the Commissions transmit the Master Agreement amendment to all Participating and Contributing Jurisdictions for their approval and execution and thereafter to be approved and executed by the Commissions. The proposed amendment to the



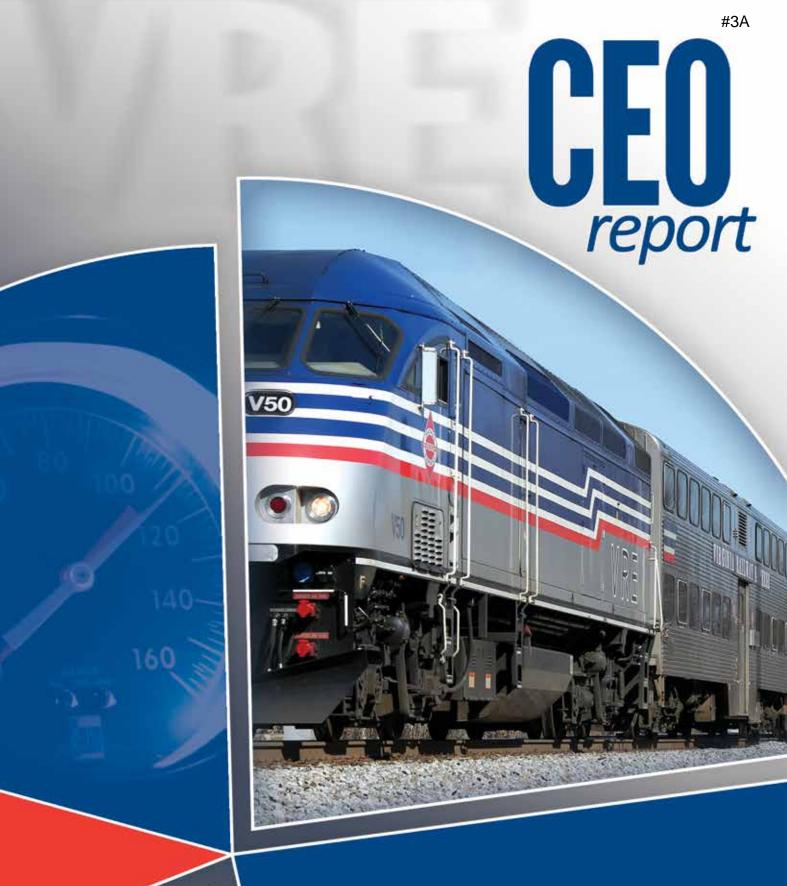
current Master Agreement (Section II, Part B, Paragraph 4) is attached, as well as a <u>VRE memorandum</u> with additional information.

As amended, § 15.2-4507, subsection C states:

"The agreement governing the creation of the railway shall provide that the Chairman of the Commonwealth Transportation Board or his designee shall have one vote on the oversight board for the railway. For each year in which the state contribution to the railway is greater than or equal to the highest contribution from an individual jurisdiction, the total annual jurisdictional subsidy used to determine vote weights shall be recalculated to include the Commonwealth contributing an amount equal to the highest contributing jurisdiction. The vote weights shall be recalculated to provide the Chairman of the Commonwealth Transportation Board or his designee the same weight as the highest contributing jurisdiction. The revised vote weights shall be used in determining the passage of motions before the oversight board."

As amended, § 15.2-4512 provides in pertinent part:

"...the presence of a quorum and a vote of the majority of the members necessary to constitute a quorum of all the members appointed to the commission, including an affirmative vote from a majority of the members, shall be necessary to take any action. The Chairman of the Commonwealth Transportation Board or his designee shall have voting rights equal to appointees of component governments on all matters brought before the commission."



JUNE 2014 VIRGINIA RAILWAY EXPRESS A Better Way. A Better Life.







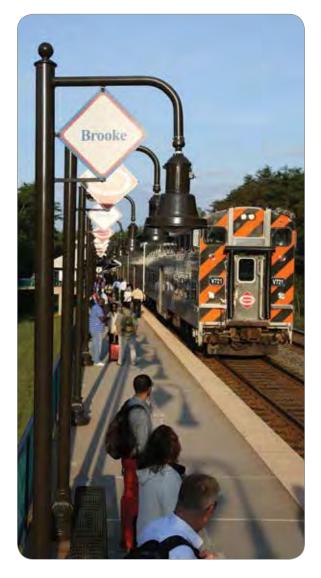
- 2 ON TIME PERFORMANCE
- **3** RIDERSHIP UPDATE
- **3** MONTHLY CITATIONS UPDATE
- 4 RIDERSHIP CHART
- **5** ON TIME PERFORMANCE GRAPHS
- **6** TRAIN UTILIZATION
- 7 PARKING UTILIZATION
- **8** BICYCLE COUNTS
- 8 FINANCIAL REPORT
- 10 SYSTEM PLAN 2040 SYSTEM PLAN 2040 PRELIMINARY OPERATIONAL ANALYSIS
- 10 RAIL OPERATIONS SAFETY UPDATE
- 11 CAPITAL PROJECTS SPOTSYLVANIA ALEXANDRIA KING STREET PEDESTRIAN TUNNEL L'ENFANT STORAGE TRACK LORTON PLATFORM EXTENSION BROAD RUN TRAIN WASH BROAD RUN PARKING EXPANSION FACILITIES UPDATE NEW PASSENGER CARS
- 14 PROGRESS REPORT/PROJECTS UNDERWAY

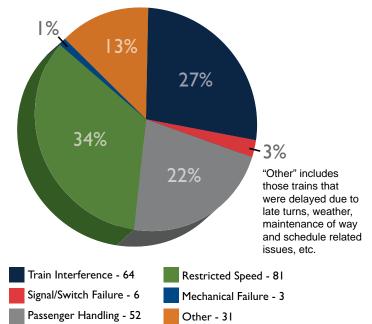
IRGINIA RAILWAY EXPRESS

ON TIME PERFORMANCE

On Time Performance (OTP) for the month of May 2014 decreased significantly to 85% in comparison to the first four months of 2014 which averaged around 95%. The Fredericksburg line realized 79% OTP while the Manassas line came in at 91%. Train delays were mainly caused by restricted speed orders; heat restrictions; passenger handling; and train interference issues. CSX experienced a mudslide near Baltimore which required the rerouting of many freight trains in the Northeast corridor. This impacted VRE's on-time performance.

In May, VRE operated 630 trains with 93 trains experiencing a delay over five minutes. More delays were experienced on the Fredericksburg line (62) due to the reasons stated above.





Note: There were a total of 237 delays during the month but only 93 late trains. The reason for the difference is that a train may encounter several delays during its operation which may or may not cause it to be late. For instance, a train could be late leaving Union Station waiting for another train to depart the station. During the course of its run it could also encounter a signal issue, yet still arrive at its final destination on-time. That train experienced two delays but was not "LATE" (arriving at its final destination later than five minutes).

TRIP DELAYS

| SYSTEM-WIDE | MARCH | APRIL | MAY |
|-----------------------------------|-------|-------|------|
| Total delays | 37 | 30 | 93 |
| Average length of delay (mins.) | 18 | 16 | 14 |
| Number over 30 minutes | 6 | 4 | 2 |
| Total Days with heat restrictions | 0/20 | 0/22 | 7/21 |
| On-Time Performance | 94% | 96% | 85% |
| FREDERICKSBURG LINE | | | |
| Total delays | 20 | 19 | 62 |
| Average length of delay (mins.) | 17 | 19 | 14 |
| Number over 30 minutes | 4 | 3 | 2 |
| On-Time Performance | 93% | 94% | 79% |
| MANASSAS LINE | | | |
| Total delays | 17 | 11 | 31 |
| Average length of delay (mins.) | 18 | 12 | 13 |
| Number over 30 minutes | 2 | 1 | 0 |
| On-Time Performance | 95% | 97% | 91% |

REASON FOR DELAYS

RIDERSHIP UPDATE

Total May 2014 ridership was 401,901, down from 425,375 in May 2013. However, there was one less service day this May (21) as compared to May 2013 (22). There were no "S" schedules operated in May 2014. The May 2014 average daily ridership was 19,138, another slight decrease (1%) from the average daily ridership of 19,335 in May 2013.

RIDERSHIP MONTH-TO-MONTH COMPARISON

| DESCRIPTION | MONTHLY RIDERSHIP |
|------------------------------|-----------------------|
| May 2014 | 401,901 |
| May 2013 | 425,375 |
| Service Days (Current/Prior) | 21/22 |
| Ridership Percent Change | (neg.)1.0% NORMALIZED |



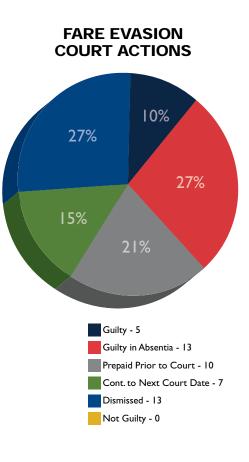
MONTHLY CITATIONS UPDATE

Keolis wrote 113 citations during the month of May, four more than in the month of April. VRE waived 48 citations after riders showed proof of purchase of a monthly ticket. Additionally, another 11 were dismissed either for a one time courtesy, per the conductor's request, or other unique circumstances.

Of the remaining 54 citations that went to court, five were found guilty, 13 were guilty in absentia, 13 were dismissed, 10 were prepaid and 13 were continued on to a later date for insufficient processing time. Zero were found to be not guilty.

WAIVED CITATIONS

| VRE ACTIONS | OCCURRENCES |
|---|-------------|
| Waived – Passenger showed proof of a monthly ticket | 48 |
| Waived – One Time Courtesy | 3 |
| Waived – Per the request of the conductor | 6 |
| Waived – TVM Error | 0 |
| Waived – Defective Ticket | 0 |
| Waived – Per Ops Manager | 0 |
| Waived – Unique Circumstances | 2 |
| Waived – Insufficient Processing Time | 6 |
| Waived – Insufficient Information | 0 |
| TOTAL WAIVED CITATIONS | 65 |



IRGINIA RAILWAY EXPRESS

RIDERSHIP CHART

| 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 | 4,196 | 4,468 | 8,664 | 63% | 5,119 | 5,204 | 10,323 | 79% | 18,987 | 70% |
| 2 | 3,462 | 3,523 | 6,985 | 75% | 4,283 | 4,212 | 8,495 | 71% | 15,481 | 73% |
| 3 | | | | | | | | | | |
| 4 | | | | | | | | | | |
| 5 | 4,257 | 4,256 | 8,513 | 100% | 4,857 | 5,134 | 9,992 | 100% | 18,505 | 100% |
| 6 | 4,508 | 4,671 | 9,179 | 75% | 5,448 | 5,544 | 10,992 | 71% | 20,171 | 73% |
| 7 | 4,633 | 4,515 | 9,148 | 94% | 5,483 | 5,619 | 11,102 | 79% | 20,250 | 87% |
| 8 | 4,436 | 4,560 | 8,996 | 94% | 5,085 | 5,542 | 10,628 | 57% | 19,624 | 77% |
| 9 | 3,594 | 3,373 | 6,967 | 94% | 4,438 | 4,618 | 9,056 | 64% | 16,023 | 80% |
| 10 | | | | | | | | | | |
| 11 | | | | | | | | | | |
| 12 | 4,205 | 4,108 | 8,313 | 88% | 5,025 | 4,948 | 9,973 | 79% | 18,286 | 83% |
| 13 | 4,389 | 4,545 | 8,934 | 100% | 5,334 | 5,226 | 10,560 | 71% | 19,493 | 87% |
| 14 | 4,517 | 4,436 | 8,953 | 100% | 5,259 | 5,351 | 10,610 | 79% | 19,563 | 90% |
| 15 | 4,354 | 4,474 | 8,828 | 94% | 5,616 | 5,512 | 11,128 | 100% | 19,956 | 97% |
| 16 | 3,423 | 3,137 | 6,560 | 69% | 4,228 | 4,363 | 8,592 | 64% | 15,152 | 67% |
| 17 | | | | | | | | | 1 | |
| 18 | | | | | | | | | 1 | |
| 19 | 4,146 | 4,298 | 8,443 | 94% | 4,979 | 5,302 | 10,281 | 93% | 18,725 | 93% |
| 20 | 4,528 | 4,864 | 9,392 | 88% | 5,624 | 5,825 | 11,449 | 79% | 20,841 | 83% |
| 21 | 4,457 | 4,516 | 8,973 | 100% | 5,210 | 5,534 | 10,745 | 93% | 19,718 | 97% |
| 22 | 4,353 | 4,312 | 8,666 | 100% | 5,240 | 5,650 | 10,891 | 79% | 19,557 | 90% |
| 23 | 2,893 | 3,418 | 6,311 | 100% | 3,935 | 4,945 | 8,880 | 86% | 15,191 | 93% |
| 24 | | | | | | | | | | |
| 25 | | | | | | | | | | |
| 26 | | | | | | | | | İ | |
| 27 | 4,384 | 4,341 | 8,725 | 94% | 5,322 | 5,144 | 10,465 | 71% | 19,190 | 83% |
| 28 | 4,583 | 4,623 | 9,207 | 88% | 5,863 | 5,346 | 11,209 | 64% | 20,416 | 77% |
| 29 | 4,396 | 4,734 | 9,130 | 100% | 5,425 | 5,412 | 10,837 | 100% | 19,968 | 100% |
| 30 | 3,748 | 3,579 | 7,327 | 100% | 4,526 | 4,730 | 9,257 | 79% | 16,584 | 90% |
| 31 | | | | | | | | | | |
| | 87,462 | 88,754 | 176,215 | 91% | 106,302 | 109,162 | 215,465 | 79% | 391,680 | 85% |
| | Amtrak Tr | ains: 1,11 | 9 | | Amtrak Tra | ains: 9,10 |)2 | | Amtrak Total: | 10,221 |

Amtrak Trains:1,119Adjusted total:177,334

Amtrak Trains:9,102Adjusted total:224,567

| # of Service Days: | 21 | Full Service Days: | 21 |
|--------------------------------|--------|--------------------|--------|
| Manassas Daily Avg. Trips: | 8,391 | Adjusted Avg.: | 8,444 |
| Fred'burg Daily Avg. Trips: | 10,260 | Adjusted Avg.: | 10,694 |
| Total Avg. Daily Trips: | 18,651 | Adjusted Avg.: | 19,138 |

Total Number of Service Days to Date:230Average Daily Riders to Date:18,014

| Total Trips This Month: | 401,901 |
|-------------------------|------------|
| Prior Total FY-2014: | 3,741,256 |
| Total Trips FY-2014: | 4,143,157 |
| Total Prior Years: | 62,422,463 |
| Grand Total: | 66,565,620 |

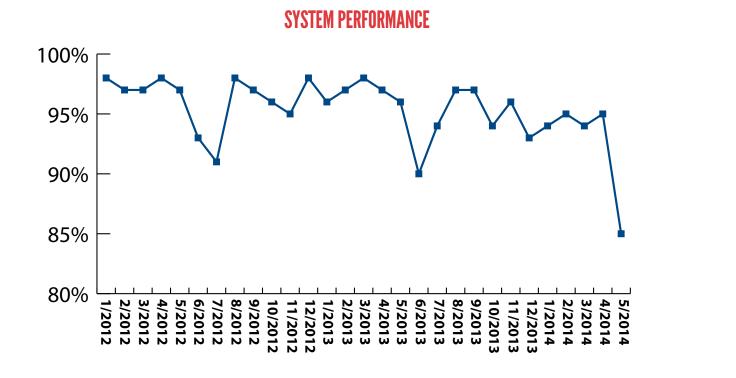
Adjusted Total:

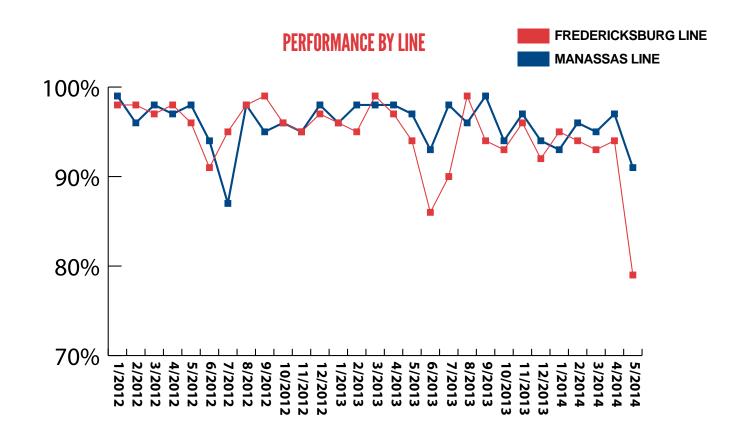
401,901

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



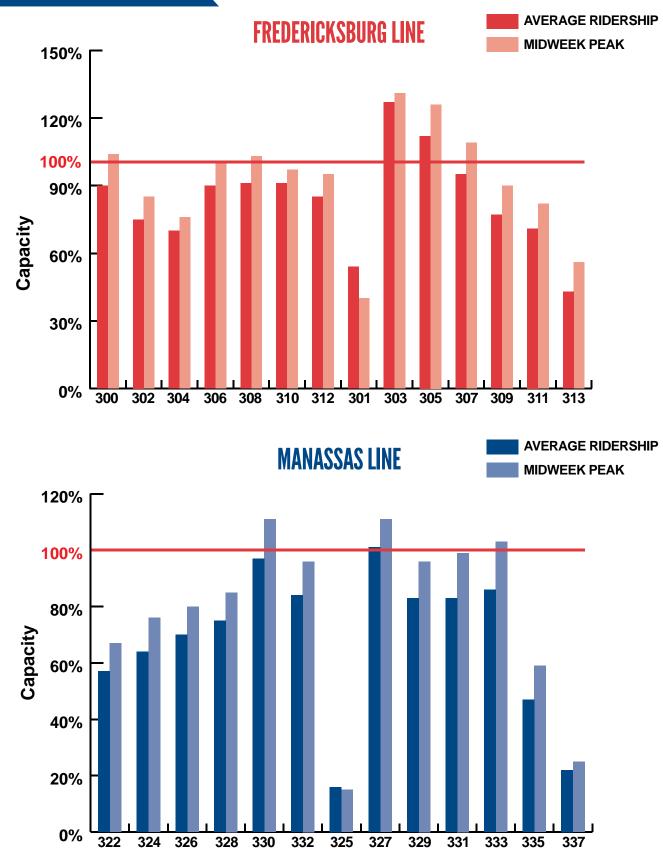
ON TIME PERFORMANCE



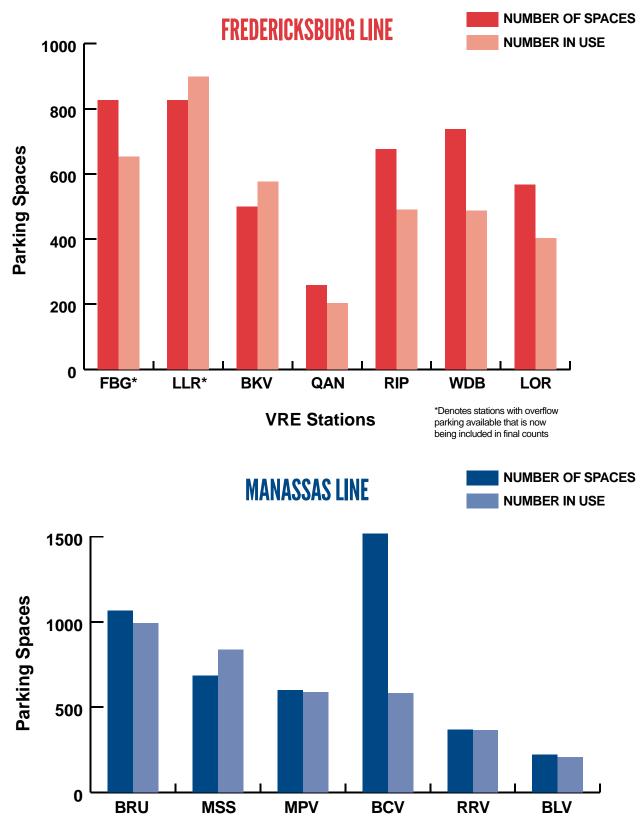


IRGINIA RAILWAY EXPRESS

TRAIN UTILIZATION



PARKING UTILIZATION

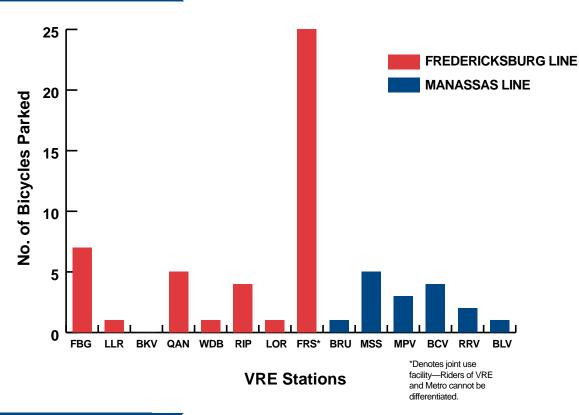


VRE Stations

CEO REPORT | JUNE 2014 7

IRGINIA RAILWAY EXPRESS

BICYCLE COUNTS



FINANCIAL REPORT

SUMMARY OF FINANCIAL RESULTS

| MEASURES | DOLLARS | GOAL | ACTUAL |
|--------------------------------------|------------|--------|-----------|
| Operating Ratio | | 55% | 59% |
| BUDGETED REVENUE | 86,783,248 | | |
| Budgeted Revenue YTD | 73,909,436 | | |
| Actual Revenue YTD | 74,413,948 | | |
| Cumulative Variance | 504,512 | | 504,512 |
| Percent Collected YTD | | 85.17% | 85.75% |
| BUDGETED EXPENSES | 86,783,248 | | |
| Budgeted Expenses YTD | 72,871,564 | | |
| Operating Expenses YTD | 69,620,970 | | |
| Cumulative Variance | 3,250,594 | | 3,250,594 |
| Percent Expended YTD | | 83.97% | 80.22% |
| NET INCOME (LOSS) FROM OPERATIONS | | | 3,755,107 |

These figures are preliminary and unaudited.

Fare income for the month was \$10,611 above the budget – a favorable variance of 0.35%. The cumulative variance for the year is 2.00% or \$671,063 above the adopted budget. Revenue in FY 2014 is up 7.7% compared to FY 2013. The government shutdown in October did not have a material effect on fare revenue. The transit subsidy decreased effective January 1, 2014 and has had an impact on fare revenue which has led to a slight softening of fare projections.

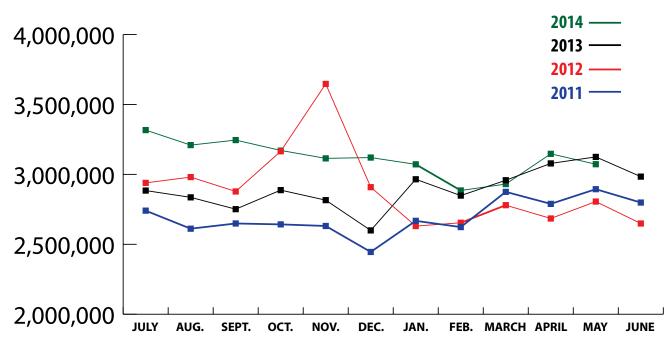
A summary of the financial results (unaudited) follows. Detail on the major revenue and expense categories is provided in the attached Operating Budget Report. Amounts shown reflect the amended FY14 budget.



FY 2014 OPERATING BUDGET REPORT, MAY 31, 2014

| | CURR. MO. | CURR. MO. | YTD | YTD BUDGET | YTD VA | RIANCE | TOTAL FY14 |
|---|-----------|-----------|------------|------------|-----------|--------|------------|
| | ACTUAL | BUDGET | ACTUAL | TID BODGET | \$ | % | BUDGET |
| OPERATING REVENUE | | | | | | • | |
| Passenger Ticket Revenue | 3,072,762 | 3,062,151 | 34,208,912 | 33,537,849 | 671,063 | 2.0% | 36,600,000 |
| Other Operating Revenue | 2,930 | 13,888 | 168,346 | 152,112 | 16,234 | 10.7% | 166,000 |
| Subtotal Operating Revenue | 3,075,692 | 3,076,040 | 34,377,258 | 33,689,960 | 687,298 | 2.0% | 36,766,000 |
| Jurisdictional Subsidy (1) | - | - | 11,761,497 | 11,761,497 | - | 0.0% | 11,761,497 |
| Federal/State/Other Jurisdictional Subsidy | 2,374,889 | 2,449,150 | 28,249,675 | 28,443,959 | (194,284) | -0.7% | 32,654,748 |
| Appropriation from Reserve | - | - | - | - | - | 0.0% | 5,585,703 |
| Interest Income | 2,724 | 1,280 | 25,518 | 14,020 | 11,498 | 82.0% | 15,300 |
| Total Operating Revenue | 5,453,305 | 5,526,470 | 74,413,948 | 73,909,436 | 504,512 | 0.7% | 86,783,248 |
| OPERATING EXPENSES | - | | • | | | | |
| Departmental Operating Expenses | 5,155,278 | 5,368,278 | 58,053,969 | 61,341,935 | 3,287,966 | 5.4% | 68,345,145 |
| Debt Service | 897,504 | 897,504 | 11,529,629 | 11,529,629 | - | 0.0% | 13,594,559 |
| Other Non-Departmental Expenses | 25,549 | - | 37,372 | - | (37,372) | | 4,843,544 |
| Total Operating Expenses | 6,078,331 | 6,265,782 | 69,620,970 | 72,871,564 | 3,250,594 | 4.5% | 86,783,248 |
| | | • | | | | • | <u>.</u> |
| NET INCOME (LOSS) FROM OPERATIONS | (625,025) | (739,312) | 4,792,978 | 1,037,872 | 3,755,107 | - | - |
| CALCULATED | | | 59% | | | | |
| OPERATING RATIO | | | 0070 | | | | |

FISCAL YEAR REVENUE PER MONTH



SYSTEM PLAN 2040

SYSTEM PLAN 2040 PRELIMINARY OPERATIONAL ANALYSIS

A Preliminary Operational Analysis of the service concepts outlined in the VRE System Plan 2040, adopted by the Operations Board in January 2014, is underway. The analysis includes the development of sketch-level schedules for future VRE operations coinciding with the three System Plan phases of investment: 2020 (Phase 1), 2030 (Phase 2) and 2040 (Phase 3). A refined set of ridership projections for future service concepts – Gainesville-Haymarket extension, expanded peak and off-peak service, and reverse peak service – is also being developed to better understand the potential rider response to the various service improvements. The analysis will inform on-going efforts to define future operational, rolling stock, station and rail infrastructure needs and develop a detailed implementation program to meet those needs.

Initial analysis results support the anticipated System Plan ridership level of 50,000 daily trips by 2040 generated by both regional growth in population and employment and expanded VRE service to tap a greater share of commute-to-work travelers and new markets such as the Gainesville-Haymarket area. Short-term peak demand is expected to remain strong and can be supported by lengthening existing



trains to expand the number of passenger seats. By 2020, however, 9- and 10-car trains will be necessary to carry the projected loads which place even greater pressure on midday and overnight storage capacity than today. With the addition of Gainesville-Haymarket service or reduced peak headways on the Manassas and Fredericksburg main lines, the number of daily trains needed to meet the expected ridership demand will exceed the limits of VRE's railroad access agreement.

The Preliminary Operational Analysis will be complete in July. The results will help define the specific scope and timing of the more complex, longer-term System Plan investments that must begin to be tackled in the coming months and years to sustain and grow VRE's role as a regional rail provider.

RAIL OPERATIONS

SAFETY UPDATE

Through our partnership with Virginia Operation Lifesaver (OL) as well as the national OL office, we received a large shipment of "See Tracks, Think Trains" campaign material and promotional items. These will be used throughout the summer to compliment various VRE safety outreach events such as railroad crossing safety blitzes and our recently commenced social media safety campaign, which awards prizes weekly to correct responses from our riders to safety and security questions.

CAPITAL PROJECTS

SPOTSYLVANIA

VRE has issued construction contracts for both the station and third track. Once the land purchase is completed by Spotsylvania County, VRE can issue notice to proceed (NTP) and construction work can begin on the station. Spotsylvania has asked VDOT to handle land acquisition for them. VDOT is proceeding with their land acquisition process. In the mean time, Third Track Project construction began in January and is progressing nicely. Aerials as of 5-24-2014.



Fill operations for Third Track north of US 17 to Pedestrian Underpass at Benchmark



Future Site of Spotsylvania Station and Parking Lot with Third Track fill operations north and south



Future Site of Spotsylvania Station and Parking Lot with Third Track fill operations north and south



Future Site of Spotsylvania Station and Parking Lot with Third Track fill operations north and south

IRGINIA RAILWAY EXPRESS

CAPITAL PROJECTS, CONT.

ALEXANDRIA KING STREET PEDESTRIAN TUNNEL PROJECT

VRE issued a task order contract to Gannett Fleming for design & construction management work on the project. 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 June 2014
- Design Completion by early 2015
- Construction Advertisement To be Determined
- Construction To be Determined

L'ENFANT STORAGE TRACK

VRE will meet with CSX soon to review the final design and approve the scope of work. HDR has completed the final wayside power design which VRE has forwarded to PEPCO and CSX for review and approval.

LORTON PLATFORM EXTENSION

VRE awarded a construction contract to Hammerhead Construction of Dulles, Virginia. Construction is expected to commence early summer of 2014. This project will extend the existing platform at the VRE Lorton Station by approximately 256 feet to accommodate longer VRE trains. VRE also executed an agreement with CenturyLink to relocate a communication line in the project area.

BROAD RUN TRAIN WASH

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

BROAD RUN PARKING EXPANSION

VRE has reviewed the 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.

FACILITIES UPDATE

VRE facilities team has multiple projects underway and completed the following within the past month:

- 1. Landscaping at all stations
- 2. Installation of upgraded fire alert system at the Fredericksburg office
- 3. Repainting of the interior of the Fredericksburg office
- 4. Independent assessment of all VRE station facilities

Projects scheduled to be completed within the 3rd Quarter of calendar year 2014.

- 1. Evaluate electrical power infrastructure at Broad Run; replace electrical lines as necessary.
- 2. Touch up paint at several stations
- 3. Elevator cab and hoist-way rehabiliation at Rippon and Franconia Springfield stations.
- 4. Roof repairs at Rippon Station.
- 5. Install network fire detection system at VRE Fredericksburg office.
- 6. Remove discarded ties and asphalt from the right of ways at various locations within the service area.
- 7. Install portable generator connections at all stations with elevators; long term all stations will be equipped for portable generator operations.
- 8. Correct drainage pipe slope at Crossroads maintenance and storage facility.

NEW PASSENGER CARS

Base Order (8) Gallery IV Cars

The first four (4) new passenger cars arrived at VRE's Broad Run Maintenance and Storage Facility on June 9, 2014. For the next two weeks VRE staff, contractors and the car builder will commission the cars and provide training for operators and maintenance personnel on the new features of the cars. The next four (4) new passenger cars are scheduled to be delivered in early July 2014.

Option Order (7) Gallery IV Cars

VRE modified the existing Contract with Sumitomo Corporation of America (SCOA) to add seven (7) options cars to the existing order. The Contract Amendment was finalized by the end of December 2013. The project kick off meeting was held on March 17th. Material purchases and the preliminary Buy America audit is currently underway.



COMMUTER STATIONS & PARKING PROJECTS

| Project & Code | Description | Task | Task Description | Project Manager | Board Item Number | % of Total Task Completion | Calendar Completion Date (Est.) |
|---------------------------------------|---|--|--|-----------------------|----------------------------|----------------------------------|---|
| Alexandria - King | Design and installation of a new | 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. | Norine Walker | 8C-05-2012 | 95% | 2nd Quarter 2013 |
| St Pedestrian | pedestrian tunnel between the VRE/Amtrak and METRO stations and modifications to eastern platform to allow service from Track | Site Investigation | Compile soils data and perform in-situ testing to prepare for final design phase and provide VDOT with environmental information. | Eric Johnson | 8H-10-2013 | 15% | 2nd Quarter 2014 |
| Tunnel | #1. | Design & Construction Administration | Design & construction administration for pedestrian tunnel and modifications to east platform. | Norine Walker | 8F-12-2013 | 5% | 1st Quarter 2015 |
| | | 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 |
| Amtrak Joint | Amtrak and VRE joint benefit | Coach Yard Wayside Power Upgrade | Upgrade and replace wayside power station for VRE storage tracks at the Coach yard | Rich Dalton | | 100% | Completed |
| Recapitalization Project | recapitalization projects | WUT Canopy Roof Repairs | Repairs of canopy roof at WUT lower level platforms | Rich Dalton | | 70% | 4th Quarter 2014 |
| | | Alexandria - King St Station Platform Elevation | Raise west platform elevation | Rich Dalton | | 0% | TBD |
| 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 | 90% 30% | 1st Quarter 2014 3rd Quarter 2014 |
| Franconia- | 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 |
| Springfield Station Rehabilitation | | Flagging Services & Protection | Provide flagging services during platform level repairs and overhead pedestrian bridge work. | Kip Foster | 9G-06-2011 | 100% | Completed 2012 |
| | | 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 |
| Lorton Station Expansion | Expansion of station by extending eastern platform and adding a second platform | Platform Extension Construction | Construction of 250' platform extension with upgraded LED lighting | Eric Johnson | 8B-03-2014 | 0% | 4th Quarter 2014 |
| | | Utility Relocation | Relocate CenturyLink communications line to accommodate platform extension and future second platform | Eric Johnson | 8C-03-2014 | 0% | 2nd Quarter 2014 |
| | | | Provide construction management and inspection services during construction of platform extension | Eric Johnson | 9A-04-2014 | 0% | 4th Quarter 2014 |
| Rolling Road Platform Extension | 250 Foot Platform Extension 100 Foot Canopy Exention | PE / Env Design Construction CM | 250' Platform Extension / 100' Canopy Extension | Kip Foster | | | |
| Spotsylvania Station (New | Development of a new VRE station in Spotsylvania County (Station Only, NO | Station Design | Design of the new platform and head house. | Kip Foster | 9F-06-2012 & 9G-06-2012 | 100% | Completed 2nd Quarter 2013 |
| Station (New Station) | Parking) near the Crossroads Yard | Station Construction | Construction of the new platform and head house. | Kip Foster | 9F-05-2013 | 0% | TBD |

| Status | Change Order, Budget & Schedule Change Notes & Updates | Vendor | Total Adopted CIP Budget Thru FY14 (\$) | Total Board Approved Funds (\$) | Contractual Commitment s To-Date (\$) | | | | |
|---|---|----------------------------|---|---------------------------------------|---|-----------------|------------|------------|------------|
| Feasibility study was distributed to stakeholders Jan 2013. Comments received from all stakeholders. Preparing final draft addressing comments. Preparing for final design once VDOT provides approval of use of GEC contract. | | AECOM | \$ 10,226,000 | \$ 162,711 | \$ 147,919 | \$ 140,487 | | | |
| Received Board approval in March 2013 to execute CSX force account agreement, including design review, flagging for field work and right-of-entry. Received Board approval in May to execute AECOM task order supplement to include additional soil borings. Field work to be scheduled following coordination with CSX. City of Alexandria and Amtrak | Supplement No. 1, October 2013, \$26,709. Supplement No. 2, May 2014, \$85,752. | AECOM | | \$ 173,648 | \$ 162,402 | \$ 29,718 | | | |
| Design kickoff meeting held in early February 2014. Currently arranging stakeholders meeting and design criteria meetings. Design will proceed once field work completed. | | Gannett Fleming | \$- | \$ 1,814,559 | \$ 1,728,151 | \$ 10,156 | | | |
| | | TOTALS | \$ 10,226,000 | \$ 2,150,918 | \$ 2,038,472 | \$ 180,361 | | | |
| Project completed. | Final invoice received 2/28/14; payment authorized 3/20/14. | Amtrak | \$ 1,000,000 | \$ 1,000,000 | \$ 1,000,000 | \$ 987,625 | | | |
| Project completed. | Last invoice received 4/12/2013 | Amtrak | \$ 750,000 | \$ 750,000 | \$ 750,000 | \$ 515,968 | | | |
| Amtrak has spent all allocated budget, but performed only 70% of the work. Amtrak requesting additional \$300k to complete the project. | Project has been stopped; VRE and Amtrak reconciled work performed and payment up to the initial \$600K project budget; Amtrak submitted revised agreement and estimate to complete the project on 6/2/14; currently under review by VRE. | Amtrak | \$ 600,000 | \$ 600,000 | \$ 600,000 | \$ 573,953 | | | |
| Project scoping underway. Amtrak is in the process of writing an agreement to be submitted to VRE for review. | | Amtrak | \$ 278,867 | \$ 278,867 | \$- | \$- | | | |
| | | TOTALS | \$ 2,628,867 | \$ 2,628,867 | \$ 2,350,000 | \$ 2,077,547 | | | |
| 30% design submitted. Awaiting FTA approval of CE application submitted in August. 60% design effort will begin after CE approval is obtained. Initial comments have been generated from the 30% design review. | | Dewberry | \$ 3,420,000 | | \$ 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 pending contractor response to closeout notification. | Change Order # 1, Canopy Rool/Gutters/Downspouts, \$39,230 Change Order # 2, Stringer Repair/Replacement, \$47,440 Change Order # 3, Structural Steel Repair/Rehab, \$45,682 Change Order # 4 - \$4,928 - Window Jamb Rehab and Replacement Change Order # 5 - \$222 - Gutter Repair | Vista Contracting, Inc. | \$ 522,000 | \$ 522,000 | \$ 522,000 | \$ 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. | ¢ 022,000 | \$ 132,000 | \$ 124,765 | \$ 27,842 | | | |
| | | TOTALS | \$ 522,000 | \$ 587,950 | \$ 573,767 | \$ 476,621 | | | |
| Completed | | HDR | | \$ 306,350 | \$ 278,500 | \$ 271,476 | | | |
| HDR providing procurement assistance. | | HDR | | \$ 103,400 | \$ 94,000 | \$ 87,694 | | | |
| Received Board approval in March to award construction contract to Hammerhead Construction. Contract awarded in late April. Received Board approval in May to execute CSX force account agreement for design review and flagging during construction. | | Hammerhead Construction | \$ 2,820,000 | \$ 991,980 | \$ 901,800 | | | | |
| Received Board approval in March to execute communications line relocation agreement with CenturyLink. Agreement executed in early April. | | CenturyLink | | \$ 66,664 | \$ 60,604 | | | | |
| Received Board approval in April to execute task order with Gannett Fleming for construction management and inspection services during construction of platform extension. Task order executed in late April. | | Gannett Fleming | | \$ 164,786 | \$ 149,805 | | | | |
| | | TOTALS | \$ 2,820,000 | \$ 1,633,180 | \$ 1,484,709 | \$ 359,170 | | | |
| | | | \$ 2,000,000 | | | | | | |
| | | TOTALS | \$ 2,000,000 | \$ - | \$ - | \$ - | | | |
| Permitting complete with Spotsylvania County. | | STV | \$ 3,422,500 | \$ 405,912 | \$ 369,011 | \$ 205,332 | | | |
| Contract executed and CE issued by FHWA. NTP to be issued once County acquires land. | | Hammerhead Construction | , 12,000 | \$ 2,583,900 | \$ 2,349,000 | \$ 51,638 | | | |
| | | TOTALS | \$ 3,422,500 | \$ 2,989,812 | \$ 2,718,011 | \$ 256,970 | | | |

C 201

TRACK & INFRASTRUCTURE PROJECTS

| Project & Code | Description | Task | Task Description | Project Manager | Board Item Number | % of Total Task Completion | Calendar Completion Date (Est.) |
|---|--|----------------------------------|--|--------------------|----------------------|----------------------------------|---|
| | | 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 |
| | Construct ~1,400 feet of Storage Track North of the L'Enfant Station Platform, including Wayside Power (Capacity of 2 Trainsets) | Wayside Power Construction | Construction of wayside power for stored train sets | Eric Johnson | N/A | 30% | 3rd 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 |
| | | Switch & Signalization Design | Design of storage track switches and signals | Eric Johnson | 9B-06-2011 | 90% | 2nd Quarter 2014 |
| | | | | | | | • |
| | 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 |
| Spotsylvania Third Track Expansion | | Third Track Signal Design | Signal design and engineering support | Kip Foster | 9E-06-2012 | 100% | 1st Quarter 2014 |
| (Crossroads to Hamilton - Fredericksburg) | | Track & Signal Construction | Construction of Signals | Kip Foster | 9H-09-2013 | 30% | n/a |
| | | Track Work & Structures | Construction of Track & Structures | Kip Foster | 9C-06-2013 | 25% | Phase 1 4th Quarter 2014 Phase 2 2nd Quarter 2015 |

PLANNING, COMMUNICATIONS & INFORMATION TECHNOLOGY PROJECTS

| Project & Code | Description | Task | Task Description | Project Manager | Board Item Number | % of Total Task Completion | Calendar Completion Date (Est.) |
|---|--|--|---|-----------------------|----------------------|----------------------------------|---------------------------------------|
| Gainesville Haymarket Expansion Planning | | G/H Expansion Analysis (Feasibility) | Develop expansion alternatives for VRE Service to G/H | Christine Hoeffner | 9D-12-2007 | Complete | Complete |
| | Expansion of VRE Service to Gainesville & Haymarket, VA | 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 | Development a | Chris Henry | 8H-09-2013 | 0% | 6/30/16 | | |
| | | | | | | | |
| System Planning | Prepare system plan to cover 20+ year planning horizon | | | | 9F-04-2013 | | 1st Quarter 2014 |

Total Adopted Total Board Contractual Total Change Order, Budget & Schedule Change Notes & Status Vendor CIP Budget Thru FY14 (\$) ved Fund nitments T enditu Updates (\$) Date (\$) To-Date (\$) Track Complete n/a CSX Trans. \$ 830,000 \$ 706,000 \$ 442,794 Supplement to GEC V Task Order 7 in the amount of \$8,600 HDR submitted final wayside power design in early April. Design submitted to PEPCO to design of electric service on Virginia Avenue \$ \$ HDR 50.925 Ś 50.884 and to CSX for review. executed in late December 2012. \$ 3,219,000 \$ Wayside power construction to follow PEPCO's design and construction of electric service. NVE \$ 688.480 \$ 208,390 Kaeser Air compressor system delivered and stored at Crossroads Yard. Installation no longer included in scope of work. Investigating alternat Compressors, \$ \$ 37,531 \$ 37,531 uses for equipment. Inc. CSX previously anticipated completion of track and signal modification design in May 2013. Design work continues as of early June 2014. CSX expects to complete design and provide estimate in approximately one month. Will seek Board approval for CSX construction force account agreement once estimate received from CSX. CSX Trans. 250,000 \$ 225,000 \$ 126,821 \$ TOTALS \$ 3,219,000 Ś 1.707.93 866.420 1 080 00 Permitting complete, agency construction notifications issued. Design plans circulated for signature. Final Revision completed. STV \$ 817,703 \$ 743,366 \$ 396,034 Construction Plans circulated to contractors and other stakeholders. Pre-Construction Conference held December 19, 2014. CSX Trans. Signal Design for Phase 1 and Phase 2 complete. Design checked by CSX. Signal Construction underway. \$ 1,009,800 \$ 917.400 \$ \$ 32,500,000 100% design completed. Signal Construction Underway. CSX Trans. \$ 20,522,611 \$ 20,522,611 \$..., (12) CA # 2 ..., (12) CA # 3 lization (\$66,583) CA # 48.5 - Weather only CA # 6 - Proposed Station Site Fill (\$155,899) CA # 1 - Access from Crossroads Pkwy (\$112,715) Clearing and Grubbing complete. Crash Wall construction completed. Drainage Extensions preparing to start. Construction Pads for trackwork in process. Borrow Material Fill Operations for New Third Track Embankment and Trackbed continuing. Retaining Wall construction has begun. Load Test for Micropiles (\$47,900) Subgrade Stabilization (\$86,583) Extensions (time only) Abernathy Construction 8,880,073 \$8,475,890 \$1,710,972 \$

Corp TOTAL

32 500 00

31 230 187

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30 659 263

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| Status | Change Order, Budget & Schedule Change Notes & Updates | Vendor | Total Adopted CIP Budget Thru FY14 (\$) | Total Board Approved Funds (\$) | Contractual Commitments To-Date (\$) | Total Expenditures To-Date (\$) |
|---|--|-------------|---|---------------------------------------|--|---------------------------------------|
| Feasibility Study Completed on 9/28/2009 | Aerial Survey Deferred to NEPA/PE. Revised Consultant Responsibility for Cost Estimating from Belstar to VHB/DMJM | VHB | | \$ 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 | \$ 3,037,338 | \$ - | \$ - | \$ - |
| Future Construction Related to Expansion | Funding Sources TBD | TBD | | \$- | \$ - | \$- |
| | | TOTALS | \$ 3,037,338 | \$ 1,537,338 | \$ 1,397,338 | \$ 1,042,749 |
| Project KickOff Meeting 05/29/14 | | GlobeSherpa | | \$ 3,510,627 | \$ - | \$ - |
| | | TOTALS | \$ - | \$ 3,510,627 | \$ - | \$ - |
| VRE Ops Board adopted plan 1/17/14. Brochure complete. Final report under review by VRE. | GEC task order (\$35,000) for supplemental public outreach/communications support issued 9/30/13 | P.B. | \$ 185,000 | \$ 150,000 | \$ 185,000 | \$ 176,163 |
| | | TOTALS | \$ 185,000 | \$ 150,000 | \$ 185,000 | \$ 176,163 |

VIRGINIA RAILWAY EXPRESS

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 | 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 | |
| | wash and Crossroads Yard warehouse. | Broad Run Train Wash Design | Conceptual and final design and construction administration for Broad Run train wash | Eric Johnson | 9D-06-2012 | 90% | 3rd 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 | |

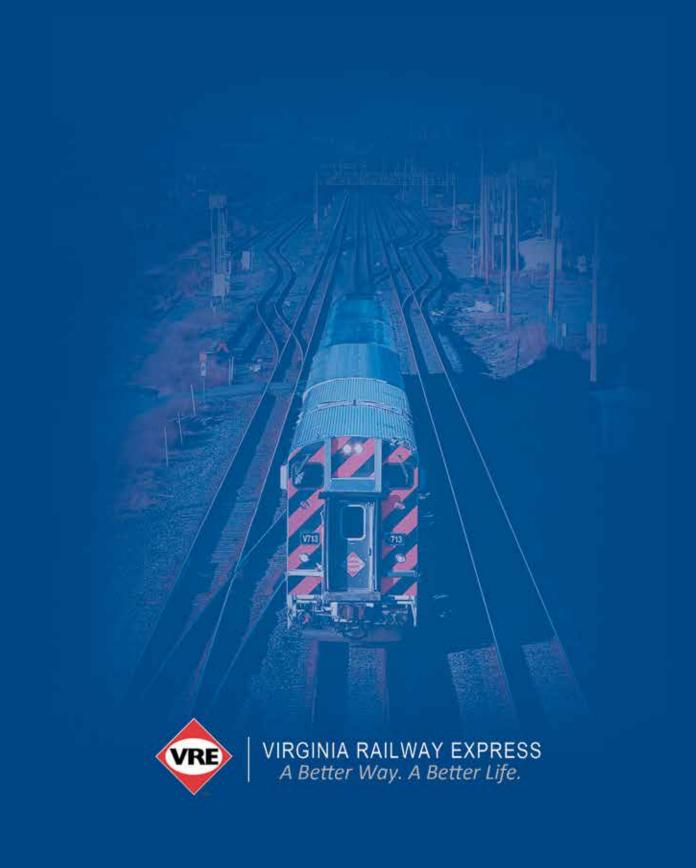
ROLLING STOCK PROJECTS

| Project & Code | Description | Task | Task Description | Project Manager | Board Item Number | % of Total Task Completion | Calendar Completion Date (Est.) |
|---|--|--|--|--------------------|----------------------|----------------------------------|---------------------------------------|
| Passenger Railcar Procurement To Acquire Fifteen (15) 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 | 80% | 1st Quarter 2016 |
| | New Railcar Manufacture (7 cars) | Option Order of 7 New Passenger railcars | Rich Dalton | 8B-11-2013 | 0% | 1st Quarter 2018 | |
| | Vice Passeliger Call Freet | New Railcars Engineering Oversight (7 Cars) | On site engineering through warranty administration under MEC V task order STV-0038 under MEC V | Rich Dalton | 10A-01-2014 | 0% | 4th Quarter 2017 |
| | | New Railcars Engineering Oversight (8 Cars) | On site engineering through warranty administration under MEC V task order STV-0017 under MEC V | Rich Dalton | 9E-02-2012 | 68% | 4th Quarter 2015 |
| | To install and implement Positive | Positive Train Control Installation and Infrastructure | Positive Train Control for all locomotives and cab control cars (total 41), as mandated by the Rail Safety Improvement Act of 2008. | Rich Dalton | 9E-09-2013 | 0% | 1st Quarter 2015 |
| | Train Control (PTC) for all VRE Locomotives | Oversight | Oversight - Positive Train Control for all locomotives and cab control cars, as mandated by the Rail Safety Improvement Act of 2008. | Rich Dalton | 9A-03-2013 | 5% | 1st Quarter 2014 |

| 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 | | \$ 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. | \$ 5,723,959 | \$ 2,600,000 | \$ 2,092,364 | \$ 2,125,632 |
| Review of Broad Run train wash 90% design completed. Plan submission to Prince William County and City of Manassas on hold while seeking additional construction funding. STV to submit recommendations for Crossroads train wash modifications shortly. | Supplement No. 1 - Increased contract amount by \$3,864 for third party construction cost estimate. | STV/RWA | Ş 3,723,333 | \$ 307,513 | \$ 283,421 | \$ 174,875 |
| | | TBD | | \$ - | \$- | \$ - |
| | | TOTALS | \$ 5,723,959 | \$ 3,536,761 | \$ 2,995,119 | \$ 2,919,818 |
| Contract Closeout complete. | 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 | \$ 168,970 |
| | | TOTALS | \$ 230,000 | \$ 169,482 | \$ 168,970 | \$ 168,970 |

| 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 final assembly in process | The car numbers are designated as V820 - V827; the first four (4) cars are enroute from Chicago to VRE's Broad Run Maintenance and Storage Facility; the last four (4) cars are scheduled to ship in June 2014 - delivery has been delayed to resolve technical issues with emergency lighting system. | Sumitomo - Nippon Sharyo |) | | | | \$ 23,140,000 | \$ 21,240,000 | \$ - |
| Contract Amendment Executed; preliminary delivery schedule submitted by SCOA/Project Kick Off meeting held on March 20, 2014 | Contract Amendment Executed 12/19/2013 to increase the contract amount and order of cars. | Sumitomo - Nippon Sharyo \$ 39,419,7 | | \$ 14,805,714 | \$ 14,805,714 | \$ - | | | |
| Kick Off meeting held on March 20, 2014; reviewing project schedule milestones and CDRL submittal list | The car numbers are designated as V828-834 | STV | | \$ 892,500 | \$ 849,245 | \$ 29,563 | | | |
| Continuing to provide manufacturing and engineering oversight | STV continues to provide oversight of the car construction in IL. Resident inspector active at Rochelle operation 5/5/2014 | STV | | \$ 1,474,000 | | \$ 980,410 | | | |
| | | TOTALS | \$ 39,419,714 | \$ 40,312,214 | \$ 38,144,959 | \$ 1,009,973 | | | |
| 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 final legal review - 6/3/2014 | WRE | | | | | | | |
| 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 6/3/2014 | STV | \$ 8,821,989 | \$ 7,980,877 | | | | | |
| | | TOTALS | \$ 8,821,989 | \$ 7,980,877 | \$ 550,645 | \$ 49,782 | | | |

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Virginia Railway Express

Board Members

Paul Milde Chairman

John Cook Vice-Chairman

Gary Skinner Secretary

Paul Smedberg Treasurer

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

Alternates

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

Doug Allen Chief Executive Officer

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

MINUTES

VRE Operations Board Meeting PRTC Headquarters – Prince William County, Virginia June 20, 2014

| 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 |
| Suhas Naddoni (PRTC) | City of Manassas Park |
| 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 |
|-------------------|-----------------|
| Jennifer Mitchell | DRPT |
| Bob Thomas (PRTC) | Stafford County |

| Alternates Present | Jurisdiction |
|--------------------|-----------------|
| Meg Bohmke (PRTC) | Stafford County |
| Kevin Page | DRPT |

| 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 |
| Paul Trampe (PRTC) | Spotsylvania County |

| Staff and General Public | | | | |
|--|---|--|--|--|
| Doug Allen – VRE | Bryan Jungwirth – VRE | | | |
| Gregg Baxter – Keolis | Ann King – VRE | | | |
| Donna Boxer – VRE | Mike Lake – Fairfax County | | | |
| Rich Dalton – VRE | Lezlie Lamb – VRE | | | |
| Ashleigh de la Torre – Bombardier | Bob Leibbrandt – Prince William County | | | |
| John Duque – VRE | Jillian Linnell – NVTC Staff | | | |
| Patrick Durany - Prince William County | Betsy Massey – PRTC Staff | | | |
| Rhonda Gilchrest – NVTC staff | Steve MacIsaac – VRE legal counsel | | | |
| Al Harf – PRTC staff | Aimee Perron Seibert – The Hillbridge Group | | | |
| Chris Henry – VRE | Lynn Rivers – Arlington County | | | |
| Tom Hickey – VRE | Scott Schenk – Free Lance Star | | | |
| Gerri Hill – VRE | Brett Shorter – VRE | | | |
| Christine Hoeffner – VRE | Joe Swartz – VRE | | | |
| Pierre Holloman – Alexandria | | | | |

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

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

<u>Approval of the Agenda – 3</u>

Chairman Milde stated that the Agenda was amended to remove Agenda Item #9E "Authorization to Award Purchase Order for Multi-Function Copier Lease Agreement."

Mr. Covington moved, with a second by Mr. Cook, to approve the Amended Agenda. The vote in favor was cast by Board Members Bohmke, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Naddoni, Page, Skinner, Smedberg, Tejada and Way.

Approval of the Minutes of the May 16, 2014 Operations Board Meeting – 4

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

<u>Chairman's Comments – 5</u>

Chairman Milde welcomed Megan Bohmke, the alternate from Stafford County. He reminded the Board that the Operations Board will meet on July 18th but will not meet in August. He also announced that the Capital Committee will not be meeting today. He reported that the Commonwealth Transportation Board approved the final Six-Year Improvement Plan (SYIP) and the recommended funding for all VRE applications were included in the final version.

Chairman Milde asked Mr. Cook to provide an update on the VRE Management Audit. Mr. Cook reported that interviews with the consultant, Parsons Brinkerhoff, will continue for the next few weeks. If any Board Member has not had an interview and would like to participate, they should contact Joe Swartz today.

[Ms. Bulova arrived at 9:36 A.M.]

<u>Chief Executive Officer's Report – 6</u>

Mr. Allen reported that overall On-Time Performance (OTP) was at 85 percent for the month of May. This is mainly due to the freight rail congestion caused by the road collapse on CSX track near Baltimore. OTP numbers recovered once CSX freight traffic returned to normal service.

Mr. Allen announced that at the APTA Rail Conference, VRE received the Gold Award for APTA's annual Rail Safety and Security Awards in recognition of VRE's joint emergency

drill with first responders at Accotink Bridge. He stated that this award is especially meaningful since VRE takes safety very seriously and is its number one priority. Mr. Cook asked for talking points about the award for the jurisdictions to share the news. He stated that this is of particular interest to Fairfax County as the simulated training exercise occurred in Fairfax County and county personnel and emergency responders participated in the event.

Mr. Allen reported that he attended the 100th anniversary and rededication celebration of the Manassas Train Depot. The next day, June 6th, the Manassas Railway Festival was held, which included VRE excursion trains. VRE ran the Operation Life Saver train/rail safety public service ads on the overhead screens while passengers waited for the trains.

Mr. Allen gave a progress report on ticket sales for the Firecracker Trains on July 4th. For the Fredericksburg Line, VRE has sold 70 percent of the available tickets; Manassas line is at 30 percent. Mr. Cook asked about how the service is being promoted. Mr. Henry gave an overview of how VRE is informing passengers, including daily Train Talk notices, conductor announcements, Facebook, Twitter, and contacting radio stations and other local magazines.

Mr. Cook asked staff to provide information on this special service so that the jurisdictions can also promote it. Ms. Bulova observed that marketing has been primarily focused on VRE riders and she would like to see more promotion to the general public since one advantage to providing this holiday service is to reach out to the larger community. She also asked staff to provide Board Members with the service information for them to promote it as well.

Mr. Way commended VRE for the positive variance of \$3.7 million in the FY 2014 budget. He is not sure how these cost savings were accomplished, but congratulated staff on this remarkable achievement.

VRE Riders' and Public Comment - 7

There were no comments.

<u>Closed Session – 8</u>

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

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A (6) (7) and (29) of the Code of Virginia); the VRE Operations Board authorizes a Closed Session for the purpose of discussing one matter involving the expenditure of public funds for train operations where competition and bargaining is involved and where discussion in public would adversely affect VRE's financial interests and its bargaining position and negotiating strategy.

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

The Board entered into Closed Session at 9:50 A.M. and returned to Open Session at 10:53 A.M.

Mr. Skinner moved, with a second by Mr. Cook, 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 Bohmke, Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Naddoni, Page, Skinner, Smedberg, Tejada and Way.

Authorization to Issue a Request for Proposals for Maintenance of Equipment and Equipment Storage and Maintenance Facilities –9A

Mr. Allen explained that Resolution #9A-06-2014 will authorize him to issue a Request for Proposals (RFP) for maintenance of equipment and equipment storage and maintenance facilities. Upon receipt of the proposals, VRE will return to the VRE Operations Board with a request for authorization to award the contract in an effort to continue the services without interruption. The RFP is planned to be published in July 2014 with proposals due in October 2014. Contract award is anticipated in January 2015 allowing for a five month mobilization and seamless transition period.

Mr. Kelly stated that he supports the changes to the VRE maintenance program and believes it is the way VRE needs to go in long-term. He understands the need to save money where it can but believes this is a decision that should focus on efficiency and more importantly public safety and therefore he will not support the motion. Mr. Skinner agreed.

Mr. Cook moved, with a second by Ms. Bulova, to approve Resolution #9A-06-2014. The vote in favor was cast by Board Members Bohmke, Bulova, Caddigan, Cook, Covington, Jenkins, Milde, Naddoni, Page, Smedberg, Tejada and Way. Mr. Kelly and Mr. Skinner voted no. The vote passed.

[Mr. Naddoni left the meeting at 10:54 A.M.]

<u>Authorization to issue a Request for Proposals for Fence Installation and Repair Services –</u> <u>9B</u>

Mr. Allen stated that the VRE Operations Board is being asked to authorize him to issue a RFP for Fence Installation and Repair Services. Throughout the VRE service area, including stations, maintenance and storage facilities and between tracks, VRE utilizes fences to act as barriers to limit encroachment and maintain security perimeters. VRE is often in need of installation, replacement and repair of fences. The scope of this RFP includes installing new fences and the replacement or repair of existing fencing at various locations.

Ms. Caddigan moved, with a second by Mr. Cook, to approve Resolution #9B-06-2014. The vote in favor was cast by Board Members Bohmke, Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Page, Skinner, Smedberg, Tejada and Way.

Authorization to Award a Contract for Wheelset Rehabilitation Services - 9C

Mr. Allen reported that Resolution #9C-06-2014 will authorize him to execute a contract for wheelset rehabilitation services with UTCRAS of Morton, Pennsylvania for an amount not to exceed \$783,939, plus a 10 percent contingency of \$78,394, for a total not to exceed \$862,333.

Mr. Allen reported that VRE received one bid by the May 12, 2014 due date. He explained that a second bid was delivered after the due date and therefore, could not be accepted. After review, it was determined that UTCRAS was the lowest responsive-responsible bid. In response to a question from Mr. Smedberg, Mr. Allen explained that the \$783,939 is the total contract amount and covers a three year contract period (one base year and two one-year options). Mr. Smedberg expressed his concern about no competition with only one bid being received. Mr. Allen explained the process when only one bid/proposal is received. VRE considers the bid/proposal to determine if the firm can do the work and if the price is fair, and if so, it will be forwarded to the Operations Board for recommendation of award.

In response to a question from Mr. Smedberg, Mr. Dalton explained in further detail the work that would be covered by this award. Although it is difficult to predict, Mr. Dalton estimated that approximately 10-15 percent of the entire fleet will need wheelsets replaced over the course of one year. Mr. Skinner asked what happens if VRE exceeds the amount of wheelsets listed in the contract. Mr. Dalton explained that there is a contingency and additional funds are available in the budget if more work is needed. Mr. Allen stated that VRE will only pay for the work/parts needed.

Mr. Smedberg moved, with a second by Mr. Skinner, to approve Resolution #9C-06-2014. The vote in favor was cast by Board Members Bohmke, Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Page, Skinner, Smedberg, Tejada and Way.

Authorization to Award a Contract for Interior Cleaning of Passenger Rail Cars – 9D

Mr. Allen stated that the Operations Board is being asked to authorize him to execute a contract with ServiceMaster Preferred Services of Woodbridge, Virginia for interior cleaning of passenger railcars in the amount of \$573,624, plus a 10 percent contingency of \$57,362, for a total amount not to exceed \$630,986, for a base year and two option years, with the CEO exercising the option years at his discretion.

In response to several questions, Ms. Hill provided an overview of the RFP procurement process for this award. Three proposals were received and the Technical Evaluation Team met and reviewed the proposals. It was determined that the proposal from Service Master Preferred Services was technically compliant and was unanimously selected to be the best value for the project. Mr. Allen explained that this work is for deep cleaning, and not general daily cleaning, so it is somewhat of a specialty service.

Ms. Caddigan moved, with a second by Ms. Bulova, to approve the resolution.

Mr. Tejada asked in general who reviews the bids. Mr. Allen clarified that this is a proposal and not a bid process. He gave a brief overview of the bid and proposal process. When a bid/proposal is received it is reviewed by Gerri Hill and her staff, working with an in-house technical expert to review the bids/proposals. For bids, the lowest responsible bid is selected. For proposals an evaluation team reviews the proposals and ranks them. The top ranked firm is selected. Mr. Tejada asked if firms need to be pre-certified to submit a bid or proposal. Mr. Allen stated that part of the process is to determine if the firm is qualified to do the work, which can sometimes be done by a pre-certification process or can be determined after submission. Mr. Tejada stated that he would like more information about how firms can become qualified, especially for minority businesses. Mr. Allen offered to set up a briefing for any Board Member interested in learning more about the process.

In response to a question from Mr. Way, Ms. Hill explained that this is a RFP process, which is based on evaluation criteria where the firm with the highest score/ranking is selected. Price is only one criterion. Evaluation criteria include capability of performing the work, experience, key personnel and price. Mr. Way expressed his opinion that it seems that this work is not highly technical or precision work. Mr. Allen assured Mr. Way that there is a great deal of variability with this type of work and VRE used the RFP process in order to get the best value as opposed to just the lowest price.

Mr. Smedberg asked if there was variability of the range of price from the two proposals. Ms. Hill stated that she does not have this information in front of her but can provide it to the Board. Chairman Milde suggested deferring this action until next month so that the Board can receive more information. There were no objections.

Mr. Way asked staff to provide the common standards of a Request for Proposals. Mr. Skinner stated he would like to see the criteria used for selection. Ms. Bohmke stated that she would like information on the evaluation teams.

Mr. Jenkins stated that before discussion of #9G he would like to declare that he owns more than \$10,000 in stock in Dominion Resources, the parent company of Dominion Virginia Power. He stated that he feels he is qualified to vote on the matter after making this declaration.

Authorization to Award a Task Order to NV Enterprises for Electrical Service Installation – <u>9F</u>

Mr. Allen stated that Resolution #9F-0-2014 would authorize him to award a task order under the facilities maintenance contract to NV Enterprises for electrical services associated with the installation of a new electric service at the Broad Run Yard in an amount of \$125,000, plus a 10 percent contingency, for a total amount not to exceed \$137,500.

Mr. Allen explained that electric power is currently supplied from an existing electric service adjacent to the service and inspection building by means of an electrical duct bank underneath the yard and storage tracks. NV Enterprises recently found significant damage to this duct bank following a recent power outage. Similar power outages have occurred over recent years, and repairs were made by pulling new wiring through the duct bank. However, the electrical investigation indicates that the damage has increased in severity and pulling wires is no longer an option. VRE is requesting Board approval in the next agenda item to execute an agreement with Dominion Virginia Power for a new electrical service that will reroute the power supply to the affected facilities and will result in the abandonment of the damaged duct bank. The new duct bank will go around the perimeter and will not go under or across the tracks.

Mr. Covington moved, with a second by Mr. Smedberg, to approve Resolution #9F-06-2014. The vote in favor was cast by Board Members Bohmke, Bulova, Caddigan, Cook, Covington, Jenkins, Kelly, Milde, Page, Skinner, Smedberg, Tejada and Way.

Authorization to Award a Sole Source Agreement with Dominion Virginia Power for Electrical Services – 9G

Mr. Allen reported that the VRE Operations Board is being asked to authorize him to execute a sole source agreement with Dominion Virginia Power for the installation of a new electric service at the Broad Run Yard for a total amount not to exceed \$118,000. This action is connected to the last action item. VRE has initiated a work request for Dominion Virginia Power and received a preliminary estimate. Resolution #9G-06-2014 would accomplish this.

Mr. Smedberg asked why there is no contingency. Mr. Allen responded that a contingency is not needed because it is a flat fee.

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

Authorization to Sell Six Legacy Gallery Cars – 9H

Mr. Allen stated that Resolution #9H-06-2014 will recommend the Commissions authorize the VRE Chief Executive Officer to sell six Legacy cars and spare parts to Metra of Chicago, Illinois for a total amount of \$3,000.

In February 2013, VRE issues a Request for Interest (FRI) to sell the remaining Legacy cars as new passenger cars are placed into service. VRE has received a single proposal from Metra of Chicago, Illinois to purchase six Legacy Gallery cars and spare parts. Mr. Allen stated that VRE staff recommends execution of this sale as no other offers have been received and the cost to dispose of these cars is higher than this proposal. It is estimated that it would cost \$50,000 to dismantle the railcars and abate asbestos. The spare parts are unique to this type of car and will become obsolete for use by VRE once the cars are no longer in service. The sales agreement will include no warranties, implied or expressed, and the sale will be considered "as is, where is." There is no federal, state or local interest remaining in those cars. However, since federal and state funds were used to purchase and renovate these cars, both FTA and the state will be notified of the sale in accordance with grant requirements. Mr. Allen stated that the proceeds of the sale will be placed into the capital reserve and used for the future purchase of rolling stock equipment.

In response to a question from Chairman Milde, Mr. Allen stated that the Legacy railcars were purchased for \$1 from Metra in Chicago and then VRE rehabilitated them to put them into revenue service. In response to a question from Mr. Tejada, Mr. Allen stated that Metra plans to put the railcars into revenue service.

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

Mr. Way asked if all the Legacy railcars are being replaced with new railcars. Mr. Allen stated that the Legacy cars will be retired as new railcars arrive. VRE received four new railcars last week with four more to be delivered in the next few weeks. VRE had ordered the final seven railcars that will finish the replacement. VRE may still need to use a few Legacy cars as the new train starts on the Fredericksburg Line later in October.

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

<u>Recommendation that the Commissions Approve an Amendment to the Federal Railroad</u> <u>Administration Financing Agreement – 91</u>

Mr. Allen stated that the VRE Operations Board is being asked to recommend that the Commissions approve Amendment No. 1 to the Financing Agreement with the Federal Railroad Administration (FRA) for the purchase of rolling stock in order to amend the timeframe for the annual submission of audited financial statements. Resolution #9I-06-2014 would accomplish this.

Mr. Allen explained that the Financing Agreement requires that audited financial statements be provided within 120 days of the end of each fiscal year, which is the end of October. The VRE financial statements are presented to the Operations Board in November and as a result, each year FRA has extended the requirement by 30 days. This year at their annual review of the Railroad Rehabilitation and Improvement Financing Loan Program (RRIF), FRA recommended that the Financing Agreement be modified in order to change the requirement from 120 days to within 150 days.

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

Authorization to Execute the Second Amendment to the Corridor Improvement Project MOU Between VRE, DRPT and CSXT for the Addition of the Potomac Shore Station – 9J

Mr. Allen stated that the VRE Operations Board is being asked to recommend that the Commissions authorize him to execute a Second Amendment to the January 31, 2002 Memorandum of Understanding (MOU) with CSXT and DRPT pertaining to the CSXT Third Mainline Corridor Improvement Project. This proposed amendment will allow the Potomac Shores station to open when it is completed. Resolution #9I-06-2014 would accomplish this.

Mr. Allen explained that the amendment includes a list of projects that need to be completed before VRE can begin service to Potomac Shores station, which is in Prince William County. With the final approval of the SYIP and VRE projects being funded, Mr.

Allen is confident that VRE can commit to the funding of these important projects. Ms. Caddigan explained that the developer, Sun Cal, will design and construct the station facilities. There will be a golf course, Town Center, hotel with conference center, and residential area. Sun Cal also contributed funding towards the work at Brooke and Leeland.

Ms. Caddigan moved, with a second by Mr. Jenkins, to approve Resolution #9I-06-2014.

Mr. Allen thanked Mr. Page and Director Mitchell for all their help, as well as NVTA for funding the projects associated with this MOU. Ms. Caddigan stated that she wishes Hilda Barg could be here to hear that the station is moving forward since she worked on this since 2000. She thanked Mr. Allen, Mr. Page, Governor McAuliffe, and CSXT for all cooperating on this to accomplish this MOU. Ms Bulova stated that she will gladly support the motion. She noted that this station (formerly known as the Cherry Hill Station) has been on the VRE map from very early in VRE history.

Mr. Kelly stated that he plans on supporting this motion but added that as VRE expands platforms and other improvements along the Fredericksburg Line, the Fredericksburg Station needs to be expanded and upgraded. The City of Fredericksburg needs VRE's help with this issue and he hopes that the discussions can occur. Chairman Milde stated that as subpar Mr. Kelly thinks the Fredericksburg Station is, it is a full blown station with two platform sides and does not compare to the parking lot with a one-sided canopy at Brooke and Leeland stations. He reminded the Board that in order to fulfill the requirements of the MOU, certain upgrades need to be made.

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

<u>Recommendation of Amended VRE Master Agreement Regarding Weighted Voting to the</u> <u>Commissions and Participating and Contributing Jurisdictions for Approval – 9K</u>

Mr. Allen reported that the VRE Operations Board is being asked to recommend approval of the proposed amended Master Agreement for the Provision of Commuter Rail Service by the Commission and Participating and Contributing Jurisdictions. The Amendment incorporates the weighted vote requirement as set forth in HB2152, which amended §15.2-407 and 15.2-4512 of the Code of Virginia effective July 1, 2015.

Mr. Allen stated that due to the complexity of the process to fully execute an amended Master Agreement, staff recommends that the Board recommend to the Commissions that they forward the amended Master Agreement addressing the requirements of HB2152 to the Participating and Contributing jurisdictions for their approval and execution, and thereafter, the Commissions approve and execute the amended Master Agreement. It is further recommended that the amendment be limited to the statutory requirements that will be effective July 1, 2015.

Mr. Cook moved, with a second by Mr. Skinner, to approve the resolution.

Mr. Kelly stated that since this action is only forwarding it to the Commissions and then onto the jurisdictions, he can support the motion. Mr. Way asked if this amendment will bring VRE into complete compliance with the legislation. Chairman Milde stated that it will. He also stated that he will vote in favor of the motion, but he still has concerns over the weighted vote percentage for Stafford County.

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

<u>Legislative Update – 9B</u>

Mr. Jungwirth gave a brief update on federal legislation. The Senate Committee on Appropriations Subcommittee on Transportation, Housing and Urban Development and Related Agencies (THUD), passed its version of the FY 2015 THUD Appropriations Bill. The House passed its version of the FY 2015 THUD Appropriations Bill. The Senate Bill provides \$2.163 billion for Capital Investment Grants (New Starts), compared to the \$1.691 billion in the House bill. The Senate bill also includes \$550 million for TIGER Grants, with the House bill including \$100 million. The Senate bill would continue transit formula grants at FY 2014 levels totaling \$8.595 billion, which is the same level as the House bill. The Senate bill would nearly double at \$36.5 million, including \$3 million for TCRP—the amount provided for research and technical assistance programs as compared to the House version. The Senate would also restore the \$200 million cut to Amtrak grants proposed by the House and set Amtrak funding at \$1.39 billion, which is the amount provided in FY 2014. WMATA would continue to receive \$150 million as authorized under separate legislation.

Ms. Aimee Perron Seibert gave a brief update on General Assembly activity. On June 8th Senator Phillip Puckett, a Democrat from Southwest Virginia resigned, which flipped control of the Senate back to the Republicans with a 20-19 split. The legislature must have a budget by June 30th to be able to use rainy day funds to fill the projected \$300 million dollar shortfall. A budget bill that stripped all new spending was passed and is awaiting the Governor's signature. Governor McAuliffe has called a press conference for 11:30 A.M. today. The Senate budget amendment to provided \$2 million in project development funding to identify current and future VRE core capacity issues was not included in the budget. Unfortunately the House and Senate budget conferees diverted all \$30 million in available TPOF funds toward the budget deficit that has now grown to approximately \$1.5 billion. Ms. Perron Seibert stated that VRE will need to play close attention to the economy and future budgets. In regards to the federal legislation, Mr. Harf asked if the FY 2015 appropriations are an optical allusion because there is no authorization. Mr. Jungwirth agreed and stated that there needs to be an authorization or a continuing resolution to keep funds flowing.

Operations Board Members' Time –10

Mr. Skinner asked staff to provide detailed information on the Firecracker Train Service so he can update his County Board next Tuesday. He also asked about why the VRE Operations Board meets on Fridays, since traffic is so congested on Fridays. Ms. Bulova gave some historical background of why VRE chose to meet on Fridays. Many jurisdictions have Board meetings on Tuesdays, Council of Government meetings are on Wednesdays, Thursday has other transportation meetings, including NVTC, PRTC, NVTA; so that leaves either Monday or Friday.

<u>Adjournment</u>

Without objection, Chairman Milde adjourned the meeting at 11:31 A.M.

Approved this 18th day of July, 2014.

Paul Milde Chairman

| Gary Skinner | |
|--------------|--|
| Secretary | |

CERTIFICATION

This certification hereby acknowledges that the minutes for the June 20, 2014 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

Ronda Dilcmeat

Rhonda Gilchrest

Resolution 9A-06-2014

Authorization to Issue a Request for Proposals for Maintenance of Equipment and Equipment **Storage and Maintenance Facilities**

WHEREAS, VRE currently contracts all VRE train operations and mechanical services under an Operations and Services contract; and,

WHEREAS, VRE has acquired new locomotives and passenger cars; and,

WHEREAS, VRE has adopted a life-cycle maintenance approach to ensure long-term reliability of VRE locomotives and passenger cars; and,

WHEREAS, currently maintenance of equipment services are provided for under a cost plus purchase of services agreement; and,

WHEREAS, VRE desires to obtain these maintenance services through a fixed fee purchase of services agreement for the base work with task order Contracts for running repair and non-standard work.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue a Request for Proposals (RFP) for Maintenance of Equipment and Equipment Storage and Maintenance Facilities.

Approved this 20th day of June 2014

up F. Skinner

Secretary

Paul Milde Chairman

Resolution 9B-06-2014

Authorization to Issue a Request for Proposals For Fence **Installation and Repair Services**

WHEREAS, fencing in and around VRE stations and other facilities are routinely in need of repair; and,

WHEREAS, requirements for new fence installations and replacement of existing fencing have been identified; and,

WHEREAS, upon receipt of proposals VRE will return to the Operations Board to seek authorization to award a contract.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue a Request for Proposals (RFP) for Fence Installation and Repair Services.

Approved this 20th day of June 2014

y J. Shinner ary Skinner Secretar

Paul Milde Chairman

Resolution 9C-06-2014

Authorization to Award a Contract for Wheelset Rehabilitation Services

WHEREAS, VRE has a need for wheelset rehabilitation services in order to operate daily commuter trains; and,

WHEREAS, the wheelset rehabilitation services contract is set to expire on June 30, 2014; and,

WHEREAS, the VRE Operations Board authorized the issuance of an invitation for bids on January 17, 2014; and,

WHEREAS, one response was received and VRE has determined UTCRAS to have provided a responsive and responsible bid and the lowest price for wheelset rehabilitation services.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a contract for wheelset rehabilitation services with UTCRAS of Morton, PA for an amount not to exceed \$783,939, plus a 10% contingency of \$78,394, for a total amount not to exceed \$862,333. The contract is for a base year and two option years, with the CEO exercising the option years at his discretion.

Approved this 20th day of June 2014

Mary F. Spinner Gory Skinner

Secretary

Paul Milde Chairman

69

Resolution 9F-06-2014

Authorization to Award a Task Order to NV Enterprises for Electrical Service Installation

WHEREAS, damage to an existing electrical duct bank underneath the Broad Run yard storage tracks has caused several power outages affecting yard, station and lighting facilities; and,

WHEREAS, conventional repair methods are infeasible due to the severity of the damage and the duct bank's location under the tracks; and,

WHEREAS, VRE is requesting Board authorization separately to execute an agreement with Dominion Virginia Power for the installation of a new electric service; and,

WHEREAS, this task order will allow NV Enterprises to provide necessary electrical services associated with the new electric service.

NOW, **THEREFORE**, **BE IT RESOLVED THAT**, the VRE Operations Board does hereby authorize the Chief Executive Officer to award a task order under the facilities maintenance contract to NV Enterprises for electrical services associated with the installation of a new electric service at the Broad Run yard in an amount of \$125,000, plus a 10% contingency of \$12,500, for a total amount not to exceed \$137,500.

Approved this 20th day of June 2014

Paul Milde Chairman

Spinner

Gary Skinner Secretary

Resolution 9G-06-2014

Authorization to Award a Sole Source Agreement with Dominion Virginia Power for Electrical Services

WHEREAS, Damage to an existing electrical duct bank underneath the Broad Run yard storage tracks has caused several power outages affecting yard, station and lighting facilities; and,

WHEREAS, Conventional repair methods are infeasible due to the severity of the damage and the duct bank's location under the tracks; and,

WHEREAS, this agreement will provide a new power supply to the affected facilities and result in the abandonment of the damaged duct bank; and,

WHEREAS, the pending cost estimate from Dominion Virginia Power is not expected to exceed the requested amount.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a sole source agreement with Dominion Virginia Power for the installation of a new electric service at the Broad Run Yard for a total amount not to exceed \$118,000.

Approved this 20th day of June 2014

Paul Milde Chairman

Youy F. Shenner

Gary Skinner Secretary

Resolution 9H-06-2014

Authorization to Sell Six Legacy Gallery Cars

WHEREAS; in February of 2013, the Operations Board granted authority to sell the remaining legacy Gallery cars in anticipation of the new railcar delivery; and

WHEREAS, VRE posted a Request for Interest (RFI) on the VRE website for public sale; and,

WHEREAS, a proposal was received from Metra of Chicago, IL to purchase the V430, V431, V433, V437, V440 and V449 legacy Gallery cars and spare parts.

NOW, **THEREFORE**, **BE IT RESOLVED THAT**, the VRE Operations Board does hereby recommend the Commissions authorize the Chief Executive Officer to sell six legacy Gallery cars V430, V431, V433, V437, V440 and V449 and spare parts to Metra of Chicago, IL for *a total amount of \$3000*.

Approved this 20th day of June 2014

- Shinner

Lary Skinner Secretary

Paul Milde

Chairman

Resolution 9I-06-2014

Recommend the Commissions Approve Amendment to FRA Financing Agreement

WHEREAS, the Northern Virginia Transportation Commission (NVTC) entered into a Financing Agreement with the Federal Railroad Administration (FRA) dated October 31, 2007 for the purchase of rolling stock, with the Potomac and Rappahannock Transportation Commission (PRTC) as a consenting party; and,

WHEREAS, Section 4.6 (a) of the Financing Agreement requires that audited financial statements be provided to the FRA within 120 days of the end of each fiscal year; and,

WHEREAS, the VRE audited financial statements are available after the November Operations Board meeting, which is beyond the 120 day timeframe; and,

WHEREAS, the FRA has approved a change to the terms of the Financing Agreement to accommodate the VRE schedule for the provision of the required information.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby request that the Commissions approve Amendment No. 1 to the Financing Agreement between NVTC and the FRA to amend Section 4.6 (a) to require that audited financial statements be delivered by 150 days after the end of each fiscal year, with unaudited statements provided within 120 days and that the Executive Directors of NVTC and PRTC be authorized to sign the amendment on behalf of the Commissions.

Approved this 20th day of June 2014

Paul Milde Chairman

<u>Sary F. Spinner</u> Gary Skinner

Secretary

Resolution 9J-06-2014

Authorization to Execute the Second Amendment to the Corridor Improvement Project MOU Between VRE, DRPT, and CSXT for the Addition of the Potomac Shores Station

WHEREAS, on January 31, 2002, VRE executed a Memorandum of Understanding (MOU) with CSX Transportation (CSXT) and the Commonwealth of Virginia's Department of Rail and Public Transportation (DRPT) that detailed the process to jointly identify and implement improvements to the CSXT rail corridor between Washington, DC and the VRE Crossroads Yard and corresponding enhancements in VRE rail service following such improvements in order to implement VRE's commitment to build a third mainline in the rail corridor as set forth in the Operating Access Agreement with CSXT; and,

WHEREAS, VRE and Prince William County have long-held plans for a station at the Potomac Shores site; and,

WHEREAS, a proffer statement was approved by the Prince William County Board of Supervisors in July 2013 that included a commitment by the Potomac Shores developer to fund and construct the VRE Potomac Shores station; and,

WHEREAS, the Potomac Shores developer will commence design and construction of the VRE Potomac Shores station upon receipt of evidence of CSXT approval to permit VRE service to the station.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Chief Executive Officer to execute the attached Second Amendment to the January 31, 2002, Memorandum of Understanding (MOU) with CSX Transportation (CSXT) and the Commonwealth of Virginia's Department of Rail and Public Transportation (DRPT) pertaining to the addition of the Potomac Shores Station.

Approved this 20th Day of June 2014.

Paul Milde Chairman

y t. Shinner Gary Skinner

Gary Skinne: Secretary

Resolution 9K-06-2014

Recommendation of Amended VRE Master Agreement Regarding Weighted Voting to the Commissions and Participating and Contributing Jurisdictions for Approval

WHEREAS, the Master Agreement for the Provision of Commuter Rail Service in Northern Virginia (the "Master Agreement") was approved by the Potomac and Rappahannock Transportation Commission (PRTC) and the Northern Virginia Transportation Commission (NVTC), as well as the Participating and Contributing Jurisdictions; and,

WHEREAS, the Master Agreement sets forth the requirements for passage of motions by the VRE Operations Board; and,

WHEREAS, the Virginia General Assembly has enacted a statutory requirement amending § 15.2-4507 and providing that for each year the state contribution is greater or equal to the highest contribution from a single jurisdiction, the Chairman of the Commonwealth Transportation Board or his designee shall have a weighted vote equal to the highest contributing jurisdiction; and,

WHEREAS, an amendment to Section II, Part B, Paragraph 4 of the current Master Agreement is necessary for compliance with § 15.2-4507 as amended.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend to the Commissions that the attached proposed amendment to the Master Agreement for the Provision of Commuter Rail Service in Northern Virginia be transmitted to all Participating and Contributing Jurisdictions for their approval and execution, and that thereafter it be approved and executed by the Commissions.

Approved this 20th Day of June 2014

Paul Milde Chairman

Jay F. Shinner Gary Skinner

Secretary



RESOLUTION #2253

- **SUBJECT:** Authorization to Execute the Second Amendment to the Corridor Improvement Project MOU between VRE, DRPT and CSXT for the Addition of the Potomac Shores Station
- WHEREAS: On January 31, 2002, the Virginia Railway Express (VRE) executed a Memorandum of Understanding (MOU) with CSX Transportation (CSXT) and the Commonwealth of Virginia's Department of Rail and Public Transportation (DRPT) that detailed the process to jointly indentify and implement improvements to the CSXT rail corridor between Washington, D.C. and the VRE Crossroads Yard and corresponding enhancements in VRE rail service following such improvements in order to implement VRE's commitment to build a third mainline in the rail corridor as set forth in the Operating and Access Agreement with CSXT;
- **WHEREAS:** VRE and Prince William County have long-held plans for a station at the Potomac Shores site;
- WHEREAS: A proffer statement was approved by the Prince William County Board of Supervisors in July 2013 that included a commitment by the Potomac Shores developer to fund and construct the VRE Potomac Shores Station;
- **WHEREAS:** The Potomac Shores developer will commence design and construction of the VRE Potomac Shores Station upon receipt of evidence of CSXT approval to permit VRE service to the station; and
- **WHEREAS:** The VRE Operations Board recommends the following action.
- NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to execute the attached Second Amendment to the January 31, 2002 Memorandum of Understanding (MOU) with CSX Transportation (CSXT) and the Commonwealth of Virginia's Department of Rail and Public Transportation (DRPT) pertaining to the addition of the VRE Potomac Shores Station.

Res. #2253 Cont'd

Approved this 10th day of July 2014.

Paul C. Smedberg Chairman

Jay Fisette Secretary-Treasurer

<u>Agenda Item 9-J</u> <u>Action Item</u>

| То: | Chairman Milde and the VRE Operations Board |
|-------|--|
| From: | Doug Allen |
| Date: | June 20, 2014 |
| Re: | Authorization to Execute the Second Amendment to the Corridor Improvement Project MOU Between VRE, DRPT, and CSXT for the Addition of the Potomac Shores Station |

Recommendation:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to execute the attached Second Amendment to the January 31, 2002, Memorandum of Understanding (MOU) with CSX Transportation (CSXT) and the Commonwealth of Virginia's Department of Rail and Public Transportation (DRPT) pertaining to the CSXT Third Mainline Corridor Improvement Project. This proposed amendment allows the Potomac Shores station to open when it is complete.

Background:

On January 31, 2002, VRE executed a MOU with CSXT and DRPT that memorialized the process for how the Commissions would fulfill their commitment to build a third mainline track in the CSXT Washington to Richmond rail corridor. The MOU identifies the Group 1 Improvements to the CP Virginia to XR rail corridor to expand its capacity and corresponding enhancements in VRE service enabled by the implementation of those improvements.

In March 2009, a First Amendment to the MOU was approved by all parties addressing details concerning the allocation of passenger service benefits resulting from corridor improvement made pursuant to the MOU.

The addition of the VRE Potomac Shores station and/or the initiation of VRE service to that station are not addressed in the MOU. This Second Amendment to the MOU details the Group 2 Improvements necessary to allow Potomac Shores Station to open.

VRE plans for a station at Potomac Shores in Prince William County (formerly referred to as Cherry Hill or Harbor Station) date to the early years of VRE operations. Following several earlier attempts, Prince William County and the current developer agreed on a proffer approved by Prince William County in July 2013 (REZ #PLN2012-00420) that includes a commitment by the current developer to fund and construct the VRE Potomac Shores station. The station will consist of dual station platforms connected by a pedestrian bridge and 550 parking spaces for VRE patron priority use.

The developer will commence the design and construction of the station facilities upon receipt of the following:

- A written request from VRE or Prince William County, subject to VRE and the County approving the plans for the station,
- The provision of evidence that funding is available and all permits and approvals have been issued to enable VRE rail service to the Potomac Shores station (i.e., approval from CSXT to permit VRE service to the station), and
- A commitment by VRE or the County to assume maintenance of all station facilities.

In order to permit Potomac Shore Station, CSX has asked that improvements according to the time commitments reflected in Exhibit A of Addendum B, are made at each of the stations along the CSX line to accommodate serving each station from more than one track. These commitments are shown in the table below.

| Project | Preliminary Engineering Entry | Final Design Entry | Construction Notice to Proceed | Revenue Service |
|------------------------------------|-------------------------------------|-----------------------|--------------------------------------|-----------------|
| Alex. Station Pedestrian Tunnel | March 2014 | September 2014 | June 2015 | September 2016 |
| Slaters Lane Crossover | June 2015 | June 2016 | July 2017 | January 2018 |
| Lorton Station Second Platform | Complete | September 2014 | January 2016 | December 2017 |
| Rippon Station Second Platform | July 2015 | July 2016 | July 2017 | February 2020 |
| Brooke Station Second Platform | September 2014 | July 2016 | July 2018 | July 2020 |
| Leeland Station Second Platform | September 2014 | July 2016 | July 2018 | July 2020 |

This will provide operational flexibility to CSX and VRE as well as throughput capacity. The list of improvements (a.k.a. Group 2 Interim Improvements) is shown in Exhibit A of Addendum B.

(The proposed MOU Second Amendment, Addendum B, and Exhibit A drafts are attached and are subject to final revision based on further discussion among the parties.)

Fiscal Impact:

Funding for the bulk of the Group 2 Interim Improvements has been secured from the federal CMAQ program, various state programs, allocations of NVTA funds, and a small amount of VRE formula funds. Funding for two projects, the track and signal improvements at Slater's Lane and the remaining funding for a second platform at Rippon were submitted to NVTA for funding consideration for the FY14-FY16 round of funding. If not fully awarded in this round, the proposed timing would allow for resubmission in future years.

The expanded station facilities will add to VRE's ongoing operating and maintenance costs, which will be reflected in future annual budgets. The maintenance portion will be quantified as part of the facilities asset management plan, currently in process.

Resolution 9J-06-2014

Authorization to Execute the Second Amendment to the Corridor Improvement Project MOU Between VRE, DRPT, and CSXT for the Addition of the Potomac Shores Station

WHEREAS, on January 31, 2002, VRE executed a Memorandum of Understanding (MOU) with CSX Transportation (CSXT) and the Commonwealth of Virginia's Department of Rail and Public Transportation (DRPT)that detailed the process to jointly identify and implement improvements to the CSXT rail corridor between Washington, DC and the VRE Crossroads Yard and corresponding enhancements in VRE rail service following such improvements in order to implement VRE's commitment to build a third mainline in the rail corridor as set forth in the Operating Access Agreement with CSXT; and,

WHEREAS, VRE and Prince William County have long-held plans for a station at the Potomac Shores site; and,

WHEREAS, a proffer statement was approved by the Prince William County Board of Supervisors in July 2013 that included a commitment by the Potomac Shores developer to fund and construct the VRE Potomac Shores station; and,

WHEREAS, the Potomac Shores developer will commence design and construction of the VRE Potomac Shores station upon receipt of evidence of CSXT approval to permit VRE service to the station.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Chief Executive Officer to execute the attached Second Amendment to the January 31, 2002, Memorandum of Understanding (MOU) with CSX Transportation (CSXT) and the Commonwealth of Virginia's Department of Rail and Public Transportation (DRPT) pertaining to the addition of the Potomac Shores Station.

Approved this 20th Day of June 2014.

Paul Milde Chairman

Gary Skinner Secretary

SECOND AMENDMENT TO MEMORANDUM OF UNDERSTANDING BETWEEN AND AMONG CSX TRANSPORTATION, INC., THE NORTHERN VIRGINIA AND POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSIONS, AND THE COMMMONWEALTH OF VIRGINIA'S DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION PERTAINING TO CORRIDOR IMPROVEMENT PROJECT

This Second Amendment to the Memorandum of Understanding dated January 31, 2002, ("MOU"), as amended March 19, 2009, ("First Amendment to MOU"), entered into the _____ day of _____, 2013, is between and among the Potomac and Rappahannock Transportation Commission ("PRTC") and the Northern Virginia Transportation Commission ("NVTC"), together the owners and operators of the Virginia Railway Express ("VRE"), CSX Transportation, Inc. ("CSXT"), and the Commonwealth of Virginia's Department of Rail and Public Transportation ("DRPT").

WITNESSETH:

WHEREAS, in the MOU, the VRE reaffirmed its commitment, first set forth in its 1995 operating access agreement with CSXT, and reaffirmed in its 2011 operating access agreement with CSXT, to implementation of a third mainline throughout the CSXT corridor between MP 53.2 (Olive) and MP 112.3 (CP Virginia Interlocking) (the "Corridor"), with the assistance of DRPT, by completing a set of capital improvements identified as the Corridor Improvement Project for the purpose of enhancing freight and passenger rail service in the Corridor; and

WHEREAS, DRPT was a party to the MOU because of its interest in promoting VRE commuter rail service as well as the augmentation of inter-city passenger service, particularly between Richmond, Virginia and Washington, D.C., and, as a result, DRPT has an interest in completing capital improvement projects beyond the aforesaid Corridor; and

WHEREAS, the MOU set forth the Corridor Task Force process whereby the parties, with the participation of others, would complete the Corridor Improvement Project, as well as projects within the CSXT right-of-way from MP 53.2 to Richmond, in phases by selecting, obtaining funding for, and constructing groups of one or more specific capital improvements, in return for which one or more specific passenger rail enhancements would be obtained; and

WHEREAS, Addendum A attached to the MOU set forth more specifics concerning the implementation of capital improvements and resulting passenger rail service enhancements, and identified in Exhibits A and B to Addendum A the Group 1 Interim Improvements and passenger rail service enhancements resulting therefrom, which capital improvements were modified by the First Amendment to MOU and which service enhancements included a round trip VRE train

(the "VRE Fredericksburg Train") that, by agreement between DRPT and VRE, and with CSXT's approval, was substituted for a DRPT contracted inter-city service train, along with a mid-day train operated by VRE on the rights-of-way of Norfolk Southern and CSXT since 1999 but discontinued by the VRE in 2005 (the "VRE Manassas Train") which substitution was also by agreement between DRPT and VRE and with CSXT's approval; and

WHEREAS, as described in the MOU, the parties have identified and agreed upon further improvements constituting parts of the Corridor Improvement Project, the schedule and means for the implementation of such improvements and the related passenger service enhancements; and

WHEREAS, by this Second Amendment to the MOU, the parties wish to set forth their mutual understandings with respect to the process for implementing the agreed upon improvements and the related passenger service enhancements;

NOW, THEREFORE, in consideration of the foregoing, which is hereby incorporated in this Second Amendment to MOU, and the mutual undertakings and promises of the parties hereafter set forth, the VRE, DRPT, and CSXT agree as follows:

- 1. The MOU, as amended by the First Amendment to MOU, is further amended by this Second Amendment to MOU by the addition of a new Addendum B attached hereto and incorporated herein.
- 2. All other provisions of the MOU and the First Amendment to MOU not inconsistent with the foregoing amendments shall remain in full force and effect.

This area intentionally left blank.

IN WITNESS WHEREOF, the parties hereto by their duly authorized representatives have executed this Second Amendment to the Memorandum of Understanding effective as of the

date aforesaid.

NORTHERN VIRGINIA AND POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSIONS, owners of VIRGINIA RAILWAY EXPRESS

> Doug Allen Chief Executive Officer Virginia Railway Express

ATTEST:

Clerk

CSXT, INC.

Name: _____

Title:

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Jennifer Mitchell Director

ATTEST:

ATTEST:

ADDENDUM B TO MEMORANDUM OF UNDERSTANDING CORRIDOR IMPROVEMENT PROJECT GROUP 2 INTERIM IMPROVEMENTS

This ADDENDUM "B" to the MEMORANDUM OF UNDERSTANDING (this "Addendum") is made by and among CSX TRANSPORTATION, INC. ("CSXT"), the NORTHERN VIRGINIA TRANSPORTATION COMMISSION and the POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION (jointly and severally, the "Commissions"), and the VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION ("DRPT") on _____, 2014.

Explanatory Statement

This Addendum is executed and delivered by the parties to evidence their understanding, pursuant to Section 5(b) of the Memorandum of Understanding dated January 31, 2002, as amended, among the parties (the "Memorandum"), as to the construction of specific improvements, the maintenance and operation of such improvements and the implementation of associated enhancements in passenger rail service, in accordance with the terms and conditions of this Addendum and the Memorandum, as amended.

NOW, THEREFORE, in consideration of the foregoing Explanatory Statement and other good and valuable consideration, the receipt and sufficiency of which are acknowledged by the parties, the parties agree as follows:

1. <u>Definitions</u>. All capitalized terms not otherwise defined by this Addendum shall have the meanings ascribed to them by the Memorandum and any amendments thereto.

VRE edits 6-19-14

2. <u>Improvements</u>. The parties acknowledge that, in accordance with the Memorandum, they have identified and agreed upon the improvements more particularly described by Exhibit A to this Addendum, as constituting some of the improvements encompassed by the Corridor Improvement Project (collectively, the "Group 2 Interim Improvements").

3. <u>Construction and Design</u>.

a. <u>Preliminary Engineering and Design</u>. Pursuant to separate written preliminary engineering agreements between CSXT and the Commissions, either or both CSXT and or the Commissions shall perform preliminary engineering and design services to better define the Group 2 Interim Improvements, so as to permit the commencement of construction of the Group 2 Interim Improvements, all as more particularly described by such preliminary engineering agreements. CSXT and the Commissions agree that in performing such services they shall do so in a reasonably prompt manner using only such personnel and other resources as are necessary to do so recognizing the desire of them to complete projects in a timely manner and within the limits of agreed upon cost estimates.

b. <u>Construction</u>. Pursuant to separate construction agreements between CSXT and the Commissions, CSXT or the Commissions shall construct, cause to be constructed, or oversee the final design and construction of the Group 2 Interim Improvements, all as more particularly described by the applicable construction agreement.

c. <u>Potomac Shores Station</u>. The VRE passenger station to be designed and built at Potomac Shores shall be designed and built to enable train service on at least two of the main line tracks.

2

VRE edits 6-19-14

4. <u>Funding</u>. The Commissions represent and warrant to CSXT that funds necessary for the design and construction of the Group 2 Interim Improvements have been or will be secured and appropriated for those purposes. DRPT represents that as of the date of this Addendum, it has appropriations for Brooke and Leeland station second platform design and construction; and warrants that it will request appropriations and allocations for other Group 2 interim improvements. All funding that this Addendum contemplates be provided by DRPT must be appropriated by the General Assembly of Virginia and allocated by the Commonwealth Transportation Board (CTB) and cannot be provided absent these acts.

The parties intend that CSXT shall bear no costs or expenses other than those expressly agreed to CSXT, if any, by written agreement, and that, unless otherwise agreed, the costs and expenses incurred by CSXT in connection with the design or construction of the Group 2 Interim Improvements shall be advanced or reimbursed to CSXT by DRPT and/or the Commissions pursuant to the preliminary engineering agreements and the construction agreements, provided that necessary appropriations and allocations are made. The parties further intend that CSXT shall be under no obligation to incur any costs or expenses in connection with the design and or construction of the Group 2 Interim Improvements, and that CSXT shall have the right to cease any work on the Group 2 Interim Improvements in the event that funding from the Commissions and or DRPT is not adequate to cover the reasonably expected costs.

5. <u>Applicability of Operating Agreements</u>. Notwithstanding anything to the contrary in this Addendum, CSXT's and the Commissions' respective rights and obligations with respect to each other with respect to indemnification, insurance, increases in number or frequency of VRE trains, regulation of rail operations, and the ownership, operation, repair, replacement and maintenance of the Group 2 Interim Improvements shall be subject to the provisions of the

3

VRE edits 6-19-14

operating access agreement, dated July 1, 2011, between CSXT and the Commissions. DRPT is not a party to the operating access agreement dated July 1, 2011, and is not bound by it.

6. <u>Initial Implementation</u>. Provided there has been completion of preliminary design, substantial progress towards completion of final design, and completion of the funding schedule for Phases I and II of the Group 2 Interim Improvements to the sole satisfaction of CSXT, and subject to the satisfaction of the other conditions set forth in the Memorandum, CSXT shall permit the initiation of the rail service enhancements as described by Exhibit A to this Addendum on July 1, 2017.

7. <u>No New Stations Until Group 2 Interim Improvements Completed</u>. Upon the execution of this Addendum and the Second Amendment to the Memorandum of Understanding dated January 31, 2002, no additional new stations, other than the Potomac Shores station described in the Service Enhancements in Exhibit A to this Addendum, and the previously approved station in Spotsylvania County, shall be permitted by CSXT until all of the construction of all projects listed in Exhibit A to this Addendum is completed. The parties understand and acknowledge that completion of the Group 2 Interim Improvements shall not entitle VRE or DRPT to request any additional train service, new stations, or new station stops on existing passenger trains operating on the Corridor.

8. <u>Notices</u>. All notices, approvals and consents required or permitted by this Addendum shall be written and shall be deemed delivered upon personal delivery, upon the expiration of three days following mailing by certified mail, or upon the next business day following mailing by a recognized overnight delivery service, to the parties at the addresses set for below, or such other address as either party may designate by delivery of prior notice to the other party:

| If to the Commissions: | Chief Executive Officer Virginia Railway Express 1500 King Street, Suite 202 Alexandria, Virginia 22314 |
|------------------------|---|
| If to CSXT: | CSX Transportation, Inc. 500 Water Street J-315 Jacksonville, Florida 32203 Attention: Assistant Vice President - Passenger |
| Operations | |
| If to DRPT: | Virginia Department of Rail and Public Transportation 900E. Main Street, Suite 2102 Richmond, Virginia 23219 Attention: Director, Chief Operating Officer, and Chief Financial Officer |

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IN WITNESS WHEREOF, the parties have examined and delivered this Addendum as of the date set forth above.

| | NORTHERN VIRGINIA TRANSPORTATION COMMISSION |
|---------|--|
| Attest: | By: Chairman |
| | POTOMAC AND RAPPAHANNOCK TRANSPORATION COMMISSION |
| Attest: | By: Chairman |
| | CSX TRANSPORTATION, INC. |
| Attest: | By: Name: Title: |
| | VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION |
| Attest: | By: Jennifer Mitchell Director |

EXHIBIT A

GROUP 2 INTERIM IMPROVEMENTS <u>AND</u> SERVICE ENHANCEMENT SCHEDULE

IMPROVEMENTS

| Phase I | Time Frame* |
|---|---------------------------------|
| Alexandria Station Pedestrian Improvements | 3 rd Q 2016 |
| • Improvements mutually agreed to by CSXT, VRE and VDRPT north of Slater's Lane to enable full interoperability of all three main line tracks | 1 st Q 2018 |
| Lorton Station Second Platform | 4th Q 2017 |
| • | |
| Phase II | |
| Rippon Station Second Platform | 1 st Q 2020 |
| Brooke Station Second Platform | 1 st Q 2020 |
| Leeland Station Second Platform | 1 st Q 2020 |
| Phase III | |
| • | |
| Crystal City Second/Island Platform | Post 2027** |
| L'Enfant Second/Island Platform | Post 2027* |
| *Details concerning time frames are provided on page 2 hereof. **Phase III is contingent on Long Bridge improvement project. | |
| SERVICE ENHANCEMENTS | |
| • Use of VRE station at Potomac Shores location for regular VRE passenger service | July 1, 2017 |
| | as provided in Addendum B |

Project Schedule May 7, 2014

| Project | PE Entry | FD Entry | Construction NTP | Revenue Service |
|---|----------------|----------------|------------------|-----------------|
| Alexandria Station Pedestrian Tunnel | March 2014 | September 2014 | June 2015 | September 2016 |
| Slaters Lane Crossover | June 2015 | June 2016 | July 2017 | January 2018 |
| Lorton Station Second Platform | Complete | September 2014 | January 2016 | December 2017 |
| Rippon Station Second Platform | July 2015 | July 2016 | July 2017 | February 2020 |
| Brooke Station Second Platform | September 2014 | July 2016 | July 2018 | July 2020 |
| Leeland Station Second Platform | September 2014 | July 2016 | July 2018 | July 2020 |



RESOLUTION #2254

- **SUBJECT:** Authorization to Transmit the Amended VRE Master Agreement Regarding Weighted Voting to the Participating and Contributing Jurisdictions for Approval
- WHEREAS: The Virginia Railway Express (VRE) Master Agreement for the Provision of Commuter Rail Service in Northern Virginia (the "Master Agreement") was approved by the Potomac and Rappahannock Transportation Commission (PRTC) and the Northern Virginia Transportation Commission (NVTC), as well as the Participating and Contributing Jurisdictions;
- **WHEREAS:** The Master Agreement sets forth the requirements for passage of motions by the VRE Operations Board;
- WHEREAS: The Virginia General Assembly has enacted a statutory requirement amending §15.2-4507 and providing that for each year the state contribution is greater or equal to the highest contribution from a single jurisdiction, the Chairman of the Commonwealth Transportation Board or his designee shall have a weighted vote equal to the highest contributing jurisdiction;
- WHEREAS: An amendment to Section II, Part B, Paragraph 4 of the current Master Agreement is necessary for compliance with §15.2-4507 as amended; and
- WHEREAS: The VRE Operations Board recommends the following action.
- **NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission does hereby authorize the transmittal of the attached proposed amendment to the Master Agreement for the Provision of Commuter Rail Service in Northern Virginia to the Participating and Contributing Jurisdictions for their approval and execution, after which it will be approved and executed by the Commissions.

Approved this 10th day of July 2014.

Paul C. Smedberg Chairman

Jay Fisette Secretary-Treasurer

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

Excerpt from the current Master Agreement: Section II, Part B, Paragraph 4

(4) The OPERATIONS BOARD shall endeavor to conduct its business by consensus to the extent possible. Nonetheless, each jurisdiction represented on the OPERATIONS BOARD shall be entitled to a vote with a weight proportionate to the jurisdiction's annual subsidy determined in accordance with Section VIII.A.(1) and (2) for the then current fiscal year, e.g., a jurisdiction paying 25% of the annual jurisdictional subsidy shall have a vote with a weight equal to 25% of the total., and, in each year in which the Commonwealth's contribution to the annual cost of the commuter rail service, based on that year's transit operating formula assistance, and excluding any federal funds provided through the <u>Commonwealth, is greater than or equal to the subsidy from the jurisdiction paying the</u> highest annual subsidy that year, the Chair of the Commonwealth Transportation Board, or his designee shall be entitled to a vote with a weight equal to that of the jurisdiction paying the highest annual subsidy that year. The members of the OPERATIONS BOARD from jurisdictions with more than one representative may each cast an individual vote with a weight based on an equal proportion of the jurisdiction's total voting weight. A quorum of the OPERATIONS BOARD shall consist of a majority of the members which shall include at least one member from a majority of the PARTICIPATING and CONTRIBUTING JURISDICTIONS. The presence of a quorum and a vote of the majority of members present, including at least one affirmative vote from a majority of the members from the PARTICIPATING and CONTRIBUTING JURISDICTIONS, which majority shall constitute not less than sixty percent (60%) of the total annual jurisdictional subsidy, shall be necessary for the OPERATIONS BOARD to take any action. The representative of the Chairman of the Commonwealth Transportation Board shall have one vote on the OPERATIONS BOARD.

Agenda Item 9-K Action Item

| То: | Chairman Milde and the VRE Operations Board |
|-------|--|
| From: | Doug Allen |
| Date: | June 20, 2014 |
| Re: | Recommendation of Amended VRE Master Agreement Regarding Weighted Voting to the Commissions and Participating and Contributing Jurisdictions for Approval |

Recommendation:

The VRE Operations Board is being asked to recommend approval of the attached proposed amended Master Agreement for the Provision of Commuter Rail Service by the Commissions and Participating and Contributing Jurisdictions. The Amendment incorporates the weighted vote requirement as set forth in HB 2152, which amended § 15.2-407 and 15.2-4512 of the Code of Virginia effective July 1, 2015

Background:

In February 2013, the Virginia State Legislature approved House Bill 2152. Signed into law on March 20, 2013 by then Governor McDonnell, the bill amends and reenacts §§ 15.2-4507 and 15.2-4512 of the Code of Virginia, relating to quorums and voting on the commissions and weighted voting on the Operations Board.

As amended, § 15.2-4507, subsection C states "...the agreement governing the creation of the railway shall provide that the Chairman of the Commonwealth Transportation Board or his designee shall have one vote on the oversight board for the railway. For each year in which the state contribution to the railway is greater than or equal to the highest contribution from an individual jurisdiction, the total annual jurisdictional subsidy used to determine vote weights shall be recalculated to include the Commonwealth contributing an amount equal to the highest contributing jurisdiction. The vote weights shall be recalculated to provide the Chairman of the Commonwealth Transportation Board or his designee the same weight as the highest contributing jurisdiction. The revised vote weights shall be used in determining the passage of motions before the oversight board."

As amended, § 15.2-4512 provides in pertinent part: "... The presence of a quorum and a vote of the majority of the members necessary to constitute a quorum of all the members appointed to the commission, including an affirmative vote from a majority of the members, shall be necessary to take any action. The Chairman of the Commonwealth Transportation Board or his designee shall have voting rights equal to appointees of component governments on all matters brought before the commission.¹

In February 2014, the Virginia State Legislature passed HB 957 which delayed the effective date of HB 2152 to July 1, 2015.

Due to the complexity of the process to fully execute an amended Master Agreement, staff recommends that the VRE Operations Board recommend to the Commissions that they forward the attached amended Master Agreement addressing the requirements of HB 2152 to the Participating and Contributing Jurisdictions for their approval and execution, and thereafter, that the Commissions approve and execute the amended Master Agreement. It is further recommended that the amendment be limited to the statutory requirement that will be effective on July 1, 2015.

Fiscal Impact:

There is no fiscal impact.

¹ The amendments to § 15.2-4512 do not necessitate amendments to the VRE Master Agreement and thus are not part of any recommended action by the Operations Board.

Resolution 9K-06-2014

Recommendation of Amended VRE Master Agreement Regarding Weighted Voting to the Commissions and Participating and Contributing Jurisdictions for Approval

WHEREAS, the Master Agreement for the Provision of Commuter Rail Service in Northern Virginia (the "Master Agreement") was approved by the Potomac and Rappahannock Transportation Commission (PRTC) and the Northern Virginia Transportation Commission (NVTC), as well as the Participating and Contributing Jurisdictions; and,

WHEREAS, the Master Agreement sets forth the requirements for passage of motions by the VRE Operations Board; and,

WHEREAS, the Virginia General Assembly has enacted a statutory requirement amending § 15.2-4507 and providing that for each year the state contribution is greater or equal to the highest contribution from a single jurisdiction, the Chairman of the Commonwealth Transportation Board or his designee shall have a weighted vote equal to the highest contributing jurisdiction; and,

WHEREAS, an amendment to Section II, Part B, Paragraph 4 of the current Master Agreement is necessary for compliance with § 15.2-4507 as amended.

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend to the Commissions that the attached proposed amendment to the Master Agreement for the Provision of Commuter Rail Service in Northern Virginia be transmitted to all Participating and Contributing Jurisdictions for their approval and execution, and that thereafter it be approved and executed by the Commissions.

Approved this 20th Day of June 2014

Paul Milde Chairman

Gary Skinner Secretary

AGENDA ITEM #4: WORK SESSION: CAPITAL FUNDING ISSUES

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kelley Coyner

DATE: July 1, 2014

SUBJECT: Work Session: Capital Funding Issues

While Northern Virginia's local jurisdictions invest heavily in local and regional transit infrastructure and operations, federal, regional, and state funding – especially for capital investment – is vital to sustaining and expanding high quality, high capacity transit serving Northern Virginia. At each level there are tremendous opportunities and challenges that have important implications for transit including Metro, VRE, existing local systems and expanded regional systems. The work session will feature a presentation from Department of Rail and Public Transportation Director Jennifer Mitchell on challenges and opportunities ahead for transit and rail funding at the state level. In addition, Monica Backmon will address the Commission with an update on the implementation and status of funding under HB2313 at the regional level and NVTC's Jillian Linnell will provide an overview of current federal funding issues.

The presentations will be followed by an opportunity for Q&A as well discussion by the Commissioners. Agenda Item #5 "Report from the Legislative and Policy Committee" will include a recommendation on how the Commission should move forward on capital funding issues at the regional, state, and federal levels as well as a set of milestones with respect to implementation and update of the <u>NVTC Federal and State Legislative and Policy Agenda</u>.

Background material for the work session includes:

- "<u>Transportation Funding 101: How Capital Projects are Funded</u>" staffed by Kala Quintana in conjunction with Scott Kalkwarf
- "Federal: Highway Trust Fund Solvency, MAP-21 Reauthorization and Transportation Appropriations" staffed by Jillian Linnell
- <u>Executive Director's Report Item on CTB Approval of Final Six Year Improvement Plan</u>, staffed by Scott Kalkwarf

Members of the General Assembly representing NVTC jurisdictions received notice of this work session and copies of the background material. We will forward copies of the materials provided at the work session to all Commissioners and General Assembly members as well as post them to our website.



Transportation Funding 101

The Northern Virginia Transportation Commission July, 2014



A variety of strategies are used to pay for capital projects and operations. More than one source to fund large transportation projects.

Local governments use a combination of local, state, regional, federal, (and even private) sources to pay for transportation.

All projects must be included in the various transportation plans and programs related to the appropriate funding source.



From concept to completion transportation projects generally go through 5 stages. It can take anywhere from 3- 4 years (for more targeted or smaller projects) to as many as ten (even twenty) years to complete larger projects like the Silver Line extension for Metro or the Springfield Interchange (Mixing Bowl) project.

Who Plans Transportation Funding?

Local:

Capital Improvement Program (each jurisdiction has one)

Sub-Regional (Northern Virginia):

 <u>TransAction 2040</u>, the Northern Virginia Transportation Authority (NVTA) Long Range Regional Transportation Plan (unconstrained). A comprehensive study that includes multi-modal solutions that provide "safe, efficient and economic choices for travel and transport of goods."

Regional (Metropolitan Washington Area):

<u>Constrained Long Range Plan (CLRP)</u> – focuses on capital improvements, studies, actions and strategies that the region will execute over a 20-year period. All projects in the CLRP must have an identified funding source to be included in the plan. Includes coordination with <u>Regional</u> <u>Transportation Priorities Plan</u> (RTPP).

Statewide:

- <u>Statewide Transportation Plan (VTRANS)</u> a multi-modal plan that is updated at least every five years.
 <u>State Surface Transportation Plan (STP)</u> A multi-modal plan that outlines recommended
- improvements to interstates, primary roads, transit and rail.
- <u>Transportation Demand Management Plan (TDM)</u> provides updated information on commuter programs that includes management issues, needs, commuting choices, costs and benefits.

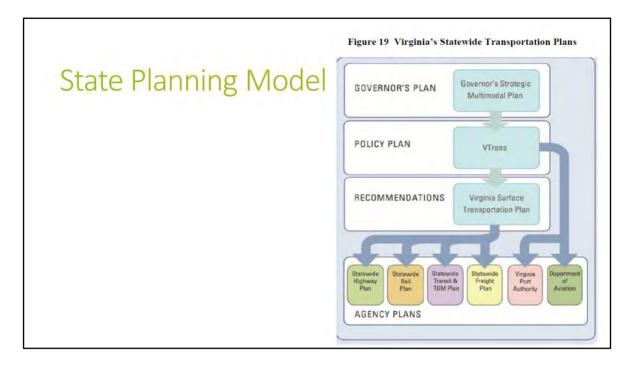
Northern Virginia planning components exist on multiple levels including local, subregional, regional and statewide. Here are key planning activities related to funding:

- **TransAction 2040** updated approximately every five years. Next update is scheduled to begin Spring, 2015.
- CLRP is updated annually in October
- VTRANS is typically updated every four years. <u>The next VTRANS update will be a complete</u> reboot. Focus is on the statewide transportation plan that builds on metrics and moving the maximum number of people regardless of the mode. Will conduct a comprehensive review of statewide transportation needs setting forth an assessment of multimodal capacity needs for all corridors of statewide significance; regional networks; and improvements to promote urban development areas. The plan shall promote economic development, intermodal connectivity, environmental quality, accessibility for people and freight, and transportation safety. Target completion is early 2015.
- Surface Transportation Plan (STP) part of VTRANS planning process and will begin following completion of VTRANS 2040. Will be the first statewide plan to fully incorporate performance-based planning. Target completion date is early 2016.
- Transportation Demand Management (TDM) part of VTRANS planning process.
- Regional Transportation Priorities Plan (RTPP) for the National Capital Region-Completed by TPB January, 2014. The RTPP identifies strategies with the greatest potential to respond to our most significant transportation challenges. The RTPP called out strategies for commuter rail and local transit as well as WMATA core capacity.



NVTC'S ROLE IN THE CURRENT CLRP UPDATE

- NVTC participates in the CLRP in two ways: transit project planning and funding verification.
- Every four years a financial update for the CLRP is required.
- NVTC's Director of Finance works closely with the Transportation Planning Board to provide financial data that confirms compliance and funding for the proposed transit projects in the CLRP.



Localities coordinate with the Commonwealth of Virginia to complement the statewide planning process. The Governors strategic multi-modal plan feeds into the various state agency plans.

Programming

Local:

- County Secondary Roads Six-Year Plan for secondary roads in the Commonwealth's highway system.
- Annual County Budget.

Sub-Regional:

 Northern Virginia Transportation Authority (NVTA) Six-Year Program – for projects funded by NVTA revenues identified by HB2313.

Regional:

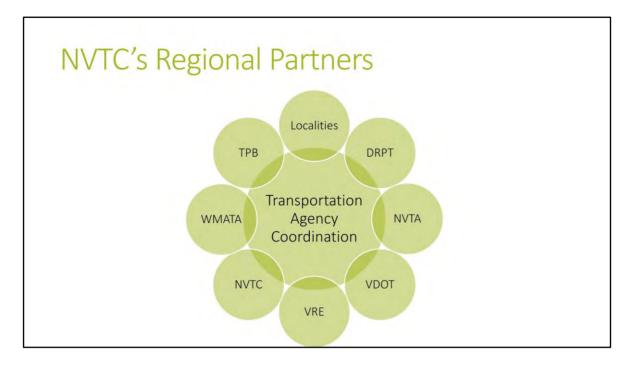
 Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) - a Six-Year multimodal program that commits federal funds to state and local projects.

Statewide:

- Statewide Transportation Improvement Program (STIP) commits federal funds under Commonwealth control to projects for the next three years.
- Six-Year Improvement Program (SYIP) State program that allocates funds for a variety of sources for transportation projects over the next six fiscal years. Updated annually.

Programming includes scheduling and funding projects identified in long range transportation plans by committing revenues to those transportation projects over the course of multiple years. Localities provide input for all of the following programs at all levels.

Programming aims to program funding for projects to maximize efficiency and funding.



- Coordination is the key to Northern Virginia's success.
- Over the years, various agencies and transportation systems have been created to address specific needs and service.
- These agencies work collaboratively, using their unique expertise, to provide the highest level of transportation services in the Commonwealth.
- While the interaction of Northern Virginia's various agencies is complex, each has well-defined and unique responsibilities including long-range planning, fund allocation, advocacy and operations.
- Over time these agencies have evolved into complementary and effective organizations.
- Virginia Railway Express (VRE)
- Local Transit Systems (ART, Connector, CUE, DASH & LC Transit)
- Washington Metropolitan Area Transit Authority (WMATA)
- Northern Virginia Transportation Authority (NVTA)
- Transportation Planning Board (TPB)
- Virginia Department of Transportation (VDOT)
- Department of Rail and Public Transportation (DRPT)



The region utilizes a combination of federal and state funding to provide transportation services to the region. Some of these funds are formula driven and other discretionary grants. In addition RSTP and CMAQ are federal funds that pass through the state for allocation.

In July 2012, a new authorization was enacted entitled the Moving Ahead for Progress in the 21st Century Act (MAP-21) that changed several aspects of the program. <u>MAP-21 expires in</u> <u>October 1, 2014</u>. Prior to MAP-21, from 2005 through mid-2012, the authorizing legislation guiding FTA's programs was entitled the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

NORTHERN VIRGINIA'S FEDERAL FUNDS ARE APPLIED TO WMATA -- The majority of federal funding received by WMATA includes dedicated funding under the Passenger Rail Investment and Improvement Act (PRIIA), and formula funding under MAP-21. The formula funding for WMATA is allocated to the region based on factors including fixed guide-way and bus revenue miles for both WMATA and local systems, and population /population density formulas.

Other grant programs include:

- NEW STARTS/SMALL STARTS/CORE CAPACITY FTA's primary grant program for funding major transit capital investments, including rapid rail, light rail, bus rapid transit, commuter rail, and ferries.
- MOBILITY ACCESS GRANT Over the summer of 2014, TPB staff will focus on key elements of the Coordinated Plan and the solicitation details for the 5310 Enhanced Mobility Program to the TPB Board (<u>Memo</u>). TPB expects to start solicitation for Enhanced Mobility funds in August with an October 1, 2014 deadline.

There are other grants that are not capital like Mobility Access grants.

107

| | unding Sources – State |
|----|---|
| łi | ghway Maintenance and Operations Fund (HMOF) |
| ٢r | ansportation Trust Fund |
| ť. | Six Year Program Revenues (Interstate Primary, Secondary) |
| | State Aid for Transit (DRPT) |
| • | Revenue Sharing |
| | Other Transportation Alternatives, (Safety, etc.) |
| | Pass through funds |

Northern Virginia also uses a combination of HMOF and Transportation Trust Fund dollars equal to 14.7% of the TTF to fund transit.

Projects are funded through the Six Year Program and factors in state aid for transit.



In addition to the federal and state revenues, Northern Virginia also leverages local and regional funding.

Northern Virginia supports its transportation programs with a high level of what we refer to as "Self-Help" which includes region-specific gas taxes, additional dedicated sales taxes and transit fares paid by locals.

These "Self-Help" dollars are paid by local businesses, taxpayers, residents and commuters into the system.

Funding Sources – Local

General Obligation Bonds

Revenue Bonds (Park & Ride projects)

Commercial and Industrial Property Tax (C&I)

•HB2313 – 30% "local funds"

General Funds

Special Tax Districts (Rt. 28 and Dulles Corridor)

Transit Fares

Advertising (Buses, Bus stops)

Developer Contributions

Proffers



HB 2313 is largely considered the biggest "Game Changer" for Northern Virginia in over two decades.

HB2313 – Regional Provisions

- Increases Northern Virginia sales tax by .07% for a total of 6%
- 2% Transient Occupancy Tax (Hotel Tax)
- Congestion Relief Fee (Grantors Tax) of \$0.15 per \$100 valuation
- Ensures Towns (Dumfries, Herndon, Leesburg, Purcellville and Vienna) receive their respective share
- Repeals a local option to enact a 1% income tax by referendum
- Requires all HB2313 revenues be used for transportation <u>only</u>
- Requires localities to maintain current level of effort for transportation funding
- Must be equal to average annual amount expended between FY10 and FY12
- o Excludes Bond proceeds, state and federal funding
- After years of working with the General Assembly to identify the critical transportation funding needs in Northern Virginia the General Assembly passed HB2313 (February, 2013) - the first infusion of new revenues for transportation in more than 20 years.
- HB2313 is truly a "Game Changer" for the region by adding a combination of <u>new</u> <u>taxes and fees that are expected to yield nearly \$300 million annually</u> for transit and road projects throughout Planning District 8.
- Not only are new revenues added, but <u>the legislation requires the localities and the</u> <u>Commonwealth to maintain an existing level of effort in order to access the new</u> <u>funds.</u>

HB21313 – Northern VA Revenue (\$300M annually)

70% "REGIONAL FUNDS" FOR THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY (NVTA) TO BE USED ON:

- Regional projects included in TransAction 2040 that have been evaluated by VDOT for congestion mitigation; <u>OR</u>
- Mass transit capital projects that increase capacity.
- "The Authority shall give priority to selecting projects that are expected to provide the greatest congestion reduction relative to the cost of the project."

30% "LOCAL FUNDS" ARE DISTRIBUTED TO INDIVIDUAL LOCALITIES FOR TRANSPORTATION NEEDS:

Localities must enact the local Commercial and Industrial (C&I) Property Tax at \$0.125 per \$100 valuation

OR

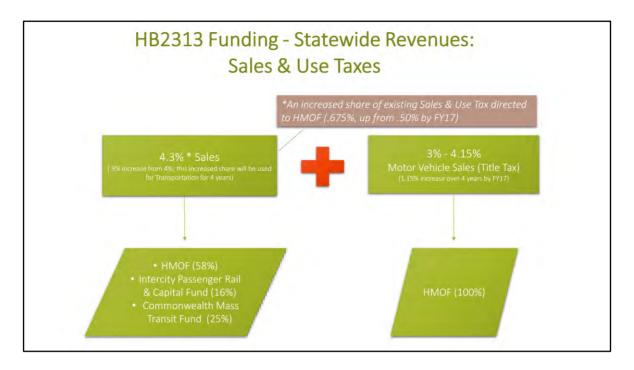
Dedicate an equivalent amount to transportation to receive the full amount.

- The money collected under HB2313 in Northern Virginia, stays in Northern Virginia and is divided into two pots of funding: local (30%) funds and regional (70%) funds.
- 30% of the money goes to localities for their projects
- 70% of the money goes to the Northern Virginia Transportation Authority to prioritize and spend on projects that provide the "greatest congestion reduction relative to cost."

FY15 HB2313 Regional Revenue Estimates

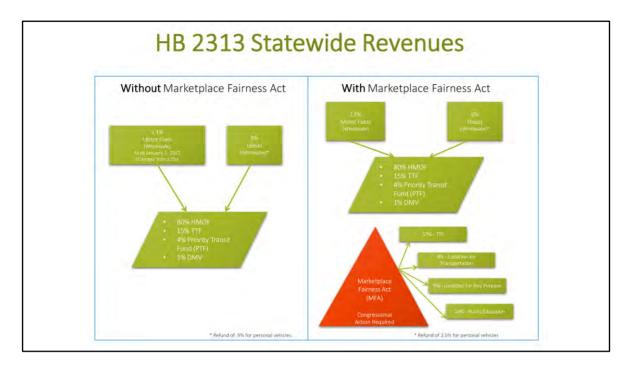
| Revenue Type | Total Estimated Regional Revenue | 70% "Regional Funds" (to NVTA) | 30% "Local Funds" (to Localities) |
|--|-------------------------------------|-----------------------------------|--------------------------------------|
| Congestion Relief Fee (Grantors Tax) \$0.15/\$100 | \$36.9 M | \$25.8 M | \$11.2 M |
| Sales Tax 0.7% (excludes food) | \$228.1 M | \$159.7 M | \$68.4 M |
| Transient Occupancy Tax 2% (Hotel Tax) | \$25.3 M | \$17.7 M | \$7.6 M |
| TOTAL | \$290.2 M | \$203.2 M | \$87.1 M |

- Fiscal Year 2015 revenue estimates project nearly \$300 million total going to the Authority to fund both regional and local projects.
- Including \$203M for regional projects and \$87M for local projects.



Where does all the money go?

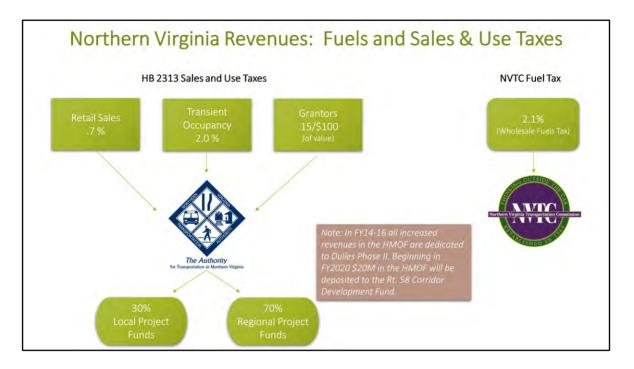
- This chart breaks down the statewide revenues that are identified in the legislation and shows not only how the General Sales & Use Tax and the Motor Vehicle Sales tax work together, but also which funds those new statewide revenues are directed to.
- The new 4.3% sales tax also directs another .175% to the Highway Maintenance & Operations Fund (HMOF).
- The state Sales & Use Tax (SUT) is increased to 4.3%. The additional .3% in SUT revenues are distributed to the HMOF (with an increased share of .175% BY FY17), Intercity Passenger Rail and the Commonwealth Mass Transit Fund.
- The Motor Vehicle sales tax is also increased by 1.15% (up from 3%) over four years to a maximum of 4.15%. 100% of those new revenues are directed to the HMOF.



Another element of HB2313 is a Federal component that anticipates action from Congress to pass H.R. 684 and its Senate companion bill S. 336 - also known as the Marketplace Fairness Act (MFA). There is also a provision in HB2313 in case MFA is NOT passed. The chart demonstrates the impact of both scenarios on highway and transit funding in Northern Virginia.

Failure to pass the MFA will have the following impact on transit funding...

Transit will receive a smaller percentage overall because it only receives 14.7% of the share going to the TTF. Since the TTF only receives 15% of the increased Motor Fuels Tax then transit's share is only 14.7% of that 15%. – a loss of roughly \$20 M annually.



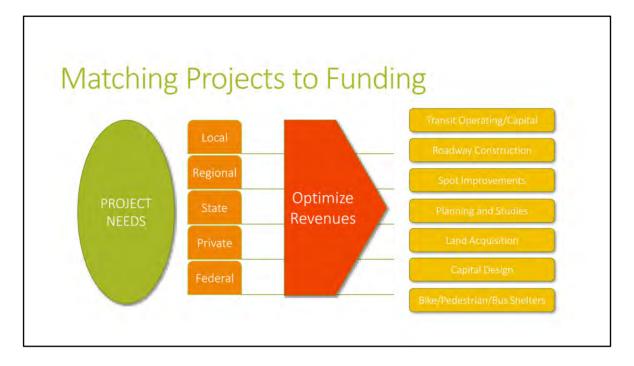
- Northern Virginia has exclusive new taxes and fees imposed by the General Assembly under HB2313.
- While NVTC's 2.1% Motor Fuels Tax has been in place for a number of years, the legislation specific refers to it as part of the overall package of revenues dedicated to transportation funding in Northern Virginia.

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NVTC's jurisdictions use their respective portions of the 2.1% tax to pay for Metro.

| Revenue Source | FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019* | 6-Year Total |
|---|------------|------------|------------|------------|------------|------------|-----------------|
| Eliminate 17.5 cents/gallon tax on motor fuel (gasoline and diesel) | \$ (871.1) | \$ (889.3) | \$ (907.4) | \$ (922.6) | \$ (938.2) | \$ (954.5) | \$ (5,483.1) |
| 3.5% Sales and Use Tax on gasoline and 6% on diesel | 626.3 | 723.0 | 749.6 | 778.5 | 804.7 | 831.8 | 4,513.9 |
| 1.6% increase in Sales and Use Tax on gasoline if Marketplace Equity Act (MEA) is not approved by January 1, 2015 | | 89.6 | 220.5 | 225.5 | 229.2 | 233.0 | 997.8 |
| Net of Gas Tax Change | \$ (244.8) | \$ (76.7) | \$ 62.7 | \$ 81.4 | \$ 95.7 | \$ 110.3 | \$ 28.6 |
| 0.3% Sales and Use Tax increase (5.3% total) | 265.8 | 301.2 | 313.2 | 325.2 | 336.3 | 347.8 | 1,889.5 |
| \$64 Alternative Fuel Vehicle Fee | 6.5 | 7.3 | 8.3 | 9.6 | 10.9 | 12.4 | 55.0 |
| Increase titling tax from 3% to 4.15% | 184.0 | 213.7 | 228.0 | 246.3 | 246.5 | 246.7 | 1,365.2 |
| Net tax/fee increases | \$ 456.3 | \$ 522.2 | \$ 549.5 | \$ 581.1 | \$ 593.7 | \$ 606.9 | \$ 3,309.7 |
| Total New Revenue | \$ 211.5 | \$ 445.5 | \$ 612.2 | \$ 662.5 | \$ 689.4 | \$ 717.1 | \$ 3,338.2 |
| Incremental Sales Tax Commitment Over 4 Years (0.5% to 0.675%) - No increased transfer after FY 2015 without MEA | 49.0 | | | | | | 596.2 |
| Additional Funding for Transportation | \$ 260.5 | \$ 547.2 | \$ 717.8 | \$ 772.1 | \$ 802.7 | \$ 834.2 | \$ 3,934.4 |

- VDOT presented its HB2313 funding estimates in their 2013 Annual Report.
- Projections indicate that \$3.9 billion in additional funding for transportation is available over the next 6 years, beginning in FY 14.



One of the ways that Northern Virginia maximizes its funding is by <u>optimizing and</u> <u>matching</u> project needs to existing funding sources.

By doing this we ensure that taxpayers are getting the biggest bang for their buck.



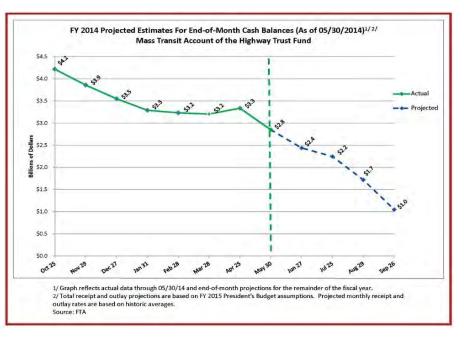
State Formula Assistance Regional Gas Tax Decal General Funds Commercial and Industrial Property Tax Fares Advertising (Buses and Bus Shelters) Proffers/Develop Contributions

- Once we have built a project or purchased a bus then we have the responsibility to maintain and operate it.
- Unlike roads maintenance, transit operations funding is much more limited.
- Generally there is money available to purchase buses, for example, which is a capital expense. However it is up to the localities to pay for operating that service.
- Localities fund operations through general funds, local gas taxes, advertising and proffers.
- Transit riders also support operations through the transit fares that they pay to use the system.
- All are are critical to keeping Northern Virginia transit systems moving.

Federal funding -- specifically for capital investments -- is a critical component of sustaining and expanding high quality, high capacity transit serving Northern Virginia. While the region receives no federal operating assistance, capital grants through federal formula programs including the Large Urbanized Area Program, State of Good Repair and Bus and Bus Facilities are vital to WMATA. WMATA also receives Federal support from the Passenger Rail Investment and Improvement Act (PRIIA) and through federal highway funds flexed to the Federal Transit Administration (FTA). Additional FTA programs such as the Capital Investment Grant program, including New Starts and TIGER grants, among others, are also important to transit systems and localities in the region.

Three critical issues that impact all these funding programs are converging now:

- The Department of Transportation currently predicts the Highway Account of the Highway Trust Fund will face insolvency as soon as August and the Mass Transit Account faces insolvency before the end of December.
- Federal authorization legislation for surface_transportation--Moving Ahead for Progress in the 21st Century Act (MAP-21)-expires at the end of the fiscal year; and
- The Department of Transportation and Housing and Urban Development annual appropriation bill still needs to pass both the House and Senate.



Updated DOT ticker shows the current status of the Mass Transit and Highway accounts: http://www.dot.gov/highway-trust-fund-ticker

Prospects for Legislative Action

The current focus on the Hill is shoring up the Highway Trust Fund. While there is an interest in seeking a long-term solution, it is likely that any legislation passed now will be a short-term stopgap through the end of the year. Congress would then either take this issue up in a lame duck session or next year. The annual appropriation bill for the Department of Transportation and Housing and Urban Development is still waiting to be taken up by the full House and Senate. A number of annual appropriation bills are likely to be combined into a minibus or omnibus bill. Another option would be the passage of a Continuing Resolution (CR) that would continue funding at current levels for a specified length of time. Although the Senate has reported a reauthorization measure, it appears unlikely that action will be taken on reauthorization until the next Congress.

AGENDA ITEM #5: REPORT FROM THE LEGISLATIVE & POLICY COMMITTEE

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kelley Coyner

DATE: July 1, 2014

SUBJECT: Report from the Legislative & Policy Committee

<u>RECOMMENDED ACTION</u>: Authorize the NVTC Chair, or as appropriate the Executive Director, to send a letter(s) or comment(s) regarding:

- Implications of Exhaustion of Highway Trust Funds
- Importance of Long Term Reauthorization of Federal Surface Transportation Programs with particular emphasis on formula and discretionary grant programs that are essential to WMATA and local and regional transit systems
- Review of state new capital allocation formula with specific attention to the way in which the Department of Rail and Public Transportation calculates local match for state assistance
- Metrics for consideration in the prioritization process mandated by HB2
- Criticality of addressing the pending state capital funding cliff

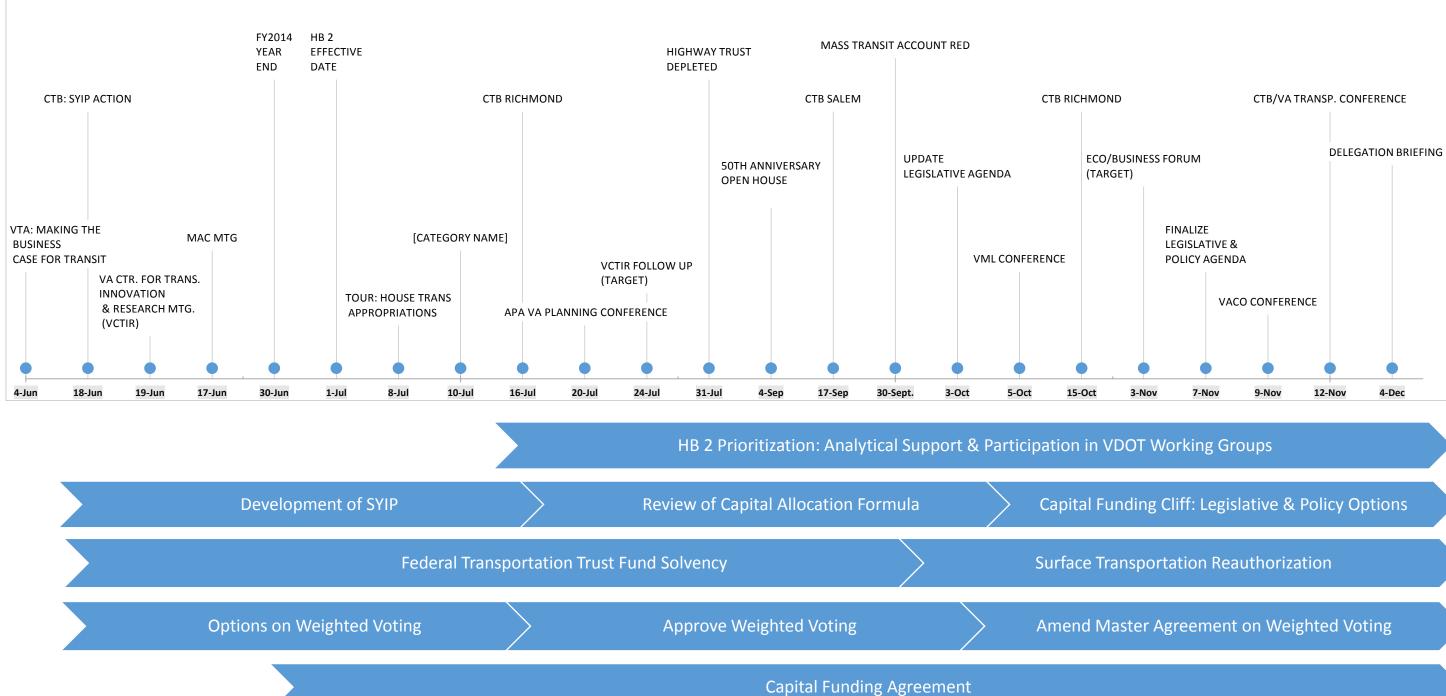
Summary

Over the course of the first two quarters of the calendar year, the Legislative and Policy Committee has monitored the implementation of the <u>NVTC State and Federal Policy</u> and Legislative Agenda. In accordance with priorities set out in the agenda, for the last six months NVTC focused on legislative activities in the Virginia General Assembly, implementation of recommendations of the Transit Service Delivery Advisory Committee, implementation of HB2313 through NVTA, and federal transit funding issues and the related question of the renewal of the transit benefit program. The Legislative and Policy Committee met twice to receive updates on these activities and more importantly to formulate an integrated approach to realizing the priorities in the agenda through the staff and more importantly through the Commissioners, regional transportation partners and other key stakeholders. Commissioners are asked to review the framework on funding issues and to approve a motion that authorizes NVTC Chairman Paul Smedberg and the Executive Director to provide written comment including letters to members of the General Assembly and the Congressional delegation on relevant issues.



Committee Activity

The Committee received legislative updates on General Assembly activities and reviewed a timeline of key milestones for the work of the Committee and the Commission as it relates to the priorities in the agenda. In order to successfully implement the agenda, NVTC must engage year round in legislative and policy development and analysis and in related activities with federal, state, and regional partners. Accordingly, the Legislative and Policy Committee adopted a year round calendar in order to actively support implementation, recommend policy positions, and ensure that the agenda itself is up to date. NVTC through its work program has developed an integrated approach to implementation of the agenda through developing business case for transit investment, serving as technical resources to members of Congress and the General Assembly, hosting policy forums, and organizing activities with partner organizations. As a key next step the Committee members requested that staff prepare a framework for this work by issue and by key dates and that it be circulated to the Commission for its review before the meeting. Fact sheets will be prepared and circulated to Commissioners for review before the September meeting. The framework on capital funding issues is attached for Commissioner review and discussion at the July Commission meeting.



| July 2014-December 3 Legislative & Policy Iss | | |
|--|--|--|
| Capital Funding | Sues | |
| | Items | Key Issues |
| Federal Legislative | Highway Trust Fund Insolvency | Short term viability Longer term solutions |
| | Reauthorization of Surface Transportation | State of Good Repair Core Capacity New Start Programs TIGER Grant Other discretionary grants for mobility management, resilience CMAQ RSTP |
| | Transportation | PRIAA |
| | Appropriations | Rail Programs |
| | Transit Benefit | |
| | | |
| State Capital Funding | Capital Funding Cliff-Bond Funding | Inclusion of rail & transit in next bond authorization Funding source |
| | Capital I Funding Cliff MFA | Alternatives if MFA NOT Enacted |
| | Capitol Allocation Review | Gross versus net review Effective local contribution Efficacy of tiering |
| | VTRANS* | |
| | | |
| Regional Funding | NVTA | Implementation of HB2313 PWIG Transit funding Strategies/issues Update of Transaction 2040 |
| | WMATA | CFA |
| | WMATA Capital Funding Agreement | |
| | CLRP/TIP | |
| | TPB Governance issue | |

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kelley Coyner and Claire Gron

DATE: July 1, 2014

SUBJECT: Commonwealth & Regional Agency Reports

A. WMATA

Silver Line to Open July 26. WMATA General Manager/CEO Richard Sarles announced Saturday, July 26 as the start date for Silver Line service when the five new stations will open to customers at noon. Commissioners and staff will receive information about the ceremonial opening to be held that morning. WMATA will conduct "simulated service" without passengers on the Silver Line starting the week of July 20, during which time trains will run on the system from East Falls Church to Largo Town Center. <u>A press release is attached</u>.

Jurisdictional Funding Partners Briefed on Process and Milestones for Developing Capital Funding Agreement. WMATA staff met with Northern Virginia jurisdictional staff and other regional funding partners on June 30 to discuss a proposed work plan for the development of a new Capital Funding Agreement (CFA). The CFA identifies how capital investments will be funded and is being replaced now to address the first phase of *Momentum* known as Metro 2025. WMATA plans to circulate a draft administrative document in early July and hold a work session on the document in early September. WMATA is also preparing an updated Capital Needs Inventory (CNI), and will work with regional funding partners throughout the fall to reach an agreement on investment levels. The target for completing a draft agreement is November 2014 in order to have a final agreement in place before July 2015.

In accordance with the resolution approving the Phase II of the Silver Line, Loudoun is to be included in the new CFA. WMATA will hold an orientation on the CFO with Loudoun's Chief Administrative Officer and others, including NVTC's CFO, on July 14.

OIG CY2014 Work Plan Includes Review of WMATA's Calculation of Local Subsidies. In its CY2014 Work Plan, the Office of Inspector General (OIG) included a review of WMATA's local jurisdictional subsidies (operating and capital) in order to "determine the adequacy of WMATA controls to effectively and efficiently manage local jurisdictional subsidies." WMATA held a brief meeting with jurisdictional staff on June 27 to outline plans for the study, which they expect to complete in March 2015.

Milestones for NEPP Rollout: Pilot January to June 2015; Deployment to Begin in FY2017. At the June 12 Customer Service and Operations Committee meeting, WMATA provided <u>an update to the Board on the pilot phase and deployment of the New</u> <u>Electronics Payment Program (NEPP)</u>. WMATA plans for the pilot phase to run from



January to June 2015, and to include over 2,000 participants at 10 Metrorail stations throughout the system, including Pentagon City, Eisenhower Avenue, Ballston, and Pentagon stations in Virginia. WMATA will soon finalize the selection of Metrobus routes to be included in the pilot phase. WMATA also presented the current schedule for deployment of NEPP which will begin in 2017 and continue through 2020. The WMATA project staff and Accenture report that there are discussions about an earlier deployment. Full completion of deployment across the region depends on the timing of regional partner deployment and rollout at retail locations throughout the region.

Metro 2025 Alternative Funding & Financing. WMATA convened an expert panel to exploring funding and financing options for Metro 2025 and presented the findings to the Finance & Administration Committee meeting June 12. The panel considered alternative financing options and evaluated their possible application to Metro 2025 initiatives. The panel found a supplemental regional sales tax to be the most applicable available tool available. A <u>summary chart of the applicability of financing options to Metro 2025</u> initiatives is attached.

Dashboard Report. April FY2014 report attached.

| DATE | MEETING | KEY ISSUES |
|------|--|--|
| 6/26 | Office of Inspector General | CY2014 Work Plan |
| 6/26 | WMATA Board of Directors | |
| 6/30 | WMATA & Jurisdictional Staff | Capital Funding Agreement |
| 7/10 | Finance & Administration Committee | Update on Financial Management Oversight Report |
| 7/24 | WMATA Board of Directors | |
| 9/11 | Customer Service & Operations Committee | Update on NEPP |

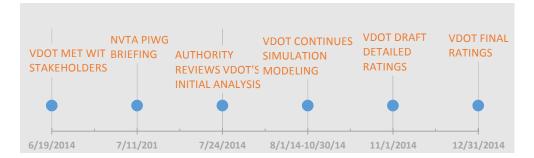
Key WMATA Milestones/Dates

B. Department of Rail and Public Transportation (DRPT) Report attached.

C. Northern Virginia Transportation Authority (NVTA)

VDOT HB599 Study (Evaluation and Rating of Significant Transportation Projects in NoVa). In coordination with NVTA, VDOT is conducting a study to evaluate and rate significant transportation projects in the Northern Virginia Transportation District that reduce congestion and improve mobility during emergencies. The study includes the development of: 1) a Project Selection Model (PSM) to identify regionally significant projects, and 2) a Project Evaluation Model (PEM), including measures of effectiveness (MOEs) intended to determine the degree to which projects will be effective in mitigating congestion. The PSM and PEM will be applied to so-called 70 percent or regional projects. This spring, VDOT performed a basic evaluation and rating for the 32 NVTA and five Commonwealth Transportation Board (CTB) projects nominated for evaluation

through the PEM. The basic evaluation and rating will be used for the purposes of allocating FY2014 projects only.



2014 Milestones for HB599 Study

D. Transportation Planning Board (TPB)

Kanti Srikanth Named New TPB Director. Kanti Srikanth, the current director of Transportation Planning for VDOT's Northern Virginia District, has been named the Director of Transportation Planning for the Metropolitan Washington Council of Governments (MWCOG). He will start work at MWCOG on August 6. A <u>press release</u> issued by MWCOG is attached.

CLRP 2014 Update. MWCOG/TPB presented a draft financial plan for the National Capital Region's Financially Constrained Long-Range Transportation Plan (CLRP) to the TPB Technical Committee on June 27. Over the past few months, NVTC's jurisdictions worked with VDOT, WMATA, and TPB to address funding WMATA's operating and capital programs for the 2014 CLRP Update. At this time, funding for WMATA's operating and capital (state of good repair) programs for FY2015-2040 has been identified. (Importantly, at this time, only funding for state of good repair has been identified. Metro 2025 initiatives are not currently included in the 2014 CLRP update, but will be added by amendment at the conclusion of WMATA Capital Funding Agreement (CFA) discussions.) A draft Financial Analysis will be released to the public and presented to the TPB in September. The TPB will take action on the 2014 CLRP Update and Financial Analysis October.

Crystal City Potomac Yard Transitway Starts Service Next Month Two of Northern Virginia's five priority bus projects under a regional TIGER grant are slated for completion in the coming months. The Crystal City Potomac Yard Transitway is scheduled to open Saturday, August 23, with passenger service beginning on August 24. Separately, the Route 7 Transit Signal Priority (TSP) project is proceeding, with installation and testing anticipated by early 2015. The U.S. Department of Transportation (USDOT) awarded a \$58.8M TIGER grant to TPB in February 2010 for 16 priority bus transit projects in the region, including five in Northern Virginia. A <u>TPB</u>

briefing memorandum is attached. A press release on the Crystal City Potomac Yard Transitway is also attached.

MAP-21 Public Transit Provider Representative on MPO. The Federal Transit Administration (FTA) released final policy guidance concerning representation on Metropolitan Planning Organization (MPO) boards. Under MAP-21, the TPB will be required to incorporate a specifically-designated public transportation representative on its board. MWCOG/TPB is holding a webinar with all regional stakeholders on July 11 in order to start the conversation on the issue. The TPB will consider a resolution describing a process to meet the policy guidance in September.

Metro News Release

For immediate release: June 23, 2014

SHARE REMAN

Metro announces Silver Line opening date Rail service to begin at noon Saturday, July 26

Metro General Manager and CEO Richard Sarles today announced the opening date for Silver Line service.

"We have set the opening date for the Silver Line as Saturday, July 26," said Sarles. "The five new Silver Line stations will open to customers at noon, and the first Silver Line train will depart Wiehle-Reston East, bound for Largo Town Center, at that time."

The announcement of an opening date follows two weeks of progress by the Airports Authority and their contractor to resolve open work items. Sarles noted that there are still remaining items — such as obtaining Certificates of Occupancy — that are expected to be resolved prior to the opening date.

Silver Line trains will operate between Reston and Largo at the same frequency as most other lines. During rush hours, trains will run every 6 minutes; at off-peak times, trains will run every 12 to 20 minutes. Five new stations will be added to the system: McLean, Tysons Corner, Greensboro, Spring Hill and Wiehle-Reston East.

To finalize employee familiarization and confirm schedules, Metro plans to conduct a week of "simulated service," starting Sunday, July 20. During the service simulation, Silver Line trains will run on the system without carrying passengers to or from the five new stations. However, the "simulation" trains *will* carry passengers between East Falls Church and Largo Town Center.

As a result of Silver Line service, riders at stations from East Falls Church to Court House will see trains arrive more frequently at all times, and riders from Rosslyn to Stadium-Armory will notice more frequent service outside rush hours. On the Blue Line, trains will operate every 12 minutes at all times of the day, and during rush hours, trains at Vienna, Dunn Loring and West Falls Church, will arrive and depart every 6 minutes.

Riders can check fares and travel times, get station information and learn more about the project by visiting silverlinemetro.com,

Metro took control of the first phase of the Silver Line less than a month ago, on May 27. The milestone, known as the "Operational Readiness Date" (ORD), marked the point where care and control of the line was formally transferred from the Airports Authority to Metro.

News release issued at 11:01 am, June 23, 2014.

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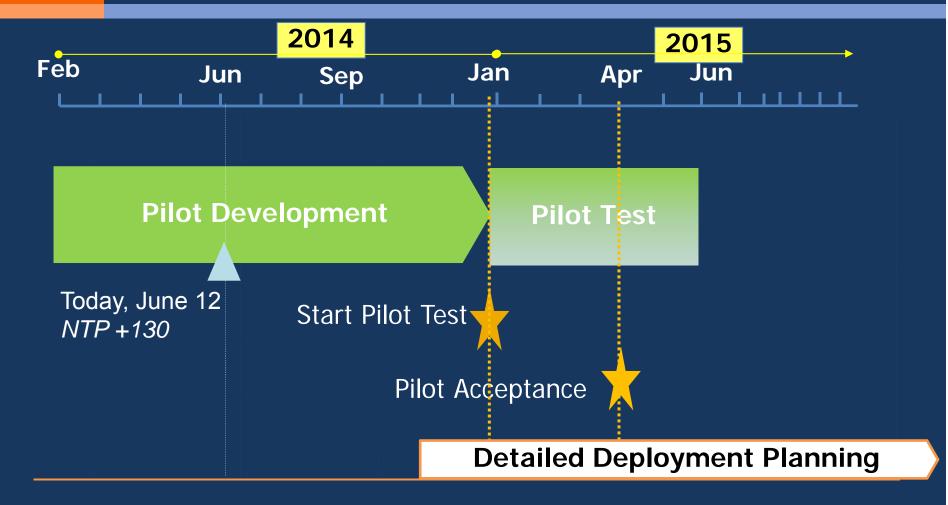
Washington Metropolitan Area Transit Authority

New Electronic Payments Program

Customer Service and Operations Committee June 12, 2014

Phased Implementation – Pilot Timeline

metro





Objectives

- Validate hardware and software performance
- Gain feedback from customers
- Building block for deployment
- Determination to proceed with program

Pilot Test

- 10 fare gates, 50 buses, 2 parking lanes, 2,000+ customers
- First contract payment only after Pilot success criteria is achieved

Success Criteria

- Reliability and accuracy requirements
- Data, revenue, ridership, fare policy





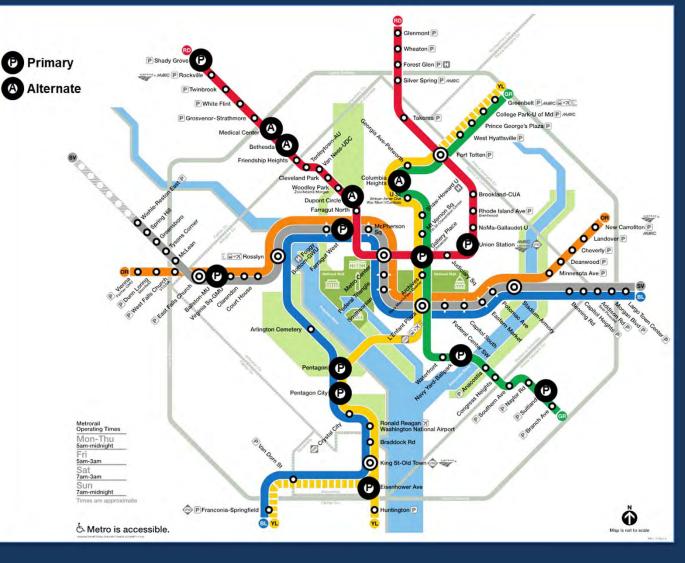


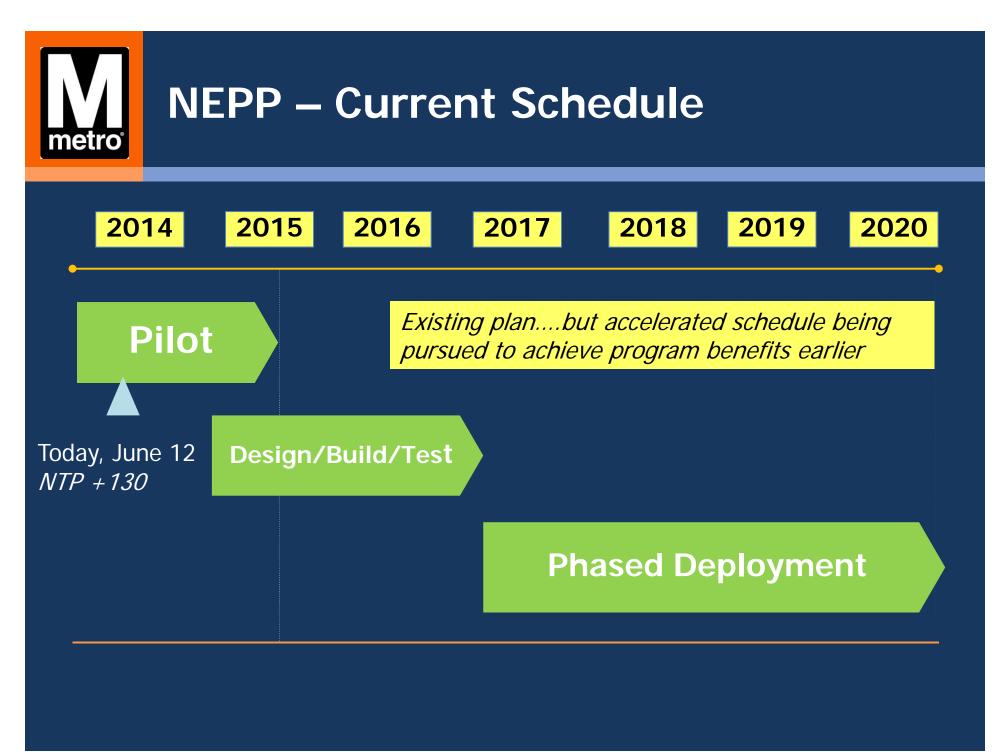
Pilot Station Deployment

MEZZANINE NAME

PRIMARY
Suitland
Suitland
Union Station South
Pentagon City
Farragut West
Shady Grove
Eisenhower Avenue
Ballston
Gallery Place East
Navy Yard East
Pentagon
ALTERNATE

Medical Center Columbia Heights DuPont Circle North Bethesda







Washington Metropolitan Area Transit Authority

Metro 2025 Alternative Funding & Financing

Finance and Administration Committee

June 12, 2014



Summary of Alternatives' Applicability

| Metro 2025 Initiative | Public-Private Partnerships | Value Capture or Station-Area Tax Districts | Infrastructure Bank | Station Adoption Programs | Supplemental Regional Sales Tax | |
|--|--------------------------------|--|------------------------|---------------------------------|---------------------------------------|-----------------------|
| 100% Eight Car Trains | | | | \bigcirc | | High |
| Core Station Improvements | | | | | | |
| Metrobus Priority Corridor Network | | | | | | Medium |
| New Blue Line Connections | | | | | | Low |
| Next Generation Communications | \bigcirc | \bigcirc | | \bigcirc | | None |
| Bus Fleet Expansion | | \bigcirc | | \bigcirc | | |
| Pocket Tracks | | \bigcirc | | \bigcirc | | 55 of 10 0 |

FY2014 APRIL HIGHLIGHTS

Ridership and Revenue

Metrorail

April rail ridership was 19.5 million: 1.1 million below budget and 0.2 million below April last year.

- The FY2014 budget assumed six months of revenue service for the Silver Line to Wiehle Avenue beginning in January 2014, with net additional ridership of 0.7 million trips per month. Due to the delay of the Silver Line, this negative ridership variance will continue during the second half of the year until the Silver Line opens.
- Ridership in April is usually boosted by tourists and visitors to see the Cherry Blossoms. However, ridership this April was weaker than in previous years:
 - Ridership was high on the weekend of April 12-13 during the peak of the Cherry Blossoms approximately 50 percent more than a usual weekend.
 - Overall, though, ridership was lower only one weekday (Thursday April 10) had total ridership of over 800,000 trips, compared to five such days last year.
 - The month closed weakly as well, with weekday ridership below 700,000 on April 28 to April 30.
 - The overall average weekday ridership was 743,000, compared to last year's average of 766,000.

Metrobus

April bus ridership was 11.6 million: 0.2 million above budget and flat versus April last year.

Bus ridership continues to track closely to budget both month-to-month and overall, with additional ridership
from DC's "Kids Ride Free" program for school students compensating for some of the ridership lost when the
Metrobus system was forced to suspend service due to severe weather.

MetroAccess

April MetroAccess ridership was 194,000: 21,000 above budget and 12,000 above April last year.

 After being depressed by severe weather and suspensions of service, MetroAccess returned to its pre-winter trend of strong ridership, with total trips above budget by 12 percent for the month and above last year by 7 percent.

Operating Revenue

Total operating revenue in April was \$78.9 million: \$6.3 million below budget, or -7.4 percent.

- Passenger fares and parking fees were \$5.5 million below budget in April as a result of the delayed Silver Line opening as well as generally weaker Metrorail ridership. Non-transit sources were also \$0.8 million below budget during the month, primarily as a result of timing in receipt of joint development lease revenues.
- For the year-to-date, operating revenues are \$27.3 million below budget:
 - Passenger fares and parking fees are below budget by \$30.6 million. This is primarily the result of the October government shutdown, severe winter weather, and the delay of Silver Line service. Altogether, the revenue impact of these three challenges has been approximately \$29 million. However, general weakness in rail ridership (as evidenced in April) has also had a modest negative impact.
 - Non-transit revenues are \$3.3 million above budget through April. Metro received a one-time insurance payment in the second quarter that boosted non-transit revenues, and positive performances in fiber optic and advertising revenues have been partially offset by a negative variance in joint development lease revenue.

Operating Expenses

April year-to-date operating expenses are favorable to budget by \$14.8 million or 1.1 percent.

Salaries and Wages

• Salaries and Wages are favorable year-to-date by \$3.7 million or 0.6 percent, primarily due to Authority-wide

vacancy levels. The vacancy rate at the end of April was 9.2 percent. The favorability was partially offset by higher personnel expenses associated with the new Collective Bargaining Agreements.

- Year-to-date overtime through April is \$1.1 million lower than the same period last year. Year-to-date overtime is \$15.8 million over budget primarily due to Car Maintenance (CMNT) 2K, 3K and 5K work, vacancy coverage, leave coverage, and special events.
- Fringe benefits are \$3.8 million over budget year-to-date \$2.0 million of the overage is the result of higher than
 expected D.C. workers' compensation assessment costs.. Due to the unpredictability of the D.C. workers'
 compensation assessment billing, it is difficult to anticipate payments. A higher allocation for fringe benefits
 related to overages in operating labor of \$2.7 million along with higher than projected defined contribution
 pension cost due to the Local 2 settlement of \$1.6 million that is being partially offset by the timing of health
 cost invoice entries (\$2.5M) comprises the remaining overage.

Materials and Supplies

Materials and Supplies are \$14.5 million unfavorable year-to-date mainly due to a \$12.2 million negative variance associated with the maintenance on the 2K, 3K and 5K railcars, and Bus overruns of \$7.2 million as a result of accidents and vandalism. The overruns are partially offset by favorability in Financial Services (CFO), Communications (CSCM) and Safety (SAFE).

Services

Services expenses are \$22.3 million favorable year-to-date due in part to lower than anticipated expenses related to a contract closeout in the Safety Department (SAFE), which is favorable by \$6.0 million. Other contributors to favorability include timing of a Treasury contract settlement of \$4.0 million; timing of Transit Infrastructure and Engineering Services (TIES) contracts of \$5.3 million, which includes Plant (PLNT), System Maintenance (SMNT) and Car Maintenance (CMNT). Timing of contract services procurements for DGMO of \$2.1 million, timing in Bus Services (BUS) of \$1.4 million; and in CSCM of \$1.0 million. Access Services (ACCS) is unfavorable by \$0.3 million due to contract claims of \$1.8 million accrued for Veolia and First Transit for garage services rendered in FY2014.

Fuel, Propulsion, and Utilities

• Fuel, Propulsion, and Utilities are favorable to budget by \$19.6 million year-to-date due to lower than projected power consumption, favorable diesel rates in Metro's hedges, the 6 month CNG tax credit, and a delay in the Silver Line service. Of the variance, approximately \$5.3 million is due to price favorability, \$12.7 million is due to lower volume, \$0.7 million due to favorability in other lubricants and \$0.8 million due to the CNG credit. The Silver Line service favorability of \$2.9 million is included in the rate and volume variance above. The CNG tax credit incentive program was not extended by the U.S. Congress after December 2013; therefore, the monthly accrual of \$0.3 million has been dropped for the remainder of the fiscal year.

Capital Program

Metro has invested \$560 million of the \$996 million FY2014 Capital Improvement Program (CIP) budget through April, which is \$12 million less than was invested in the same period last year. This decline is the result of the new bus contract, which provides for full payment upon acceptance of buses instead of periodic milestone/progress payments. All figures below are year-to-date:

Grant Closure

• As of the end of April, Metro has closed 17 Federal Transit Administration (FTA) grants in FY2014.

Bus Acquisition

 A multi-year contract is in place for the acquisition of new buses. The FY2014 order includes 85 forty-foot hybrid/electric buses that will replace buses at the end of their useful life. As of the end of April, 11 buses have been received. Metrobus also purchased 35 acres of land at Andrews Federal Campus in District Heights to build a replacement facility for Southern Avenue bus garage.

Access Vehicle Replacement

• A contract is in place for the acquisition of 120 paratransit vans. As of the end of April, 35 vans have been received.

Escalator and Elevator Rehabilitation and Replacement

- Twenty-one out of thirty-three planned escalator rehabilitations are complete with an additional seven in
 progress. Six out of ten escalator replacements are complete with the remaining four replacements in various
 stages of progress.
- Eleven out of nineteen planned elevator rehabilitations are complete and three are in progress.

Station Rehabilitation and Lighting Improvements

- Eight of the 12 planned full station enhancement projects are complete and three are in progress. Nine of the 12 planned mini station enhancements are complete and three are in progress.
- Metro awarded a multi-year contract for the replacement of over 13,000 parking garage light fixtures in 25 parking facilities.
- Metro began installing new, brighter mezzanine lighting at underground stations. Lighting upgrades have been completed at 20 stations. The remaining 27 stations are expected to be completed by 2015.

Track Rehabilitation

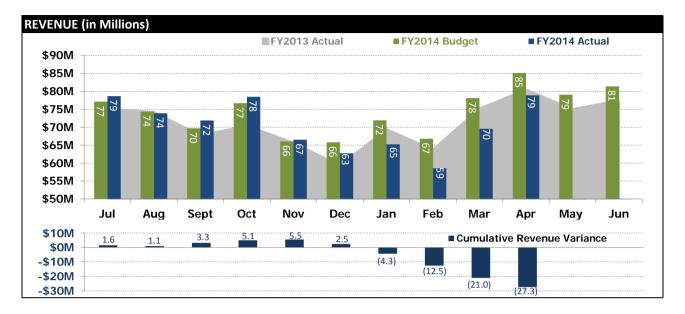
In FY2014, Metro has performed rehabilitation on 26.01 of the planned 40 miles of track, welded 579 open weld joints, rehabilitated 5,173 linear feet of grout pads, repaired 2,336 leaks, and replaced 9.84 miles of running rail, 3.48 miles of third rail, 11,414 cross ties, 27,445 fasteners, 6,379 insulators, 29 yard turnouts, 5 mainline turnouts, and 1,207 safety signs.

Benefits to Customers

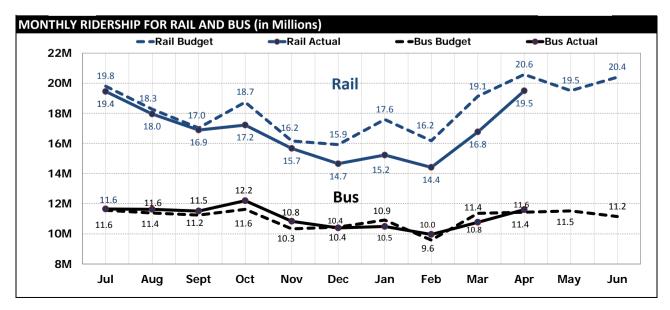
- Testing of new 7000-Series railcars: The new railcars are equipped with state-of-the-art safety technology and numerous features designed with extensive customer input. Metro plans to accept and test 64 new 7000 Series railcars associated with required expansion of the fleet to support the Silver Line in FY2015. The first 7000 Series railcars to replace the existing 1000 Series railcars are planned to be delivered to Metro at the end of FY2015.
- Replacing Metro's existing fare collection system: The new state-of-the-art system will enable customers to continue to use their SmarTrip cards while expanding fare payment to chip-enabled credit cards, identification cards, and mobile phones using near field communications. Work on the pilot program is now underway and is scheduled to be completed at the end of FY2015.
- *Railcar carpet replacement*: Metro is replacing the carpet in the existing railcar fleet with new resilient, slip resistant flooring. The new flooring also reflects interior and exterior light, creating a brighter, more open feel inside the car. The planned work for the 5000 and 6000 series cars is scheduled to be completed in FY2015.



April FY2014

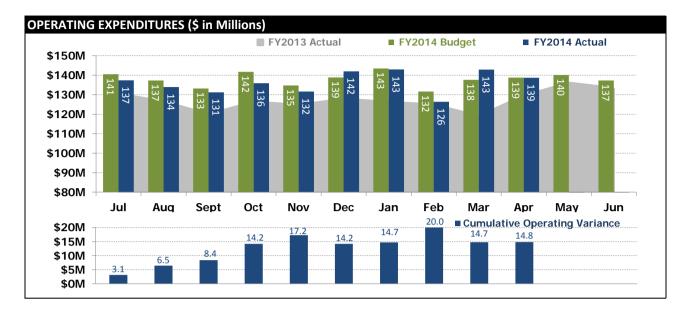


| MTD | Apr-FY2013 | Apr-FY2 | 2014 | Variance FY14 | |
|--------------|-------------------|----------------|-------------------|---------------------|--------|
| | Actual | Actual | Budget | Prior Year | Budget |
| Metrorail | 19,725 | 19,494 | 20,576 | -1.2% | -5.3% |
| Metrobus | 11,653 | 11,605 | 11,438 | -0.4% | 1.5% |
| MetroAccess | 181 | 194 | 173 | 6.8% | 12.0% |
| System Total | 31,559 | 31,293 | 32,186 | -0.8% | -2.8% |
| YTD | FY2013 | FY20 | 14 | Variance FY14 | |
| ן עוז | | | | | |
| Ϋ́́́́́ | Actual | Actual | Budget | Prior Year | Budget |
| Metrorail | | Actual 167,732 | Budget 179,396 | Prior Year -2.8% | 0 |
| | Actual | | 0 | Į | -6.5% |
| Metrorail | Actual 172,536 | 167,732 | 179,396 | -2.8% | -6.5% |

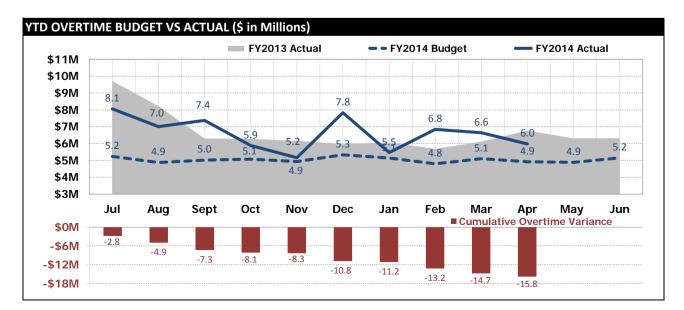




April FY2014

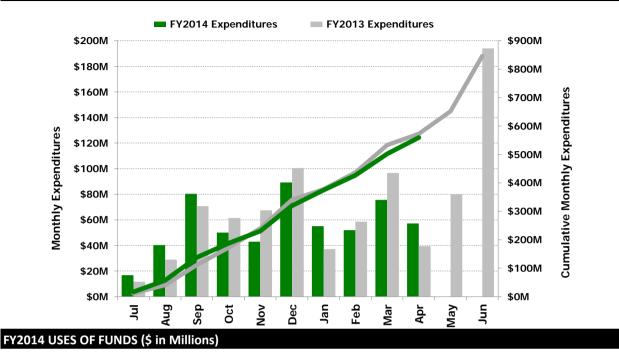


| OPERATING BUDGET (\$ in Millions) | | | | | | | | | |
|-----------------------------------|----|-----------|----|---------|-------------|---------|----|---------|---------|
| MTD | A | pr-FY2013 | | Apr-F | 7 20 | 14 | | Varianc | e FY14 |
| | | Actual | | Actual | | Budget | | \$ | Percent |
| Revenue | \$ | 80.5 | \$ | 78.9 | \$ | 85.1 | \$ | (6.3) | -7.4% |
| Expense | \$ | 129.5 | \$ | 138.7 | \$ | 138.8 | \$ | 0.0 | 0.0% |
| Subsidy | \$ | 49.1 | \$ | 59.8 | \$ | 53.6 | \$ | (6.2) | -11.6% |
| Cost Recovery | | 62.1% | | 56.9% | | 61.4% | | | |
| YTD | | FY2013 | | FY2 | 014 | | | Varianc | e FY14 |
| | | Actual | | Actual | | Budget | | \$ | Percent |
| Revenue | \$ | 701.2 | \$ | 704.3 | \$ | 731.6 | \$ | (27.3) | -3.7% |
| Expense | \$ | 1,256.1 | \$ | 1,363.0 | \$ | 1,377.8 | \$ | 14.8 | 1.1% |
| Subsidy | \$ | 554.9 | \$ | 658.8 | \$ | 646.2 | \$ | (12.5) | -1.9% |
| Cost Recovery | | 55.8% | | 51.7% | | 53.1% | | | |





CIP EXPENDITURES (\$ in Millions)



| | Budget | | Forecast | | Expended | | % Exp. | |
|-------------------|--------|-------|----------|-----|----------|-----|--------|--|
| FY2014 CIP | \$ | 996 | \$ | 845 | \$ | 560 | 56% | |
| Safety & Security | | 10 | | 10 | | 2 | 20% | |
| ARRA | | 4 | | 4 | | 4 | 89% | |
| Reimbursable | | 69 | | 69 | | 42 | 61% | |
| Total | \$ | 1,079 | \$ | 928 | \$ | 607 | 56% | |

FY2014 PLANNED SOURCES OF FUNDS (\$ in Millions)

| CIP | Ρ | lanned | Rec | eived* | | | | |
|---|----|--------|-----|--------|--|--|--|--|
| Federal Reimbursement | \$ | 476 | \$ | 27 | | | | |
| State and Local | | 345 | | 345 | | | | |
| Other Sources/Rollover | | 24 | | 24 | | | | |
| Subtotal | \$ | 845 | \$ | 397 | | | | |
| | | | - | | | | | |
| Safety & Security | \$ | 10 | \$ | 3 | | | | |
| ARRA | | 4 | | 4 | | | | |
| Reimbursable | | 69 | | 11 | | | | |
| Subtotal | \$ | 83 | \$ | 18 | | | | |
| | | | | | | | | |
| Total | \$ | 928 | \$ | 415 | | | | |
| *Received sources planned to be used for the FY2014 CIP | | | | | | | | |



COMMONWEALTH of VIRGINIA

Jennifer L. Mitchell Director DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION 600 EAST MAIN STREET, SUITE 2102 RICHMOND, VA 23219-2416 (804) 786-4440 FAX (804) 225-3752 Virginia Relay Center 800-828-1120 (TDD)

TO: Chairman Smedberg and NVTC Commissioners

FROM: Commissioner Dyke

DATE: June 27, 2014

SUBJECT: DRPT Update

General Update

The final FY2015-FY2020 \$13.1 billion Six Year Improvement Program (SYIP) was approved by the Commonwealth Transportation Board (CTB) on June 18. The \$3.2 billion transit SYIP is posted on DRPT's website.

Total operating expenses for Northern Virginia District is \$377.9 million (\$137.4 million state) and total capital expense is \$433.1 million (\$160.9 million state). TDM and TMP funding is \$2.9 million (\$2.3 million state). Program highlights for transit include \$7.2 million to Arlington County for program management, preliminary engineering and NEPA/planning for the Columbia Pike and Crystal City Streetcar Projects in FY2015. The SYIP also includes \$6 million for VRE track lease payments and \$13.1 million for five expansion rail cars in FY2015. Projects that were added between the draft and the final include an Arlington Transit facility, the New Electronic Payment Program (NEPP) implementation, funding for I-95 HOT lane transit operations and additional funding for transit operating allocations.

In addition to the funds programmed for FY2015, the CTB approved a total of \$216.5 million in funds for FY2015-FY2020 for Fixed Guideway Projects including Virginia Beach Light Rail and Fairfax/Arlington Streetcar. It is anticipated that these funds will be available to fund the construction costs associated with the Columbia Pike Streetcar project, pending further advancement of the project and successful execution of a grant agreement between Arlington County and DRPT.

The CTB also adopted the DRPT FY2015 budget on June 18. Total budgeted expenditures are \$584.2 million and broken down as follows: \$321.1 Transportation Trust Fund, \$177.4 transportation capital bond proceeds, \$53.6 federal funds, \$30.7 Rail Enhancement Funds and \$0.7 million local funds. \$449.3 million is budgeted for public transportation programs and \$8.8 million for commuter assistance. DRPT's administrative budget is \$10.9 million, which is 1.9% of total budget. State share for operating assistance is 21% for FY2015.

The Smartest Distance Between Two Points www.drpt.virginia.gov DRPT is in the process of reviewing grantee agency websites for compliance with ADA and Title VI language to meet minimum FTA requirements. As of June 24, among NVTC jurisdictions, Alexandria Transit Company, City of Alexandria, City of Fairfax have not provided the Title VI statement or ADA notice, Loudoun County has not provided the Title VI statement, and Fairfax County and NVTC have not provided the ADA notice.

FY15 WMATA Funding

Total WMATA state funding in final SYIP for FY2015 is \$91 million in operating assistance and \$42 million in capital assistance. These amounts are in addition to \$50.0 million in state funds for PRIAA match, and \$9.0 million in state funds for the Metro 2025 program. Total state funding for WMATA in FY2015 is \$200.3 million.

In February, the Governors McAuliffe and O'Malley and Mayor Gray agreed to a near-term framework which includes \$75 million in funding for FY2015 for the WMATA 2025 Program, with \$25M coming from each from the three jurisdictions. For Virginia, \$9 million will be provided directly from the state and the balance from the local jurisdictions. DRPT has prepared a draft agreement for WMATA based on the existing PRIAA agreement to account for the state's portion of the \$25 million. WMATA has proposed four quarterly billings beginning with the first quarter for FY2015. DRPT has completed a draft agreement and has transmitted the document to WMATA for execution.

DRPT is transmitting project agreements and agency letters for NVTC jurisdiction that are grantees. Jurisdictions are being asked to submit letter to DRPT appointing NVTC as its agent in all matters pertaining to the administration of financial grants including executing grant agreements in the On-Line Grant Administration (OLGA) system.

Route 1 Multimodal Alternatives Analysis

The evaluation of the alternatives that began in April will be completed this summer. The Executive Steering Committee, Technical Advisory Committee and Citizen Involvement Committee meetings are being delayed until September and the public meeting is being delayed to October in order to brief elected officials in Fairfax and Prince William counties. The final Land Use and Economic Analysis was received on June 3 and the final Funding Analysis is expected in June. The final Evaluation of Alternatives report is expected in July as well as documentation to support the NEPA class of action recommendation.

TSDAC (SB1140)

A Transit Service Delivery Advisory Committee (TSDAC) meeting was held June 9. The final Performance Based Funding Allocation Study Report was adopted and is posted on DRPT's website along with comments, audio of the meeting and the meeting agenda.

Rail

Rail Enhancement Fund projects included in the final SYIP includes \$15.4 million for VRE Potomac Shores station; and \$55.4 million for the I-95 Richmond to DC High Speed Rail Tier II draft environmental impact statement (EIS) and preliminary engineering.

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METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

777 North Capitol Street, N.E., Suite 300 Washington, D.C. 20002-4239 Telephone (202) 962-3200 TDD (202) 962-3213 Fax (202) 962-3201 Internet: www.mwcog.org

For Immediate Release June 27, 2014 Contact: Steven Kania 202-962-3249 / <u>skania@mwcog.org</u> / <u>@RegionForward</u>

Kanti Srikanth Named Council of Governments' Director of Transportation Planning

Washington, DC – Kanathur N. (Kanti) Srikanth, a well-respected leader in transportation planning with thorough knowledge of the National Capital Region, has been named the Director of Transportation Planning for the Metropolitan Washington Council of Governments (COG). Srikanth is currently the Director of Transportation Planning for the Northern Virginia District of the Virginia Department of Transportation (VDOT). He will succeed the late Ronald F. Kirby, one of the region's leading experts on transportation planning, who served in this position from 1987 to 2013.

As Director of Transportation Planning, Srikanth will work as Staff Director to the National Capital Region Transportation Planning Board (TPB), the region's federally-designated metropolitan planning organization. The TPB, an independent body housed and staffed by COG, is responsible for preparing plans and programs that the U.S. Department of Transportation must approve in order for the region to receive federal transportation funding. Srikanth will oversee an \$18 million annual budget and manage a staff of 60 employees in COG's Department of Transportation Planning, which supports the TPB and its associated committees.

Srikanth has more than 25 years of experience in transportation planning in the region, and he has served in various roles for VDOT since 1994. For much of this time span, he has been involved in planning activities at COG and the TPB and worked closely with Kirby.

"Kanti Srikanth is a transportation leader, who deeply understands the transportation planning process in our complex region," said College Park Councilmember Patrick Wojahn, who is currently serving as Chairman of the Transportation Planning Board. "I am confident that Kanti will help us build a stronger region by effectively coordinating planning activities among our numerous local, state, and federal partners, regional authorities, stakeholders and community groups."

"Kanti is a collaborative, diplomatic leader, who can bring people together and help develop consensus among a wide range of perspectives, including those of urban, suburban, and rural communities, supporters of different transportation modes and advocates for underrepresented groups," said Fairfax County Supervisor Catherine Hudgins, a current TPB member and past Chairman.

District of Columbia • Bladensburg • Bowie • Charles County • College Park • Frederick • Frederick County • Gaithersburg • Greenbelt • Montgomery County • Prince George's County • Rockville • Takoma Park • Alexandria • Arlington County • Fairfax • Fairfax County • Falls Church • Loudoun County • Manassas • Manassas Park • Prince William County

NEWS • NEWS • NEWS

Srikanth has overseen all administrative areas of the VDOT district's planning office, served as the lead point of contact for all planning activities for the office and participated on various state and regional policy and technical committees. He is also experienced in the conformity process that ensures that federal funding goes to transportation activities that are consistent with air quality goals.

"Kanti's knowledge and strong grounding in planning will help the TPB enhance its reputation as an impartial authority on transportation, and as a hub of information to guide sound decision-making," said District of Columbia Council Chairman Phil Mendelson, a current TPB member, past Chairman, and current Chairman of the COG Board of Directors.

"Kanti is driven by his pursuit of the big picture without losing sight of the details. This will serve COG and the TPB well as we build on recent initiatives like <u>our Region Forward vision</u> and the <u>Regional</u> <u>Transportation Priorities Plan</u> to foster more comprehensive planning that better connects transportation, land use, the environment and other areas," said COG Executive Director Chuck Bean.

Srikanth received a Master of Science degree in Civil Engineering from the University of Maryland, College Park, and a Bachelor of Science degree in Civil Engineering from Bangalore University in India. The Council of Governments conducted a nationwide search for this position and received more than 45 applications.

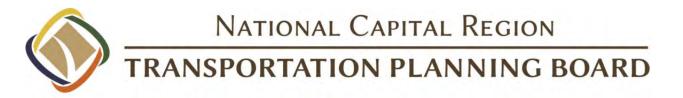
Srikanth will officially join the Council of Governments on August 6.

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COG is an independent, nonprofit association where area leaders address regional issues affecting the District of Columbia, suburban Maryland and Northern Virginia.

One Region Moving Forward

148



Item 3

MEMORANDUM

| TO: | TPB Technical Committee |
|----------|--|
| FROM: | Eric Randall Department of Transportation Planning |
| SUBJECT: | Briefing on the Implementation of the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program |
| DATE: | May 30, 2014 |

This memorandum provides an update on the status of the Transportation Investments Generating Economic Recovery (TIGER) grant awarded to the TPB in February 2010 for *Priority Bus Transit in the National Capital Region*.

Background

In September 2009, the U.S. Department of Transportation (USDOT) announced a competitive TIGER Discretionary Grant Program of \$1.5 billion as part of the American Recovery and Reinvestment Act (ARRA). USDOT received 1,400 applications totaling nearly \$60 billion in requested funding, from which 51 awards were made, including an award to the TPB for \$58.8 million for capital improvements to support priority bus transit in the National Capital Region. The TIGER grant awarded to the TPB was the largest awarded to an MPO. Additional information on the TIGER Grant Program is available on the USDOT website at www.dot.gov/tiger/.

On December 14, 2010, the U.S. Secretary of Transportation, Ray LaHood, came to COG to sign the TIGER grant agreement. Five recipient "Project Owners" are implementing the projects funded by the grant: the City of Alexandria, Virginia; the District of Columbia Department of Transportation (DDOT); the Maryland Department of Transportation (MDOT); the Potomac and Rappahannock Transportation Commission (PRTC); and the Washington Metropolitan Area Transit Authority (WMATA). COG is administering the grant as the administrative agent for the TPB. This complex and multimodal project involves roadway managers, technology personnel, and transit operations staff from five agencies in implementing 16 component projects. The TIGER grant is a reimbursable project and the funds expire on September 30, 2016, which given invoice processing time means all of the work to be reimbursed by the grant should be completed by the end of June 2016.

The TIGER grant is helping to pay for the infrastructure needed to provide more efficient bus service along three transit corridors in Maryland, four in Virginia, and six in the District of Columbia. The efficiency of the corridors is being improved by the investments in a bus transitway, replacement buses, bus-only lanes, queue jump lanes, transit signal priority (TSP) technology, traffic signal management technology, bus stop and station improvements, real-time passenger information (RTPI) technology, and other enhancements. The project also includes construction of a new transit center at Takoma-Langley and improvements at the Pentagon and Franconia-Springfield stations.

Project Management

The TIGER grant is being administered through the Federal Transit Administration (FTA). As the grantee, the TPB is responsible to the FTA for project management and performance monitoring of the implementation of the grant. The TPB has hired a contractor to assist with the grant administration and reporting. TPB staff and contractors meet monthly with the five project owners and with the FTA and its Project Management Oversight Contractor (PMOC) to review implementation of the grant. Monthly, quarterly, and annual reports are submitted on grant management and financial administration (via the FTA's TEAM system), in addition to internal reports that provide TPB staff and project owners with consolidated progress information.

Performance Monitoring

To assess the results of the projects, a set of comprehensive "before" and "after" performance monitoring reports is required. In 2012, TPB staff and consultants completed a set of detailed "before" reports on each of the 16 component projects, which will be followed by "after" reports to be completed both one year and two years following implementation. The last "after" report will be due in 2018.

Grant Implementation Summary

The three years and five months since the signing of the grant agreement have primarily been spent carrying out detailed design work for the construction projects and the several key technology procurements.

As of May 30, 2014, approximately \$17.6 million of the grant, or 30%, has been expended. With just over two years left for grant work to take place, FTA is scrutinizing the progress of the TIGER grant. The major expenditures to date have been \$5.1 million for 13 replacement buses for PRTC, \$6.2 million for construction of the City of Alexandria's Crystal City-Potomac Yard (CCPY) Transitway, \$2.3 million for PRTC's Computer-Aided Dispatch and Automatic Vehicle Location (CAD/AVL) system, and \$1.8 million for DDOT's corridor projects.

| | To date | Rest of 2014 | 2015 | 2016 |
|--|---------|-----------------|---------|--------|
| Actual/ Anticipated Expenditure (\$ millions) | \$ 17.6 | \$ 12.1 | \$ 20.7 | \$ 8.5 |
| Annual Share of Total Grant Expenditures | n/a | 21% | 35% | 14% |
| Cumulative Share of Total Grant Expenditures | 30% | 50% | 86% | 100% |

Actual / Anticipated Expenditures for the TIGER Priority Bus Transit Grant

The following table provides a list of project accomplishments to date and the future schedule for major milestones and the completion of the component projects.

| TIGER Gr | ant P | Project Accomplishments (as of May 30, 2014) |
|-----------------|-------|--|
| 2011 | • | US 1 Transitway (City of Alexandria): Design-build contract for Section B of the Crystal City – |
| 2011 | | Potomac Yard (CCPY) Transitway on US-1 awarded in November . |
| | • | PRTC Buses and ITS Technology (PRTC): Computer-Aided Dispatch and Automatic Vehicle |
| | | Location (CAD/AVL) system contract awarded to Trapeze in May. Delivery of 13 buses from |
| | | Gillig, Inc., taken between June and November. |
| 2012 | • | Georgia Avenue Bus Priority Improvements (DDOT): Notice to proceed issued for design of |
| | | exclusive bus lane. First public meeting for review of the bus lane design held in October. |
| | • | US 1 Transitway (City of Alexandria): Construction began in July for relocation of auto traffic to a new set of northbound lanes. |
| | | Takoma/Langley Transit Center (MDOT): Maryland Transit Administration (MTA) finalized |
| | • | settlement with the remaining property owner in March. |
| | • | US 1 Transitway (City of Alexandria): Construction began on the median bus lanes. |
| | | Bus Corridor Priority Treatments (All): WMATA awarded a contract in May for procurement of |
| 2013 | • | real-time passenger information (RTPI) on corridors in the District, Maryland, and Virginia. |
| | • | Bus Corridor Priority Treatments (All): WMATA completed installation of its <i>Consolidated of</i> |
| | _ | on-board Auxiliary Bus Equipment project on the Metrobus fleet, the first step in making the |
| | | buses ready for Transit Signal Priority (TSP). |
| | • | VA 7 (Leesburg Pike) Bus Priority Improvements (WMATA): In March, WMATA awarded a |
| 2014 | | contract for wayside equipment for TSP to be installed at traffic signals on VA 7 (Leesburg Pike). |
| to date | | This initial procurement enabled other agencies to finalize the procurement, installation, |
| | | operating costs, and maintenance that will be handled by each agency. |
| Future Se | chedu | ule (through June 30, 2016) |
| | • | US 1 Transitway (City of Alexandria): Opening of the CCPY Transitway is scheduled for August. |
| | • | Pentagon and Franconia-Springfield Station Improvements (WMATA): Construction of |
| | | pedestrian access, safety, and security improvements at the Pentagon station will begin this |
| | | summer, following final agreement with the DoD. Franconia-Springfield station improvements |
| 2014 | | will begin by the end of 2014, following completion of design activities and contract awards. |
| | • | 14th Street to K Street and Theodore Roosevelt Bridge to K Street Bus Priority Improvements |
| | | (DDOT): Installation of uninterruptable power supply (UPS) for traffic signals. |
| | • | VA 7 (Leesburg Pike) Bus Priority Improvements (WMATA): TSP installation to be completed |
| | | and operational testing to begin. |
| | • | 16th Street and Wisconsin Avenue Bus Priority Improvements (DDOT): Installation of TSP and queue jump and bus stop improvements. |
| | • | Georgia Avenue Bus Priority Improvements (DDOT): Bus lane scheduled to be completed by |
| | | July 2015. Other queue jump and stop improvements to continue. |
| | ٠ | Van Dorn-Pentagon Rapid Bus (City of Alexandria): Construction of bus stop improvements |
| 2015 | | and queue jump lanes. |
| 2015 | • | Addison Road (WMATA): Completion of RTPI installation and bus stop improvements on the |
| | | Addison Road corridor. |
| | • | 14th Street to K Street and Theodore Roosevelt Bridge to K Street Bus Priority Improvements (DDOT): Installation of TSP begins in the Downtown Core. |
| | • | Takoma/Langley Transit Center (MDOT): Complete construction, with opening scheduled for |
| | _ | October. |
| | ٠ | Pentagon and Franconia-Springfield Station Improvements (WMATA): Complete construction. |
| 2016 | • | 16th Street, Wisconsin Avenue, and Georgia Avenue Bus Priority Improvements (DDOT): |
| | | Complete installation of TSP. |

Project Implementation Issues

The TIGER grant period of performance ends on September 30, 2016, which given invoice processing time means all of the work to be reimbursed by the grant should be completed by the end of June 2016. Several project components are currently scheduled to be completed in early 2016, and may run near to this deadline.

1. FTA Approval for Project Revisions

Two projects proposed in the original TIGER grant application are no longer viable, which will require revisions to the original application and ultimate approval by FTA and USDOT.

- Planned improvements at the Pentagon Transit Center included the construction of additional bus bays; however, due to other projects that the Department of Defense (DoD) has carried out the original proposal cannot be undertaken. As an alternative, DoD has proposed construction of a bus station with eight bays in the Hayes Street Lot that lies between I-395 and Army-Navy Drive. (\$1.5 million).
- ii. In Montgomery County, planned improvements on University Boulevard and Veirs Mill Road are no longer feasible due to advancement of the planned Purple Line and other transit projects. (\$1.0 million).

It is anticipated these revision requests will be submitted by the end of June for a review process that takes several months. Any delay in approval of these project revisions could in turn lead to delay in construction of the revised projects.

2. Transit Signal Priority (TSP) Systems

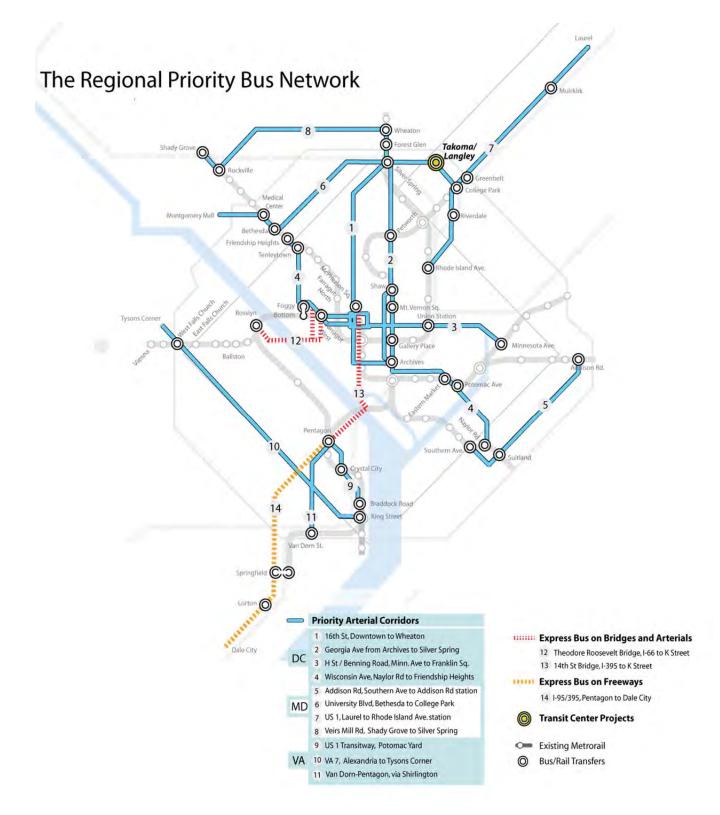
Nine of the component projects involve the implementation of Transit Signal Priority (TSP) and construction of other improvements for bus service along key corridors across the region. The TSP technology procurement for the bus corridors is the most innovative portion of the TIGER grant; however it is proving to be the most challenging in achieving coordination among the multiple agencies and departments. Along with traffic signal optimization in the downtown core, timing traffic lights to detect and provide priority to buses is fundamental to improving the reliability of bus travel in the region. The goal of the TIGER grant is to enable multiple TSP demonstration projects across the region, opening the opportunity for widespread deployment of this technology in the region.

The TSP technology will initially be installed and tested on VA 7 (Leesburg Pike) in 2014 by WMATA in close coordination with VDOT and the local jurisdictions. WMATA is leading the procurement of the TSP technology, and has leveraged other bus technologies to provide for equipping the entire Metrobus fleet to use TSP. The system will subsequently be tested in the District and in Maryland, with their respective, different wayside traffic signal technologies. Successful compatibility testing across multiple wayside traffic signal systems is technologically challenging, and may experience delays that affect TSP projects planned for completion in the grant. (\$8.8 million).

Attached to this memorandum as an appendix are a map of the TIGER projects and detailed descriptions of each of the sixteen project components.

APPENDIX: MAP AND DETAILS OF 16 COMPONENT PROJECTS OF THE TIGER GRANT

The map below shows the 16 component projects of the TIGER grant.



The 16 component projects of the TIGER Priority Bus Transit grant are as follows:

Project Component Descriptions

| 16th Street Bus Priority Improvements (DDOT): \$932,317 Capital improvements include a queue jump lane, bus stop improvements, real time passenger information (RTPI) displays at up to 17 stop locations, and transit signal priority/traffic system management (left turn phase for bus) at five intersections. Georgia Avenue Bus Priority Improvements (DDOT): \$4,092,000 Improvements include a short bus-only lane that will be constructed on Georgia Avenue to allev current bus delays. Additionally, improvements include bus stop improvements, queue jumps, a real time passenger information (RTPI) displays at up to 30 stop locations. H Street/Benning Road Bus Priority Improvements (DDOT): \$434,000 This project will implement RTPI displays at up to 22 bus stop locations and install security came at select locations. Wisconsin Avenue Bus Priority Improvements (DDOT): \$745,000 Capital improvements include transit signal priority and/or traffic signal management at six intersections and RTPI displays deployed to a number of express service stop locations. Addison Road Improvements (WMATA): \$190,000 This is a WMATA priority bus corridor that connects the eastern ends of the Blue and Green Metrorail lines. The project includes the replacement of 10 bus shelters along the existing P12 to route that will be upgraded with real-time passenger information displays at select locations. 0 University Boulevard Bus Priority Improvements (MDOT): \$1,300,805 6 Planned improvements include four queue jump lanes, transit signal priority at up to 20 intersections, installation of RTPI displays and a series of bus stop | |
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| _ US1 Bus Priority Improvements (MDOT): \$737,340 | dor. |
| | |
| Improvements include queue jump lanes and transit signal priority at several intersections. | |
| 8 Veirs Mill Bus Priority Improvements (MDOT): \$239,945 | |
| Improvements include a queue jump lane and deployment of RTPI displays. | |
| US 1 Transitway (City of Alexandria): \$8,202,500 | |
| 9 A bus transitway in the median of US 1 within the city limits will provide exclusive right of way for | r |
| buses. | |
| VA 7 (Leesburg Pike) Bus Priority Improvements (WMATA): \$1,273,000 | |
| A WMATA Priority Corridor that connects the Cities of Alexandria and Falls Church with the | |
| 10 commercial center of Tysons Corner, the TIGER grant funds improvements that include RTPI disp | - |
| at up to 31 express service bus stops and transit signal priority at up to 40 intersections along th | ē |
| corridor. | |
| Van Dorn-Pentagon Rapid Bus (City of Alexandria): \$646,550 | |
| The project will provide runningway improvements to support a future rapid bus service in the C | ity |
| of Alexandria from the Van Dorn Metrorail Station in the City of Alexandria to the Pentagon in | |
| Arlington County. TIGER funding will support signal prioritization technology, two super stops, a | nd |
| two queue jump lanes. These improvements will enhance transit service along three current bus | |
| routes in addition to a future new BRT route. | |

| # | Project Components |
|-----|--|
| 12 | Theodore Roosevelt Bridge to K Street Bus Priority Improvements (DDOT): \$3,638,683 Implementation of an integrated transit signal priority and traffic signal optimization system along E Street, northbound 18th Street, and southbound 19th Street. Additionally, uninterruptable power supply installation will take place at select traffic lights will prevent traffic signals outages following power interruptions. |
| 13 | 14th Street to K Street Bus Priority Improvements (DDOT): \$3,249,190 Implementation of an integrated transit signal priority and traffic signal optimization system along 14 th Street from the bridge to K Street. Additionally, uninterruptable power supply installation will take place at select traffic lights. |
| 14a | Pentagon and Franconia-Springfield Station Improvements (WMATA): \$9,430,000 Station improvements at Pentagon Station and Franconia/Springfield Station, including bus bays, real time bus information, and traffic circulation/access/security improvements. Major technology improvements include real-time bus information displays. |
| 14b | PRTC Buses and ITS Technology (PRTC): \$9,650,000 This component includes the replacement of 13 buses, with new vehicles using state-of-the-art clean-fuel technology. The project also includes cameras outfitted on 15 buses and the procurement of computer-aided dispatch and automatic vehicle location (CAD/AVL) technology. |
| тс | Takoma/Langley Transit Center (MDOT): \$11,841,790 This transit center at the intersection of University Boulevard and New Hampshire Avenue will consolidate the bus stops at the intersection into one facility (although some existing bus stops will still remain in order to prevent requiring pedestrians to cross busy roads to their final destinations). The transit center will provide a safe, attractive, comfortable and efficient facility for passengers and improve pedestrian safety and accessibility and will be converted to accommodate the planned Purple Line. |

Metro News Release

For immediate release: July 1, 2014

🟮 SHARE 🛛 📲 🎡 🏘 🛄 (PRINT)

Metrow ay premium transit se rvice starting this sum mer

First phase of Crystal City-to-Potomac Yard corridor service set for August 24

Thanks to a partnership between the City of Alexandria and Arlington County, residents of the Crystal City/Potomac Yard (CCPY) Corridor will benefit from new transit service this summer. Called "Metroway," in recognition of the premium service that has unique customer amenities, the



new service will move riders between the Braddock Road and Crystal City Metrorail stations in bus-only lanes for the most congested portions of the route.

"The City is very excited about Metroway, and we can't wait for service to start in Alexandria later this summer," said Alexandria Mayor William D. Euille. "The Route 1 corridor was designated as a priority transit corridor in Alexandria's Transportation Master Plan, and it's rewarding to see this innovative project come to fruition. Not only does this project represent our continued investment in regional infrastructure, but it also encourages transit as an essential mode of transportation by providing a high-quality option for travel within the corridor."

Metroway service will be phased in over the next year. When the service begins in August, it will feature separate dedicated bus lanes -- or a "transitway" -- many new stations, greater bus frequency, later night service, and seven-day a week service to riders in Alexandria and Arlington. The new stations include weather protection, bench seating, lighting, comprehensive passenger information and are fully ADA compliant.

In subsequent phases of Metroway's service introduction, the stations will house real-time passenger information displays and fare collection machines—allowing customers to pay their fares prior to boarding. A first for the Metrobus system and the region, this will speed boarding and improve service reliability.

"We're delighted to be partnering with Alexandria on the region's first dedicated transitway - using separated lanes to encourage travelers up and down the Route 1 corridor to choose transit rather than their cars," said Arlington County Board Vice Chair Mary Hynes. "We're proud to be working the kinks out now so that the region's Priority Bus Corridor Network can be smoothly implemented over the next 15 years."

At the start of service, customers will see Metroway buses operating every 12 minutes along the full route. During rush hour, customers will enjoy service every six minutes between the Crystal City Metro station and South Glebe. During weekday off-peak hours, buses will run every 12 minutes and on weekends, every 20 minutes.

Metroway features coming this summer

New travel options between Crystal City and Braddock Road, including a direct link to the Potomac Yard shopping center

New weekend and late night service

Buses will travel on a bus-only transitway along Route 1 from Potomac Avenue to E. Glebe Rd

Metro - About Metro - News - Metroway premium transit service starting this summer



New transit stations in the Alexandria transitway

Customers will experience new buses, with the unique Metroway branding that differentiates it from other transit service

Metroway features coming in 2015

Opening of additional transitway in Arlington from S. Glebe Road to Crystal City

Extension of Metroway to Pentagon City

Off-board fare collection and use of all-door boarding

Traffic signal optimization to ensure Metroway maintains its schedule

Real-time bus arrival displays

"We are extremely pleased to launch Metroway in the CCPY Corridor, a first for Metro and the region," said Metro General Manager and CEO Richard Sarles. "As a

result of coordinated partnerships, this new premium service will provide faster commutes, better connection to existing and developing retail areas, and expand economic growth within the Arlington and Alexandria communities along Route 1."

With many features similar to bus rapid transit service found in other cities, Alexandria and Arlington are jointly constructing the transitway for the new Metroway service. This project is the Washington metropolitan area's first right-of-way dedicated to premium bus operations, designed to encourage transit use along the heavily travelled CCPY corridor as well as support residential and job growth in the area.

Northbound Stations

- Braddock Rd Metro
- Fayette Street*
- Potomac Avenue
- Custis Avenue
- Swann Avenue
- East Glebe Road
- Reed Avenue
- South Glebe
- 33rd & Crystal*
- 27th & Crystal
- 23rd & Crystal
- 18th & Crystal
- Crystal City Metro

Southbound Stations

- Crystal City Metro
- 23rd & Clark
- 26th & Clark
- 27th & Crystal
- 33rd & Crystal*
- South Glebe
- Reed Avenue
- East Glebe Road
- Swann Avenue
- Custis Avenue
- Potomac Avenue
- Fayette Street*
- Braddock Rd Metro

*Opening 2015

News release issued at 12:08 pm, July 1, 2014.



EXECUTIVE DIRECTOR'S REPORT JULY 2014

50th Anniversary

A Closer Look at Ridership Trends NVTC Financial Items

- CTB Approves Six Year SYIP
- Project Agreements to Jurisdictions
- > NVTC FY2014 Closeout
- > May 2014 Financial Report

VRE Management Audit NEPP Technical Assistance Mobility Management Office Rt. 7 Alternatives Analysis Ph. II Update on Regional Planning Activities Business Case for Transit

Celebrate 50 Years of Transit Innovation

September 4, 2014 NVTC's 50th Anniversary Open House

For more on our plans...

A CLOSER LOOK AT RIDERSHIP TRENDS

"<u>A Closer Look at Ridership Trends</u>" is a compilation of local and regional providers' observations about the trends underlying ridership data reported in the FY 2013 Annual Transit Performance Update. The discussion reflects anecdotal and contextual information rather than detailed analysis of the statistics or additional survey information.

NVTC FINANCIAL ITEMS

CTB Approves Six Year Improvement Program

The Commonwealth Transportation Board approved the Six Year Improvement Program (SYIP) that includes \$204.8 million in state assistance for NVTC jurisdictions' local and WMATA capital and operating needs and an additional \$9M for Metro 2025 and another \$50M as a match to PRIIA. In FY 2015, DRPT will contract directly with WMATA for the Metro 2025 funding and the PRIIA match, with NVTC for the state assistance for WMATA capital and operating needs of the local systems. The approved SYIP reflects NVTC's proposed method of reporting WMATA ridership which provides a more complete count of all trips attributable to Virginia riders, resulting in an increase in

the amount of operating assistance for NVTC. Other changes from the draft include the addition of funding for the purchase of land for Arlington County's ART House, as well as funding to support the region's technical assistance partnership for the New Electronic Payments Program.

For your reference: <u>Summary Schedules: NVTC's State</u> <u>Assistance</u> <u>VDOT/DRPT Presentation on SYIP</u> <u>Final Approved SYIP</u>

Project Agreements Forwarded to Jurisdictions

During the last week in June, DRPT released the FY2015 local system capital and operating assistance agreements to NVTC. NVTC sent them on to NVTC jurisdictions for their review and execution. With this greatly accelerated timing, NVTC jurisdictions will be able to complete the review and approval process as early as July. DRPT will require each NVTC jurisdiction to execute a letter confirming NVTC status as the agent for performing grant administrate activities such as applying for financial assistance, executing agreements, requesting reimbursements, and receiving grant revenue.

NVTC FY 2014 Closeout

While the accounting records are not yet closed for the fiscal year, NVTC expects it will experience a positive budget variance for the general and administrative activities. As is the budgeting practice, the positive variance will be used as a source of revenue in future budgets, with the exception of two lines included in the FY14 revised budget. The first is \$10,000 budgeted expenditures for communications and conference expenses. These were noted in a footnote to the FY2015 budget and are related to the "working" celebration of NVTC's 50th anniversary. The second is a line \$50,000 for research and analytic support allocated for analysis related to the economic benefits of transit investment. This work is on track for Forum on Economic Benefits of Transportation and in support of Making the Business Case for Transit. These approved expenditure lines will be utilized in FY15.

May 2014 Financial Report

VRE MANAGEMENT AUDIT ON TRACK FOR FALL COMPLETION

The VRE Management Audit to evaluate VRE management, organization, and internal controls is well underway and the Parson Brinckerhoff team is on track to complete its work by October. The consulting team reviewed all previous audits and completed the majority of interviews including those with the Chief Executive Officers of NVTC and VRE, Joint Audit Committee Members, VRE Board Members, PRTC Board Members, NVTC Commissioners and VRE staff. Based on these, the team completed deliverable, Phase I Initial Findings Report. The team is now assessing VRE's core management capacities directly. In the coming weeks the team will synthesize interviews, conduct peer review and best practices research, and distill key findings. The <u>Report of Joint Audit Chair John Cook</u> provides more detail.

NVTC LAUNCHES NEPP TECHNICAL ASSISTANCE PROJECT

NVTC's technical consultants have started work and will hold a kick-off meeting with the regional partners on Monday July 28th at 1:00 PM. This will serve as the first regularly scheduled monthly meeting. In the month of July the technical consultants will continue to hold meetings with each of the regional entities on each agency's needs and plans for the adoption and integration of NEPP. The technical team will assemble needs profiles that will serve as the basis for working with Accenture's Regional Coordination team. Accenture Regional Team will meet with Virginia's regional partners in August.

Jillian Linnell serves as the NVTC program manager for this project. At the June 12 Customer Service and Operations Committee meeting, WMATA provided an update to the Board on the status of the New Electronics Payment Program (NEPP). Below are some notable dates:

| DATE | WMATA NEPP ROLLOUT MILESTONES |
|-------------------------------|--|
| January – June 2015 | WMATA Pilot Phase |
| | Includes over 2,000 riders at 10 Metrorail stations throughout the system, including Pentagon City, Eisenhower Avenue, Ballston, and Pentagon stations in Virginia WMATA to finalize the selection of Metrobus routes for the pilot phase soon |
| December 2017 through 2020 | Target Deployment Date of NEPP (Metrorail and Metrobus) Dependent on the timing of regional partner deployment and rollout at retail locations throughout the region Accenture seeking earlier deployment date of NEPP for WMATA; may change deployment dates for Virginia regional partners |

POSSIBLE NEW REGIONAL MOBILITY MANAGEMENT OFFICE

On June 24th, NVTC hosted an initial discussion with regional stakeholders about applying for a mobility management grant to assist in the development of a regional Mobility Management Office. This office would match resources to rides, work with transportation providers, jurisdictions, businesses, and both faith-based and community-based organizations including non-profits to increase transportation resources and coordinate existing resources to boost the number of rides that can be provided to seniors, younger adults with disabilities, and low-income residents seeking transport to employment, shopping, and medical appointments. NVTC is working with jurisdictional staff as they develop an application and to determine whether NVTC should be the applicant. COG/TPB will issue a grant solicitation in August with applications due in October. If local jurisdictions proceed with the application and recommend that NVTC apply for and administer the grant, the Commission will be asked at its September to authorize the Executive Director to submit an application. <u>FTA's Fact Sheet on Enhanced Mobility of Seniors and Individuals with Disabilities provides additional background on this program</u>.

RT. 7 ALTERNATIVES ANALYSIS PHASE II KICK-OFF JULY 25

On July 25, NVTC will host a kick-off meeting for Phase II of the Rt. 7 Alternatives Analysis when the regional Technical Advisory Committee (TAC) will discuss a draft revised scope of work for Phase II. NVTA approved the standard project agreement subject to passage of the Commonwealth biennial budget which occurred on June 25. The Alternatives Analysis will yield a preferred option of high capacity, high quality transit in the Rt. 7 corridor with an alignment geared to enhancing connectivity to other existing and planned transit service.

UPDATE ON REGIONAL PLANNING ACTIVITIES

An updated <u>NVTC Current Studies List</u> is attached.

MOVING FORWARD ON "MAKING THE BUSINESS CASE FOR TRANSIT"

As a follow up on the VTA Panel we organized on "Making the Business Case for Transit," NVTC distributed a <u>web page</u> that included the panelist presentations material and invited attendees and jurisdictional staff to identify how transit investments have benefited communities across Virginia. NVTC plans to build on this panel by preparing a white paper based on the session that be used for additional discussions of these topics by jurisdictions and transit systems throughout the Commonwealth. NVTC is also working with transit systems to develop case studies of transit as economic development tool and is moving forward with research on the economic and business benefits of investment in transit. In addition to a Forum on Economic Benefits of Transit to be held later this year, NVTC plans to participate in the following:

American Planning Association VA Annual Conference, Session Focusing on Transit and Rail Service, July 21-23 Virginia Municipal League Annual Conference, October 5-7, 2014 Virginia Association of Counties Annual Meeting, November 9-11, 2014

GOVERNOR'S TRANSPORTATION CONFERENCE

Join transportation leaders from around the Commonwealth and the U.S. for a discussion of current issues and the solutions necessary to drive Virginia's economy forward.

Governor's Transportation Conference November 12-14, 2014 - Roanoke, Virginia For more information: http://www.vatransconf.org

50th Anniversary Open House

When, Where, What: Sept. 4, Open House, before the Commission meeting at 2300 Wilson Blvd.

Theme: Celebrate accomplishments and to launch the next decade of transit innovation

Message: Transit Drives Economy of NoVA & Commonwealth

As discussed, at the June Executive Committee meeting we will:

- Collect visual mementos of the past 50 years as well as stories.
- Develop an <u>infographic</u> showing how far we have come. (Vital Stats goes visual).
- Focus on transit innovation for the next decade
 - Recognize Transit Fellows (will have a couple to honor) potential announce regional transportation/transit fellows program a la discussion we had a few months ago)
 - Feature technological innovation (NEPP, Real-Time Bus, New Regional Trip Planner)¹
 - Announce new research/academic partnership/network
 - Highlight regional priorities
- Feature innovators over the years in short program/presentations innovators in policies, program, institutions across the region with a focus on connection to NVTC
- Include wide range of invitees including commissioners past and current, legislators, regional partners, staff etc and reach out to the business community. (Initial save the date went to a list of about 200)
- Develop a communications strategy with a feature angle
- Use this to build momentum for the Forum on Economic Benefits of Transit

¹ I have been talking to Mobility Lab about cool tech to display or have an interactive kiosk or two. Could also look to area Universities and properties to contribute to this.

"A Closer Look at Ridership Trends" is a compilation of local and regional providers' observations about the trends underlying ridership data reported in the FY 2013 Annual Transit Performance Update. The discussion reflects anecdotal and contextual information rather than detailed analysis of the statistics or additional survey information.

<u>WMATA</u>

From the 4th Quarter FY2013 WMATA Revenue and Ridership Report:

FY2013 Revenue

Total operating revenue in FY2013 was \$20.3M below budget, or -2.3%. Passenger revenues plus parking were \$22.7M below budget, while non-transit revenue was \$2.3M above budget.

- **Rail passenger fare revenue** was \$20.6M below budget for FY2013, primarily as a result of lower rail ridership; average fare for the year was \$2.90, which reflects the impact of the July fare increase and was slightly above the budgeted average fare for FY13 of \$2.87. Rail revenue also experienced negative impacts from Hurricane Sandy in October and the unanticipated federal Christmas Eve holiday as well as a positive impact from greater-than-expected Inauguration attendance.
- **Bus passenger revenue** was on budget at \$0.3 million above plan for FY2013. However, average fare for the year was \$1.05, below the budgeted average fare for FY13 of \$1.07. Bus revenue was also negatively impacted by Hurricane Sandy.
- **MetroAccess revenue** was \$0.6 million above budget for FY2013; although ridership was below budget, average fare was substantially higher at \$4.07 versus \$3.50 budget.
- **Parking revenue** was below budget YTD by \$3.0M or -6.1%; fourth quarter performance was generally in line with rail after prior months of performing below rail.
- **Other revenues** were \$2.3M above budget, with positive variances in advertising and fiber optic revenues outweighing negative variances in joint development rents and subrogation collections. Metro also received a one-time gain of \$3M from the recognition of unredeemed/expired SmartBenefits vouchers.

FY2013 Ridership

- **Rail ridership** for FY2013 was 9.3M below budget, or -4.3%; rail ridership for the year was also down 9.3M compared to FY2012.
- **Bus ridership** was 2.3M above budget for FY2013, or 1.8%; however, bus ridership compared to FY2012 was essentially flat (down 0.2M).
- **MetroAccess ridership** was 7.8% below budget for FY2013; Access ridership for the year was also down 2.4% compared to FY2012.

Additional Discussion

Metrobus ridership is up because service has been improving (Priority Corridor Network (PCN) and state of good operations (SOGO) investments in frequency and reliability), the fleet is reliable, and the price is competitive compared to other options (including rail). This is evident especially in the north-central part of the city, along 16th and 14th Streets and Georgia Avenue, where there is new development. Bus is becoming a mode of choice for the younger demographic, not just for transit-dependent groups. Weekend ridership is also growing.

Metrorail ridership, by contrast, has been impacted by the drop in the federal transit benefit and the fare increase in FY2013. Metrorail was also impacted at the margin by sequestration and lower federal spending. It is possible that Metrorail ridership is being impacted by increased telework, especially at federal agencies, but WMATA does not yet have good data to support this idea.

<u>PRTC</u>

- Effective January 1, 2012, federal SmartBenefits returned to \$125 from \$230 per month; since over 2/3 of commuter bus customers receive this benefit, the impact was significant. Combined with rapidly falling gas prices at the start of summer, commuter bus daily averages trended downward, and system-wide weekday averages followed suit in March.
- In late-August 2012, gas prices spiked up to \$3.97 (July 2012, \$3.47).
- As of January 1, 2013, the monthly limit for federal commuter benefits increased to \$245 but it took a while for agencies to react to the increase and as of February 2013, only about half had adopted the new limit.
- On March 1, 2013, widespread federal employee layoffs, furloughs, and budget cuts (sequestration) went into effect.

<u>CUE</u>

CUE ridership is influenced by a number of factors, although these have not been formally quantified. CUE ridership tends to increase during the academic school year, when George Mason University is in session, and decrease slightly over the summer. Mason also has their own shuttle service that operates between the campus and the Vienna Metrorail Station. There are also regional trends that impact CUE ridership. The City of Fairfax is in the process of conducting a Transit Study with George Mason University to identify recommendations to improve transit service on the GMU shuttles and the City of Fairfax CUE system. This study will examine usage patterns for both systems, identify service gaps and recommend potential improvements that would result in the reduction of service overlaps, cost savings and ridership increases for both systems.

VRE ridership is influenced by a number of factors, although these have not been quantified or formally analyzed to verify specific factors as a primary influence. Factors impacting ridership include available seating capacity on trains and parking capacity at stations and relative levels of congestion on highways in the VRE rail corridors. Seating and parking capacity are maximized primarily on peak hour trains (i.e., the most popular times that people want to ride). The last two trains on VRE's schedule are not at capacity.

The amount of the federal transit benefit does not appear to appreciably affect VRE ridership, but it does affect the types of tickets sold and fare revenue. When the benefit was at \$245, riders tended to buy monthly tickets (\$85.30-305.90), even if they did not ride every day because the benefit covered the cost, or most of the cost, of the monthly pass. When the benefit amount drops to \$130 there is a shift to 10 trip tickets (\$28.30-101.50).

It remains to be seen how highway improvements such as the I-95 Express Lanes will affect VRE ridership.

<u>DASH</u>

Over the past 5 years, DASH has seen a ridership increase of 6.7%. However, this is due in part with the acquisition of the King Street Trolley operation, as well as other service improvements recently implemented. In terms of base fixed route ridership, DASH has seen a cumulative ridership decrease of approximately 12%. This is comparing ridership from FY09 to FY13 on base level service. The base year, FY09, is the year where consumer gas prices were at its highest and deferred automobile users onto public transit were at a maximum. As a result, DASH ridership peaked in FY09 with a double digit increase from immediate years prior. DASH believes that part of the decrease of base ridership is due to the recent decline and stability of gas prices. In addition, the government sequester, shutdown, and inclement weather have all made negative impacts on transit ridership. However, it is possible that other factors may be influencing the ridership decrease.

<u>LCT</u>

Loudoun County Transit Ridership Chart – last 5 years

| Year | Long Haul | Metro Connection | Reverse Commute | Tysons Express | Total Trips |
|------|-----------|---------------------|--------------------|-------------------|-------------|
| 2009 | 716,689 | 123,497 | 49,825 | | 890,011 |
| 2010 | 804,223 | 128,258 | 34,343 | | 966,824 |
| 2011 | 944,684 | 136,414 | 37,319 | 64,641 | 1,183,058 |
| 2012 | 1,042,368 | 143,558 | 31,087 | 87,844 | 1,304,857 |
| 2013 | 1,061,200 | 129,588 | 31,172 | 89,348 | 1,311,308 |

Trends Identified:

- a) The number of days of regular service vary from year to year. In FY2011 255; FY2012 - 254 and FY2013 - 250 days.
- b) For FY2013 there were 4 weather related days that LC Transit did not operate. There was an extra day off during the holiday (Christmas Eve) that we did not run service. And finally for FY13 the Martin Luther King, Jr. holiday was also Inauguration Day and we operated service only to West Falls Church Metro Station. The service averaged about 5,300 passenger trips per day in FY2013 and these days of no service definitely affected the total ridership number.
- c) The overall passenger load has increased from 4,700 daily passenger trips in FY11, about 4,900 in FY12 and 5,300 in FY13.

<u>ART</u>

Arlington County ART service has experienced consistent growth in both service and ridership. Much of this increase was generated by adding late-night Monday-Saturday service on two cross-town routes (ART 41 & 77) and improving the weekday frequency of the most popular route (ART 41) to 15 minutes. Respondents to an on-board survey conducted in June, 2013 provided a 90% favorable review of ART. The ART fleet is now completely low-floor and CNG-fueled and has grown from 39 vehicles in FY 2010 to 47 in FY 2013. Medium duty, high floor buses have been replaced with 28' medium-duty (96' wide for narrow streets) and full-width heavy duty 31' and 35' long transit buses. All vehicles include GPS tracking, stop announcements, passenger counters and SmarTrip fareboxes.

Fare revenue has grown 105.8% from \$1,316,496 in FY 2010 to \$2,708,967 in FY 2013. Major factors contributing to this are increased passenger use, the addition of regional sharing revenue from weekly passes, SmarTrip revenue, new student and senior programs as well as business support.

Although it may appear that the increase in ridership has slowed, factors such as the government shutdown, decrease in transit benefits, extended holiday season(s) as well as weather conditions have changed the way the public used transit. Even so, the number of new ART passengers has increased along with demand for new routes and extended service on current routes. ART opened a new operational center in February 2012 and is working to build the infrastructure needed to allow the system to meet current and future demands.

| Critical Measures | FY 2010 | FY 2011 | FY 2012 | FY 2013 |
|----------------------|-----------|-----------|-----------|-----------|
| Annual | | | | |
| Passenger | 1,990,402 | 2,261,128 | 2,537,338 | 2,644,933 |
| Trips: | | | | |
| % Increase | | 13.6% | 12.2% | 4.2% |
| Annual | | | | |
| Revenue | 75,797 | 92,522 | 100,156 | 108,533 |
| Hours: | | | | |
| % Increase | | 21.8% | 8.3% | 7.7% |

NORTHERN VIRGINIA TRANSPORTATION COMMISSION ASSISTANCE FOR CAPITAL AND OPERATING ASSISTANCE APPLIED FOR THROUGH NVTC FY 2014 Final Six-Year Program and FY 2015 Draft Six-Year Program

| | FY 2 | 2014 | FY 20 |)15 | | Increase (D |)ecrease) |
|---------------------------------|---------------------|------------------------------------|---------------------|------------------------------------|---------|-------------|-----------|
| | State Assistance | Effective Effective State %* | State Assistance | Effective Effective State %* | non-fed | \$ | % |
| NVTC | 7100101011100 | | 710010101100 | | | Ψ | |
| Capital Assistance | | | | | | | |
| WMATA (schedule A) | | | | | | | |
| Tier 1 - 68% (total cost) | - | | 13.465 | 85.2% | \$ 15.8 | | |
| Tier 2 - 34% (total cost) | - | | 25.264 | 62.4% | 40.5 | | |
| Tier 3 - 17% (total cost) | - | | 3.338 | 27.1% | 12.3 | | |
| Metro 2025 - 36% (total cost) | - | | 9.000 | 36.0% | 25.0 | | |
| 55% (non-federal share) | 36.073 | 55.0% | - | | | | |
| 80% (non-federal share) | 5.329 | 80.0% | - | | | | |
| Total WMATA | 41.402 | 57.3% | 51.067 | 54.5% | 93.6 | 9.665 | 23.3% |
| Local (schedule B) | | | | | | | |
| Tier 1 - 68% (total cost) | - | | 17.612 | 68.0% | 25.9 | | |
| Tier 2 - 34% (total cost) | - | | 16.110 | 34.0% | 47.4 | | |
| Tier 3 - 17% (total cost) | - | | 0.177 | 17.0% | 1.0 | | |
| 55% (non-federal share) | 24.523 | 55.0% | - | | | | |
| 80% (non-federal share) | - | | - | | | | |
| Total Local | 24.523 | 55.0% | 33.899 | 45.6% | 74.3 | 9.376 | 38.2% |
| Total Capital | 65.925 | 56.4% | 84.966 | 50.6% | 167.9 | 19.041 | 28.9% |
| Operating Assistance | | | | | | | |
| WMATA (schedule C) | | | | | | | |
| Traditional Formula | 61.183 | | 56.191 | | | (4.992) | |
| Performance Based Formula | 28.712 | | 34.781 | | | 6.069 | |
| New Start Formula (Silver Line) | 4.339 | | 8.217 | | | 3.878 | |
| Total WMATA | 94.234 | 24.0% | 99.189 | 21.6% | 459.6 | 4.955 | 5.3% |
| Local (schedule D) | | | | | | | |
| Traditional Formula | 15.749 | | 14.155 | | | (1.594) | |
| Performance Based Formula | 6.019 | | 6.501 | | | 0.482 | |
| Total Local | 21.768 | 23.1% | 20.657 | 20.5% | 101.0 | (1.111) | -5.1% |
| | 21.700 | | | 20.070 | 101.0 | | 0.170 |
| Total Operating | 116.002 | 23.9% | 119.845 | 21.4% | 560.6 | 3.843 | 3.3% |
| Total NVTC Assistance | 181.927 | | 204.812 | | | 22.885 | 12.6% |
| VRE | | | | | | | |
| Capital Assistance (schedule E) | | | | | | | |
| Tier 1 - 68% (total cost) | - | | 3.477 | 80.0% | 4.346 | | |
| Tier 2 - 34% (total cost) | - | | 9.960 | 73.1% | 13.620 | | |
| Tier 3 - 17% (total cost) | - | | - | | | | |
| 55% (non-federal share) | 8.558 | 55.0% | - | | | | |
| Total | 8.558 | 55.0% | 13.437 | 74.8% | 17.966 | 4.879 | 57.0% |
| Operating Assistance | | | | | | | |
| Traditional Formula | 8.070 | | 6.617 | | | (1.453) | |
| Performance Based Formula | 2.358 | | 2.408 | | | 0.050 | |
| Total | 10.428 | 21.5% | 9.025 | 19.1% | 47.2 | (1.403) | -13.5% |
| Total VRE Assistance | 19.875 | | 22.462 | - | 18.0 | 4.879 | 24.5% |

Notes:

Effective state percentage is based non-federal costs for capital, and second prior year actual expenses for operating. Table excludes \$50M PRIIA match provided directly to WMATA.

SCHEDULE A

NVTC APPLICATION FOR STATE CAPITAL GRANT ASSISTANCE WMATA CAPITAL SUBSIDIES FY 2015

| | | | | | | | Approved SYIP State Funds | | | | |
|--|------------|------------|--------------|----------------|--------------|-------------|---------------------------|---------------|---------------|-------------|------------|
| | Alexandria | Arlington | Fairfax City | Fairfax County | Falls Church | Total | 68% Tier 1 | 34% Tier 2 | 17% Tier 3 | 36% 2025 | Total |
| FY 15 CIP Program (a) | | | | | | | | | | | |
| Total Cost | 22,695,777 | 42,149,303 | 1,247,021 | 74,073,032 | 1,496,424 | 141,661,557 | | | | | |
| Federal Share | 13,430,360 | 24,942,099 | 737,933 | 43,833,157 | 885,519 | 83,829,068 | | | | | |
| Non-Federal Share | 9,265,417 | 17,207,204 | 509,088 | 30,239,875 | 610,905 | 57,832,489 | 13,465,111 | 21,876,797 | 3,197,559 | | 38,539,467 |
| WMATA Debt Service (b) | - | - | - | - | - | - | | | | | |
| Metro Matters Program (c) | - | - | - | - | 53,000 | 53,000 | | 18,020 | | | 18,020 |
| Jurisdiction Debt Service - MM Opt Out (d) | 1,030,004 | 1,604,906 | - | 7,273,922 | - | 9,908,832 | | 3,369,003 | | | 3,369,003 |
| Project Development (e) | 133,000 | 261,000 | 6,000 | 417,000 | 8,000 | 825,000 | | | 140,250 | | 140,250 |
| Reimbursable Projects (f) | - | - | - | - | - | | | | | | |
| Subtotal | 10,428,421 | 19,073,110 | 515,088 | 37,930,797 | 671,905 | 68,619,321 | 13,465,111 | 25,263,820 | 3,337,809 | - | 42,066,740 |
| Metro 2025 (g) | 4,005,282 | | | | | 25,000,000 | | | | 9,000,000 | 9,000,000 |
| Total | 14,433,703 | 19,073,110 | 515,088 | 37,930,797 | 671,905 | 93,619,321 | 13,465,111 | 25,263,820 | 3,337,809 | 9,000,000 | 51,066,740 |

(a) Virginia Compact members' share of FY15 Capital Improvement Program included in the Capital Funding Agreement eligible to be funded by DRPT. Preventative maintenance has been excluded form the capital assistance request, but included in the operating assistance request according to DRPT requirements. The assistance request is based on the WMATA's proposed budget, with a contingency for potential changes to the actual program for the fiscal year.

(b) Gross Revenue Transit Refunding Bonds Series 2003, matured FY 2014.

(c) Balance due under Metro Matters program for those members who did not opt out of the FY09 debt issue.

(d) Debt Service to be incurred directly by jurisdictions on their share of debt used to opt out of the Metro Matters FY09 debt issue.

(e) Project Development - a regional reimbursable capital program stated separately from the FY14 CIP

(f) Reimbursable projects - These are non-regional projects that the individual jurisdictions include on their respective jurisdiction state capital grant requests based upon their understanding of the current year budgeted expenditures.

(g) The WMATA FY15 proposed capital budget includes \$150 million for Metro 2025 (Momentum) projects, with one-third assigned to Virginia, DC and Maryland. The governor's of Virginia, Maryland and the Mayor of the District of Columbia agreed to fund a total of \$75 million. The draft SYIP includes \$9 million of Virginia's agreed to amount, with the balance to be provided by the NVTC WMATA jurisdictions.

NVTC STATE CAPITAL GRANT ASSISTANCE LOCAL CAPITAL FY 2015

SCHEDULE B

| Total Aver- Faderal Costs Total Aver- Faderal Costs Total Aver- Faderal Costs Total Aver- Faderal Costs Total Faderal Costs Total Faderal Costs Total Faderal Costs State Faderal Faderal Costs State Faderal Faderal Faderal Faderal Costs State Faderal Faderal Faderal Faderal Faderal Faderal Fadera Faderal Faderal Faderal Faderal Faderal Faderal | FY 2015 | | | | | | APPRO | VED SYIP | | | |
|---|--|---------------|------|------------|--------------|--------------|------------|------------|--------------|----------|-------------|
| Federal Case Titel Tetl | | | | 1 | otal and Non | -Federal Cos | | | State F | unds | |
| CITY OF ALEXANDRIA Potents: Yard. Mittorial Steam project 500,000 2 500,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 177,000 170,000 | | Total & Non- | | 68% | 34% | 17% | | 68% | 34% | | |
| Pertone Yand Metroral Status project 500,000 2 - 500,000 - 170,000 - 170,000 Construct See Buds, Intell Shelms, Earches & RTT Transt Into 1.575,000 1.575,000 - 1.575,000 - 1.575,000 - 1.575,000 - 1.575,000 - 1.555,000 - 1.555,000 - 1.555,000 - 1.555,000 - 1.555,000 - 2.280,000 - 1.555,000,000 1.555,000,000 | | Federal Costs | TIER | Tier 1 | Tier 2 | Tier 3 | Total | Tier 1 | Tier 2 | Tier 3 | Total |
| Purchase of Hybrid Statury Packs 100.00 3 - - 17.000 17.000 - 17.000 17.000 Construct Base Bach, Faill Shear, Charles RT Termst fro 2.500.00 1 2.500.00 | CITY OF ALEXANDRIA | | | | | | | | | | |
| Construct Bur Buble, Intell Shriters, Barche & RT Transit Into Purchase 34 Repairson Buses (1) 1.575,000 | Potomac Yard Metrorail Station project | 500,000 | 2 | - | 500,000 | - | 500,000 | - | 170,000 | - | 170,000 |
| Purchase 40ft Expansion Buses (5) Trail at Cost 2.500,000 - 2.500,000 - 2.500,000 - 1.700,000 - 1.700,000 - 1.700,000 - 1.700,000 - 1.700,000 - 2.380,000 <th< td=""><td>Purchase of Hybrid Battery Packs</td><td>100,000</td><td>3</td><td>-</td><td>-</td><td>100,000</td><td>100,000</td><td>-</td><td>-</td><td>17,000</td><td>17,000</td></th<> | Purchase of Hybrid Battery Packs | 100,000 | 3 | - | - | 100,000 | 100,000 | - | - | 17,000 | 17,000 |
| Purchase 35:h Englisecentel Busis (7) 3.500,000 - 3.500,000 2.380,000 - 2.380,000 - 2.380,000 - 2.380,000 - 2.380,000 - 2.380,000 - 2.380,000 - 2.380,000 - 2.380,000 - 2.380,000 - 2.380,000 - 2.380,000 - 2.380,000 - 2.380,000 - 2.380,000 - 2.380,000 - 2.380,000 - 3.57000 3.5700 3.5700 </td <td>Construct Bus Bulbs, Install Shelters, Benches & RT Transit Info</td> <td>1,575,000</td> <td>2</td> <td>-</td> <td>1,575,000</td> <td>-</td> <td>1,575,000</td> <td>-</td> <td>535,500</td> <td>-</td> <td>535,500</td> | Construct Bus Bulbs, Install Shelters, Benches & RT Transit Info | 1,575,000 | 2 | - | 1,575,000 | - | 1,575,000 | - | 535,500 | - | 535,500 |
| Total at Cost 8.175.000 8.000.000 2.075.000 100.000 8.175.000 4.080.000 705.500 17.000 4.082.500 CHY OF FARFAX 210.000 200.000 2204.000 2204.000 2204.000 2204.000 2204.000 120.000 172.000 172.000 172.000 172.000 172.000 172.000 172.000 172.000 172.000 172.000 172.000 172.000 172.000 122.040.000 120.000 120.000 120.000 120.000 120.000 120.000 120.000 120.000 120.000 120.000 < | | | | | - | - | | | - | - | |
| CHY OF FARFAX Puritised of hybrid Earling Packs (f) Total at Cost 210,000 3 - 210,000 - 35,700 <td></td> <td></td> <td>-</td> <td>- / /</td> <td>-</td> <td>-</td> <td></td> <td></td> <td>-</td> <td>-</td> <td></td> | | | - | - / / | - | - | | | - | - | |
| Purchase of Hybrid Bates (ft) Table 1Cost 210.000 210.000 - - 35.700 35.700 35.700 FARFAX COUNTY Bas Af Party Contract Audits 400.000 - 400.000 - 272.000 - 35.700 35.700 Bas for Party Contract Audits Expansion of West Contract Audits 400.000 - 400.000 - 272 | Total at Cost | 8,175,000 | - | 6,000,000 | 2,075,000 | 100,000 | 8,175,000 | 4,080,000 | 705,500 | 17,000 | 4,802,500 |
| Total at Cent 210,000 - 210,000 - 38,700 </td <td>CITY OF FAIRFAX</td> <td></td> | CITY OF FAIRFAX | | | | | | | | | | |
| FARFAX COUNTY Bits Construction | Purchase of Hybrid Battery Packs (6) | 210,000 | 3 | - | - | 210,000 | | - | - | 35,700 | 35,700 |
| Bus dramp Contract Audits 400.000 - 400.000 - 400.000 - 272.000 - - 272.000 - - 272.000 - - 272.000 - - 272.000 - - 272.000 - 272.000 - 272.000 - 272.000 - 272.000 - 272.000 - 240.000 230.000 - 272.000 - 240.000 - 240.000 - 240.000 - 240.000 - 240.000 - 240.000 - 240.000 - 782.000 | Total at Cost | 210,000 | - | | - | 210,000 | 210,000 | | - | 35,700 | 35,700 |
| Bus Construction Maint Facility - Expansion of West CX 1,000,000 2 1,000,000 - 340,000 - 340,000 - 340,000 - 340,000 - 340,000 - 340,000 - 340,000 - 340,000 - 340,000 - 340,000 - 340,000 - 340,000 - 340,000 - 340,000 - 2,04,000 - 2,04,000 - 2,04,000 - 2,04,000 - 2,04,000 - 2,04,000 - 2,04,000 - 2,02,000 - 2,00,000 -< | FAIRFAX COUNTY | | | | | | | | | | |
| Bus Brainsening & Design of West Ox Maintenance Faility - | Bus 3rd Party Contract Audits | 400,000 | 1 | 400,000 | - | - | 400,000 | 272,000 | - | - | 272,000 |
| Bus Replacementation Hemon Garage 6.000.000 2 6.000.000 - 2.040.000 - 2.040.000 - 2.040.000 - 2.040.000 - 2.040.000 - 2.040.000 - 2.040.000 - 2.040.000 - 7.0200< | Bus Construction Maint Facility - Expansion of West Ox | 1,000,000 | 2 | - | 1,000,000 | - | 1,000,000 | - | 340,000 | - | 340,000 |
| Construction of Rail Related Facilities - Lorin VRE Park R Note - <td>Bus Engineering & Design of West Ox Maintenance Facility</td> <td>-</td> | Bus Engineering & Design of West Ox Maintenance Facility | - | - | - | - | - | - | - | - | - | - |
| Herdon Metroziil Garage - Design & Structure for Pedestrian Connector 2.300,000 2.300,000 - 782,000 - 782,000 Innovation Center Garage - Design & Structure for Pedestrian Connector 880,000 2 880,000 - 782,000 - 782,000 Columbia Street Car Project Design Construction 200,000 - 280,000 - 782,000 - 782,000 Annadale NVCC Transit Center - Design & Construction 200,000 2 200,000 - 280,000 - 88,000 </td <td>Bus Rehab/Renovation of Herndon Garage</td> <td>6,000,000</td> <td>2</td> <td>-</td> <td>6,000,000</td> <td>-</td> <td>6,000,000</td> <td>-</td> <td>2,040,000</td> <td>-</td> <td>2,040,000</td> | Bus Rehab/Renovation of Herndon Garage | 6,000,000 | 2 | - | 6,000,000 | - | 6,000,000 | - | 2,040,000 | - | 2,040,000 |
| Innovation Center Garninge - Design & Structure for Pedestrian Connector 2.300.000 - 2.300.000 - 782.000 Columbia Structure for Pedestrian Connector 2.300.000 - 880.000 - 299.200 - 782.000 Reston Towne Center Renovations - Completion of Pavement 140.000 - 140.000 - 47.600 - 47.600 Annandale NVCC Transit Center - Design & Construction 200.000 2 200.000 - 880.000 - 68.000 - 68.000 - 68.000 - 68.000 - 68.000 - 68.000 - 68.000 - 68.000 - 68.000 - 170.000 - 170.000 - 170.000 - 170.000 - 170.000 - 170.000 - 170.000 - 170.000 - 170.000 - 170.000 - 170.000 - 170.000 - 170.000 - 170.000 - 170.000 - 170.000 - 170.000 | | - | - | - | - | - | - | - | - | - | - |
| Columbia Street Car Project Design 1880.000 2 880.000 1800.000 2 292.00 - 292.00 292.00 29 | 8 8 | 2,300,000 | | - | 2,300,000 | - | 2,300,000 | - | 782,000 | - | |
| Restor Towne Center Renovations - Completion of Pavement 140,000 2 140,000 - 47,600 - - - - - - - - - - - - - - - - - - | | 2,300,000 | | - | 2,300,000 | - | 2,300,000 | - | 782,000 | - | 782,000 |
| Anandale NVCC Transit Center - Design & Construction 200,000 2 200,000 - 68,000 - 68,000 GMU Transit Center - Design & Construction 500,000 2 500,000 - 500,000 - 68,000 - 68,000 - 68,000 - 68,000 - 68,000 - 68,000 - 70,000 - 76,000 76,000 76,500,000 - 76,500,00 - 76,500,00 - 76,500,00 - 76,500,00 - 76,500,00 - 76,500,00 - 76,500,00 - 76,500,00 - 76,500 | | | | - | | - | | - | | - | |
| GMU Transit Center - Design & Construction 200,000 2 200,000 - 66,000 - 66,000 Stichmond Highway Transit Construction 2,500,000 2 2,500,000 - 2,500,000 - 850,000 - 850,000 - 850,000 - 850,000 - 850,000 - 850,000 - 850,000 - 850,000 - 850,000 - 850,000 - 850,000 - | | , | | - | , | - | , | - | , | - | |
| Richmond Highway Transit Center - Design & Construction 500,000 2 500,000 - 170,000 - 170,000 Springfiel (GEC Parking Garge - Design & Construction 300,000 2 - 300,000 - 102,000 - 102,000 - 102,000 - 102,000 - 102,000 - 102,000 -< | 0 | | | - | | | | - | | - | |
| Springfield CBC Parking Garage - Design & Construction 2,500,000 2,500,000 - 850,000 - 850,000 Purchase ADP Software - </td <td></td> <td></td> <td></td> <td>-</td> <td>,</td> <td>-</td> <td>,</td> <td>-</td> <td>,</td> <td>-</td> <td>,</td> | | | | - | , | - | , | - | , | - | , |
| Stringfellow Road Parking Lot Expansion 300,000 2 300,000 - 102,000 - 102,000 - 102,000 - 102,000 - 102,000 - 102,000 - 102,000 - | | , | | - | | - | | - | , | - | |
| Purchase ADP Software - | | | | - | | | | - | | - | |
| Purchase 40-ft Expansion Buses (10) 5,000,000 1 5,000,000 - 5,000,000 - - 3,400,000 - - 3,400,000 - - 3,400,000 - - 3,400,000 - - 3,400,000 - - 4,400,000 - - 4,400,000 - - 4,400,000 - - 4,400,000 - - 4,400,000 - - 4,400,000 - - 6,400,000 - - 6,400,000 - - 6,400,000 - - 6,400,000 - - 6,500,000 - - 5,780,000 - - 7,6500 - 7,6500 - 7,6500 - 7,6500 - 7,6500 - 7,6500 - 7,6500 - 7,6500 - 7,6500 - 7,6500 - 7,6500 - 7,6500 - 7,6500 - 7,6500 - 2,885,580 - 2,885,580 - 2,885,580 | | 300,000 | 2 | - | 300,000 | - | 300,000 | - | 102,000 | - | 102,000 |
| Purchase 35-ft Expansion Buses (12) 6,000,000 - - 6,000,000 - - 6,000,000 - - 4,080,000 Purchase 35-ft Explacement Buses (17) 1,750,000 2 - 1,750,000 - 550,000 - 550,000 - 57,80,000 Purchase 35-ft Explacement Buses (17) 8,500,000 1 8,500,000 - - 450,000 - - 57,80,000 - - 57,80,000 - - 57,80,000 - - 57,80,000 - - 51,500 - - 51,500 76,500 | | - | - | - | - | - | - | - | - | - | - |
| Purchase Passenger Shelters (Bus Shelters) 1,750,000 2 1,750,000 - 595,000 - 595,000 Purchase 35:ft Replacement Buses (17) 8,500,000 1 8,500,000 - - 5,780,000 - - 5,780,000 Purchase Parte S, SCM Items - Engines, Transmissions 450,000 3 - - 54,000 - - 9,180 9,18 | | | | | - | - | , , | | - | - | |
| Purchase 35-fit Replacement Buses (17) 8,500,000 1 8,500,000 - - 8,500,000 - - 5,780,000 - - 5,780,000 - - 5,780,000 - - 5,780,000 - - 5,780,000 - - 5,780,000 - - 5,780,000 - - 5,780,000 - - 5,780,000 - - 5,780,000 - - 5,780,000 - - 5,780,000 - - 5,780,000 - - 5,780,000 - - 5,780,000 - - 5,780,000 - | | | | 6,000,000 | 1 750 000 | | | 4,060,000 | - 505.000 | - | |
| Purchase Pare Pare, SCM Items - Engines, Transmissions 450,000 3 - - 450,000 - - 76,500 76,500 76,500 76,500 76,500 76,500 9,180< | e () | , , | | 8 500 000 | 1,750,000 | | | 5 780 000 | 595,000 | - | , |
| Purchase Support Vehicles (3) Total at Cost 54,000 3 - 54,000 504,000 - 9,180 9,180 ARLINGTON 38,474,000 18,070,000 504,000 38,474,000 13,532,000 6,143,800 85,680 19,761,480 ARLINGTON Bus Construction Maint Facility - ART House 8,487,000 2 8,487,000 - 2,885,580 - 2,885,680 - | | | | 8,500,000 | - | | | 5,780,000 | - | 76 500 | |
| Total at Cost 38,474,000 19,900,000 18,070,000 504,000 38,474,000 13,532,000 6,143,800 85,680 19,761,480 ARLINGTON Bus Construction Maint Facility - ART House 8,487,000 2 8,487,000 - 2,885,580 - <td></td> <td>,</td> <td></td> <td>-</td> <td>-</td> <td>,</td> <td>,</td> <td>_</td> <td>_</td> <td>,</td> <td>,</td> | | , | | - | - | , | , | _ | _ | , | , |
| Bus Construction Maint Facility - ART House 8,487,000 2 8,487,000 2 8,487,000 2,885,580 - 2,8 | | | - | 19,900,000 | 18,070,000 | , | | 13,532,000 | 6,143,800 | , | |
| Bus Construction Maint Facility - ART House 8,487,000 2 8,487,000 2 8,487,000 2,885,580 - 2,8 | APLINGTON | | | | | | | | | | |
| Mobile Commuter Store Build out - <t< td=""><td></td><td>8,487,000</td><td>2</td><td>-</td><td>8,487,000</td><td>-</td><td>8,487,000</td><td>-</td><td>2,885,580</td><td>-</td><td>2,885,580</td></t<> | | 8,487,000 | 2 | - | 8,487,000 | - | 8,487,000 | - | 2,885,580 | - | 2,885,580 |
| Pentagon City Tunnel Renovation 200,000 2 - 200,000 - 200,000 - 68,000 - 68,000 Preliminary Engineering - Columbia Pike Streetcar 2,500,000 2 - 2,500,000 - 2,500,000 - 850,000 - 850,000 - 850,000 - 98,940 - 98,940 - 98,940 - 98,940 - 98,940 - 98,940 - 98,940 - 98,940 - 98,940 - 98,940 - 98,940 - 98,940 - 98,940 - 98,940 - 98,940 - 523,600 - 523,600 - 523,600 - 538,220 - 538,220 - 538,220 - 538,220 - 73,800 - 74,880 - 44,880 - 44,880 - 44,880 - 44,880 - 44,880 - 244,800 - 244,800 - 244,800 - | Transit ITS and Security Program | 238,000 | 2 | - | 238,000 | - | 238,000 | - | 80,920 | - | 80,920 |
| Preliminary Engineering - Columbia Pike Streetcar 2,500,000 2 - 2,500,000 - 2,500,000 - 850,000 - 850,000 NEPA/Planning - Crystal City Streetcar 291,000 2 - 291,000 - 291,000 - 98,940 - 98,940 - 98,940 - 98,940 - 98,940 - 98,940 - 523,600 - 538,220 - 538,220 - 538,220 - 538,220 - 538,220 - 538,200 - 77,000 - 17,000 - 17,000 - 17,000 - 77,800 - 737,800 - 737,800 - 737,800 - 737,800 - 737,800 - 244,800 - 244,800 - 244,800 - 244,800 - 244,800 - 211,480 - 211,480 | Mobile Commuter Store Build out | - | - | - | - | - | - | - | - | - | - |
| NEPA/Planning - Crystal City Streetcar 291,000 2 - 291,000 - 291,000 - 99,940 - 98,940 Preliminary Engineering - Crystal City Streetcar 1,540,000 2 - 1,540,000 - 1,540,000 - 523,600 - 523,600 Courthouse Metro Station Second Elevator 1,583,000 2 - 1,583,000 - 1,583,000 - 538,220 - 538,760 338,760 338,760 <td>Pentagon City Tunnel Renovation</td> <td>200,000</td> <td>2</td> <td>-</td> <td>200,000</td> <td>-</td> <td>200,000</td> <td>-</td> <td>68,000</td> <td>-</td> <td>68,000</td> | Pentagon City Tunnel Renovation | 200,000 | 2 | - | 200,000 | - | 200,000 | - | 68,000 | - | 68,000 |
| Preliminary Engineering - Crystal City Streetcar 1,540,000 2 - 1,540,000 - 523,600 - 523,600 - 523,600 - 523,600 - 523,600 - 523,600 - 523,600 - 523,600 - 523,600 - 523,600 - 523,600 - 538,220 - 538,720 - 538,720 <td>Preliminary Engineering - Columbia Pike Streetcar</td> <td>2,500,000</td> <td></td> <td>-</td> <td>2,500,000</td> <td>-</td> <td>2,500,000</td> <td>-</td> <td>850,000</td> <td>-</td> <td>850,000</td> | Preliminary Engineering - Columbia Pike Streetcar | 2,500,000 | | - | 2,500,000 | - | 2,500,000 | - | 850,000 | - | 850,000 |
| Courthouse Metro Station Second Elevator 1,583,000 2 - 1,583,000 - 538,220 - 538,220 - 538,220 - 538,220 - 538,220 - 538,220 - 538,220 - 538,220 - 538,220 - 538,220 - 17,000 - 14,880 - 44,880 - 44,880 - 44,880 - 244,800 - 244,800 - 211,480 - 211,480 - 211,480 - 211,480 - 2,11,480 - 2,11,480 - 2,172,0,000 - | | 291,000 | | - | 291,000 | - | 291,000 | - | 98,940 | - | 98,940 |
| Crystal City Metro Station East Entrance 50,000 2 - 50,000 - 50,000 - 17,000 - 17,000 Program Management - Crystal City Streetcar 2,170,000 2 - 2,170,000 - 737,800 - 737,800 - 737,800 - 737,800 - 737,800 - 737,800 - 737,800 - 737,800 - 737,800 - 737,800 - 737,800 - 737,800 - 737,800 - 737,800 - 737,800 - 744,880 - 44,880 - 44,880 - 44,880 - 44,880 - 44,880 - 44,880 - 244,800 - 211,480 - 211,480 - 211,480 - 211,480 - 211,480 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 | | 1,540,000 | | - | 1,540,000 | - | 1,540,000 | - | 523,600 | - | 523,600 |
| Program Management - Crystal City Streetcar 2,170,000 2 - 2,170,000 - 737,800 - 744,880 - 44,880 - 44,880 - 244,800 - 244,800 - 244,800 - 211,480 - 211,480 - 211,480 - 211,480 - 211,480 - 2720,000 - 2,72 | | | | - | | - | | - | | - | |
| STAR Office Space - Relocation to County Owned Space 132,000 2 - 132,000 - 132,000 - 44,880 - 44,880 Program Management - Columbia Pike Streetcar 720,000 2 - 720,000 - 720,000 - 244,800 | | | | - | | - | | - | | - | |
| Program Management - Columbia Pike Streetcar 720,000 2 - 720,000 - 720,000 - 244,800 - 244,800 - 244,800 - 244,800 - 244,800 - 244,800 - 244,800 - 244,800 - 244,800 - 244,800 - 244,800 - 211,480 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - | | | | - | | - | | - | , | - | |
| Bus Stop and Shelters Program 622,000 2 - 622,000 - 622,000 - 211,480 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,000 - 2,720,0 | | | | - | | - | | - | | - | |
| Purchase Shop Equipment - Safety Maintenance Equipment 228,000 3 - - 228,000 228,000 - - 38,760 38,760 38,760 38,760 38,760 - 2,720,000 - <td></td> <td>,</td> <td></td> <td>-</td> <td>,</td> <td>-</td> <td>,</td> <td>-</td> <td>,</td> <td>-</td> <td>,</td> | | , | | - | , | - | , | - | , | - | , |
| Real Property Acquisition for ART House Facility Total at Cost 8,000,000 2 - 8,000,000 - 2,720,000 - 2,720,000 CITY OF FALLS CHURCH Construct Bus Stop Shelters Total at Cost 705,000 2 - 705,000 - 705,000 - 239,700 - 239,700 - 239,700 Total at Cost 705,000 - 705,000 - 705,000 - 239,700 - 239,700 | | | | - | 622,000 | - | | - | 211,480 | - | |
| Total at Cost 26,761,000 - 26,533,000 228,000 26,761,000 - 9,021,220 38,760 9,059,980 CITY OF FALLS CHURCH Construct Bus Stop Shelters Total at Cost 705,000 2 - 705,000 - 705,000 - 239,700 - 239,700 - 239,700 239, | | | 3 | - | - | 228,000 | | - | - | 38,760 | |
| CITY OF FALLS CHURCH 705,000 2 - 705,000 - 239,700 - 239,700 - 239,700 - 239,700 | | | _ 2 | | | 228,000 | | | | 38,760 | |
| Construct Bus Stop Shelters 705,000 2 - 705,000 - 705,000 - 239,700 </td <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> | | | - | | | | | | | | |
| Total at Cost 705,000 - 705,000 - 239,700 239,700 | | 705 000 | ~ | | 705 000 | | 705 000 | | 000 700 | | 000 700 |
| | • | | - | | | - | | | | - | |
| GRAND IUTAL 14,325,000 14,383,000 1,042,000 14,325,000 17,512,000 16,110,220 177,140 33,899,360 | | | - | 25 000 000 | | 4 0 40 000 | | 47.040.000 | | 477 4 46 | · · · · · · |
| | | 74,325,000 | = | 25,900,000 | 47,383,000 | 1,042,000 | 74,325,000 | 17,612,000 | 16,110,220 | 177,140 | 33,899,360 |

NVTC APPLICATION FOR OPERATING FORMULA ASSISTANCE FY 2015

SCHEDULE C

| | WMATA | | | | | | | | |
|---|------------|--------------------|-------------------|---------------------|-------------------------|-------------|--|--|--|
| | Alexandria | City of Fairfax | Fairfax County | Arlington County | City of Falls Church | Total | | | |
| FY 2015 Application | | | | | | | | | |
| FY 2013 Actual Operating Expenses | 61,580,097 | 3,797,109 | 217,575,790 | 113,813,264 | 4,159,070 | 400,925,330 | | | |
| Additional Expenses for New Start Funding | 8,506,460 | 599,881 | 30,774,946 | 17,296,282 | 498,925 | 57,676,494 | | | |
| | 70,086,557 | 4,396,990 | 248,350,736 | 131,109,546 | 4,657,995 | 458,601,824 | | | |
| FY 2015 Approved SYIP Funding | | | | | | | | | |
| Traditional Formula | 8,630,597 | 532,174 | 30,493,767 | 15,951,201 | 582,903 | 56,190,642 | | | |
| Performance Based Formula | 5,342,256 | 329,410 | 18,875,347 | 9,873,639 | 360,812 | 34,781,465 | | | |
| New Start Formula (Silver Line) | 1,262,026 | 77,818 | 4,459,009 | 2,332,495 | 85,236 | 8,216,584 | | | |
| | 15,234,879 | 939,402 | 53,828,123 | 28,157,335 | 1,028,951 | 99,188,691 | | | |

NVTC APPLICATION FOR OPERATING FORMULA ASSISTANCE FY 2015

SCHEDULE D

| | LOCAL SYSTEMS | | | | | | | |
|-----------------------------------|---------------|--------------------|-------------------|---------------------|-------------|--|--|--|
| | Alexandria | City of Fairfax | Fairfax County | Arlington County | Total | | | |
| FY 2015 Application | | | | | | | | |
| FY 2013 Actual Operating Expenses | 15,043,986 | 2,830,197 | 71,766,932 | 10,752,021 | 100,393,136 | | | |
| FY 2015 Approved SYIP Funding | | | | | | | | |
| Traditional Formula | 2,108,451 | 424,935 | 10,058,307 | 1,563,549 | 14,155,242 | | | |
| Performance Based Formula | 1,197,147 | 241,174 | 4,253,211 | 809,824 | 6,501,356 | | | |
| | 3,305,598 | 666,109 | 14,311,518 | 2,373,373 | 20,656,598 | | | |
| | | | | | | | | |
| FY 2014 Application | | | | | | | | |
| FY 2012 Actual Operating Expenses | 14,746,156 | 2,951,921 | 66,611,080 | 10,195,023 | 94,504,180 | | | |
| FY 2014 Approved SYIP Funding | | | | | | | | |
| Traditional Formula | 2,464,895 | 445,680 | 11,134,381 | 1,704,150 | 15,749,106 | | | |
| Performance Based Formula | 1,073,177 | 215,380 | 4,040,716 | 689,538 | 6,018,811 | | | |
| | 3,538,072 | 661,060 | 15,175,097 | 2,393,688 | 21,767,917 | | | |

NVTC VRE APPLICATION FOR STATE CAPITAL GRANT ASSISTANCE FOR FY 2015

SCHEDULE E

| | | | | Approved SYIP | | | State | |
|--|------------|----------------|-------------|---------------|------------|----------------|-------|--------------|
| | Total Cost | <u>Federal</u> | Non-Federal | cost | federal | <u>non-fed</u> | TIER | <u>Funds</u> |
| Improvements & Equipment Storage-Ivy City Coach Yard & Crossroad | 5,250,000 | 4,200,000 | 1,050,000 | 5,250,000 | 4,200,000 | 1,050,000 | 2 | 840,000 |
| Construction-Rolling Stock Equipment Maintenance Facility | 22,500,000 | 18,000,000 | 4,500,000 | 22,500,000 | 18,000,000 | 4,500,000 | 2 | 3,600,000 |
| Modifications & Improvements to Alexandria Station Platform | 400,000 | 320,000 | 80,000 | 400,000 | 320,000 | 80,000 | 2 | 64,000 |
| Safety Related Repairs and Improvements-Ivy City Couch Yd & Crossr | 946,000 | 756,800 | 189,200 | 946,000 | 756,800 | 189,200 | 2 | 151,360 |
| Debt Service - 11 Cabcars | 1,931,357 | 1,545,086 | 386,271 | 1,931,357 | 1,545,086 | 386,271 | 1 | 309,017 |
| Debt Service - 60 Railcars | 4,673,071 | 3,738,457 | 934,614 | 4,673,071 | 3,738,457 | 934,614 | 1 | 747,691 |
| Positive Train Control | 2,000,000 | 1,600,000 | 400,000 | 2,000,000 | 1,600,000 | 400,000 | 1 | 320,000 |
| Purchase Expansion Rail Cars (5) | 13,125,000 | 3,281,250 | 9,843,750 | 13,125,000 | 10,500,000 | 2,625,000 | 1 | 2,100,000 |
| Track Lease Payments - Amtrak* | 6,000,000 | 3,000,000 | 3,000,000 | 6,000,000 | 3,000,000 | 3,000,000 | 2 | 2,040,000 |
| Track Lease Payments - CSX* | 15,256,500 | 7,628,250 | 7,628,250 | 6,392,500 | 3,196,250 | 3,196,250 | 2 | 2,173,450 |
| Track Lease Payments - Norfolk Southern* | 13,631,000 | 6,815,500 | 6,815,500 | 3,210,000 | 1,605,000 | 1,605,000 | 2 | 1,091,400 |
| | 85,712,928 | 50,885,342 | 34,827,586 | 66,427,928 | 48,461,592 | 17,966,336 | - | 13,436,918 |

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*Federal funds includes Flexible STP funding through DRPT for Track Lease Payments at 50% participation, are to be provided through multi-year funding agreements.

The draft SYIP includes Rail Enhancement Funds programed for the Potomac Shores Station Service Expansion. Total cost of this project is estimated at \$30.9M, with state funding programmed at \$15.4M over 5 years. Funding for FY15 is \$63,000.





Proposed Final FY2015-2020 Six-Year Improvement Program

Commissioner Kilpatrick and Director Mitchell June 17, 2014

Overview of Six-Year Improvement Program Process

- This is the Six-Year Improvement Program (SYIP) that must be adopted by the Commonwealth Transportation Board by July 1 of each year based on the most recent official transportation revenue forecast
- The SYIP allocates state and federal funding for projects on the interstate, primary, secondary and urban systems as well as transit, rail and transportation demand management programs
- The SYIP does not include allocations for state funded highway maintenance and operations, funds to other agencies, administration and other programs





Public Involvement and Comment

- Public hearings were held in each of the 9 construction districts – Secretary and agency heads attended all 9 meetings
- Nearly 400 people attended the 9 public hearings and 170 people provided oral comments. In addition, more than 1450 written comments were received.





Policy Guiding Development of SYIP

- Appropriations Act requires the following:
 - Maintenance of existing transportation assets as the top priority in budgeting
 - Maximization of the use of federal funds
- HB2 requires that starting in July 1, 2016, most capacity expansion projects must be selected through a statewide prioritization process
 - Process will consider projects currently in the SYIP as well as projects not in the SYIP
 - Action will be necessary later this year to update the SYIP to comply with HB2



4

Policy Guiding Development of SYIP

- Available construction funds are distributed through the CTB formula
- Section 33.1-23.1 provides for the use of the CTB formula for up to \$500 M a year
 - 25% for bridge reconstruction and rehabilitation
 - 25% for interstate, primary and *municipality maintained primary extensions* pavement repair (propose 14% for locally maintained primary extensions)
 - 25% for high priority projects
 - 15% for public-private partnerships
 - 5% for smart roadway technology
 - 5% for unpaved roads carrying more than *50* VPD (propose 10% for high volume unpaved roads)
- Looking forward, recommendations on methods to provide additional assistance for local transportation projects will be developed by December 1, 2014. The recommendations will consider geographic equity, as well as the needs of local governments, transit agencies, and metropolitan planning organizations.





Historical Comparison of SYIPs

| | Approved FY 2011- 2016 | Approved FY 2012- 2017 | Approved FY 2013- 2018 | Approved FY 2014- 2019 | Draft FY 2015- 2020 | Proposed Final FY 2015- 2020 | Change |
|--------------------------|------------------------------|------------------------------|------------------------------|------------------------------|---------------------------|---------------------------------------|--------|
| Highway Construction | \$5.7 b | \$8.3 b | \$9.0 b | \$11.5 b | \$9.9 b | \$9.9 b | \$0 b |
| Rail & Public Transp. | \$2.1 b | \$2.3 b | \$2.4 b | \$2.9 b | \$3.2 b | \$3.2 b | \$0 b |
| Total SYIP* | \$7.8 b | \$10.6 b | \$11.4 b | \$14.4 b | \$13.1 b | \$13.1 b | \$0 b |

*(excludes debt service)



Proposed Final Highway Six-Year Improvement Program

| | Approved FY 2011- 2016 | Approved FY 2012- 2017 | Approved FY 2013- 2018 | Approved FY 2014- 2019 | Draft FY 2015- 2020 | Proposed Final FY 2015- 2020 | Change |
|---------------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|---------------------------|---------------------------------------|---------|
| Interstate | \$1.4 b | \$1.4 b | \$1.7 b | \$2.1 b | \$1.5 b | \$1.4 b | (\$0.1) |
| Primary | \$1.2 b | \$2.0 b | \$2.8 b | \$3.5 b | \$2.8 b | \$2.8 b | \$0.0 |
| Secondary | \$0.3 b | \$0.5 b | \$0.6 b | \$1.0 b | \$0.6 b | \$0.7 b | \$0 .1 |
| Urban | \$0.3 b | \$0.8 b | \$0.7 b | \$0.7 b | \$0.5 b | \$0.9 b | \$0.4 |
| Federal Maintenance | \$1.4 b | \$1.4 b | \$1.8 b | \$1.4 b | \$1.4 b | \$1.4 b | \$0.0 |
| Safety, TAP, Rev Sharing, Other | \$1.1 b | \$2.2 b | \$1.4 b | \$2.8 b | \$3.2 b | \$2.8 b | (\$0.4) |
| Total* | \$5.7 b | \$8.3 b | \$9.0 b | \$11.5 b | \$9.9 b | \$9.9 b | \$0.0 |

*(excludes debt service)





7

Highway Priorities for FY 2015-2020 SYIP Update

- Address deficient pavements
- Address deficient bridges
- Anticipate implementation of Statewide prioritization process
 under House Bill 2
- Increase Revenue Sharing Program
- Maximize the use of federal funds
- Support preliminary engineering to develop project pipeline





Bristol

- I-81 at Exit 14 Ramp Modifications (UPC 97856)
- Corridor Q Poplar Creek (UPC 90282)
- CFX Crane's Nest Design (UPC 102702)
- Adjusted funding on Doe and Poplar Creek to be more in line with anticipated expenditures
- Planning for Rt. 58 Corridor Development Program Projects (UPC T15533)
- Culpeper
 - Route 29 Interchange at Route 666 (UPC 77385)
 - Route 15 Bridge over Rappahannock River (UPC 95112)
 - Route 29 Bypass (UPC 102419) funded Route 29 Solutions projects, including fully funding second train to Lynchburg, totaling \$230M from unexpended balance on Route 29 Bypass and other sources





Fredericksburg

- I-95 Rappahannock River Crossing (UPCs 101595 & 105510)
- Fall Hill Avenue Bridge (UPC 88699)
- Falmouth Intersection (UPC 57044)
- Route 17 Flood Mitigation (UPC 86463)
- Accelerated design work on the Chatham Bridge (UPC 105535)
- I-95/Route 630 Interchange (UPC 13558)
- Reconstruction of Rt. 659 in Essex (UPC 15257)
- Hampton Roads
 - I-64 Capacity Improvements on the Peninsula (UPC 104905)
 - Route 58 Interchange (UPC 17728)
 - Military Highway (UPC 84243, 1765 & 9783)
 - Completed CN funding on Turnpike Road in Portsmouth (UPC 65655)





Lynchburg

- Odd Fellows Road (UPC 105515)
- Route 501 Bridge over James River (UPC 97136)
- Route 29 Bridges over NSRR (UPCs 104599, 104600 & 104944)
- Funded Charlotte Courthouse Sidewalk (UPC 106281)
- Funded Dillwyn Streetscape (UPC 63570)
- Advanced Route 40 bridge and covered estimate increase (UPC 90676)

• NOVA

- I-66 Tier 2 and P3 development (UPC 54911)
- I-495 Shoulder Use (UPC 105130)
- Bridge Deck Replacement and Widening of Route 7 over Dulles Access Road (UPC 82135)
- I-66 at Route 28 Interchange Improvements Phase 1 (UPC 103317)





- Richmond
 - Lewistown Road Bridge Replacement (UPC 90347)
 - Interstate Pavement Restoration on I-85 and I-295 (UPCs 104465, 104466 & 104467)
 - Virginia Capital Trail (multiple UPCs)
 - Rt. 460 Business Acceleration Lane in Nottoway (UPC 104116)
- Salem
 - Route 220 Phases 1, 2, and 3 (UPCs 105543, 105544 & 105545)
 - I-81 Exit 150 (UPC 75910)
 - I-81 Northbound Bridge Replacement (UPC 56899)
 - Fully funded \$15 M on Southgate (UPC 99425)
 - Funded Falling Branch Park and Ride lot (UPC 105518)
 - Reconstruction and Realignment to Eliminate Substandard Geometrics on I-81
 in Botetourt (UPC 104130)
 - Planning for Rt. 58 Corridor Development Program Projects (UPC T15534)





Staunton

- I-81 at Exit 310 (UPC 75881)
- Route 11 over Cedar Creek Bridge (UPC 90172)
- I-81 Pavement Rehabilitation (UPCs 104562, 104563 & 104564)
- Statewide
 - ADA Improvements to address federal requirements (T15522)





Transit and Rail Priorities for FY 2015-2020 SYIP Update

- Implement new CTB allocation methodology for Operating and Capital Assistance
- Maximize the use of Federal Funds, especially in Rural Areas
- Make strategic investments in high-priority Fixed Guideway Transit and Passenger / Freight Rail Projects statewide
- Continue expansion of Passenger Rail service in key markets
- Support "small urban" systems affected by 2010 Census changes
- Lay the Groundwork for Multi-Year Programming to Address Future Transit needs





DRPT Highlights of Proposed Final FY 2015-2020 SYIP Transit Program Highlights

- Virginia Beach Light Rail Extension
- Arlington / Fairfax Streetcar (Columbia Pike)
- Richmond Broad Street Bus Rapid Transit
- 34 expansion buses / vans / 5 VRE rail cars
- 175 replacement vehicles
- Lynchburg maintenance facility
- VRE track lease payments





DRPT Highlights of Proposed Final FY 2015-2020 SYIP Funding for WMATA – FY15

| | FY 2015 |
|--|--------------------|
| | Allocations |
| Operating - Match to NVTC Jurisdictions | \$99.2 |
| Capital - Match to NVTC Jurisdictions | 42.1 |
| Capital - PRIIA | 50.0 |
| Capital – Momentum Program | 9.0 |
| Total – (\$ in millions) | \$200.3 |





DRPT Highlights of Proposed Final FY 2015-2020 SYIP Rail Program Highlights

- Support for existing 6 state-support Amtrak trains
- Expansion of Amtrak service to Roanoke
- Capital improvements to support 2 additional trains to Norfolk
- Track improvements to service between Alexandria and Lynchburg
- VRE Potomac Shores station platform improvements





DRPT Highlights of Proposed Final FY 2015-2020 SYIP Rail Program Highlights (cont'd)

- I-95 Richmond to DC High Speed Rail Draft Environmental Impact Statement
- Virginia Port Authority rail projects
- I-81 NS Crescent Corridor Improvements
- Elliston Intermodal Facility
- Richmond Bridge Clearance Project





DRPT Highlights of Changes Draft to Final FY 2015-2020 SYIP

- Added Arlington Transit facility
- Added New Electronic Payment Program Implementation (NVTC)
- Added Newport News Multimodal Station in future years
- Added Funds for I-95 HOT Lane Transit Operations
- Funded Falling Branch Park-and-Ride / Transit transfer lot (Salem District – in partnership with VDOT)
- Added funding to transit operating allocations





Proposed Final FY 2015-2020 Six-Year Improvement Program

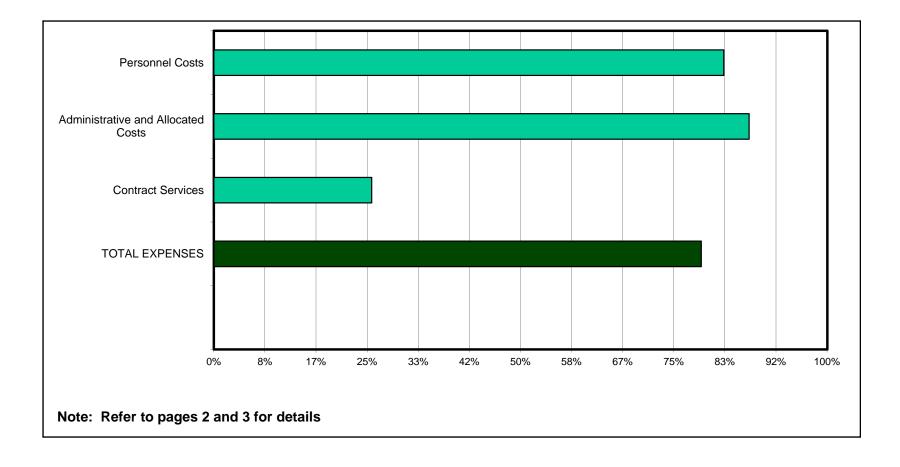
Questions?





Northern Virginia Transportation Commission

Financial Reports May, 2014 Percentage of FY 2014 NVTC Administrative Budget Used May 2014 (Target 91.67% or less)



1

NORTHERN VIRGINIA TRANSPORTATION COMMISSION G&A BUDGET VARIANCE REPORT May, 2014

| | Current <u>Month</u> | Year <u>To Date</u> | Annual <u>Budget</u> | Balance <u>Available</u> | Balance <u>%</u> |
|---------------------------------------|-------------------------|------------------------|-------------------------|-----------------------------|---------------------|
| Personnel Costs | | | | | |
| Salaries | \$ 69,517.57 | \$ 687,892.80 | \$ 779,600.00 | \$ 91,707.20 | 11.8% |
| Temporary Employee Services | - | 190.00 | - | (190.00) | |
| Total Personnel Costs | 69,517.57 | 688,082.80 | 779,600.00 | 91,517.20 | 11.7% |
| Benefits | | | | | |
| Employer's Contributions: | | | | | |
| FICA | 6,397.62 | 46,917.08 | 53,800.00 | 6,882.92 | 12.8% |
| Group Health Insurance | 2,961.28 | 49,793.48 | 97,900.00 | 48,106.52 | 49.1% |
| Retirement | 3,110.00 | 34,210.00 | 52,700.00 | 18,490.00 | 35.1% |
| Workmans & Unemployment Compensation | 59.50 | 3,220.63 | 3,100.00 | (120.63) | -3.9% |
| Life Insurance | 134.15 | 1,622.46 | 3,900.00 | 2,277.54 | 58.4% |
| Long Term Disability Insurance | 288.83 | 2,864.30 | 3,600.00 | 735.70 | 20.4% |
| Total Benefit Costs | 12,951.38 | 138,627.95 | 215,000.00 | 76,372.05 | 35.5% |
| Administrative Costs_ | | | | | |
| Commissioners Per Diem | 700.00 | 8,950.00 | 11,000.00 | 2,050.00 | 18.6% |
| Rents: | 17,302.08 | 190,591.46 | 202,500.00 | 11,908.54 | 5.9% |
| Office Rent | 16,172.08 | 180,318.31 | 192,000.00 | 11,681.69 | 6.1% |
| Parking & Transit Benefits | 1,130.00 | 10,273.15 | 10,500.00 | 226.85 | 2.2% |
| Insurance: | 1,065.93 | 5,129.36 | 6,100.00 | 970.64 | 15.9% |
| Public Official Bonds | 500.00 | 1,700.00 | 2,300.00 | 600.00 | 26.1% |
| Liability and Property | 565.93 | 3,429.36 | 3,800.00 | 370.64 | 9.8% |
| Travel: | 77.71 | 7,823.27 | 16,500.00 | 8.676.73 | 52.6% |
| Conference / Professional Development | - | 658.70 | 5,300.00 | 4,641.30 | 52.6% 87.6% |
| Non-Local Travel | - | 1,515.45 | 1,200.00 | | -26.3% |
| Local Meetings & Related Expenses | - 77.71 | 5,649.12 | 10,000.00 | (315.45) 4,350.88 | 43.5% |
| Local meetings & Related Expenses | 11.11 | 5,049.12 | 10,000.00 | 4,330.88 | 43.5% |
| Communication: | 725.00 | 8,854.33 | 11,100.00 | 2,245.67 | 20.2% |
| Postage | - | 1,865.39 | 3,100.00 | 1,234.61 | 39.8% |
| Telephone and Data | 725.00 | 6,988.94 | 8,000.00 | 1,011.06 | 12.6% |
| Publications & Supplies | 812.91 | 8,324.21 | 15.900.00 | 7,575.79 | 47.6% |
| Office Supplies | 172.60 | 1,469.57 | 3,000.00 | 1,530.43 | 51.0% |
| Duplication and Paper | 640.31 | 6,354.64 | 7,400.00 | 1,045.36 | 14.1% |
| Public Information | - | 500.00 | 5,500.00 | 5,000.00 | 90.9% |

NORTHERN VIRGINIA TRANSPORTATION COMMISSION G&A BUDGET VARIANCE REPORT May, 2014

| | Current <u>Month</u> | Year <u>To Date</u> | Annual <u>Budget</u> | Balance <u>Available</u> | Balance <u>%</u> |
|-------------------------------------|-------------------------|------------------------|-------------------------|-----------------------------|---------------------|
| Operations: | 120.00 | 8,634.19 | 11,000.00 | 2,365.81 | 21.5% |
| Furniture and Equipment (Capital) | - | 3,913.97 | 4,000.00 | 86.03 | 2.2% |
| Repairs and Maintenance | - | - | 1,000.00 | 1,000.00 | 100.0% |
| Computer Operations | 120.00 | 4,720.22 | 6,000.00 | 1,279.78 | 21.3% |
| Other General and Administrative: | 311.04 | 5,290.11 | 5,100.00 | (190.11) | -3.7% |
| Subscriptions | - | - | - | - | 0.0% |
| Memberships | 67.79 | 1,501.97 | 1,200.00 | (301.97) | -25.2% |
| Fees and Miscellaneous | 243.25 | 3,336.64 | 3,000.00 | (336.64) | -11.2% |
| Advertising (Personnel/Procurement) | - | 451.50 | 900.00 | 448.50 | 49.8% |
| Total Administrative Costs | 21,114.67 | 243,596.93 | 279,200.00 | 35,603.07 | 12.8% |
| Contracting Services | | | | | |
| Auditing | - | 15,365.00 | 28,500.00 | 13,135.00 | 46.1% |
| Research and Analytic Support | 2,500.00 | 12,550.00 | 80,000.00 | 67,450.00 | 84.3% |
| Legal | - | - | - | - | 0.0% |
| Total Contract Services | 2,500.00 | 27,915.00 | 108,500.00 | 80,585.00 | 74.3% |
| Total Gross G&A Expenses | \$ 106,083.62 | \$ 1,098,222.68 | \$ 1,382,300.00 | \$ 284,077.32 | 20.6% |

NVTC RECEIPTS and DISBURSEMENTS May, 2014

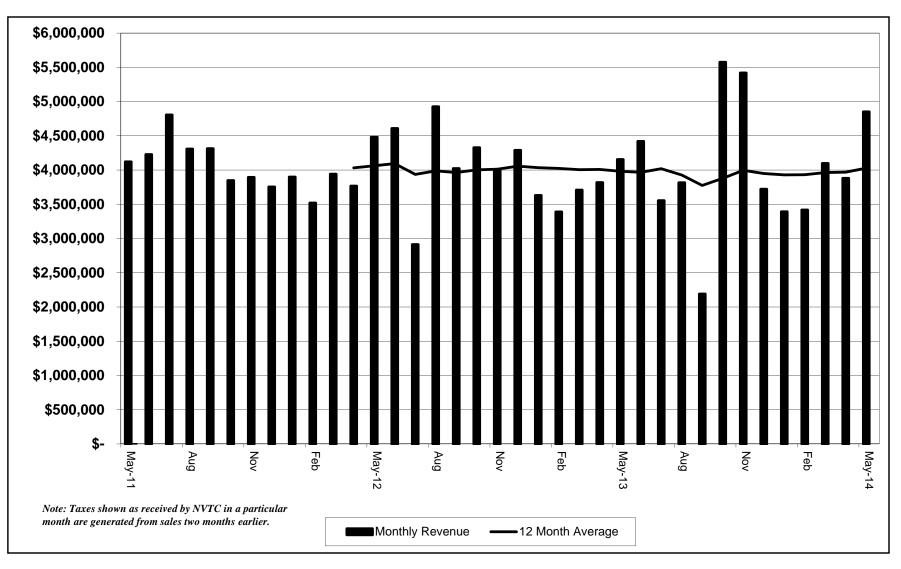
| Payer/ | | | Wells Fargo | Wells Fargo | VA LGIP | | |
|--------|-----------------|--|--------------|-------------|-----------------|------------------|--|
| Date | Payee | Purpose | (Checking) | (Savings) | G&A / Project | Trusts | |
| | RECEIPTS | | | | | | |
| 5 | | Capital grant receipts - Arlington | | | | \$ 197,319.00 | |
| 5 | DRPT | Capital grant receipts - Alexandria | | | | 101,837.00 | |
| 5 | DRPT | Capital grant receipts - City of Fairfax | | | | 3,576.00 | |
| 5 | DRPT | Capital grant receipts - Falls Church | | | | 17,925.00 | |
| 5 | DRPT | Capital grant receipts - Fairfax County | | | | 244,025.00 | |
| 5 | DRPT | Capital grant receipts - Arlington | | | | , | |
| 5 | DRPT | Capital grant receipts - Arlington | | | | | |
| 8 | VRE | Staff support | | 7,252.76 | | | |
| 9 | DRPT | Capital grant receipts - Arlington | | | | 2,984,605.00 | |
| 9 | DRPT | Capital grant receipts - Alexandria | | | | 1,619,464.00 | |
| 9 | DRPT | Capital grant receipts - City of Fairfax | | | | 11,853.00 | |
| 9 | DRPT | Capital grant receipts - Falls Church | | | | 21,013.00 | |
| 9 | DRPT | Capital grant receipts - Fairfax County | | | | 5,146,176.00 | |
| 13 | DRPT | Operating assistance - City of Fairfax | | | | 262,872.00 | |
| 13 | DRPT | Capital grant receipts - VRE | | | 639,984.00 | | |
| 14 | DRPT | Operating assistance - Alexandria | | | | 2,111,607.00 | |
| 14 | DRPT | Operating assistance - Arlington | | | | 2,861,176.00 | |
| 14 | DRPT | Operating assistance - Fairfax County | | | | 5,697,112.00 | |
| 14 | DRPT | Operating assistance - Falls Church | | | | 85,181.00 | |
| 14 | DRPT | Operating assistance - VRE | | | 2,618,569.00 | | |
| 15 | DRPT | Capital grant receipt - VRE | | | 56,578.00 | | |
| 22 | DRPT | Grant receipt - Alexandria | | | 749.00 | | |
| 29 | DRPT | Capital grant receipt - City of Fairfax | | | | 62,215.00 | |
| 29 | DRPT | Capital grant receipt - Falls Church | | | | 110,296.00 | |
| 30 | DMV | Motor Vehicle Fuels Sales tax revenue | | | | 4,849,898.99 | |
| 30 | DRPT | Capital grant receipts | | | | 20,729.00 | |
| 30 | DRPT | Capital grant receipts - Fairfax County | | | | 105,350.00 | |
| 31 | Banks | Interest income | | 2.36 | 27.87 | 13,047.70 | |
| | | | - | 7,255.12 | 3,315,907.87 | 26,527,277.69 | |
| | DISBURSEMEN | тѕ | | | | | |
| 1-31 | Various | G&A expenses | (89,509.11) | | | | |
| | Stantec | Consulting, NTD project | (32,431.07) | | | | |
| | VRE | Grant revenue | (, , | | (639,984.00) | | |
| | VRE | Grant revenue | | | (2,618,569.00) | | |
| | City of Fairfax | Other operating | | | (_,,, | (11,047.00) | |
| | VRE | Grant revenue | | | (56,578.00) | ()/ | |
| | City of Fairfax | Other capital | | | (,,-, | (18,247.41) | |
| 29 | Fairfax County | Other capital | | | | (138,304.60) | |
| 31 | Banks | Service fees | (36.24) | (29.57) | | (| |
| | | | (121,976.42) | (29.57) | (3,315,131.00) | (167,599.01) | |
| | TRANSFERS | | | | | | |
| n | Transfer | From LGIP to LGIP (NTD project) | | | 32,431.07 | (32,431.07) | |
| | Transfer | From LGIP to Checking | 150,000.00 | | (150,000.00) | (32,431.07) | |
| 29 | | Hom Lon to checking | 150,000.00 | | (117,568.93) | (32,431.07) | |
| | | | .00,000.00 | | (117,000.00) | (02,401.01) | |
| | NET INCREASE | (DECREASE) FOR MONTH | \$ 28,023.58 | \$ 7,225.55 | \$ (116,792.06) | \$ 26,327,247.61 | |
| | | | | | | | |

NVTC INVESTMENT REPORT May, 2014

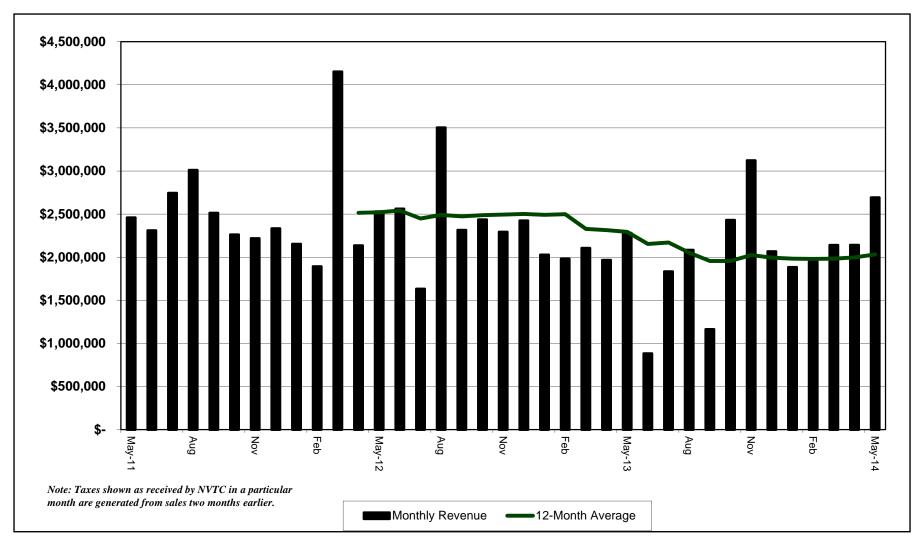
| Туре | Rate | Balance 4/30/2014 | | Increase (Decrease) | Balance 5/31/2014 | G | NVTC A/Project | Jurisdictions Trust Fund | Loudoun Trust Fund |
|--|--------|----------------------|--------|------------------------|----------------------|----|-------------------|-----------------------------|-----------------------|
| Cash Deposits | | | | | | | | | |
| Wells Fargo: NVTC Checking | N/A | \$ 159,437 | .59 \$ | 28,023.58 | \$ 187,461.17 | \$ | 187,461.17 | \$- | \$- |
| Wells Fargo: NVTC Savings | 0.200% | 133,263 | .97 | 7,225.55 | 140,489.52 | | 140,489.52 | - | - |
| Investments - State Pool Bank of America - LGIP | 0.102% | 145,973,806 | .19 | 26,210,455.55 | 172,184,261.74 | | 180,880.69 | 140,604,224.69 | 31,399,156.36 |

\$ 146,266,507.75 **\$** 26,336,128.91 **\$** 172,512,212.43 **\$** 508,831.38 **\$** 140,604,224.69 **\$** 31,399,156.36

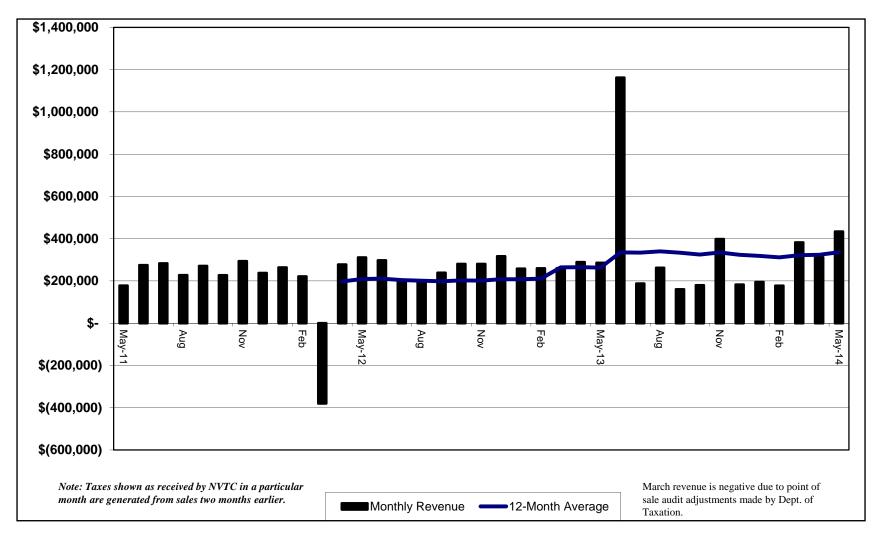
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2011-2014



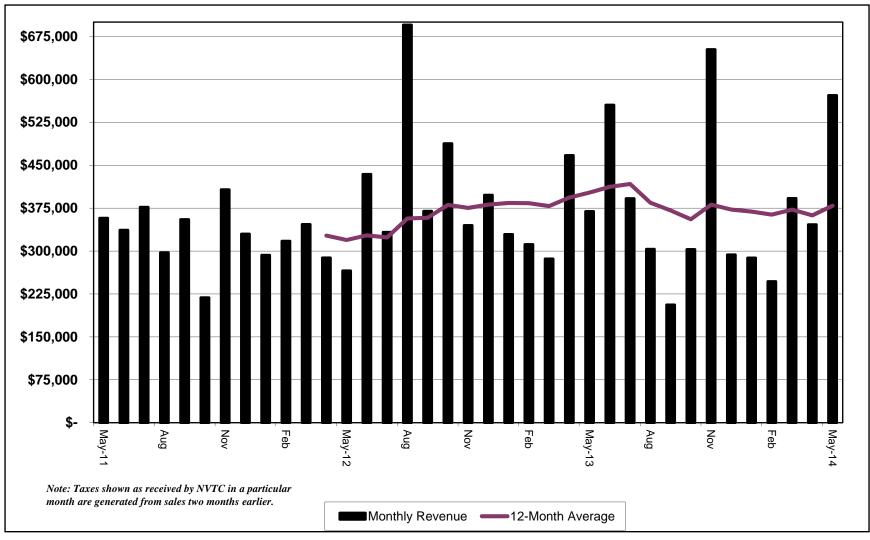
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2011-2014



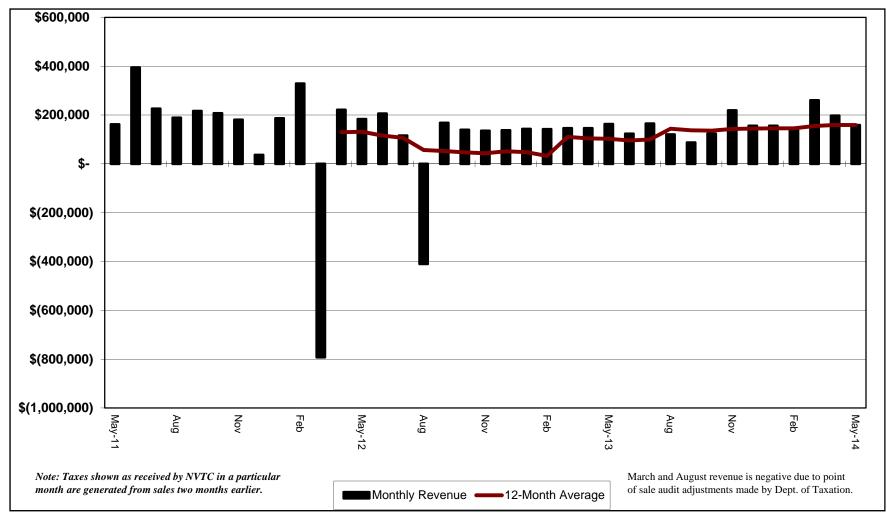
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2011-2014



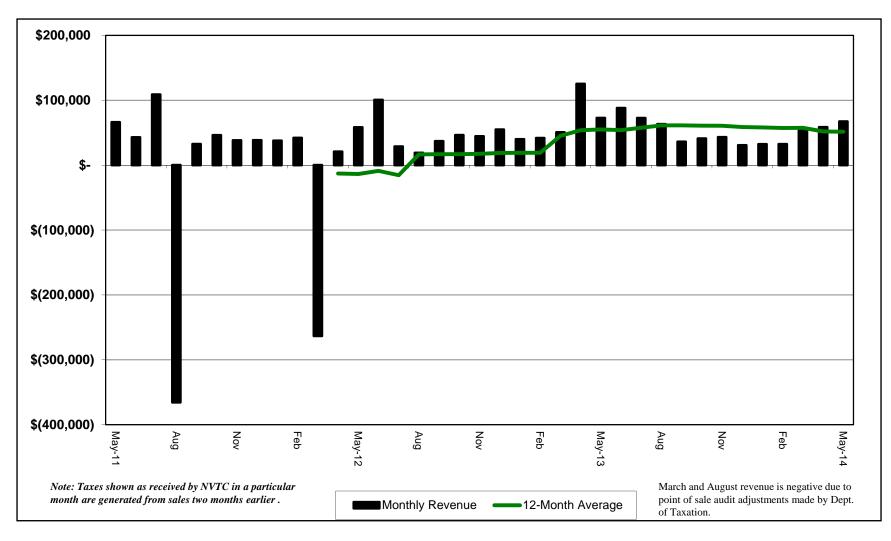
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2011-2014



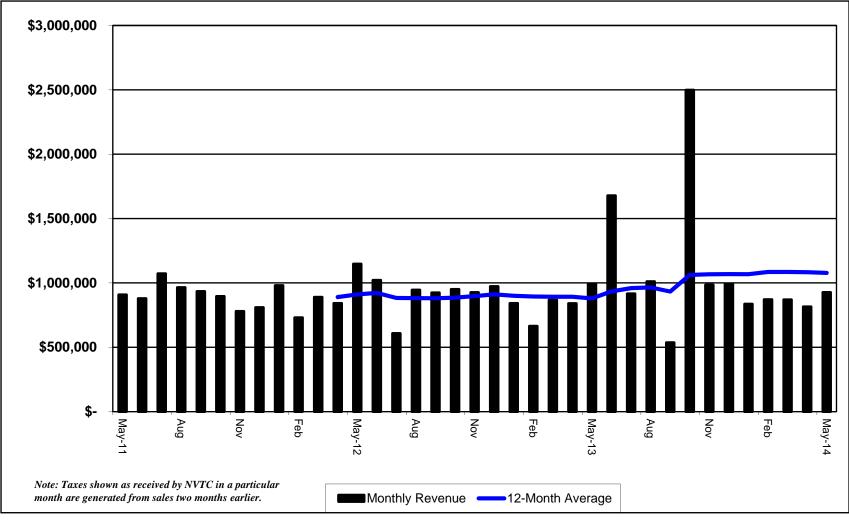
NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2011-2014



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



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



The Joint Audit Committee has commissioned a management audit to evaluate VRE management, organization, and internal controls in terms of its policies, people, and processes on which organizational success depends. The focus is benchmarking the management capacity VRE has now so that we may guide any changes needed to meet VREs current needs and to permit the realization of the phases of the 2040 System plan.

In particular, this audit will:

- Review VRE's management, organizational structure, and internal controls to assess the agency's capability to meet today's needs.
- Identify policies, processes, and organizational changes—and an implementation strategy—as
 necessary to fulfill tomorrow's mission. This will focus on several functions of the agency in particular,
 including oversight and authority, communications, human resources, procurement and program
 management, and the agency's safety culture.
- Seek to understand the views of the VRE Operations Board and other stakeholders and how their vision for the future and their issues, perspectives, and objectives drive agency performance and shape its management structure.
- Investigate and confirm delegation of authority thresholds and the effectiveness and timeliness of communications among VRE Management, the VRE Operations Board, and the Commission to provide proper accountability, oversight, and internal controls to optimally manage VRE operations and capital program delivery.

The audit will not address VRE's governance structure, including its joint ownership by NVTC and PRTC.

The Management Audit is well underway. Most of the interviews have been completed. The first of the deliverables has been produced in draft and the team is beginning to assess the core management capacities directly. Interviews with VRE Staff and Commission members will be completed by early July.

In the coming weeks the team will synthesize interviews, conduct peer review and best practices research, and distill key findings.

At this time there are no key Questions to report or Problems Encountered requiring resolution. The team is on track to complete its work and report to the Joint Audit Committee this fall.





FACT SHEET:

ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES SECTION 5310

| | FY 2013 | FY 2014 |
|---|---------------|---------------|
| | (in millions) | (in millions) |
| Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities | \$254.8 | \$258.3 |

Purpose

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Statutory References

49 U.S.C. Section 5310 / MAP-21 Section 20009

Eligible Recipients

• States (for all areas under 200,000 in population) and designated recipients.



• Subrecipients: states or local government authorities, private non-profit organizations, or operators of public transportation that receive a grant indirectly through a recipient.

Eligible Activities

- At least 55% of program funds must be used on capital projects that are:
 - Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- The remaining 45% may be used for:
 - Public transportation projects that exceed the requirements of the ADA.
 - Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
 - o Alternatives to public transportation that assist seniors and individuals with disabilities.

What's New?

- Consolidates New Freedom Program and Elderly and Disabled Program.
- Operating assistance is now available under this program.

Funding

- Funds are apportioned for urbanized and rural areas based on the number of seniors and individuals with disabilities.
- Federal share for capital projects (including acquisition of public transportation services) is 80%.

(cont.)

Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities

Funding (cont.)

- Federal share for operating assistance is 50%.
- Adopts New Freedom funding allocations:
 - o 60% to designated recipients in urbanized areas with a population over 200,000.
 - o 20% to states for small urbanized areas.
 - o 20% to states for rural areas.

Ongoing Provisions

- Local share may be derived from other federal (non-DOT) transportation sources or the Federal Lands Highways Program under 23 U.S.C. 204 (as in former Section 5310 program).
- Permits designated recipients and states to carry out competitive process to select subrecipients.
- Recipients must certify that projects selected are included in a locally developed, coordinated public transit-human services transportation plan. The plan must undergo a development and approval process that includes seniors and people with disabilities, transportation providers, among others, and is coordinated to the maximum extent possible with transportation services assisted by other federal departments and agencies.
- Permits acquisition of public transportation services as a capital expense.
- Up to 10% of program funds can be used to administer the program, to plan, and to provide technical assistance.

For additional information on FTA and MAP-21, visit <u>www.fta.dot.gov/map21</u>.

CURRENT TRANSIT-RELATED STUDIES/PROJECT

| | Target Completion | | | | | |
|---|------------------------------------|--|---|---------------------------------------|--|--|
| Author/Agency | Date | Title | Location | Corridor | Notes | Website |
| ong Range Planning. | | | | | | |
| WMATA | 2014 | Regional Transit System Plan (RTSP) | DC Metro | | To develop a vision of a sustainable, integrated, multimodal, regional transit network for 2040. | www.wmata.com |
| MWCOG | Ongoing | Region Forward | DC Metro | | A vision for a more accessible, sustainable, prosperous, and livable metropolitan Washington. | www.regionforward.org |
| Fairfax County | November 2013 | Countywide Transit Network Study | Fairfax County | | To determine the type of transit systems needed to accommodate desired economic growth throughout the county through 2050. | www.fairfaxcounty.gov/fcdot/2050tr ansitstudy |
| WMATA | Winter 2013 | Metrobus Effectiveness Study | DC Metro | | To strategically position Metrobus towards building an effective network and enhancing productivity and efficiency. | www.wmata.com |
| Corridor Planning | | | | | | |
| VDOT | 2014 | <u>US Bicycle Route 1 Study</u> | Northern Virginia | Route 1 | Due to new development in Northern Virginia, the current routing of USBR 1 needs to be re-evaluated along with any possible alternates. | www.virginiadot.org |
| DRPT | May 2014 | Route 1 Multimodal Alternatives Analysis | Northern Virginia | Route 1 | To consider a range of multimodal transportation solutions to address transportation needs in the Route 1 corridor from I-95/I-495 (Capital Beltway) to Route 123. | www.route1multimodalaa.com |
| City of Alexandria | January 2015 | Van Dorn/Beauregard Corridor Alternatives Analysis/Environmental Assessment | City of Alexandria | Van Dorn Street, Beauregard Street | To consider transit alternatives in the Van Dorn Street/Beauregard Street corridor. | www.alexandriava.gov |
| VDOT | Ongoing | Interstate 95 Corridor Improvement Program | Statewide | 1-95 | To considering toll facilities and other improvements. Through FHWA's Interstate System Reconstruction and Rehabilitation Pilot Program (ISRRPP). | www.virginiadot.org/projects/i- 95 corridor improvement.asp |
| Arlington County via | 2017: Est. start of | Pike Transit Initiative | Arlington County, Fairfax | Columbia Pike | The Arlington County Board and Fairfax County Board of | www.piketransit.com |
| WMATA | service | | County | | Supervisors approved the streetcar as the Locally Preferred Alternative in July 2012. | |
| WMATA, City of Alexandria | Winter 2013 | Potomac Yard Metrorail Station EIS | City of Alexandria | | To identify a location for a new Metrorail station at Potomac Yard. | www.potomacyardmetro.com |
| NVTC | Ongoing | Route 7 Alternatives Analysis | Northern Virginia | Route 7 | To consider transit alternatives in in the Route 7 corridor from Alexandria to Tysons Corner. | www.thinkoutsidethecar.org |
| VDOT | Fall 2014: Est. start of service | I-66 Inside the Beltway Bus on Shoulder Pilot Program | Northern Virginia | 1-66 | To implement a pilot bus on shoulder program on I-66 inside the Beltway. | www.virginiadot.org |
| District Department of Transportation (DDOT) | Fall/Winter 2013 | Long Bridge Study | DC Metro | CSX Long Bridge / I- 395 | To study improvements to the Long Bridge across the Potomac River used by CSX, Amtrak, and VRE. | www.longbridgeproject.com |
| Transportation/Transit Ir | nprovement Projects | S | | | | |
| WMATA, City of Alexandria, Arlington County | 2013/2014: Phased start of service | Crystal City - Potomac Yard Transit Improvements Project | Arlington County, City of Alexandria | | To develop a new dedicated transitway in the Route 1 corridor in Alexandria and Arlington. | www.ccpytransit.com |
| VDOT | Ongoing | Regional Transportation Management Plan (TMP) | Northern Virginia | I-495, I-95/I-395 | To mitigate impacts during the construction of Megaprojects. | www.virginiadot.org |

| - | - |
|---|----|
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CURRENT TRANSIT-RELATED STUDIES/PROJECTS

| Author/Agency | Target Completion Date | Title | Location | Corridor | Notes | Website |
|--|--|---|-------------------|------------|---|---|
| VDOT, DRPT, FHWA, Fluor, Transurban | 2015 | <u>95 Express Lanes Project</u> | Northern Virginia | I-95/I-395 | Managed lanes along a 29.4-mile segment of I-95/I-395 from Garrisonville Road in Stafford to Edsall Road in Springfield. | http://www.vahotlanes.com/i95/proj ect-info/ |
| VDOT | 2015 | 95 Express Lanes Transportation Management Plan (TMP) | Northern Virginia | I-95/I-395 | To mitigate impacts during the construction of I-95 Express Lanes. | www.virginiadot.org |
| MWAA, WMATA, VDOT, Fairfax County | December 2013: Est. start of Phase 1 service | Dulles Corridor Metrorail Project | Northern Virginia | | To construct a the Silver Line Metrorail extension in Northern Virginia. Phase I is 11.4 miles. The 11-mile Phase II is projected to open in 2018. | <u>www.dullesmetro.com</u> |
| NVTC, PRTC, GWRC | Ongoing | Virginia Vanpool Incentive Program | Northern Virginia | 1-95/1-395 | To support new and existing vanpools in Northern Virginia. | www.thinkoutsidethecar.org |
| VDOT | Ongoing | I-66 Tier 1 Environmental Impact Statement / Tier 2 NEPA | Northern Virginia | I-66 | To consider multimodal transportation improvements in the I-66 corridor from US 15 to I-495 (Capital Beltway). | www.virginiadot.org |
| Other | | | | | | |
| VDOT | December 2014 | Evaluation of Significant Transportation Projects in Northern Virginia Transportation District ("HB 599 Study") | Northern Virginia | | VDOT, in coordination with CTB, DRPT, and NVTA, will evaluate and rate significant projects in Northern Virginia. Study mandated by the VA General Assembly (HB 599). | www.virginiadot.org |
| WMATA | 2014 | Metrobus Service Guidelines Study | DC Metro | | To develop a document that provides a level of consistent guidance for WMATA to use in improving quality of Metrobus service over the next twenty years. | www.wmata.com |
| Arlington County Mobility Lab | Ongoing | Return on Investment of Transportation Demand Management | Arlington County | | The purpose of the projects is to quantify the benefits of Transportation Demand Management (TDM) strategies. | www.mobilitylab.org |
| WMATA | Ongoing | New Electronic Payments Plan (NEPP) Project | DC Metro | | To develop the next-generation fare collection system for WMATA. | www.wmata.com |
| WMATA | 2013 | 2013 Metrobus Fleet Management Plan Update | DC Metro | | To provide direction on the need for buses and facilities to support future growth. | www.wmata.com |
| WMATA | Ongoing | LRT and Streetcar Interoperability Study Project | DC Metro | | To identify ways to integrate the light rail and streetcar systems planned for the region. | www.wmata.com |
| WMATA | 2014 | Eight-Car Train Implementation Plan | DC Metro | | To identify budgets and schedules required for improvements to implement 8-car train operations by FY2020. | www.wmata.com |
| WMATA | 2014 | Metrobus Night Service Study | DC Metro | | To examine the performance of existing late night Metrobus service and make recommendations for the future. | www.wmata.com |
| MWCOG | 2014 | Rail Station Access Study | DC Metro | | To identify priorities for bicycle and pedestrian improvements close to rail stations to maximize under- utilized capacity. | www.mwcog.org |
| WMATA | 2014 | Bus Stop Accessibility Study | DC Metro | | To develop a list of priority bus stops for accessibility improvements. | www.wmata.com |

CURRENT TRANSIT-RELATED STUDIES/PROJECTS

| Author/Agency | Target Completion Date | Title | Location | Corridor | Notes | Website |
|----------------|---------------------------|---|-------------------------------|----------|--|-----------------------|
| WMATA | | Alternatives to Expanding the Region's Transit Plan (part of ConnectGreaterWashington) | DC Metro | | To examine scenario modeling of different policy decisions to assess their impact on the 2040 transit network. | <u>www.wmata.com</u> |
| Fairfax County | 2015 | Fairfax County 10-year Transit Plan | Fairfax County | | To develop a countywide 10-year transit plan for Fairfax County. | www.fairfaxcounty.gov |
| MWCOG | | | DC Metro, Arlington County | | To analyze the need for bus staging, layover, and parking locations in DC and Arlington County. | www.mwcog.org |

Updated May 2014.

MAKING THE BUSINESS CASE FOR TRANSIT

Panel Moderated by <u>Jennifer Mitchell</u>, DRPT Director, June 3, 2014 Virginia Transit Association 2014 Conference - Fredericksburg, VA <u>www.vatransit.com</u>



What makes transit work for cities around the Country?

<u>Art Guzzetti</u>, Vice President-Policy, American Public Transportation Association <u>Presentation</u>

Resources:

- <u>A New Partnership: Rail Transit and Convention Growth</u>
- Update 2014: Economic Impact of Public Transportation Investment
- The Role of Transit in the Support of High Growth Business Clusters in the U.S.
- Open for Business: The Business Case for Investment in Public Transportation

Five trends you need to know to make the Business Case for Transit

John Martin, CEO, Southeastern Institute of Research <u>Presentation</u>

Transit: Good Business in Hampton Roads

Brian Smith, Assistant to the President/CEO

- Transit Service Employment Centers/Access to Workers
- Transit & Economic Development
- Transit Key to Business (Re) location

Presentation

How to Make the Business Case for Transit

Kelley Coyner, Executive Director, Northern Virginia Transportation Commission <u>Presentation</u>

> How does transit benefit your community? <u>Click here and tell us</u>