



**NVTC COMMISSION MEETING
THURSDAY, MARCH 6, 2014
MAIN FLOOR CONFERENCE ROOM
2300 Wilson Blvd.
Arlington, VA 22201
8:00 P.M.**

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

AGENDA

1. ACTION ITEM: Approval of the Minutes of the February 6, 2014 NVTC Meeting
2. ACTION ITEM: CONSENT AGENDA
 - A. Approve Initiation of Transit Fellows Program
 - B. Authorize NVTC's Executive Director to Issue a Request for Proposals (RFP) for Consulting Services.
3. WMATA
 - A. General Manager Presentation
 - B. Vital Signs Report
 - C. Dashboard Report (Blue Item)
 - D. Governor O'Malley, Governor McAuliffe and Mayor Gray Support Momentum Strategic Plan
4. NVTC's 2014 Work Program
 - A. Public Comment on NVTC's Work Program
 - B. ACTION ITEM: Adopt 2014 Work Program
5. NVTC Annual Transit Performance Data
6. Executive Director's Report
7. NVTC Financial Report for January 2014
8. VRE
9. Department of Rail and Public Transportation (DRPT)
10. Northern Virginia Transportation Authority (NVTA)

11. Information Items

- A. DRPT Proposes Pilot Program on Congestion Mitigation & Transit Dependent Outcomes
- B. Administration Announced MAP-21 Reauthorization Proposal
- C. \$600 Million in TIGER Funding: Applications Due April 28
- D. Route 7 Alternatives Analysis Phase I Complete; Phase II Pending NVT A MOA
- E. Route 1 Multimodal Alternatives Analysis: March 6th TAC Meeting to Develop Detailed Multimodal Alternatives
- F. I-66 Corridor Study: Ten Improvement Concepts Eligible to Advance to Tier 2
- G. Transit Innovation: Inserting Light Rail Transit in Urban Areas
- H. JITI Mobility Lecture Highlights Trip Planning Tools Including RideScout™ and OpenTripPlanner



AGENDA ITEM #1

MINUTES
NVTC COMMISSION MEETING – FEBRUARY 6, 2014
SPEAKER'S CONFERENCE ROOM – GENERAL ASSEMBLY BUILDING
RICHMOND, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Smedberg at 4:30 P.M.

Members Present

Sharon Bulova
John Cook
Phil Duncan (alternate, Falls Church)
James Dyke
William Euille
Jay Fisette
Catherine Hudgins
Mary Hynes
Jeff McKay
Jennifer Mitchell (alternate, DRPT)
Paul Smedberg
David Ramadan
Thomas Rust

Members Absent

John Foust
Ken Reid
David F. Snyder
J. Walter Tejada

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

Richard Black
Barbara Comstock

Staff Present

Kelley Coyner
Kala Quintana
Doug Allen (VRE)

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Changes to the Agenda

Chairman Smedberg suggested that the Commission consider action items before the rest of the agenda since several Commissioners need to leave early for other events. There were no objections.

Remarks by Secretary of Transportation Aubrey Lane

Chairman Smedberg introduced Secretary of Transportation Aubrey Layne and thanked him for attending NVTC's meeting.

Secretary Layne thanked NVTC for inviting him and observed that NVTC's 50th Anniversary is quite an accomplishment of leadership for Northern Virginia. WMATA and VRE were both started during NVTC's tenure. It doesn't stop there, because NVTC has a quite a bit more to do. He assured NVTC that the State will be there to support NVTC.

Secretary Layne stated that he has made it a priority to be in Northern Virginia at least one day a week during his first four weeks in his new role as Secretary of Transportation. He has had a chance to meet with some of the NVTC Commissioners present at this meeting and he looks forward to working with the entire NVTC Board. Secretary Layne stated that he has had a chance to see some of the transit systems in Northern Virginia, which are unlike any other transit system in the Commonwealth. Seventy-five percent of all the transit trips in the Commonwealth happen in Northern Virginia. He has an appreciation for the unique needs of this region.

Secretary Layne stated that he has a good team, including Jennifer Mitchell, Director of the Department of Rail and Public Transportation, and Doug Koelemay, who has just been named Director of the Office of Transportation Public-Private Partnerships (OTP3). Secretary Layne stated that he pledges to understand the needs of Northern Virginia. The actual physical roads are easy to understand but it's the political impact and the impact on the citizens of Northern Virginia that is really important to understand. It is important to not only build good systems but also make good policy decisions. He observed that most of the best decisions are made at the local level. He expects progress in the coming months on the I-66 study currently underway.

Secretary Layne stated that it is a priority for the Commonwealth to work with the local elected officials. This doesn't mean that there will be agreement on everything, but at least each side will understand each other's position to make the best decisions. The first responsibility of the Commonwealth is to make sure it is legal and compliant and then to provide advice on policy but ultimately local elected officials need to make the decisions. He pledged that he will always be here to listen and he looks forward to working with NVTC. He again congratulated NVTC on the last 50 years of hard work and he looks forward to NVTC's next 50 years.

Chairman Smedberg stated that on behalf of the Commission, NVTC welcomes Secretary Layne's words and the partnership it hopes to have with the Commonwealth over the coming years. NVTC looks forward to working with Secretary Layne and Director Mitchell on important transit related issues in Northern Virginia.

Mrs. Bulova stated that she is pleased to hear that Delegate Filler-Corn's HB957 legislation seeking delayed implementation of the VRE weighted vote issue is proceeding through the legislative process. Secretary Layne stated that he has also met with Congressman Connolly and discussed the WMATA voting issues. Secretary Layne stated that he sees his role as an advocate on how to get the region resources. However, the State has limited funds and funding from HB2313 doesn't fix all the problems. He very much wants to assist the region in keeping those funds flowing in order to keep Virginia's citizens moving throughout the state.

Chairman Smedberg also acknowledged the presence of Delegate Rust and Delegate Ramadan and thanked them for taking time out of their busy legislative schedules to come and participate in this meeting.

Approval of the Minutes

Mrs. Bulova moved, with a second by Mrs. Hynes, to approve the minutes of the January 8, 2014 NVTC Meeting. The vote in favor was cast by Commissioners Bulova, Cook, Duncan, Dyke, Euille, Fisette, Hudgins, Hynes, McKay and Smedberg. Delegate Ramadan and Delegate Rust abstained.

FY 2015 State Transit Assistance Applications

Ms. Coyner explained that Resolution #2238 approves NVTC's submission of state operating and capital transit assistance applications to the Virginia Department of Rail and Public Transportation (DRPT) on behalf of NVTC's five WMATA jurisdictions for regional and local bus and Metrorail service. The applications total \$559.0 million in eligible operating costs and \$231.7 million in total capital expenses. The resolution also approves the submission of state transit assistance applications on behalf of VRE including \$47.2 million in eligible operating costs, \$85.7 million in total capital costs, and \$2 million in costs for technical assistance. She reported that NVTC submitted the grant applications into the OLGA system by the deadline.

Ms. Coyner explained that these grant applications reflect the new capital allocation tiering model and new operating assistance model. However, there are still several unanswered questions that need to be resolved of how the funds will actually be applied and the WMATA ridership data issue remains unresolved. Ms. Coyner stated that the application amounts are considerably higher than in previous years because of the \$50 million was included for Virginia's portion of WMATA 2025 initiative. There are still discussions occurring by the jurisdictions on how the 2025 funding commitment is met by Virginia. In response to a question from Mr. Fisette regarding timing of the request for approval of the application, Ms. Coyner stated that it is consistent with past

years to preserve the funding for this. Due to the work done on the capital allocation tiering model, there is now a better understanding of the rules. NVTC staff has been working closely with DRPT staff, especially Dave Awbrey, who has spent a great deal of time with jurisdictional staff and has been reviewing the applications as they were submitted to NVTC.

Ms. Coyner stated that a Rail Enhancement Fund request was also filed on behalf of VRE. Authorization to execute an agreement will be sought upon approval of the request by DRPT. More information will be provided later in the agenda.

Mr. McKay moved, with a second by Ms. Hynes, to approve Resolution #2238 (copy attached). The vote in favor was cast by Commissioners Bulova, Cook, Duncan, Dyke, Euille, Fissette, Hudgins, Hynes, McKay, Ramadan, Rust and Smedberg.

NVTC Consent Agenda Policy and Guidelines

Chairman Smedberg observed that the consent agenda policy and guidelines were prepared by staff to show transparency and consistency in the consent agenda process. Mr. McKay stated that this is a major step forward that will allow NVTC to have more substantive discussions about policy and issues regarding transit and not spend as much time on administrative actions. He thanked Ms. Coyner for bringing this action forward.

Mr. McKay moved, with a second by Mrs. Bulova, to approve the NVTC Consent Agenda Policy and Guidelines. The vote in favor was cast by Commissioners Bulova, Cook, Duncan, Dyke, Euille, Fissette, Hudgins, Hynes, McKay, Ramadan, Rust and Smedberg.

VRE

VRE CEO Report and Minutes of the January 17, 2014 Meeting. Chairman Smedberg suggested that due to limited time the Commission forgo the CEO Report provided by Mr. Allen but he encouraged Commissioners to read the report and minutes. There were no objections.

Purchase of VRE Expansion Railcars. Mrs. Bulova reminded the Commission that NVTC had a lengthy discussion at its January meeting regarding NVTA funding for railcars as it relates to non-NVTA jurisdictions. The original funding plan assumed the purchase of the railcars would take place in two stages: 1) the first stage in FY 2014 would include the purchase of nine railcars primarily with NVTA funding and supplemented with federal formula funds and a VRE match; and 2) the remaining five railcars would be purchased in FY 2015 using state capital grant funds with the match provided by the VRE jurisdictions outside of NVTA along with supplemental system funds being used (federal formula funds and state and VRE match).

Mrs. Bulova reported that VRE staff determined that more work on the NVTa funding issue will be required and as a result VRE staff developed an alternate funding plan for the purchase of the 14 railcars. The plan calls for the purchase of five railcars in FY 2015 and nine railcars in FY 2016 and would rely on 68 percent state funding, with the remaining 32 percent from a combination of federal formula funds and existing VRE funds. NVTa funds would not be used. The FY 2015 subsidy amount would not change and no additional contribution would be needed from any jurisdiction. Resolution #2240 will approve the revised funding plan for purchase of the 14 railcars and forward the plan to the local jurisdictions for inclusion in their budgets. The resolution also authorizes NVTC's Executive Director to submit to the Commonwealth the revised railcar funding plan as part of the FY 2015 state aid application.

In response to a question from Chairman Smedberg, Mr. Allen stated that the discussions over the past month have been very productive and VRE looks forward to advancing the purchase of the railcars.

Mrs. Bulova moved, with a second by Mr. Fisette, to approve Resolution #2240 (copy attached). The vote in favor was cast by Commissioners Bulova, Cook, Duncan, Dyke, Euille, Fisette, Hudgins, Hynes, McKay, Ramadan, Rust and Smedberg.

VRE System Plan. Mrs. Bulova reported that the VRE Operations Board adopted the VRE System Plan at its January 17th meeting. The System Plan provides a framework for future decision making by indentifying service initiatives and capital investments that support long-range VRE growth, grouped into three phases between 2015 and 2040. Mrs. Bulova reminded Commissioners that NVTC had a detailed presentation on the System Plan at a previous meeting. Mr. Allen stated that it is important as VRE goes forward to have a long-term strategic plan. Chairman Smedberg acknowledged all the staff time that has gone into the development of the System Plan.

Mr. McKay stated that he is glad to see that run-through service into Maryland is included in the VRE System Plan. He expressed his hope that discussions can occur quickly with VRE's regional partners, especially Maryland, so planning for this type of service can begin. He believes that run-through service can be part of a regional solution that has not yet been fully investigated. Mrs. Bulova noted that run-through rail service is also one of the Board of Trade's major priorities. She did observe that it is a complex issue.

Mrs. Bulova moved, with a second by Mr. McKay, to approve Resolution #2240, which approved the VRE System Plan. The vote in favor was cast by Commissioners Bulova, Cook, Duncan, Dyke, Euille, Fisette, Hudgins, Hynes, McKay, Ramadan, Rust and Smedberg. (A copy of Resolution #2240 is attached.)

New Members to the VRE Operations Board. Mr. Allen reported that NVTC Commissioner Walter Tejada from Arlington County and DRPT Director Jennifer Mitchell are both new members of the VRE Operations Board.

Legislative and Policy Developments

Ms. Coyner thanked Delegate Rust for hosting NVTC's meeting in the General Assembly Building and for introducing NVTC from the House floor earlier in the day.

Delegate Rust reported that his bill HB761, which is the WMATA Fare Enforcement Bill, was heard by the Courts of Justice Committee and passed by a vote of 6-4. He also reported that there were many bills that could have negatively impacted the Northern Virginia region but they all have been disposed. Mr. Fisette thanked Delegate Rust and Delegate Ramadan for their hard work during the General Assembly Session.

Ms. Coyner reported that she was invited by Delegate Rust to appear before the Northern Virginia Delegation to give a presentation on Northern Virginia transit issues. She also observed that jurisdictional staff have been very engaged in the legislative activities occurring during the Session. She introduced Amy Perron Siebert who is working for NVTC as well as part of the local liaison team during the General Assembly Session.

Ms. Coyner gave an update on HB2, which sets out an 18-month process for developing a multifactor prioritization framework.

Chairman Smedberg acknowledged the presence of Delegate Randall Minchew; Scott York, Chairman of the Loudoun County Board of Supervisors; Al Harf, Executive Director for PRTC; and Linda McMinimy, Executive Director for the Virginia Transit Association (VTA).

Remarks from Department of Rail and Public Transportation's Director Jennifer Mitchell

Chairman Smedberg introduced DRPT Director Jennifer Mitchell and welcomed her to NVTC. Director Mitchell congratulated NVTC on its 50th anniversary. She stated that she understands Northern Virginia issues because she is from Northern Virginia. She looks forward to working with NVTC. She stated that Jim Dyke will continue to serve as the Principal member on NVTC and she will serve as the Alternate. She reviewed several things that DRPT is focused on, including relooking at the SAM Allocation Model process and has asked her staff to work with NVTC to look at ways how to streamline the process. She has been involved in the TSDAC process over the last six months and there have been great strides made, especially with the operating formula. She acknowledged that there are still questions about the capital formula. DRPT has been directed by the Commonwealth Transportation Board to look at the capital allocation issue following the first year of allocations. DRPT plans to look at this in June. DRPT is committed to making sure it is a fair process. In regards to the WMATA ridership issue, she understands it is still an issue of great concern but feels that if we can get the right people around the table over the next few months to discuss this issue, an answer can be found.

Director Mitchell reported that DRPT has plans to commission research to look at the economic benefits of transit across the Commonwealth. This will have a great impact on Northern Virginia. DRPT's goal is to be able to demonstrate the impact on jobs, productivity and on overall economic development just not in Northern Virginia but across the entire Commonwealth. DRPT will also start a new strategic planning process this spring. DRPT will be asking for feedback from the grantees of what DRPT has done well and what more it should be doing. This process will start after the General Assembly Session.

Director Mitchell observed that a major benefit of NVTC is its regionalism where local elected officials come together from across jurisdictional lines to work on regional issues. DRPT is very supportive of regional investments and wants to work with the existing regional organizations that are in place, such as NVTC and PRTC.

Delegate Ramadan stated that he had a chance to talk to Director Mitchell and he is thankful for the recognition from DRPT that there are problems with the formulas. He is confident that NVTC and DRPT can work together to fix the problem.

NVTC Financial Items

The Financial Reports for December 2013 were provided to commissioners. There were no questions.

Information Items

Chairman Smedberg noted that three new blue items were added to the information items. There was no discussion of these information items, except for the Rail Enhancement Funds (see below):

- Metrorail Moves Toward Resuming Automatic Train Control
- WWMATA Agrees to Recognize Advance Payments by NVTA for Anticipated Future Metro 2025 Investments Consistent with All Legal Requirements Applicable to NVTA
- VA Secretary Confirms Dyke and Mitchell as NVTC Members
- NVTA Ensures that NVTA Extraterritorial Funding Partners Pay or Commit to Pay Proportionate Share of Projects
- VVDOT Begins U.S. Bicycle Route 1 Study
- MWCOG Approves Region Forward Strategic Investment Plan Final Report
- TPB Forecasts Travel Demand Growth in Activity Centers
- Hampton Roads Proposal to Establish Transit Authority Advances (HB1253)
- Update on VDOT Evaluation and Rating of Significant Projects (Blue Item)
- VDOT Presents Performance Measurement Weights (Blue Item)

Rail Enhancement Fund (Blue Item). Mr. Allen stated that VRE has been in discussions with CSX for a few years on reaching agreement to allow the Potomac Shores Station to be built in Prince William County. The new agreement would essentially commit VRE to build second platforms along the entire Fredericksburg Line, with the help of jurisdictional and NVTA funding. Recently, VRE began discussions with DRPT about using Rail Enhancement Funds for this. The match would be provided with private sector funds used to build the Potomac Shore Station. VRE submitted a grant application in absentia. VRE will come back to the Operations Board and Commissions as the process progresses to seek approval. DRPT was very helpful to VRE in identifying possible funding for this project. Chairman Smedberg observed that the Potomac Shores Station Project is a significant project for VRE and Prince William County.

Adjournment

Without objection, Chairman Smedberg adjourned the meeting at 5:03 P.M.

Approved this 6th day of March, 2014.

Paul C. Smedberg
Chairman

Jay Fisette
Secretary-Treasurer



RESOLUTION #2238

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

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

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

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

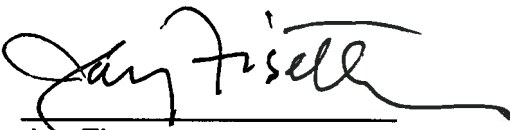
BE IT FURTHER RESOLVED that NVTC's executive director is authorized, for and on behalf of NVTC and PRTC and their members, 1) to execute and file FY 2015 VRE applications to DRPT in the amount of \$85.8 million for operating costs, 85.7 million in total costs for capital (\$35.7 million non-federal),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


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

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

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

Approved this 6th day of February, 2014.


Jay Fisette
Secretary-Treasurer


Paul C. Smedberg
Chairman



Resolution #2239

SUBJECT: Purchase of VRE Expansion Railcars.

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

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

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

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


WHEREAS: The VRE Operations Board recommends the following action.

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

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

Approved this 6th day of February, 2014.


Jay Fisette
Secretary-Treasurer


Paul C. Smedberg
Chairman



Resolution #2240

SUBJECT: Adoption of the VRE System Plan.

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

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


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

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

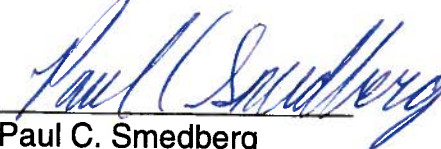
WHEREAS: The VRE System Plan provides a framework for future decision making by identifying service initiatives and capital investments which support a ridership goal of 40,000-45,000 daily trips within the 2040 timeframe.

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

Approved this 6th day of February, 2014.



Jay Fiset
Secretary-Treasurer



Paul C. Smedberg
Chairman



AGENDA ITEM #2

TO: Chairman Smedberg and NVTC Commissioners
FROM: Kelley Coyner
DATE: February 27, 2014
SUBJECT: Consent Agenda

RECOMMENDED ACTION: Approve Consent Agenda:

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

This action will allow NVTC to get a jump start on projects related to regional planning, strategic planning and economic case making.

B. Authorize NVTC's Executive Director to Issue a Request for Proposals (RFP) for Consulting Services.

NVTC requires an analysis of economic and fiscal impact of the transit network in Northern Virginia. Descriptions of potential services include:

- 1) Review of pertinent literature and application of relevant economic and fiscal analysis of the Northern Virginia transit network to Northern Virginia Transportation Commission jurisdictions, the region generally and to the Commonwealth.
- 2) Development of a "calculation" to estimate place based economic and fiscal impacts of transit within NVTC.
- 3) Statistical and fiscal analysis of labor access and access to jobs, economic activity, fiscal impact of transit facilities and services in NVTC jurisdictions, in the region and the Commonwealth.

- 4) Survey of businesses and development of case studies on the economic and fiscal impact of the Northern Virginia transit system network.
- 5) Support organization of a forum on the economic and fiscal impact of the transit system in Northern Virginia.

Funds are allocated in the annual FY 2014 general and administrative budget based upon estimated costs. Note that there may be an additional task funded by a source other than NVTC's general and administrative budget.



AGENDA ITEM #3

TO: Chairman Smedberg and NVTC Commissioners
FROM: Kelley Coyner, Claire Gron and Kala Quintana
DATE: February 26, 2014
SUBJECT: WMATA

A. WMATA General Manager Presentation

In anticipation of the WMATA Board's adoption of the FY 2015 Budget, Richards Sarles will join the Commission to discuss the highlights of the budget as well as provide an update on the Silver Line, New Electronic Payment Program (NEPP) and its implications for the region, and the next phase of implementing Momentum.

The GM/CEO presented the proposed FY 2015 capital and operating budgets to the Board in December and WMATA held public hearings in January and February. WMATA expects the Board to approve the operating budget in March, and the capital budget in April.

Over the last month, NVTC moved forward in securing technical assistance needed for Northern Virginia transit systems to be ready for the pilot phase of NEPP. NVTC coordinated closely with the Northern Virginia transit systems including VRE and PRTC in the procurement and in securing a Memorandum of Agreement. Specifically, NVTC moved forward in identifying a technical assistance team. Key milestones include:

Issuance RFP 14-01	February 3
Pre-proposal conference	February 19
Proposals submitted	March 7
NVTC consideration and approval of contractor	May 1

B. Vital Signs Report (Attachment)

C. Dashboard Report (Blue Item)

D. Governor O'Malley, Governor McAuliffe and Mayor Gray Support Momentum Strategic Plan (Attachment)

**NVTC Quarterly Summary of Systemwide
Metrorail and Metrobus Performance
Through December, 2013**

On-Time Performance

Metrobus				Metrorail			
		CY 2012	CY 2013			CY 2012	CY 2013
	Dec	76.9%			Dec	92.3%	92.3%
	Nov	76.3%	software		Nov	91.7%	90.3%
Target	Oct	74.5%	error-- data	Target	Oct	91.7%	92.2%
= 78%	Sept	73.8%	not	= 90.5%	Sept	91.5%	92.4%
	Aug	78.0%	available		Aug	92.1%	92.7%
	Jul	76.7%			Jul	91.2%	91.7%

Safety

**Preventable and Non-Preventable
Passenger Injury Rate
(per million passengers)***

	CY 2012	CY 2013
Dec	1.45	1.59
Nov	1.21	1.68
Oct	1.99	2.38

*Includes Metrorail, rail facilities, Metrobus, and MetroAccess

**Customer Complaint Rate
(per million passengers)**

	CY 2012	CY 2013
Dec	124	148
Nov	124	167
Oct	140	134

**Crime Rate
(per million passengers)**

	Oct-13	Nov-13	Dec-13
Bus	1.31	1.76	0.58
Rail	8.13	5.87	4.30
Parking	2.15	1.72	0.68

Reliability

**Bus Fleet Reliability
by Fuel Type
(miles without service interruption)**

	Dec-12	Dec-13
CNG (30%)*	8,570	7,706
Hybrid (27%)	10,463	10,256
Clean Diesel (8%)	7,506	12,793
Other (35%)	5,894	6,207

* Percentage of fleet.

**Rail Fleet Reliability
(miles without service interruption)**

	CY 2012	CY 2013
Dec	66,942	63,468
Nov	67,555	51,248
Oct	72,943	61,959

**Escalator
Availability**

Target = 89%

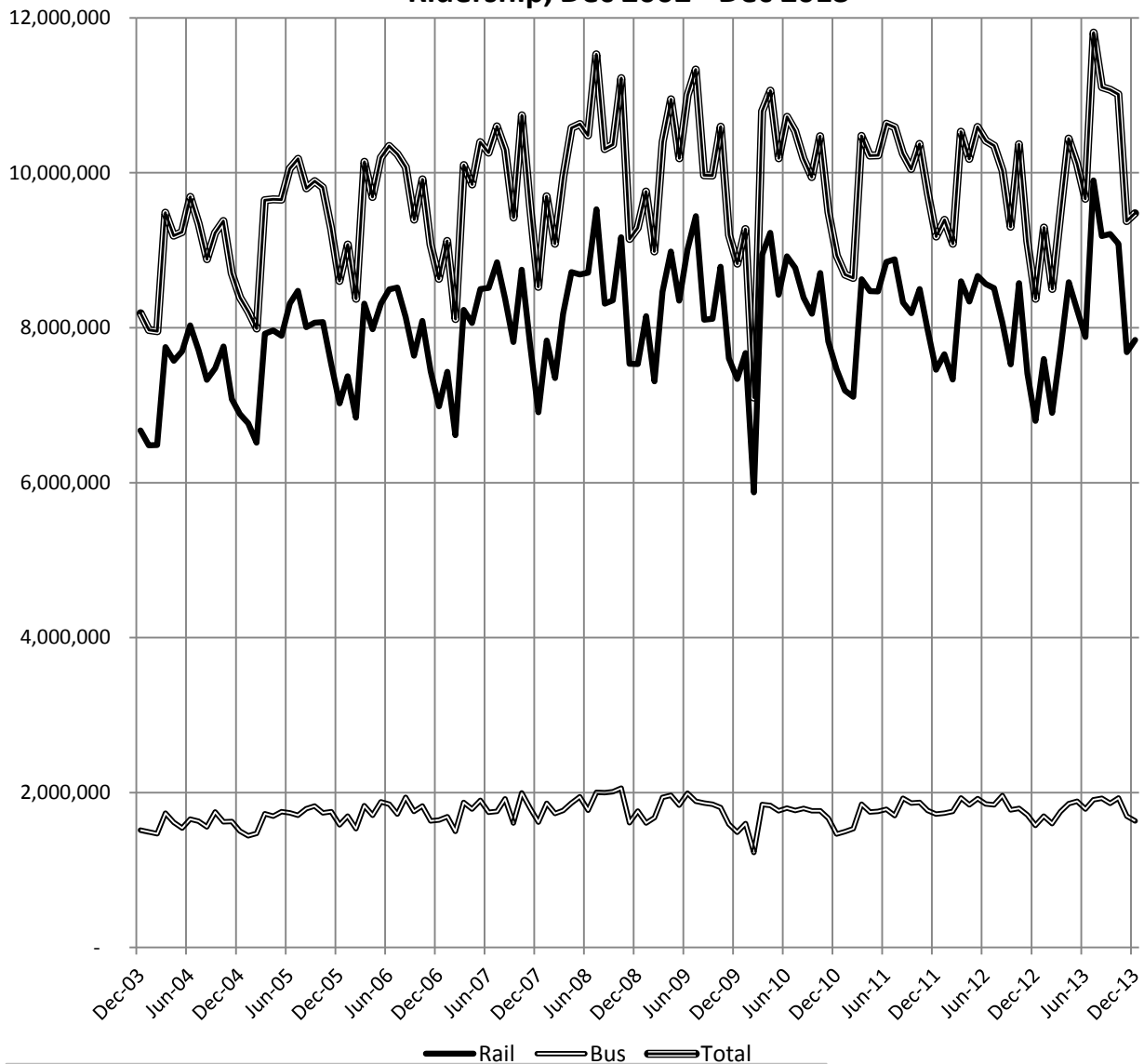
Dec-12	Dec-13
90.8%	91.8%

**Elevator
Availability**

Target = 97.5%

Dec-12	Dec-13
97.5%	96.9%

Northern Virginia Metrobus, Metrorail, and Combined Monthly Ridership, Dec 2002 - Dec 2013*



* Note: formula for estimating Virginia share of Metrorail ridership revised in July 2013.

Northern Virginia Ridership Data* (thousands of one-way passenger trips)

Metrorail	Jul	Aug	Sep	Oct	Nov	Dec
CY 2013	9,903.3	9,181.9	9,209.5	9,084.6	7,684.3	7,844.1
CY 2012	8,510.0	8,065.4	7,525.8	8,575.0	7,409.1	6,796.2
5 yr. Avg.	9,027.4	8,238.6	8,073.0	8,747.4	7,668.6	7,317.8
Metrobus						
CY 2013	1,906.0	1,925.5	1,861.1	1,929.4	1,694.5	1,632.3
CY 2012	1,840.6	1,960.1	1,777.6	1,794.0	1,712.0	1,577.1
5 yr. Avg.	1,841.0	1,908.6	1,852.6	1,858.8	1,670.6	1,602.2

NEWS RELEASE



FOR IMMEDIATE RELEASE

February 26, 2014

Contact:

Metro Media Relations
202-962-1051

Metro hails funding commitment by Gov. O'Malley, Gov. McAuliffe and Mayor Gray in support of Momentum strategic plan

Metro General Manager and CEO Richard Sarles today applauded an increased capital commitment of \$75 million by Maryland Governor Martin O'Malley, Virginia Governor Terry McAuliffe and District of Columbia Mayor Vincent C. Gray, saying that it marked an important down payment towards Metro's "Momentum" strategic plan to reduce crowding and add system capacity.

The funding announcement was made jointly by the region's three leaders today following a National Capital Regional Meeting in Arlington.

"Thanks to the strong leadership of Mayor Gray and Governors O'Malley and McAuliffe, we can continue our rebuilding efforts and lay the foundation for all eight-car trains, with power upgrades, Union Station and Gallery Place station expansion designs, and buses for priority corridors," said Metro General Manager and CEO Richard Sarles.

Momentum is Metro's vision for the future. Building on the important Metro Forward capital program which is virtually rebuilding the system and making key safety and reliability improvements, the strategic plan addresses growing crowding and outlines near-term goals for 2025 along with the steps that Metro must take to prepare for coming regional population and economic growth. Importantly, the plan ensures that Metro never returns to a time when the system's tracks, escalators, trains and buses, are not maintained to today's safety and reliability standards. For riders, Momentum will mean more trains, reduced crowding, faster buses, brighter, safer, easier-to-navigate Metrorail stations, and improved customer information systems.

"We have now crossed the halfway point of our Metro Forward rebuilding effort, improved on-time performance, increased escalator availability, reduced employee injuries and are preparing for the next generation of railcars later this year," said Metro Board Chair Tom Downs. "None of these successes would be possible without the extraordinary support of our elected leaders, and on behalf of the Metro Board and the riders who depend on the system, I express our appreciation to the Mayor and Governors."

The Metro Board unanimously approved the Momentum strategic plan in June 2013. Since then, Metro Board members, stakeholders and senior managers, partnering with business community leaders and transit advocates, have been working to inform and build support from riders, organizations, jurisdictions, and regional employers. Today, more than 60 organizations

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and more than 2,000 individuals have endorsed the Momentum plan. Riders and stakeholders have said overwhelmingly that increasing capacity with eight-car train service is the most important investment priority for Metro.

The region's transportation network increasingly depends on a robust Metro system to leverage other investments:

- The District has plans for streetcars to provide another critical transit link;
- During rush hours, thousands of passengers will transfer between Metrorail and Maryland's Purple Line, adding even more riders to the Red Line;
- Roughly \$18B worth of investment is planned or proposed for Tysons near Silver Line stops. That growth must not be limited by rail congestion in the downtown core of the Metrorail system;
- Adding buses to busy corridors, along with bus-priority lanes and traffic signal priority for buses, will enable Metro to better compete with cars on the road and meet the growing ridership which is being driven by young adults moving into the region; and
- Maryland is making significant investments in Shady Grove, Twinbrook, Wheaton, and White Flint – all areas beyond where Red Line trains “turn back” (at Grosvenor and Silver Spring). These areas will require eight-car trains and more rush hour capacity in order to reach their full potential.

In their announcement, the Governors and Mayor committed to beginning work to renew the Capital Funding Agreement for Metro, with a larger commitment of capital to support and advance the Momentum strategic plan.

“Today's commitment of \$75 million is a critical installment that bridges Metro to the next phase of our capital program,” said Sarles.



AGENDA ITEM #4

TO: Chairman Smedberg and NVTC Commissioners
FROM: Kelley Coyner
DATE: February 24, 2014
SUBJECT: NVTC's 2014 Work Program

RECOMMENDED ACTION: Following Public Comment, Adopt NVTC's 2014 Work Program

After receiving Public Comment on the Work Program, Commissioner's will discuss the Updated Work Program and will be asked to approve it. The Work Program Goals reflects the priorities identified last year as well as the targets and strategies discussed at the Planning Session in December.

NVTC will produce a tracking tool once the Work Program is adopted and will revised the Work Program based on refinement of the goals identified in the retreat and work sessions with the Commission over the course of this year. The Management Advisory Committee (MAC) has had several opportunities to review the report from the Planning Session and provided written comments on the draft Work Program. The Work Program reflects comments and suggested revisions by the MAC.

The highlighted version of the Work Program indicates new activities. In addition Goal One is reworded to reflect the legislative and policy agenda adopted last fall. Goal Nine documents in general terms the activities and outcomes NVTC will pursue as we move forward in better defining the objectives from the Planning Session and implementing the strategies identified. The 2015 Work Program will identify outcome based goals and the strategies and activities to be undertaken to achieve them.

GOALS AND ACTIONS FOR 2014*

1. DEVELOP AND IMPLEMENT NVTC POLICY AND LEGISLATIVE AGENDA

Goal: Develop and implement a Legislative and Policy Agenda which:

- Maintains and expands opportunities for dedicated, sustainable transit funding;
 - Fully implements HB2313
 - Keep Metro and VRE funding commitments
 - Expand innovative finance
- Uses performance metrics to promote efficiency and maximize capital investments;
- Strengthens regional cooperation and accountability;
- Maximizes use of existing facilities; and
- Fosters innovation and technological integration.

Actions:

1. With the support of local staff, identify transit issues that require policy decisions and assemble data and perform policy analyses to facilitate those decisions (e.g. fare integration, development of new technology, service expansion, customer safety, system security and the business case for and value of public transit).
2. Revise and implement a state and federal Legislative and Policy Agenda in coordination with local jurisdictions, the Northern Virginia Transportation Authority (NVTA), PRTC, VRE, Virginia Transit Association (VTA) and other groups. Conduct NVTC's February meeting on Local Government Day at the General Assembly in Richmond. Produce NVTC by the Numbers tailored to the legislative agenda. Coordinate visits with the Northern Virginia Delegation and support General Assembly recognition of NVTC's 50th anniversary. Obtain reduced rate for on-line legislative monitoring services and share access with member jurisdictions. Develop NVTC/transit focused bill monitoring and establish a legislative and agency liaison that will coordinate with jurisdictional legislative liaisons year round. Serve as a technical resource to General Assembly members, Commissioners, and local staff on transit issues before the Legislature.
3. Implement outreach plans with Northern Virginia's General Assembly Delegation as well as General Assembly Leadership. Update district-specific legislative maps showing transit service including express lanes providing transit access and performance for all members of the Northern Virginia Delegation.

4. Participate on the American Public Transportation Association's (APTA) legislative committee to define and implement a federal legislative strategy as part of a broad, nationwide pro-transit coalition.
5. In coordination with local jurisdictions and the NVTa, monitor the Commonwealth Transportation Board (CTB) and provide technical and policy input including testimony at semi-annual hearings on matters relating to transit especially as related to development of prioritization of funding transit projects and maximizing the use of existing transportation facilities.

2. SEEK AND ADVOCATE FUNDING

Goal: Identify and implement cooperative strategies with member governments to gain additional transit revenues and work to obtain adequate, dedicated, stable and reliable financial support from the federal government, the Commonwealth and the private sector.

Actions:

1. Secure stable, reliable, permanent and dedicated funding sources for operating and capital expenses for WMATA, VRE and local transit systems.
2. Produce financial projections and analyze alternative funding mechanisms to bridge the growing gap between transit operating and capital needs versus available financial resources. Participate in regional and statewide efforts to define public transit needs and identify funding sources, such as corridor studies, TPB's Region Forward initiative and constrained financial plan update, VTrans 2035 and Northern Virginia's TransAction 2040 transportation plan update.
3. Identify and help obtain funding for new transit projects that are recommended by NVTC's jurisdictions.

3. COORDINATE TRANSIT SERVICE

Goal: Work with all public and private transit providers to coordinate all transit service within Northern Virginia, with emphasis on understandable fares, convenient schedules, proper information, good customer service, efficient performance and access by disabled persons. Help to clarify roles of respective agencies and governments to avoid overlaps or gaps in jurisdiction. Work to improve the safe and orderly movement of people and goods, primarily by encouraging greater use of integrated public transit and ridesharing systems. Involve the public in identifying problems and solutions. Use NVTC's Management Advisory Committee as a forum to work out cooperative solutions and keep local governments fully informed. Emphasize better bicycle and pedestrian access to transit facilities and services.

Actions:

1. Work with local governments to coordinate collection and dissemination of performance data for FTA's National Transit Database reports. Collect performance data and maintain a shared database that uses NTD and other sources. Encourage transit systems to use the data to improve efficiency. Publish the data on NVTC's website.
2. Assist Northern Virginia's transit systems to comply with DRPT's performance data requirements, including those now part of the Commonwealth's operating assistance formula.
3. Manage NTD data collection contract for all of Northern Virginia's transit systems and oversee collective funding of this effort.
4. Support regional pedestrian safety initiatives and encourage bicycle and pedestrian use. Publicize and seek to expand "bike on rail and bus" opportunities.
5. Serve on regional task forces examining options for improved transit.

4. MANAGE GRANTS, CONTRACTS AND TRUST FUNDS

Goal: Facilitate the fair and equitable allocation of costs among governments, persons using transportation services and facilities and others who benefit. Manage grants fairly and effectively, according to state and federal laws and NVTC's policies. Invest trust fund assets prudently to maximize returns consistent with safety. Provide financial information to the Northern Virginia transit systems.

Actions:

1. Use NVTC's Subsidy Allocation Model (SAM) to incorporate the most recent WMATA and local budget information on transit costs, revenues and subsidies. Using NVTC's adopted allocation formula, determine each local government's share of NVTC assistance. Use their percentages to apportion shares of local contributions to NVTC's administrative budget. Maintain appropriate documentation to calculate NVTC's formula. Provide early estimates each year to assist local governments in budget planning.
2. As an agent for NVTC's WMATA jurisdictions, prepare and submit state grant applications using DRPT's automated OLGA system.

3. Manage state grants to prepare proper billings and obtain timely reimbursements. Participate with VRE and NVTC jurisdictions in quarterly project status review meetings. Work with grantor agencies and grantees to achieve the maximum feasible flexibility in using the funds in order to meet expiration deadlines with no loss of funds.
4. Manage jurisdiction trust funds assets (average over \$100 million). Assist local jurisdictions in spending promptly the proceeds of state bond issues.
5. Prepare financial reports for NVTC's annual audit. Manage a multi-year audit services contract. Accomplish an unqualified auditors' opinion and provide to the appropriate regulatory agencies.
6. Organize improved information sharing between local governments and the Virginia Department of Taxation and Division of Motor Vehicles and more effective auditing to facilitate efficient collection of NVTC's 2.1 percent motor fuels tax. Share NVTC's monitoring tools to ensure more accurate allocations of tax revenues to NVTC's jurisdictions. Employ database and spreadsheet models to identify unanticipated discrepancies for particular tax payers and jurisdictions. Monitor the required reconciliation of motor fuels tax collections by jurisdiction. Brief NVTC's MAC group regularly on processes, issues, and solutions. (moved from Goal 2)
7. Maintain up-to-date compilations of state and federal grant regulations. Ensure staff is adequately trained in grant and project management and alerted to any changes in regulations. Maintain current procurement documents to facilitate prompt release of authorized requests for proposals and invitations for bids. Obtain agreements with sub-recipients to ensure compliance. Submit annual certifications and maintain access to TEAM to ensure continued eligibility for FTA grants.
8. As requested, work with NVTC jurisdictions to apply for federal funds for high capacity transit improvements and expanded capacity. For the region, complete Phase I of the multimodal transit study of Route 7 and close out federal grant for the same.
9. Coordinate with NVTa to develop a strategy for the regional transportation plan update.
10. Seek opportunities to assist jurisdictions in considering new and expanded projects (light rail, technology and other initiatives).

5. PROVIDE OVERSIGHT FOR WMATA AND VRE

Goal: Exercise leadership on issues pertaining to oversight of the WMATA and VRE systems, particularly budget and finance, to reduce costs and control the growth of local subsidies and fares while improving service quality and capacity. Effectively manage ongoing transit services for which NVTC is responsible and develop efficient management structures that facilitate regional cooperation and support.

Actions:

1. In January, appoint Virginia's two principal and two alternate members of the WMATA Board of Directors. Provide staff support to WMATA Board members. As needed, facilitate caucuses of Virginia's Board members and their staffs to develop consensus positions prior to committee and board meetings. Keep NVTC Commissioners informed of pending WMATA Board decisions of regional significance.
2. Organize timely briefings by WMATA's General Manager and other senior leadership to the entire NVTC Board on budget development and other issues of interest. Monitor the development of WMATA's budget. Provide recommendations to local jurisdictions and the WMATA Board, as appropriate.
3. Co-sponsor public forums with WMATA.
4. Participate on WMATA's Jurisdictional Coordinating Committee.
5. Assist Loudoun County as it transitions to full participation in WMATA upon completion of the Dulles Rail project.
6. Encourage WMATA to use NVTC's emergency response plans for key Metrorail stations in Virginia as a template to complete plans for all of WMATA's stations.
7. As co-owner of VRE (with assets of \$372 million, outstanding bonds issued by NVTC of \$13 million and annual operating/capital budgets of over \$120 million) appoint NVTC's principal and alternate members of the VRE Operations Board, maintain close communications with PRTC and VRE staff, coordinate presentation of action items to the VRE Board and commissions, and monitor ongoing operations for consistency with the Master Agreement and approved budgets, customer service quality and NVTC jurisdictions' interests.
8. With PRTC, oversee a management audit of the VRE including the selection of a consultant, the development and implementation of the audit plan, and the evaluation of any recommendations arising from the audit.

9. Provide staff support to VRE, which includes applying for state operating and capital grants on behalf of VRE, attending VRE meetings, serving as VRE Board Secretary, and supporting annual VRE customer service surveys each spring and ridership surveys each October, by providing zip code verification and on-board volunteers.
10. Support implementation of the VRE System Plan and capital plan.

6. COORDINATE REGIONAL EFFORTS

Goal: Support coordinated regional efforts to improve air quality, conserve energy, boost the economy, respond to emergencies and integrate land use and transportation. Pursue new transit opportunities and support telework initiatives.

Actions:

1. Co-direct a cooperative regional effort to implement the Vanpool Alliance to increase vanpooling and qualify the region for significantly increased federal transit formula assistance.
2. Work to establish NVTC as the regional advocate of innovation and technological integration including adoption of Intelligent Transportation Systems, promotion of interoperability, and provision of incentives for telework.
3. Collaborate with Transportation Management Associations and Transportation Demand Management agencies (ridesharing, telework).¹
4. Participate on technical committees assisting in planning, preliminary engineering and environmental analysis for transit in the Dulles Corridor and other locations such as the Capital Beltway, I-66 and I-95/395 as requested by WMATA, VDOT, DRPT, MWCOG and/or local jurisdictions.
5. Monitor public-private Express (HOT) lane proposals and initiatives for the Beltway, I-95 and elsewhere and work to ensure adequate transit access and the use of toll revenues to help support transit operations.
6. Participate on DRPT Transit Advisory Committees to articulate transit concerns and resolve any issues. Provide technical support to these committees as well as to other transit systems through the Virginia Transit Association. (VTA).
7. Manage Phase II of the Rt. 7 Alternatives Analysis Study.

¹ Note Research activity with respect to "ROI" of transit and bike and pedestrian infrastructure listed under Goal 9.

8. Coordinate the regional transit systems team for the regional component of the WMATA Next Electronic Payment Program (NEPP) including coordinating the procurement of a common technical assistance resource, monitoring of the pilot of NEPP, and subsequent acquisition and implementation of the NEPP for NVTC systems including VRE and for PRTC.

7. OUTREACH AND CUSTOMER SERVICE

<p>Goal: Reach out to transit customers and the general public, listen to customer concerns and implement improvements to boost regional transit ridership.</p>
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Actions:

1. Develop a communications kit including NVTC by the Numbers, NVTC Year in Review at a glance, legislative and policy fact sheets, "Vital Stats" on transit service, and the impact of NVTC transit network on regional and Commonwealth's economy.
2. Serve as the central point of contact for the news media, interest groups and the general public for transit issues in Northern Virginia.
3. Lead public outreach for NVTA's regional transportation plan update and NVTA's implementation of HB2313 landmark transportation funding legislation.
4. Complete redesign and relaunch of the NVTC website, utilizing off the shelf content management system (CMS). Improve access to transit resources including travel information, transit data and best practices, and transportation news and events. Related activities shall include:
 - a. Revise and web-publish the NVTC Handbook;
 - b. Maintain a transit system performance database and link to other regional transit databases; and
 - c. Disseminate data visualization and mapping tools.
5. Participate on the Virginia Transit Association's (VTA) executive, legislative and ad hoc committees to help define and implement an effective state legislative and policy strategy for the transit industry and strengthen VTA as an organization and keep it responsive to Northern Virginia's concerns. Co-chair VTA events, encourage NVTC Commissioners to serve as VTA officers and assist transit systems in supporting VTA's statewide legislative and policy strategy.
6. Survey WMATA, VRE and local jurisdictions to compile innovative marketing activities, host coordination meetings, facilitate transit topics for the Marketing and Outreach Specialists Consortium and the Northern Virginia Public

Information Officers and report at least annually to the Commission and jurisdictions. Assist APTA in local marketing and public information activities. Help plan VTA conferences.

7. Provide technical support for transit stores and Transportation Management Associations (e.g., serve on Boards of Directors and consultant selection committees).
8. Implement NVTC's federal Title VI program. Serve as a resource to jurisdictions as they develop and implement local Title VI plans.
9. Coordinate meetings with visiting delegations of transit system board members and other elected officials to describe this region's success with transit coordination, transit-oriented development and innovative transit finance.

8. **STRENGTHEN NVTC AS AN ORGANIZATION***

Goal: Through improved internal and external communication and a renewed emphasis on developing effective action plans and strategies, enhance NVTC's visibility within the region and state and educate the public and legislators about NVTC's unique role in the complex structure of transportation agencies.

Actions:

1. Improve communication with NVTC's Executive Committee, WMATA representatives and the full NVTC Board.
2. Take the initiative and exert leadership to assure that NVTC is viewed across the state as a go-to organization for transit strategy and innovation related to relieving congestion, including producing a communications plan and budget to improve internal and external communications.
3. Upgrade technology and information resources in order to strengthen internal controls, redesign and re-launch a new, mobile device ready NVTC website.

* Will amend consistent with 2013 NVTC Year in Review

9. **DESIGN AND BUILD THE FUTURE***

Goal: Develop strategies emphasizing regional planning and the **economic case for transit** investment in Northern Virginia and across the Commonwealth to expand:

- **Regional Connectivity**
- **Core Capacity** of Metro
- **Regional Commuter Rail**

Actions:

1. Develop strategic objectives based on defining and refining the three targets.
2. In coordination with NVTC jurisdictions, evaluating and recommending regional connectivity improvements through a comprehensive review of existing planning activities and regional corridor studies and plans, including VRE System Plan, with a primary focus on high capacity transit, transitways, and connecting corridors inside the region.
3. Complete analysis of “ROI” of transit to regional/state economies and host summit in conjunction with the celebration of NVTC’s 50th anniversary.
4. Scope an analysis of the benefits of bike and pedestrian infrastructure with an emphasis on connectivity and access to transit (* independent funding source for this study).
5. Create a Regional and State Public Private Sector Network in support of Transit Investment.
6. Align financial and technical resources including:
 - NVTC budget & transit planning
 - Jurisdictional staff team
 - Leverage planning & investments
7. Expand partnerships in support of Goal 9 with:
 - Legislature
 - VDOT & DRPT
 - Business sector
 - Academic and other research organizations

* New Goal reflecting 2013 Planning Activities



AGENDA ITEM #5

TO: Chairman Smedberg and NVTC Commissioners
FROM: Claire Gron
DATE: February 26, 2014
SUBJECT: NVTC Annual Transit Performance Update

For the past 12 years, NVTC has compiled transit information directly from local and regional transit service providers operating in Northern Virginia, including data submitted to the Federal Transit Administration's (FTA) National Transit Database (NTD). These data include ridership, vehicle miles and hours, operating costs, and other common operating statistics and performance indicators. Data collected are published annually on the NVTC website, providing a consolidated, one-stop resource for performance data for Northern Virginia's transit providers.

Major trends for the FY13 update:

- 4.3% overall ridership loss across all systems in NoVa, except ART ridership grew 4.2% for the year, and LCT ridership grew 0.7%.
- Metrorail ridership was down 5.1% for the year in NoVa.
- Metrorail weekday ridership was down across all jurisdictions in NoVa. Clarendon, Courthouse, and National Airport stations only experienced slight ridership gains.
- Metrorail's Orange Line (above ground) experienced significant weekend ridership losses. In contrast, the Orange Line (below ground) saw moderate growth, and Franconia-Springfield and Van Dorn stations registered slight ridership gains on Sundays.
- Metrobus ridership decreased 3.0% for the year. Weekday ridership was down, but there were weekend ridership gains, and especially strong growth on Saturdays.

Changes for the FY13 update:

- The collection and inclusion of Vehicle Revenue Hours (VRH) in the report, for consistency with performance measures required to be reported to the Commonwealth according to the Virginia Department of Rail and Public Transportation's (DRPT) new Operating Assistance Allocation formula developed through the Transit Service Delivery Advisory Committee (TSDAC) effort.;
- The employment of a refined methodology for estimating Virginia's share of Metrorail ridership. NVTC and the Washington Metropolitan Area Transit Authority (WMATA) worked together to develop this refined methodology in conjunction with the TSDAC process.
- Data for the Potomac and Rappahannock Transportation Commission (PRTC)'s Omni Ride and OnmiLink services will be reported jointly instead of separately as in past years.
- FY 2013 Alexandria DASH data for the first time includes a full year of King Street Trolley service.

FY 2013 TRANSIT PERFORMANCE UPDATE

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**Figure 1: Public Transit Systems Operating in Northern Virginia
Operating Statistics and Performance Indicators, FY 2013**

Note: Data incomplete for Figure 1 as of 1.29.13

	Fairfax Connector	Potomac and Rappahannock Transportation Commission Omni Ride / Omni Link	Virginia Railway Express (VRE)	Alexandria DASH **	City of Fairfax CUE	Arlington Transit (ART)	Loudoun County Transit	Washington Metropolitan Area Transit Authority	
								Metrobus (Northern Virginia)	Metrorail (Northern Virginia)
Unlinked Passenger Trips (UPT)	10,650,401	3,287,153	4,550,062	4,265,417	850,809	2,644,933	1,325,176	21,238,430	107,323,104
Vehicle Revenue Miles (VRM)	9,515,092	3,218,369	2,081,168	1,473,735	441,979	1,149,715	1,719,809	10,577,652	29,741,872
Vehicle Revenue Hours (VRH)	619,558	165,947	66,522	168,838	33,792	108,553	51,048	813,871	1,276,990
Passenger Miles Traveled (PMT)	80,190,090	57,376,637	149,745,124	10,407,617	3,088,437	5,554,359	42,267,152	66,550,018	608,526,703
Fleet Size (Vehicles Available for Annual Maximum Service)	263	153	111	79	12	47	65	1487*	1108*
Average Fleet Age (years)	3.5	7.4	13	6.7	8.0	4.40	7	6.8*	22.9*
Average Weekday Unlinked Trips	37,614	13,307	18,878	14,507	3,074	9,426	5,479	73,032	326,761
Average Trip Length (miles)	9.78	21.44	33.10	2.40	not available	2.70	35.56	3.13*	5.67*
On Time Performance	95.9%	not available	95.5%	92.16%	86.0%	90.4%	95.0%	76.7%*	91.9%*
Operating Costs	\$72,033,351	\$28,885,735	\$80,637,108	\$13,765,513	\$2,899,811	\$8,891,075	\$10,157,454	\$124,451,581	\$262,101,715

Source: Information obtained directly from individual transit systems, as reported to NTD in unaudited annual reports.

* WMATA sytemwide data.

** Includes King Street Trolley.

Note: NVTC formula for estimating NoVa share of Virginia Metrorail ridership revised in FY13. Where indicated, FY12 numbers have been adjusted to enable a year-over-year comparison.

**Figure 2: Northern Virginia Average Weekday and
Annual Public Transit Passenger Trips,
FY 2012 - 2013**

System	Average Weekday Passenger Trips, FY 2012	Average Weekday Passenger Trips, FY 2013	Annual Passenger Trips, FY 2012	Annual Passenger Trips, FY 2013
<u>Metrorail Virginia*</u>	342,473	326,761	113,074,728	107,323,104
<u>Metrobus Virginia</u>	75,135	73,032	21,887,473	21,238,430
<u>Fairfax Connector</u>	38,053	37,614	10,895,833	10,650,401
<u>VRE</u>	18,873	18,878	4,702,196	4,550,062
<u>DASH</u>	13,325	14,507	3,882,022	4,265,417
<u>PRTC Omni Ride /</u>				
<u>Omni Link</u>	12,874	13,307	3,444,640	3,287,153
<u>CUE</u>	3,215	3,074	919,025	850,809
<u>ART</u>	9,041	9,426	2,537,338	2,644,933
<u>Loudoun County Transit</u>	5,322	5,479	1,316,448	1,325,176
Total	518,311	502,078	162,659,703	156,135,485

Note: Ridership on WMATA reimbursable services such as REX, PikeRide, and TAGS is included in the Metrobus Virginia ridership figure.

*NVTC formula for estimating NoVa share of Virginia Metrorail ridership revised in FY13. FY12 ridership adjusted based on FY13 formula.

Figure 3: FY 2012-FY2013 Metrorail Ridership Summary
Average Daily Passenger Trips by Station

Station	Weekday FY 2012**	Saturday FY 2012**	Sunday FY 2012**	Weekday FY 2013	Saturday FY 2013	Sunday FY 2013
Stations in Alexandria*						
Blue/Yellow Line Stations						
Braddock Road	8,891	3,622	2,313	8,606	3,469	2,254
Van Dorn Street	7,329	3,231	1,823	6,820	3,064	1,927
Eisenhower Avenue	4,093	2,657	1,665	3,883	2,382	1,460
King Street	17,828	9,635	6,355	17,627	9,610	6,475
Total Alexandria:	38,141	19,145	12,156	36,937	18,526	12,115
Stations in Arlington						
Orange Line Stations						
East Falls Church	8,382	5,633	3,372	8,241	5,231	3,052
Ballston	23,948	10,134	5,623	23,239	10,327	6,138
Virginia Square	7,814	2,828	1,635	7,495	2,814	1,678
Clarendon	9,426	5,476	2,670	9,558	5,882	2,910
Courthouse	14,954	6,145	3,618	15,049	6,412	3,755
Rosslyn	33,313	13,027	9,109	31,123	12,540	8,795
Blue/Yellow Line Stations						
Arlington Cemetery	2,892	4,203	3,880	2,649	4,170	3,662
Pentagon	34,480	5,107	3,079	32,579	4,841	3,009
Pentagon City	32,750	22,664	14,494	31,216	21,994	14,421
Crystal City	27,818	11,445	7,444	25,324	11,062	7,511
National Airport	12,075	8,038	11,665	12,283	8,111	11,726
Total Arlington:	207,852	94,701	66,587	198,757	93,383	66,657
Stations in Fairfax County*						
Orange Line Stations						
Vienna	27,798	11,336	6,215	26,372	9,556	5,313
Dunn Loring	10,455	4,311	2,401	9,919	3,783	2,146
West Falls Church	21,645	4,978	3,011	20,707	4,784	2,777
Blue/Yellow Line Stations						
Huntington	17,983	7,180	4,754	17,078	6,809	4,509
Franconia-Springfield	18,599	8,039	4,472	16,992	7,560	4,783
Total Fairfax:	96,480	35,843	20,853	91,068	32,492	19,528
Total Virginia:	342,473	149,690	99,596	326,761	144,401	98,301

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

**NVTC formula for estimating NoVa share of Virginia Metrorail ridership revised in FY13. FY12 ridership adjusted based on FY13 fo

**Figure 3A: FY 2012-2013 Metrorail Ridership Summary
Average Daily Passenger Trips by Station (Weekday)**

Station	Weekday FY 2012**	Weekday FY 2013	Total Change FY 12-13	Percentage Change FY 12-13
Stations in Alexandria*				
Blue/Yellow Line Stations				
Braddock Road	8,891	8,606	-285	-3.2%
Van Dorn Street	7,329	6,820	-509	-7.0%
Eisenhower Avenue	4,093	3,883	-210	-5.1%
King Street	17,828	17,627	-200	-1.1%
Total Alexandria:	38,141	36,937	-1,204	-3.2%
Stations in Arlington				
Orange Line Stations				
East Falls Church	8,382	8,241	-141	-1.7%
Ballston	23,948	23,239	-709	-3.0%
Virginia Square	7,814	7,495	-319	-4.1%
Clarendon	9,426	9,558	132	1.4%
Courthouse	14,954	15,049	95	0.6%
Rosslyn	33,313	31,123	-2,190	-6.6%
Blue/Yellow Line Stations				
Arlington Cemetery	2,892	2,649	-243	-8.4%
Pentagon	34,480	32,579	-1,901	-5.5%
Pentagon City	32,750	31,216	-1,535	-4.7%
Crystal City	27,818	25,324	-2,494	-9.0%
National Airport	12,075	12,283	208	1.7%
Total Arlington:	207,852	198,757	-9,095	-4.4%
Stations in Fairfax County*				
Orange Line Stations				
Vienna	27,798	26,372	-1,426	-5.1%
Dunn Loring	10,455	9,919	-537	-5.1%
West Falls Church	21,645	20,707	-938	-4.3%
Blue/Yellow Line Stations				
Huntington	17,983	17,078	-904	-5.0%
Franconia-Springfield	18,599	16,992	-1,608	-8.6%
Total Fairfax:	96,480	91,068	-5,412	-5.6%
Total Virginia:	342,473	326,761	-15,712	-4.6%

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

**Figure 3B: FY 2012-2013 Metrorail Ridership Summary
Average Daily Passenger Trips by Station (Saturday)**

Station	Saturday FY 2012**	Saturday FY 2013	Total Change FY 12-13	Percentage Change FY 12-13
Stations in Alexandria*				
Blue/Yellow Line Stations				
Braddock Road	3,622	3,469	-153	-4.2%
Van Dorn Street	3,231	3,064	-167	-5.2%
Eisenhower Avenue	2,657	2,382	-275	-10.3%
King Street	9,635	9,610	-25	-0.3%
Total Alexandria:	19,145	18,526	-619	-3.2%
Stations in Arlington				
Orange Line Stations				
East Falls Church	5,633	5,231	-403	-7.1%
Ballston	10,134	10,327	193	1.9%
Virginia Square	2,828	2,814	-14	-0.5%
Clarendon	5,476	5,882	405	7.4%
Courthouse	6,145	6,412	267	4.4%
Rosslyn	13,027	12,540	-487	-3.7%
Blue/Yellow Line Stations				
Arlington Cemetery	4,203	4,170	-32	-0.8%
Pentagon	5,107	4,841	-266	-5.2%
Pentagon City	22,664	21,994	-670	-3.0%
Crystal City	11,445	11,062	-384	-3.4%
National Airport	8,038	8,111	72	0.9%
Total Arlington:	94,701	93,383	-1,318	-1.4%
Stations in Fairfax County*				
Orange Line Stations				
Vienna	11,336	9,556	-1,781	-15.7%
Dunn Loring	4,311	3,783	-528	-12.2%
West Falls Church	4,978	4,784	-194	-3.9%
Blue/Yellow Line Stations				
Huntington	7,180	6,809	-370	-5.2%
Franconia-Springfield	8,039	7,560	-479	-6.0%
Total Fairfax:	35,843	32,492	-3,352	-9.4%
Total Virginia:	149,690	144,401	-5,289	-3.5%

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

Figure 3C: FY 2012-2013 Metrorail Ridership Summary
Average Daily Passenger Trips by Station (Sunday)

Station	Sunday FY 2012**	Sunday FY 2013	Total Change FY 12-13	Percentage Change FY 12-13
Stations in Alexandria*				
Blue/Yellow Line Stations				
Braddock Road	2,313	2,254	-59	-2.6%
Van Dorn Street	1,823	1,927	104	5.7%
Eisenhower Avenue	1,665	1,460	-206	-12.3%
King Street	6,355	6,475	121	1.9%
Total Alexandria:	12,156	12,115	-40	-0.3%
Stations in Arlington				
Orange Line Stations				
East Falls Church	3,372	3,052	-319	-9.5%
Ballston	5,623	6,138	516	9.2%
Virginia Square	1,635	1,678	43	2.6%
Clarendon	2,670	2,910	240	9.0%
Courthouse	3,618	3,755	137	3.8%
Rosslyn	9,109	8,795	-314	-3.4%
Blue/Yellow Line Stations				
Arlington Cemetery	3,880	3,662	-218	-5.6%
Pentagon	3,079	3,009	-69	-2.3%
Pentagon City	14,494	14,421	-73	-0.5%
Crystal City	7,444	7,511	68	0.9%
National Airport	11,665	11,726	61	0.5%
Total Arlington:	66,587	66,657	70	0.1%
Stations in Fairfax County*				
Orange Line Stations				
Vienna	6,215	5,313	-902	-14.5%
Dunn Loring	2,401	2,146	-256	-10.6%
West Falls Church	3,011	2,777	-234	-7.8%
Blue/Yellow Line Stations				
Huntington	4,754	4,509	-245	-5.2%
Franconia-Springfield	4,472	4,783	312	7.0%
Total Fairfax:	20,853	19,528	-1,325	-6.4%
Total Virginia:	99,596	98,301	-1,295	-1.3%

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

**Figure 4: FY 2012-2013 Metrorail Ridership Summary
Annual Passenger Trips by Station**

Station	Weekday FY 2012**	Saturday FY 2012**	Sunday FY 2012**	Weekday FY 2013	Saturday FY 2013	Sunday FY 2013
Stations in Alexandria*						
Blue/Yellow Line Stations						
Braddock Road	2,318,967	193,573	121,139	2,237,148	179,971	113,880
Van Dorn Street	1,911,580	172,774	96,100	1,773,552	159,370	97,343
Eisenhower Avenue	1,067,044	142,216	86,273	1,010,139	122,972	74,665
King Street	4,649,670	515,262	332,403	4,582,439	499,964	328,343
Total Alexandria:	9,947,261	1,023,825	635,915	9,603,279	962,276	614,231
Stations in Arlington						
Orange Line Stations						
East Falls Church	2,186,542	304,369	175,961	2,143,079	272,742	154,384
Ballston	6,246,705	540,826	294,723	6,040,274	534,544	308,448
Virginia Square	2,038,137	151,047	85,773	1,947,480	147,052	85,304
Clarendon	2,458,845	292,492	140,223	2,484,083	306,619	147,132
Courthouse	3,900,575	328,435	190,912	3,911,813	334,043	189,702
Rosslyn	8,688,230	696,524	482,667	8,092,084	651,212	443,681
Blue/Yellow Line Stations						
Arlington Cemetery	752,528	227,322	203,628	690,697	217,641	184,966
Pentagon	8,995,667	271,168	161,884	8,468,948	250,370	151,757
Pentagon City	8,542,889	1,208,149	756,850	8,116,862	1,142,593	733,621
Crystal City	7,254,075	613,491	392,297	6,583,327	573,680	380,018
National Airport	3,150,931	428,621	607,336	3,197,651	418,652	593,754
Total Arlington:	54,215,125	5,062,444	3,492,255	51,676,299	4,849,148	3,372,766
Stations in Fairfax County*						
Orange Line Stations						
Vienna	7,252,192	603,960	326,485	6,856,756	499,752	272,528
Dunn Loring	2,727,895	229,641	126,091	2,578,785	197,813	110,325
West Falls Church	5,646,441	262,760	158,917	5,383,206	250,040	143,127
Blue/Yellow Line Stations						
Huntington	4,690,914	382,812	248,465	4,441,261	353,344	228,940
Franconia-Springfield	4,851,743	430,577	236,675	4,420,591	392,720	240,663
Total Fairfax:	25,169,184	1,909,750	1,096,634	23,680,598	1,693,668	995,585
TOTAL VIRGINIA:	89,331,570	7,996,020	5,224,804	84,960,176	7,505,092	4,982,582

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

**NVTC formula for estimating NoVa share of Virginia Metrorail ridership revised in FY13. FY12 ridership adjusted based on FY13 formula.

Figure 4A: FY 2012-2013 Metrorail Ridership Summary
Annual Passenger Trips by Station (Weekday)

Station	Weekday FY 2012**	Weekday FY 2013	Total Change FY 12-13	Percentage Change FY 12-13
Stations in Alexandria*				
Blue/Yellow Line Stations				
Braddock Road	2,318,967	2,237,148	-81,819	-3.5%
Van Dorn Street	1,911,580	1,773,552	-138,027	-7.2%
Eisenhower Avenue	1,067,044	1,010,139	-56,905	-5.3%
King Street	4,649,670	4,582,439	-67,231	-1.4%
Total Alexandria:	9,947,261	9,603,279	-343,983	-3.5%
Stations in Arlington				
Orange Line Stations				
East Falls Church	2,186,542	2,143,079	-43,464	-2.0%
Ballston	6,246,705	6,040,274	-206,431	-3.3%
Virginia Square	2,038,137	1,947,480	-90,657	-4.4%
Clarendon	2,458,845	2,484,083	25,237	1.0%
Courthouse	3,900,575	3,911,813	11,238	0.3%
Rosslyn	8,688,230	8,092,084	-596,146	-6.9%
Blue/Yellow Line Stations				
Arlington Cemetery	752,528	690,697	-61,831	-8.2%
Pentagon	8,995,667	8,468,948	-526,719	-5.9%
Pentagon City	8,542,889	8,116,862	-426,027	-5.0%
Crystal City	7,254,075	6,583,327	-670,748	-9.2%
National Airport	3,150,931	3,197,651	46,720	1.5%
Total Arlington:	54,215,125	51,676,299	-2,538,826	-4.7%
Stations in Fairfax County*				
Orange Line Stations				
Vienna	7,252,192	6,856,756	-395,436	-5.5%
Dunn Loring	2,727,895	2,578,785	-149,110	-5.5%
West Falls Church	5,646,441	5,383,206	-263,235	-4.7%
Blue/Yellow Line Stations				
Huntington	4,690,914	4,441,261	-249,653	-5.3%
Franconia-Springfield	4,851,743	4,420,591	-431,152	-8.9%
Total Fairfax:	25,169,184	23,680,598	-1,488,586	-5.9%
Total Virginia:	89,331,570	84,960,176	-4,371,394	-4.9%

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

Figure 4B: FY 2012-2013 Metrorail Ridership Summary
Annual Passenger Trips by Station (Saturday)

Station	Saturday FY 2012**	Saturday FY 2013	Total Change FY 12-13	Percentage Change FY 12-13
Stations in Alexandria*				
Blue/Yellow Line Stations				
Braddock Road	193,573	179,971	-13,602	-7.0%
Van Dorn Street	172,774	159,370	-13,405	-7.8%
Eisenhower Avenue	142,216	122,972	-19,244	-13.5%
King Street	515,262	499,964	-15,298	-3.0%
Total Alexandria:	1,023,825	962,276	-61,549	-6.0%
Stations in Arlington				
Orange Line Stations				
East Falls Church	304,369	272,742	-31,627	-10.4%
Ballston	540,826	534,544	-6,282	-1.2%
Virginia Square	151,047	147,052	-3,995	-2.6%
Clarendon	292,492	306,619	14,127	4.8%
Courthouse	328,435	334,043	5,608	1.7%
Rosslyn	696,524	651,212	-45,312	-6.5%
Blue/Yellow Line Stations				
Arlington Cemetery	227,322	217,641	-9,681	-4.3%
Pentagon	271,168	250,370	-20,798	-7.7%
Pentagon City	1,208,149	1,142,593	-65,556	-5.4%
Crystal City	613,491	573,680	-39,811	-6.5%
National Airport	428,621	418,652	-9,968	-2.3%
Total Arlington:	5,062,444	4,849,148	-213,296	-4.2%
Stations in Fairfax County*				
Orange Line Stations				
Vienna	603,960	499,752	-104,208	-17.3%
Dunn Loring	229,641	197,813	-31,828	-13.9%
West Falls Church	262,760	250,040	-12,721	-4.8%
Blue/Yellow Line Stations				
Huntington	382,812	353,344	-29,467	-7.7%
Franconia-Springfield	430,577	392,720	-37,858	-8.8%
Total Fairfax:	1,909,750	1,693,668	-216,082	-11.3%
Total Virginia:	7,996,020	7,505,092	-490,928	-6.1%

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

Figure 4C: FY 2012-2013 Metrorail Ridership Summary
Annual Passenger Trips by Station (Sunday)

Station	Sunday FY 2012**	Sunday FY 2013	Total Change FY 12-13	Percentage Change FY 12-13
Stations in Alexandria*				
Blue/Yellow Line Stations				
Braddock Road	121,139	113,880	-7,260	-6.0%
Van Dorn Street	96,100	97,343	1,243	1.3%
Eisenhower Avenue	86,273	74,665	-11,608	-13.5%
King Street	332,403	328,343	-4,060	-1.2%
Total Alexandria:	635,915	614,231	-21,684	-3.4%
Stations in Arlington				
Orange Line Stations				
East Falls Church	175,961	154,384	-21,577	-12.3%
Ballston	294,723	308,448	13,725	4.7%
Virginia Square	85,773	85,304	-469	-0.5%
Clarendon	140,223	147,132	6,909	4.9%
Courthouse	190,912	189,702	-1,211	-0.6%
Rosslyn	482,667	443,681	-38,986	-8.1%
Blue/Yellow Line Stations				
Arlington Cemetery	203,628	184,966	-18,662	-9.2%
Pentagon	161,884	151,757	-10,127	-6.3%
Pentagon City	756,850	733,621	-23,229	-3.1%
Crystal City	392,297	380,018	-12,280	-3.1%
National Airport	607,336	593,754	-13,583	-2.2%
Total Arlington:	3,492,255	3,372,766	-119,489	-3.4%
Stations in Fairfax County*				
Orange Line Stations				
Vienna	326,485	272,528	-53,957	-16.5%
Dunn Loring	126,091	110,325	-15,766	-12.5%
West Falls Church	158,917	143,127	-15,790	-9.9%
Blue/Yellow Line Stations				
Huntington	248,465	228,940	-19,525	-7.9%
Franconia-Springfield	236,675	240,663	3,988	1.7%
Total Fairfax:	1,096,634	995,585	-101,049	-9.2%
Total Virginia:	5,224,804	4,982,582	-242,223	-4.6%

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

Figure 5: Metrorail Monthly Northern Virginia Passenger Trips, FY2012 - FY2013

Note: NVTC formula for estimating NoVa share of Virginia Metrorail ridership revised in FY13. FY12 ridership adjusted based on FY13 formula.

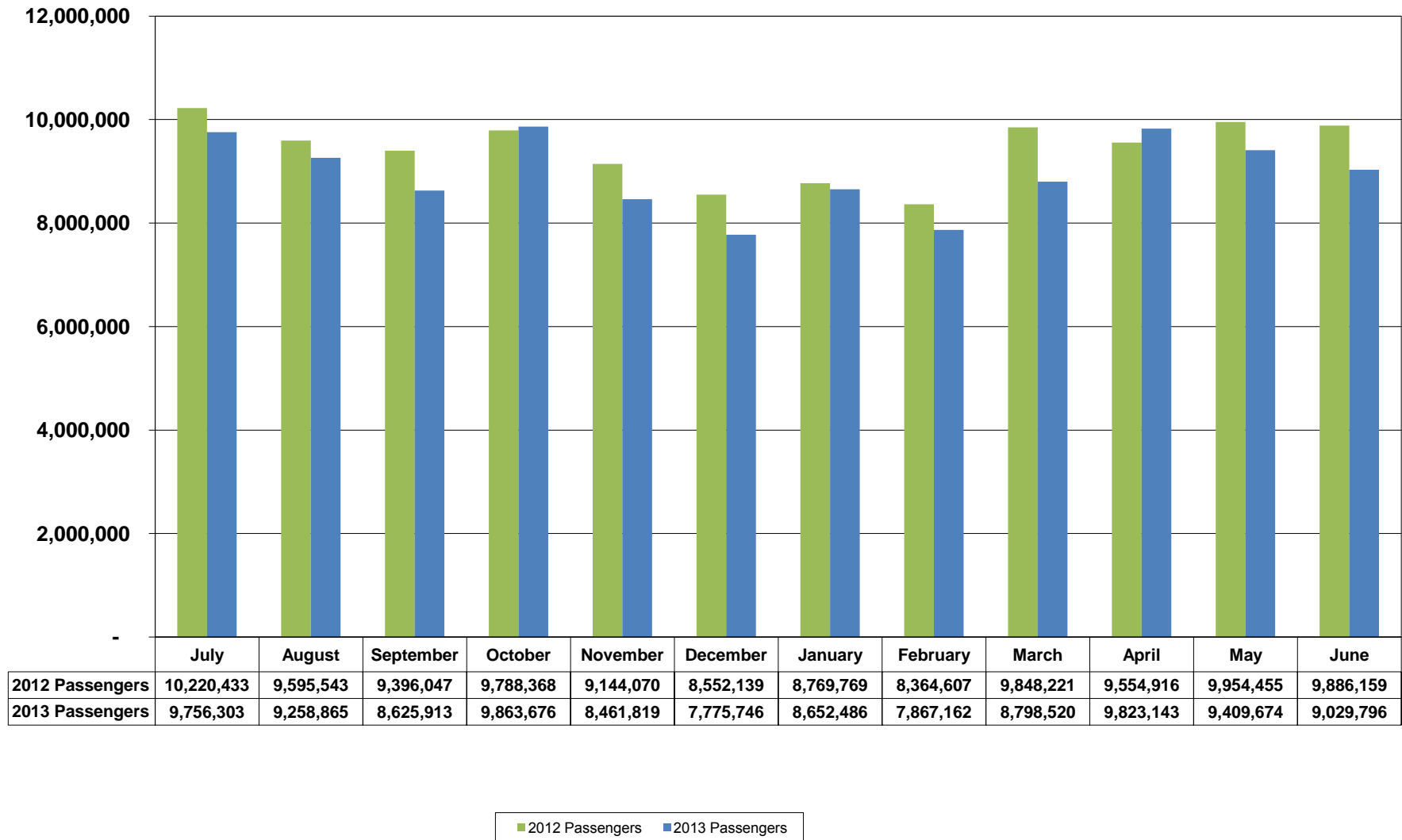


Figure 6: Metrorail Annual Northern Virginia Passenger Trips, FY 1999 - 2013

Note: NVTC formula for estimating NoVa share of Virginia Metrorail ridership revised in FY13.

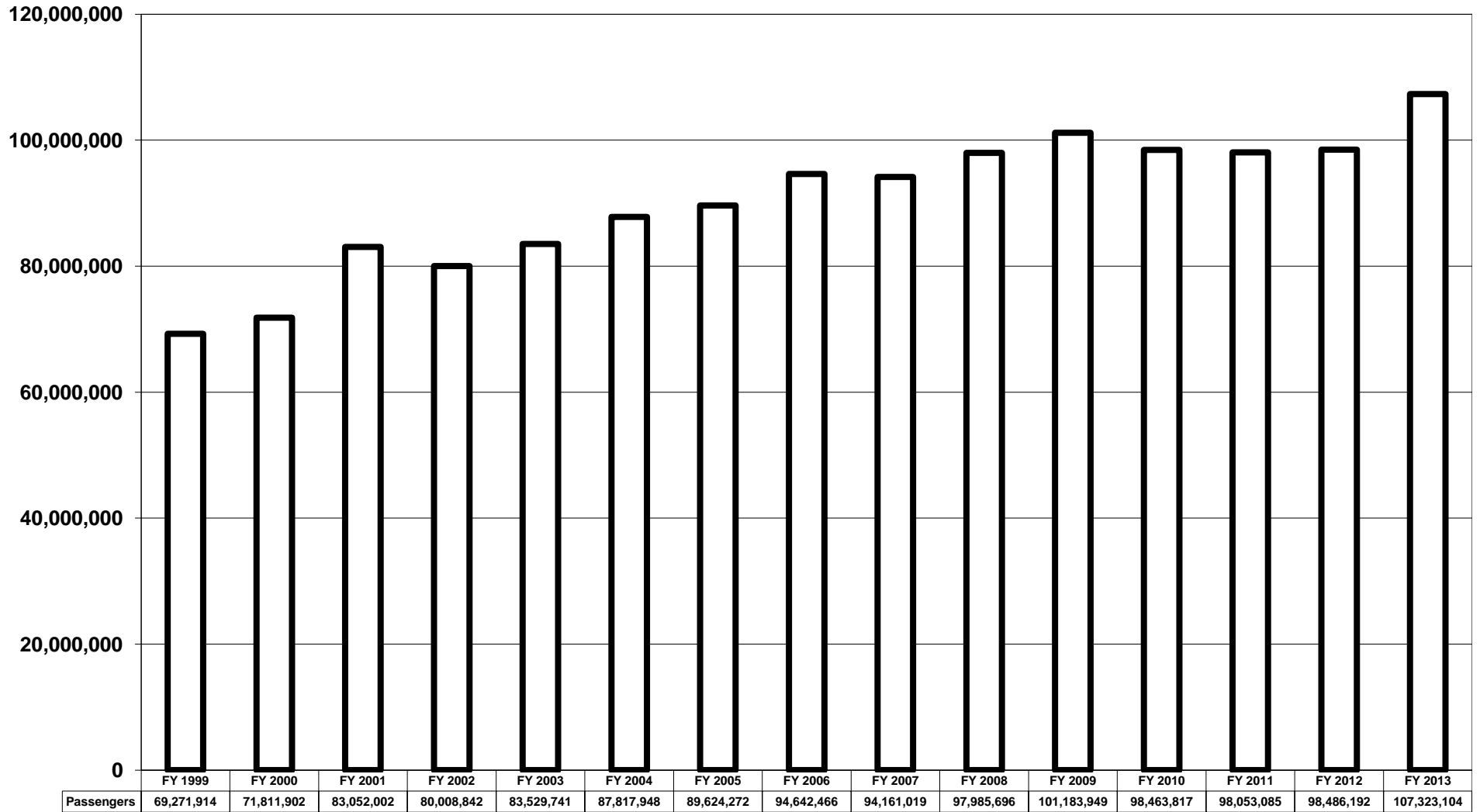
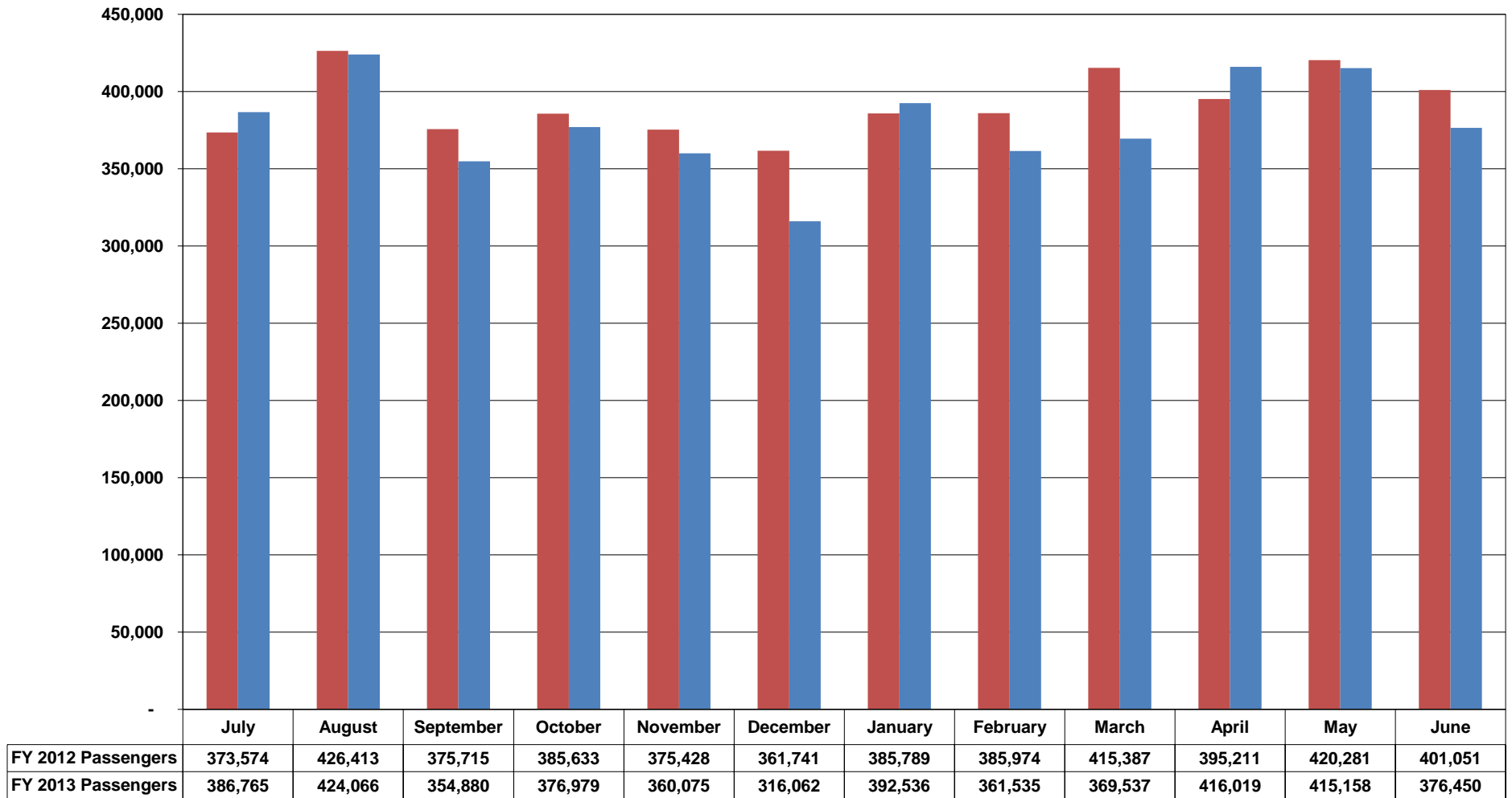


Figure 7: VRE Monthly Passenger Trips, FY 2012 - 2013



■ FY 2012 Passengers ■ FY 2013 Passengers

Figure 8: VRE Annual Passenger Trips, FY 1999 - FY 2013

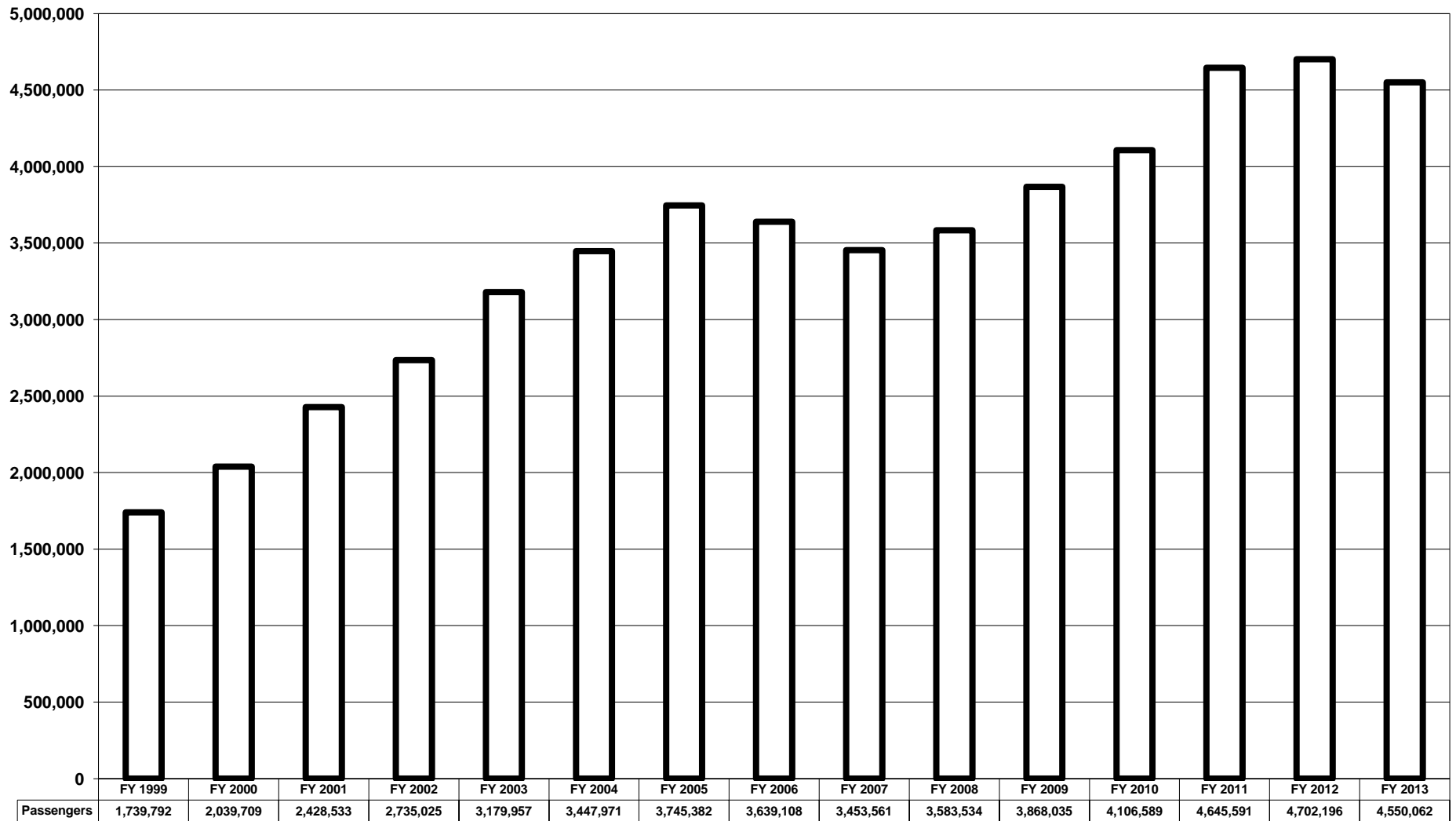
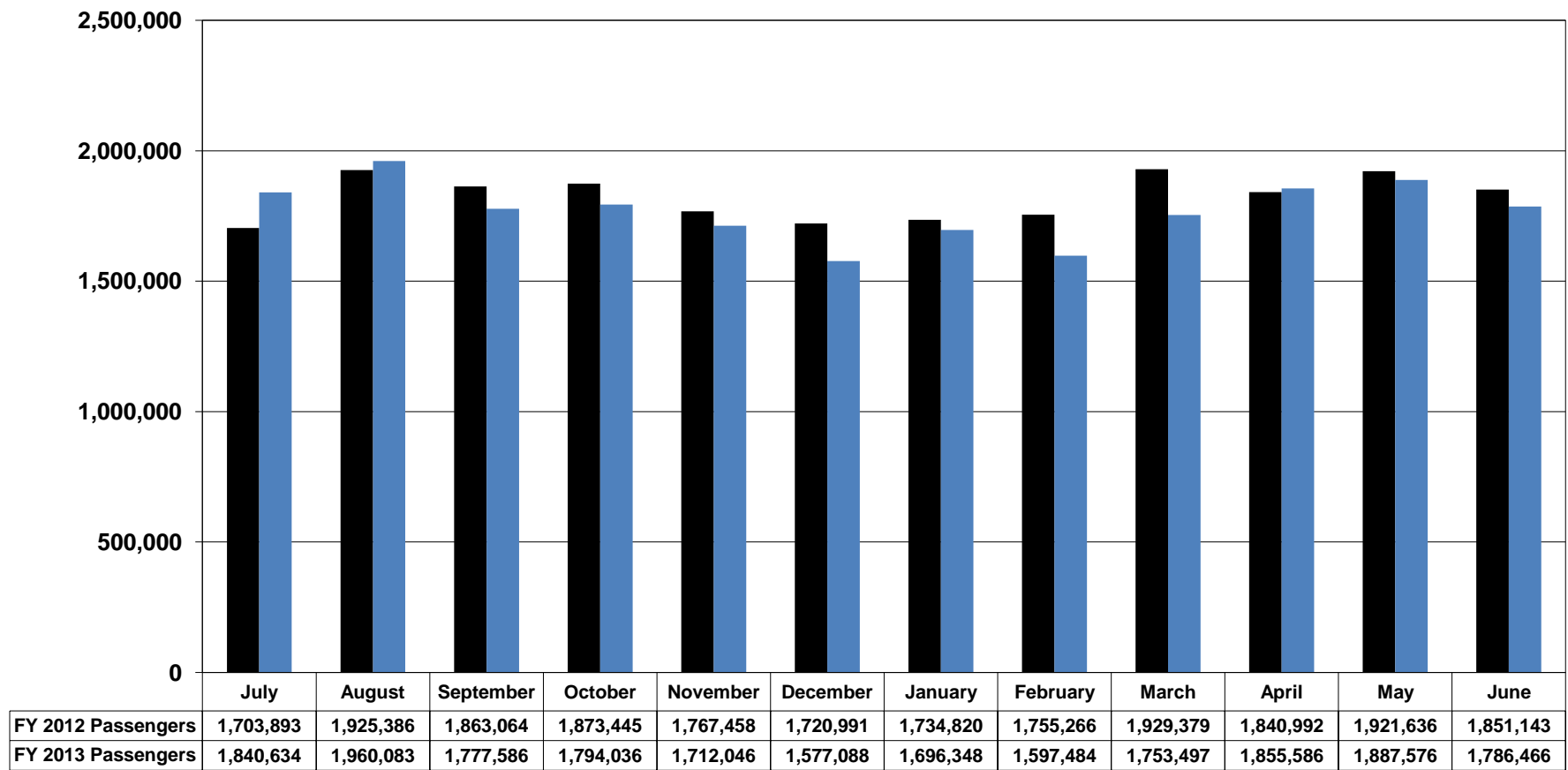


Figure 10: Northern Virginia Metrobus Annual Passenger Trips, FY 2012 - FY 2013

	Weekday FY 12	Saturday FY 12	Sunday FY 12	Weekday FY 13	Saturday FY 13	Sunday FY 13
Ballston Terminal Services						
1A,B,C, E,F,Z	1,197,159	148,762	104,266	1,120,660	158,201	103,530
2A,B,C,G	850,633	98,829	37,263	846,321	106,089	39,983
10B	583,922	86,323	53,980	576,925	90,102	53,027
22A,B	421,202	28,454		333,094	28,293	
23A,C	928,455	119,655	81,482	940,029	134,820	82,589
25A,C,D,E (also serve Pentagon Terminal)	347,332	18,539	20,162	335,095	19,757	21,644
25B	359,575	29,057		327,080	30,881	
38B	943,861	104,438	82,091	925,834	123,544	92,652
Subtotal	5,632,139	634,057	379,244	5,405,038	691,687	393,425
Rosslyn Terminal Services						
3A,B,E	627,058	51,003	27,886	616,060	56,598	28,569
4A,B,E,H	522,799	36,068	23,696	486,745	41,376	23,819
5A	310,437	41,654	41,397	303,518	44,516	44,366
Subtotal	1,460,294	128,725	92,979	1,406,323	142,490	96,754
Pentagon Terminal Services						
7A,B,C,E,F,H,P,W,X, Y	1,242,039	83,918	62,951	1,231,275	90,531	64,904
7M	365,080			448,783		
8S,W,X,Z	313,385			284,149		
9A,E	439,426	57,784	41,637	403,268	60,188	40,944
10A,E	616,647	70,908	44,744	583,370	72,688	46,974
13F,G		7,037	4,854		6,929	5,245
16A,B,D,E,J,P	1,495,647	217,033	163,962	1,458,634	235,292	166,499
16L	48,819			48,775		
16G,H,K	968,643	130,066	83,883	904,928	136,853	85,941
17 Series	380,096			393,367		
18 Series	413,134			408,302		
21A,D	147,100			132,997		
28F,G	162,590			127,803		
29C,E,G,H,X	275,261			271,023		
Subtotal	6,867,867	566,746	402,031	6,696,674	602,481	410,507
Other Terminal Services						
REX	889,441	114,129	52,140	847,153	119,731	51,351
11Y	108,771			120,126		
15K,L	123,241			112,588		
15M	49,575			42,767		
24T	40,635			42,967		
TAGS Shuttle	118,512			91,637		
28A,X	1,361,010	216,481	184,823	1,319,614	230,850	189,739
29K,N	599,618	58,215		582,072	62,687	
2T	200,830	26,695	17,269	195,346	26,553	14,739
3T	192,490	16,342		173,686	16,096	
3Y	98,323			106,466		
9S	338,857			282,142		
16X (was 16F)	231,903			233,769		
16Y	346,630			375,705		
28T	158,619			150,996		
Subtotal	4,858,455	431,862	254,232	4,677,034	455,917	255,829
Metrobus Total-Virginia*	18,818,755	1,761,390	1,128,486	18,185,069	1,892,575	1,156,515
* Holidays included in FY11, but excluded in FY12.						

**Figure 11: Metrobus Northern Virginia Passenger Trips
Monthly Totals, FY2012 - 2013**



■ FY 2012 Passengers ■ FY 2013 Passengers

**Figure 12: Metrobus Northern Virginia Annual Passenger Trips,
FY 1998 - FY 2013**

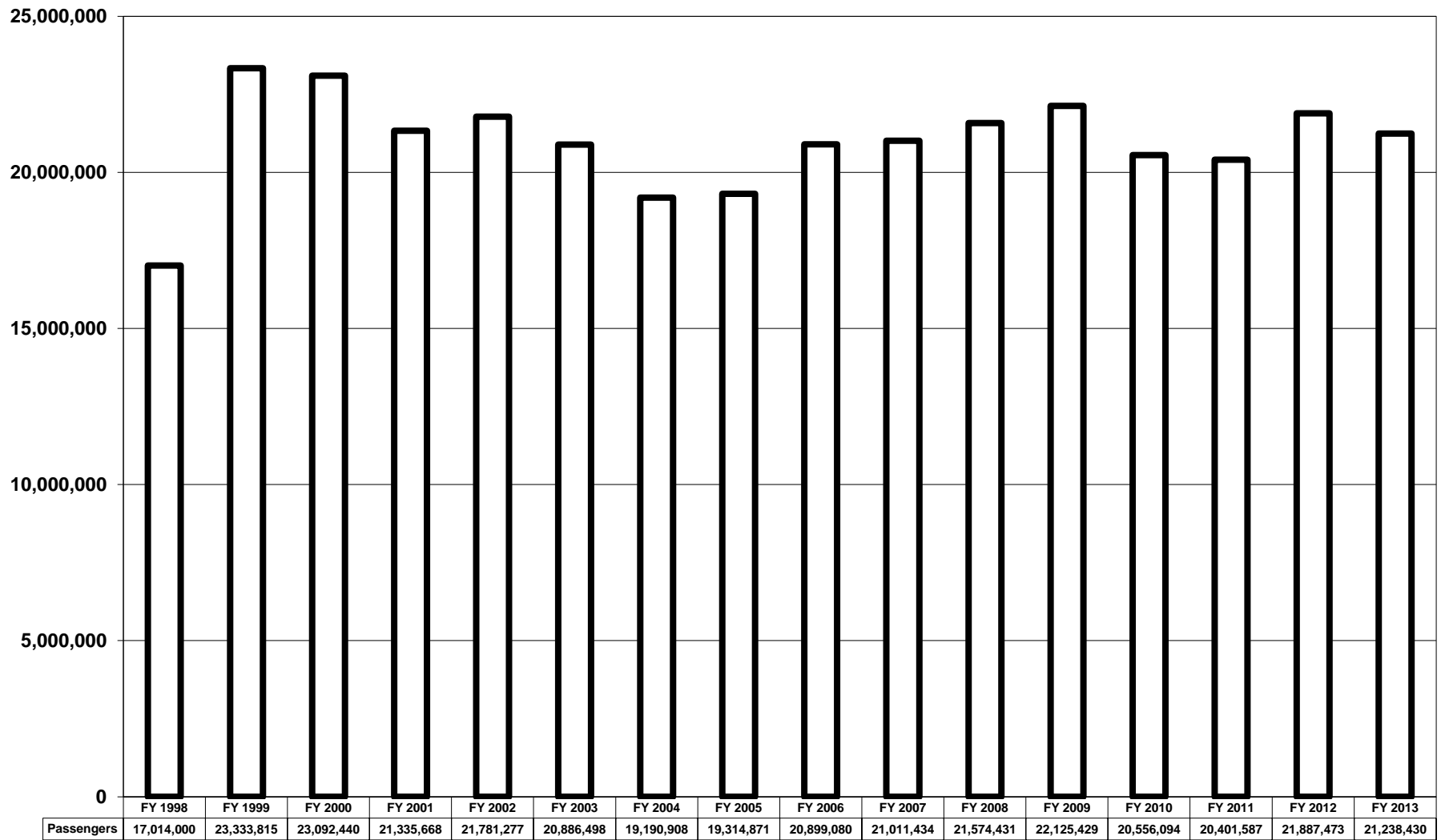


Figure 13: ART Annual Passenger Trips, FY 1999 - FY 2013

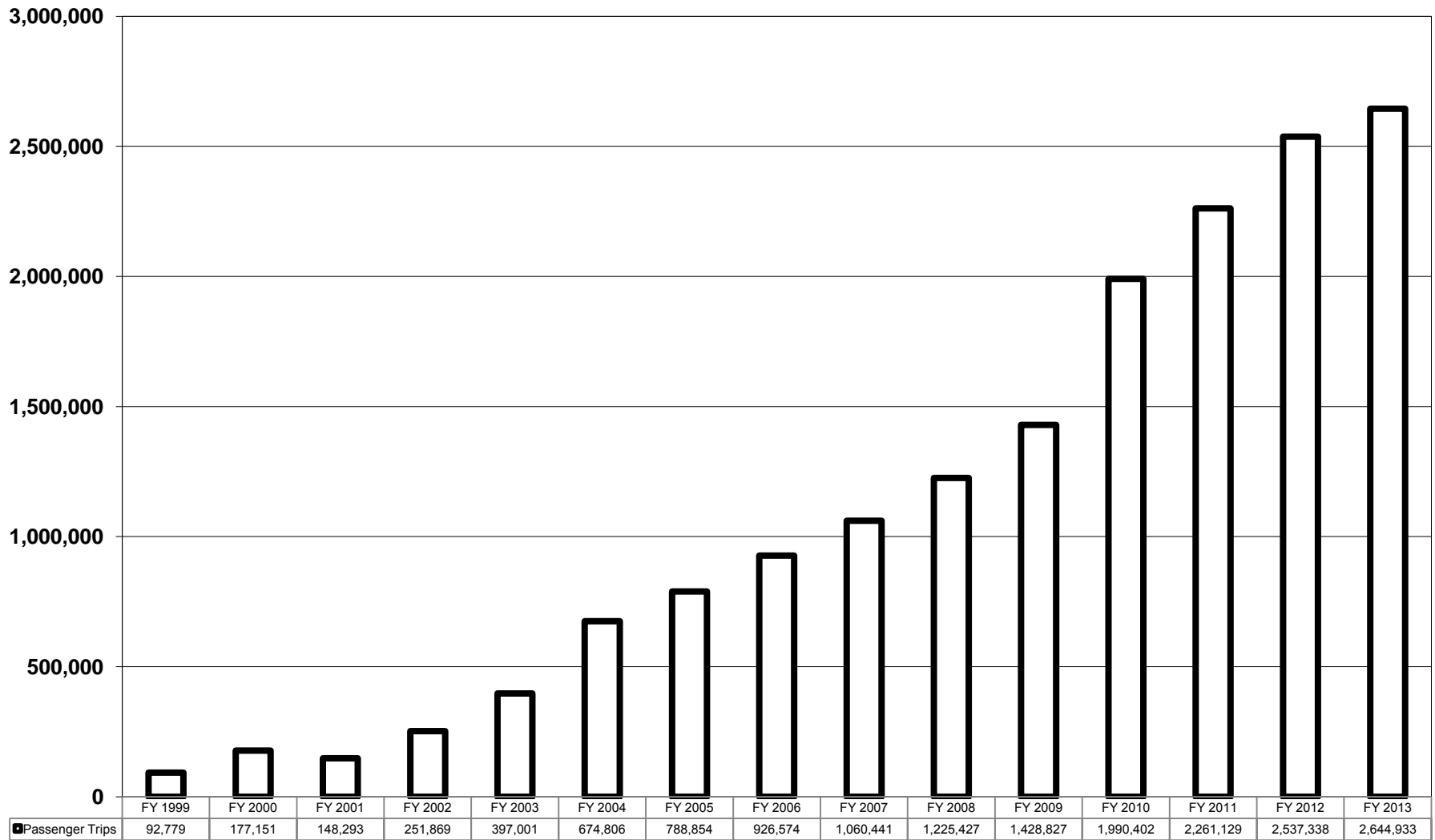


Figure 14: CUE Annual Passenger Trips, FY 1999 - FY 2013

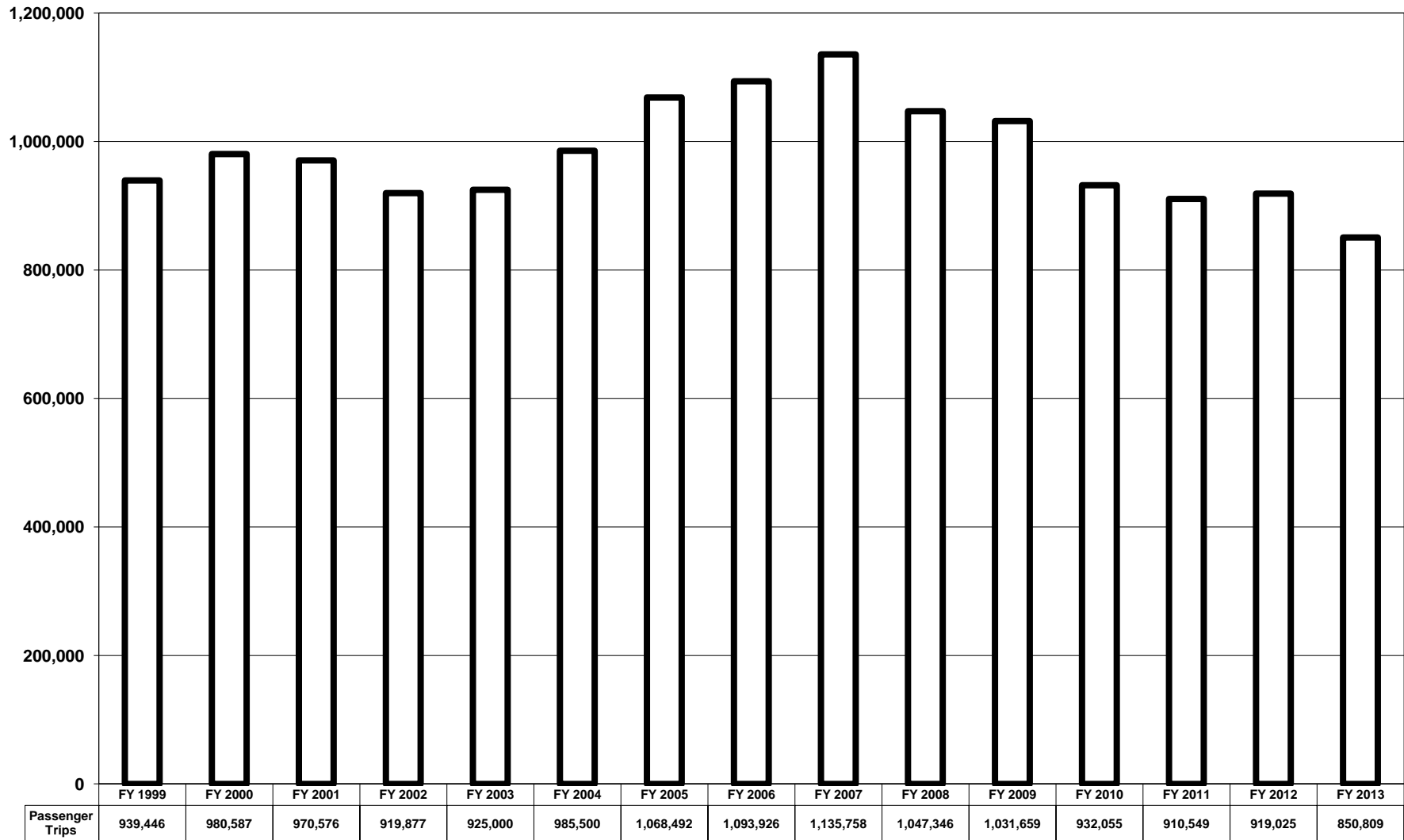
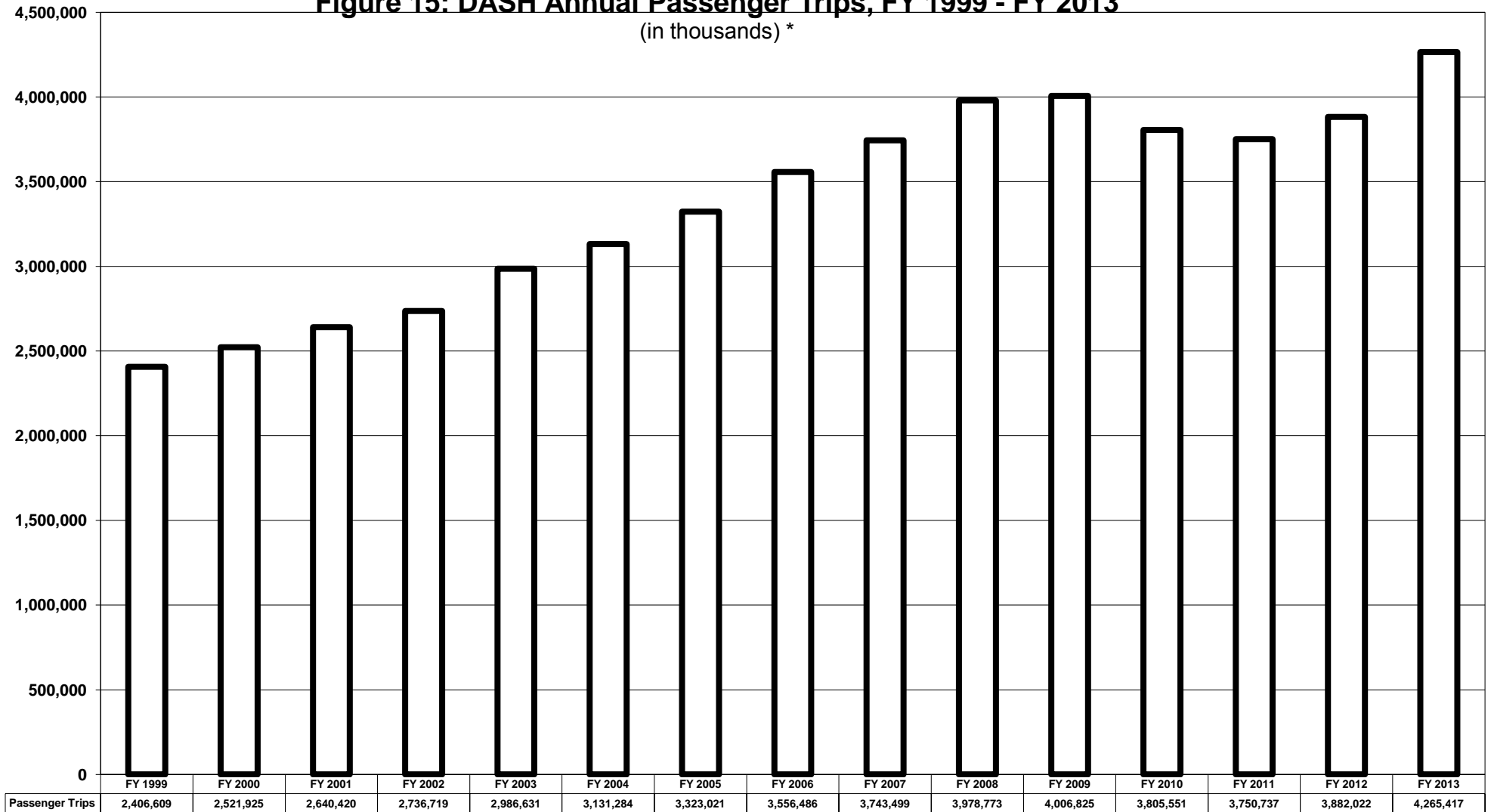


Figure 15: DASH Annual Passenger Trips, FY 1999 - FY 2013

(in thousands) *



* Includes full year of operation for the King Street Trolley, previously separately reported.

Figure 16: Fairfax Connector Annual Passenger Trips, FY 1999- FY 2013

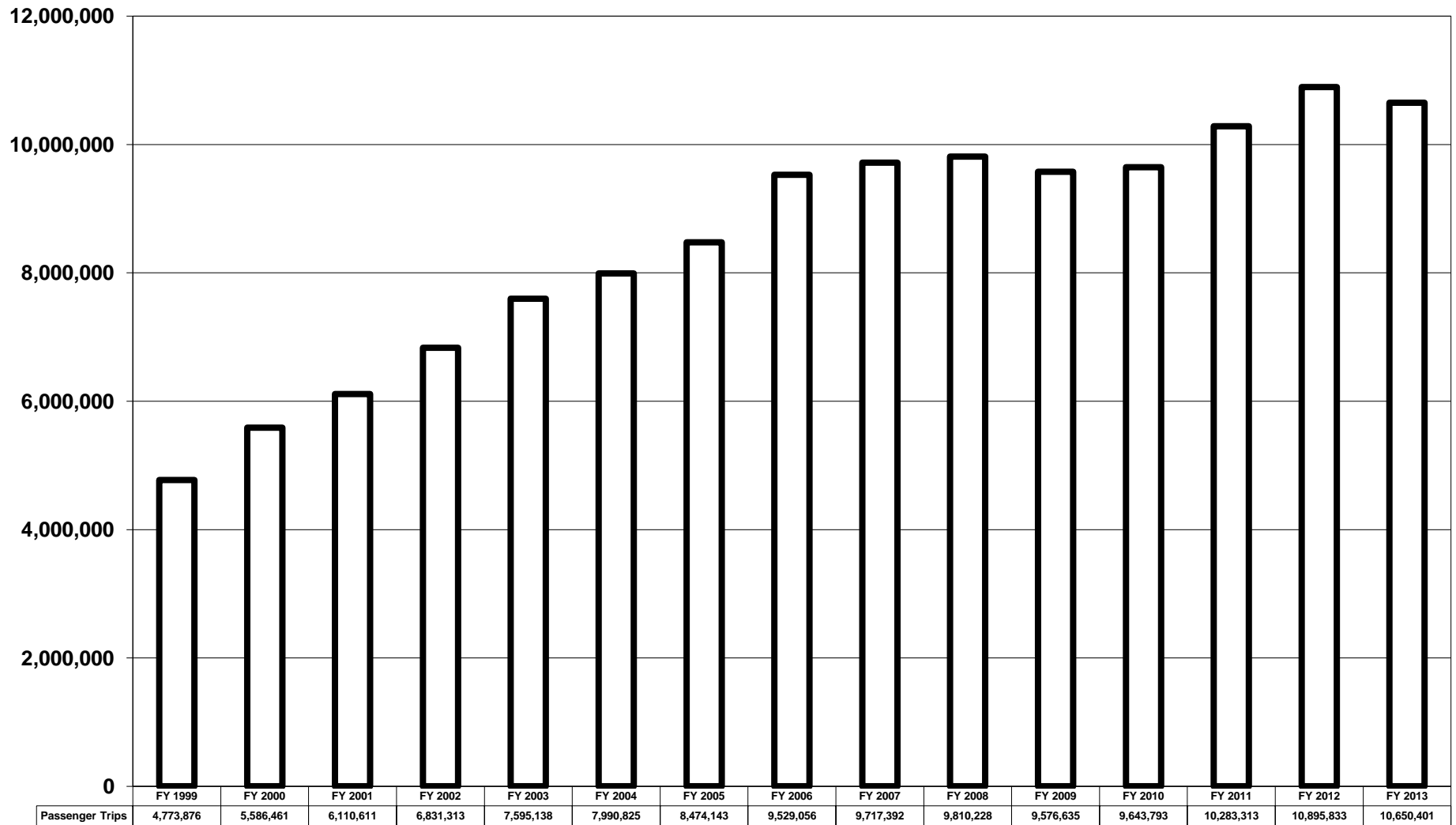
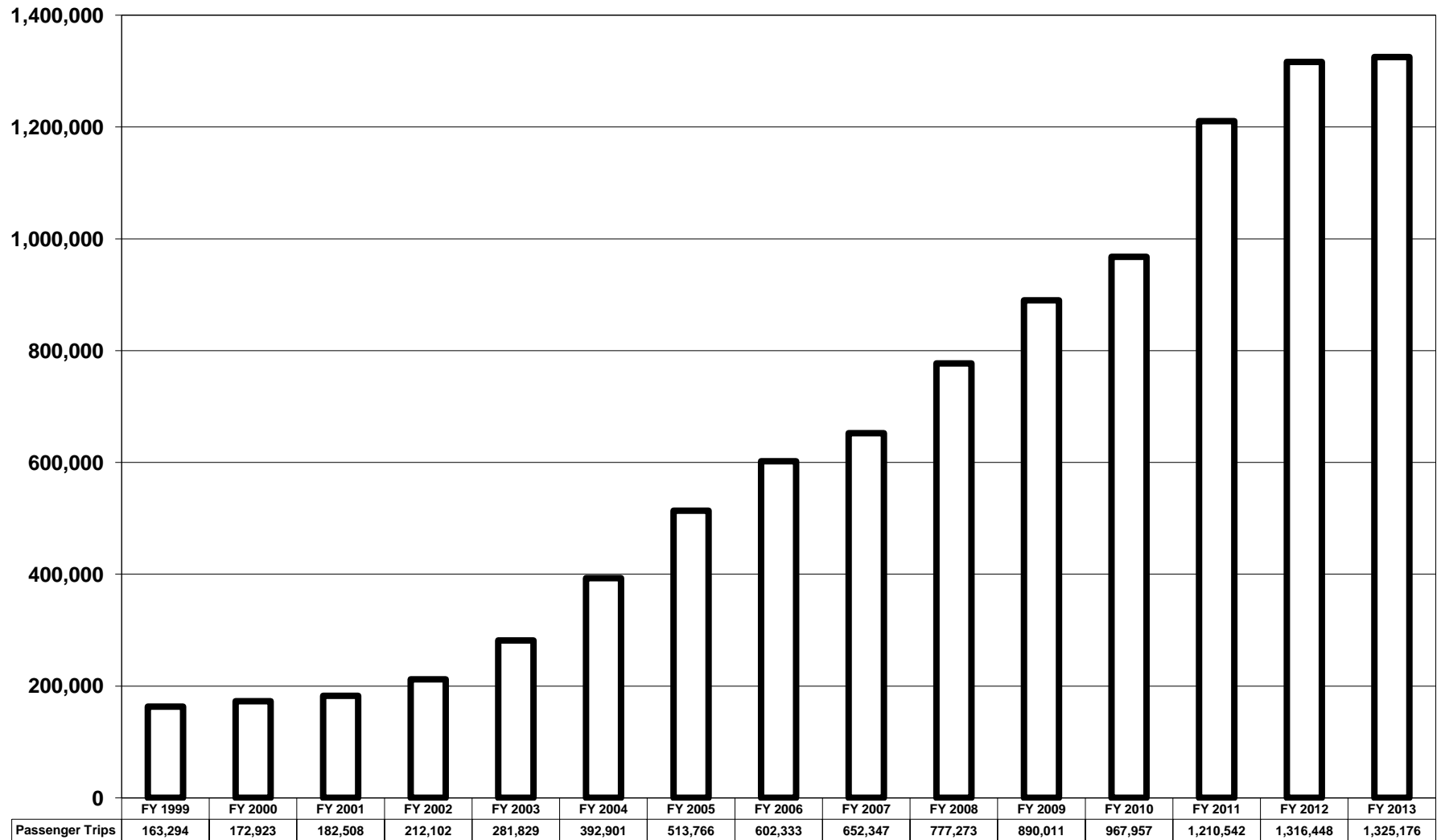
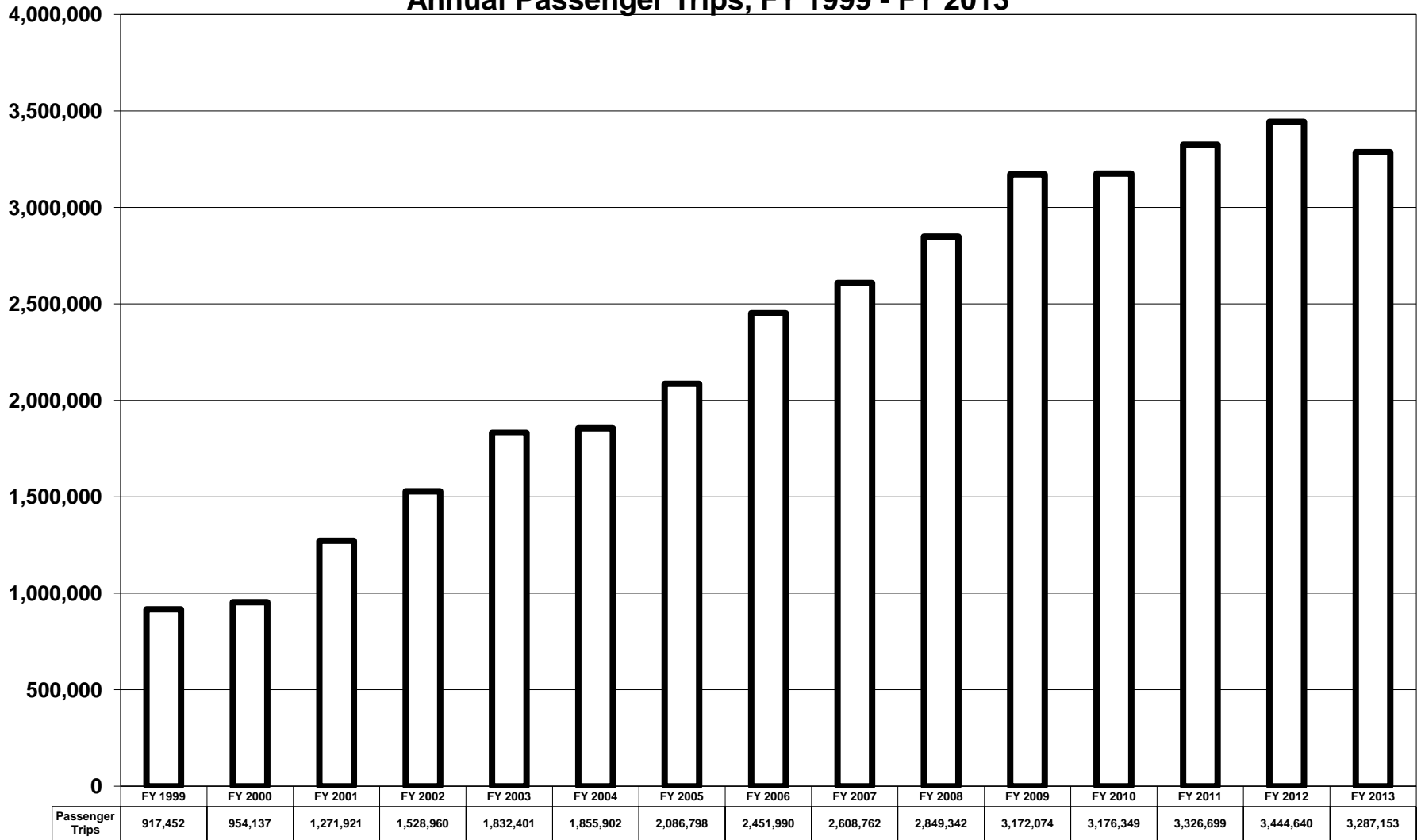


Figure 17: Loudoun County Transit Annual Passenger Trips, FY 1999 - FY 2013



**Figure 18: PRTC Omni Ride / Omni Link (Combined)
Annual Passenger Trips, FY 1999 - FY 2013**



EXECUTIVE DIRECTOR'S REPORT

1. **Legislative Update: Local Government Day and Latest Bill Tracking**

NVTC's Richmond day on February 6 included:

- A Commission meeting with special guests Secretary of Transportation Aubrey Layne and DRPT Director Jennifer Mitchell along with other members of the General Assembly and Supervisor Scott York.
- Delegate Tom Rust introduced NVTC from the floor of the House of Delegates.
- Chairman Smedberg presented Attorney General Herring with NVTC's resolution honoring his service on the Commission.
- NVTC's Executive Director and Steve MacIsaac met with the Deputy Attorney General on issues involving the proper and effective management of access to gas tax receipt information.
- NVTC provided materials for Commissioners participating in Local Government Day and provided support of individual members as requested.
- NVTC's Executive Director had an informal meet and greet with the Prince William Local Government team in Richmond for the VACO conference. This will be followed by an onsite visit similar to those held with NVTC member jurisdictions to date.

Legislative Update:

- Aimee Perron Seibert, along with our NVTC Transit Fellow Richard Price track legislation relevant to regional transit and to support the jurisdictional legislative liaisons on specific matters. The latest bill tracking chart provided by Aimee Seibert Perron is linked [here](#). (This section will be updated for the Commission meeting.)



2. **General Assembly Kicks Off 50th Anniversary Celebration with Resolution Honoring NVTC**

The House of Delegates and Senate passed resolutions honoring NVTC's contributions to promoting a strong transit network in Northern Virginia. The Commission will hold an open house in conjunction with its September meeting and will have "working" celebrations as it launches its planning and casemaking strategies. Plans are shaping up for hosting a forum on contributions of NVTC's transit network to the economy in October or November.



2.27.14

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3. **Budget FY2015**

Based on the adopted work plan, the Executive Director will present the proposed FY2015 general and administrative budget at the April meeting. The Commission and the MAC received notice of their share of direct contributions last fall. This is an adjusted time frame that reflects the management assessment conducted by the Executive Director in 2014 as well as work sessions with the Commission, the Executive Committee, individual members and jurisdiction staff.

4. **What Happened at Transportation Camp?**

Mobility Lab posted [this video](#) of interviews (including of NVTC) from Transportation Camp in January. In addition to giving NVTC some profile on the question of transit's relationship to economic vitality, we also had a chance to discuss challenges in reaching the drivers on the benefits of transit, maturation of ridesharing and bike sharing and car sharing models, and how to make best use of web-based customer feedback. We are looking at participating in another Transportation Camp in Boston. This would give us a cost effective way of advancing our work on economic benefits of transit.

5. **Partnership & Outreach Activities**

Williamsburg-Hampton Roads On-Site Friday, February 28th I will spend the day in Newport News-Norfolk-Hampton Roads-Chesapeake. Tentatively I will meet with John McGlennon, have a transit tour with HRT, and meet with Dwight Farmer. I will report on the trip at the March meeting.

VTA NVTC will take the lead in developing a panel discussion at the [VTA conference](#) on benefits of transit including economic and health benefits. This may be coupled with other activities at VTA. In addition, NVTC is actively supporting the transition to a new VTA Executive Director this summer.

[East Coast P3 Infrastructure Conference in Charlotte North Carolina](#) Ron Carlee, now City Manager of Charlotte, is organizing a P3 conference focusing on innovative finance for all types of infrastructure including health, water, power, and transportation including transit. NVTC has assisted with recruiting speakers/panelists from Virginia and the region and will provide a report on the conference.

Impacts of Land Use Strategies on Travel Behavior in Small Communities and Rural Areas In March the Executive Director will participate in a review of the draft report of this multi-year study by TRB/National Highway Cooperative Research Program.

BILL TRACKING UPDATES

As of 3/6/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
HB 2 - Stolle - Commonwealth Transportation Board; allocations within highway construction districts.	Prioritization	Provides that funding allocations for the Northern Virginia highway construction district and the Hampton Roads highway construction district be made by giving priority to the projects expected to provide the greatest congestion reduction relative to the cost of the project and that funding allocations for the seven other highway construction districts be made by giving priority to either (i) the projects expected to provide the greatest congestion reduction relative to the cost of the project or (ii) the projects that promote economic development and promote commerce and trade. The bill provides for the choice to be made by each locality within the seven highway construction districts and for each highway construction district to determine the majority choice and submit it to the Commonwealth Transportation Board. Allocations by the Board using the priorities in the bill will begin July 1, 2015.	http://lis.virginia.gov/cgi-bin/legp604.exe?141+ful+HB2H1+pdf	(H) Committee on Transportation (S) Committee on Transportation	(H) VOTE: ADOPTION (98-Y 0-N 1-A)	3/4/14
HB 3 - Cline - Transportation funding; all provisions of 2013 Session omnibus bill to expire on July 1, 2014.	HB 2313	2013 Session omnibus transportation bill (HB 2313); expiration date. Provides that all provisions of the 2013 Session omnibus transportation bill (HB 2313), which established state taxes and fees and regional taxes and fees in Hampton Roads and Northern Virginia, expire on July 1, 2014. HB 2313 provided for the revenues from such taxes and fees to be used primarily for transportation funding in the Commonwealth.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB3	(H) Committee on Finance	(H) Left in Finance	2/12/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	<u>Date</u>
HB 4 - Surovell - Hybrid electric motor vehicles; repeals annual license tax, refunds.	Hybrid Vehicle	Annual license tax on hybrid electric motor vehicles. Repeals the \$64 annual license tax on hybrid electric motor vehicles that was first imposed beginning July 1, 2013. The bill also provides for refunds of the license tax paid on hybrid electric motor vehicles for registration years beginning on or after July 1, 2014.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB4	(H) Committee on Finance	(H) Left in Finance	2/12/14
HB 40 - Marshall, R.G. - Motor fuels tax rates; repeals provision that will increase tax, etc.	HB2313	Motor fuels tax rates. Repeals the provision in the 2013 transportation funding bill (HB 2013) that will increase the motor fuels tax if the United States Congress has not enacted legislation granting the Commonwealth the authority to compel remote sellers to collect state and local retail sales and use tax for sales made in the Commonwealth by January 1, 2015.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB40	(H) Committee on Finance	(H) Left in Finance	2/12/14
HB 41 - Marshall, R.G. - Northern Virginia Transportation Authority; selection of projects.	NVT A	Northern Virginia Transportation Authority; selection of projects. Provides that the Commonwealth Transportation Board shall select the transportation projects to be funded by the Northern Virginia Transportation Authority.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB41	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 47 - Kory - Hybrid electric motor vehicles; repeals annual license tax, refunds.	Hybrid Vehicle	Annual license tax on hybrid electric motor vehicles. Repeals the \$64 annual license tax on hybrid electric motor vehicles that was first imposed beginning July 1, 2013. The bill also provides for refunds of the license tax paid on hybrid electric motor vehicles for registration years beginning on or after July 1, 2014.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB47	(H) Committee on Finance	(H) Left in Finance	2/12/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	<u>Date</u>
HB 65 - Marshall, D.W. - Motor vehicle sales and use tax; definition of sale price.	HB 2313	Motor vehicle sales and use tax; definition of sale price. Excludes from the sale price for determining motor vehicle sales and use tax the amount of any credit given by the seller for any motor vehicle taken as a trade-in.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB65	(H) Committee on Finance	(H) Left in Finance	2/12/14
HB 67 - Ramadan - Commonwealth Transportation Board; increases total membership.	CTB Membership	Composition of Commonwealth Transportation Board. Increases the total membership of the Commonwealth Transportation Board to 22 members by doubling the representation for the Richmond, Hampton Roads, and Northern Virginia highway construction districts.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB67	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 68 - Marshall, D.W. - Transportation funding; date change on certain scheduled increases in sales and use tax revenue.	HB 2313	Transportation funding. Changes the dates on which certain scheduled increases in sales and use tax revenue to the Highway Maintenance and Operating Fund would not take place if Congress does not enact a law permitting states to require certain out-of-state retailers to collect and remit state sales and use tax from fiscal years 2016 and 2017. Under current law, scheduled increases for fiscal years 2016 and 2017 would not occur if Congress does not enact such law by January 1, 2015. The bill would halt the increase for only fiscal year 2017 if Congress does not act by January 1, 2016.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB68	(H) Committee on Finance	(H) Left in Finance	2/12/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	<u>Date</u>
HB 70 - Marshall, D.W. - Transportation Accountability, Joint Commission on; power and duties.	JTAC	Joint Commission on Transportation Accountability. Vests the Joint Commission on Transportation Accountability with the power and duty to make performance reviews of state agencies with transportation responsibilities to ensure that funds appropriated to those agencies are being used for their intended purposes and in accord with legislative intent. The bill also directs the Commission, prior to the 2015 Session, to study the costs and benefits of coordinating traffic light signals.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB70	(H) Committee on Rules	(H) Tabled in Rules	1/31/14
HB 72 - Pogge - Hybrid electric motor vehicles; eliminates annual license tax.	Hybrid Vehicle	Motor vehicle sales and use tax and motor fuels tax. Eliminates the \$64 annual license tax on hybrid electric motor vehicles.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB72	(H) Committee on Finance	(H) Left in Finance	2/12/14
HB 84 - Marshall, R.G. - Northern Virginia Transportation Authority; change in membership.	NVTa	Northern Virginia Transportation Authority; membership. Removes the three legislative members of the Northern Virginia Transportation Authority.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB84	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 87 - Cole - Transportation; Commonwealth priority of projects and funding.	Prioritization	Commonwealth priority of projects and funding. Provides that all state funds expended on transportation projects be for (i) projects expected to provide congestion reduction or (ii) projects that increase safety for travelers.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB87	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 99 - Lingamfelter - Tax information; changes unlawful dissemination or publication to Class 1 misdemeanor.	Tax Info	Unlawful dissemination or publication of tax information. Changes the unlawful dissemination or publication of tax information from a Class 2 to a Class 1 misdemeanor.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB99	(H) Committee on Finance (S) Committee on Finance	(S) Signed by President	2/26/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
HB 116 - Morrissey - Traffic light photo-monitoring; amends provisions related to implementation of systems.	Traffic Photo Monitoring	Traffic light photo-monitoring systems. Amends provisions related to photo-monitoring systems by providing that certain safety analyses, currently required prior to implementation, shall also be required prior to renewal of such a system. Other changes relate to photo-monitoring of lanes in which turning movements are permitted, specifying when such systems may be used, and the yellow time requirements for such lanes.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB116	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 121 - Toscano - Tax information; disclosure by Department of Taxation.	Tax Info	Disclosure of certain tax information. Requires the Department of Taxation to disclose the total aggregate amount of an income tax deduction or credit taken by all taxpayers, regardless of how few the number of taxpayers, upon request by the General Assembly or any duly constituted committee of the General Assembly. Under current practice the Department of Taxation does not disclose such information if fewer than four taxpayers took the deduction or credit.	http://lis.virginia.gov/cgi-bin/legp604.exe?141+ful+HB121+pdf	(H) Committee on Finance (S) Committee on Finance	(S) Signed by President	2/26/14
HB 145 - Hugo - Commonwealth Transportation Board; removal of members by Governor.	CTB Membership	Commonwealth Transportation Board. Provides for removal of members of the Commonwealth Transportation Board by the Governor for malfeasance, misfeasance, incompetence, or gross neglect of duty.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB145	(H) Committee on Transportation	(H) Left in Transportation	2/12/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	<u>Date</u>
HB 146 - Hugo - Commonwealth Transportation Board; increases membership.	CTB Membership	Commonwealth Transportation Board; composition. Increases the size of the Commonwealth Transportation Board by six members (from 18 to 24). Three of the new members are to be members of the House of Delegates: two from the majority party and one from the minority party. The three other new members are to be members of the Virginia Senate: two from the majority party and one from the minority party.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB146	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 169 - Weibert - Commonwealth Transportation Board; increases membership, terms of members.	CTB Membership	Commonwealth Transportation Board; membership. Increases from 18 to 22 the membership of the Commonwealth Transportation Board by adding four citizen members to be appointed by the Governor, subject to confirmation by the General Assembly. Of the four new members, one is to be from the Hampton Roads highway construction district, one is to be from the Northern Virginia highway construction district, and two are to be from rural areas.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB169	(H) Committee on Transportation	(H) Left in Transportation	2/12/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	<u>Date</u>
HB 193 - Minchew - Virginia Freedom of Information Act; participation in meetings, in emergency or personal matters.	FOIA-E-meetings	Virginia Freedom of Information Act; participation in meetings in event of emergency or personal matters. Removes the requirement that a public body approve by a majority vote of the members present at a meeting the remote participation in the meeting by one of its members. The bill instead requires the public body to approve by a majority vote a policy allowing participation of its members by electronic communication. Once adopted, the public body shall apply this policy uniformly to its entire membership, without regard to the identity of the member requesting remote participation or the matters that will be considered or voted on at the meeting.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB193	(H) Committee on General Laws (S)Committee on General Laws and Technology	(S) Senate requested conference committee	3/4/14
HB 237 - Ramadan - Telework Grant Program; Program to be administered by Department of Rail and Public Transportation.	Telework	Telework Grant Program. Establishes the Telework Grant Program, to be administered by the Department of Rail and Public Transportation, to administer grants in the amount of \$250 for individuals who telework at least 20 hours per week for at least 45 weeks of a calendar year.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB237	(H): Committee on Appropriations	(H) Left in Appropriations	2/12/14
HB 255 - Lingamfelter - Photo-monitoring; systems to enforce traffic light signals.	Traffic Photo Monitoring	"Photo-red" traffic light enforcement systems. Requires that all "photo-red" systems have yellow light signal lengths of at least three seconds.	http://lis.virginia.gov/cgi-bin/legp604.exe?141+ful+HB255+pdf	(H) Committee on Transportation (S)Committee on Transportation	(S) Signed by President	2/23/14
HB 277 - Krupicka - Pedestrians; crossing highways.	Ped safety	Pedestrians crossing highways. Clarifies the duties of vehicles to stop to allow pedestrians to cross highways at marked crosswalks.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB277	(H) Committee on Transportation	(H) Left in Transportation	2/12/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	<u>Date</u>
HB 281 - Albo - Northern Virginia Transportation Authority; contracts.	NVTa-WMATA	Northern Virginia Transportation Authority contracts. Prohibits the Authority from providing funds in support of a transportation-related project being undertaken with the District of Columbia or another state unless the Authority has first entered into a contract that provides for all costs of the project to be borne equally among the Authority and the District of Columbia or other state.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB281	(H) Committee on Transportation	(H) Left in Transportation	2/12/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	<u>Date</u>
HB 311 - LeMunyon - Highways, bridges, ferries, rail transportation, etc.; recodifying and revising laws.		Revision of Title 33.1. Creates proposed Title 33.2 (Highways and Other Surface Transportation Systems) as a revision of existing Title 33.1 (Highways, Bridges and Ferries), as well as portions of Titles 15.2 (Counties, Cities and Towns), 56 (Public Service Companies), and 58.1 (Taxation). Proposed Title 33.2 consists of 32 chapters divided into four subtitles: Subtitle I (General Provisions and Transportation Entities); Subtitle II (Modes of Transportation: Highways, Bridges, Ferries, Rail, and Public Transportation); Subtitle III (Transportation Funding and Development); and Subtitle IV (Local and Regional Transportation). This bill organizes the laws in a more logical manner, removes obsolete and duplicative provisions, and improves the structure and clarity of statutes pertaining to highways, bridges, ferries, rail and public transportation, transportation funding, and local and regional transportation. This bill has a delayed effective date of October 1, 2014. This bill is a recommendation of the Virginia Code Commission.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB311	(H) Committee on Transportation (S)Committee on Transportation	(S) Passed Senate (40-Y 0-N)	3/3/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
HB 339 - Anderson - FOIA; exempts certain proprietary records of Department of Rail and Public Transportation.	FOIA-DRPT	Virginia Freedom of Information Act FOIA); certain proprietary records of the Department of Rail and Public Transportation. Removes obsolete references to applicable federal law in the records exemption for the Department of Rail and Public Transportation. The bill also provides that certain proprietary records provided by the National Railroad Passenger Corporation to the Department are also exempt from the mandatory disclosure provisions of FOIA.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB339	(H) Committee on General Laws (S) Committee on General Laws and Technology	(S) Passed by indefinitely in General Laws and Technology (15-Y 0-N)	2/24/14
HB 345 - Taylor - Motor fuels tax; alternative fuels.	Hybrid Vehicle	Motor fuels tax; alternative fuels. Provides that the motor fuels tax on non-liquid alternative fuels shall be the percentage tax on a gallon of gasoline multiplied by the average wholesale cost of the amount of the alternative fuel required to produce the energy content of a gallon of unleaded gasoline, for each such amount of alternative fuel.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB345	(H) Committee on Finance	(H) Left in Finance	2/12/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
HB 346 - James - Public-Private Transportation Act of 1995; additional requirements for certain agreements.	PPTA	Public-Private Transportation Act of 1995; additional requirements for certain comprehensive agreements. Provides that no comprehensive agreement providing for the lease, operation, or transfer of ownership of a qualifying transportation facility under the Public-Private Transportation Act with a total value of more than \$1 billion and having a substantial negative impact on the tax revenues of an affected jurisdiction or substantially increasing the taxes, fees, or expenses that will be paid by residents of an affected jurisdiction may be executed by a state agency unless (i) approved by the Governor and (ii) a bill that includes a specific description of the proposed agreement and its anticipated expenditures and revenues is passed by the General Assembly.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB346	(H): Committee on Transportation	(H) Left in Transportation	2/12/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
HB 349 - James - Public-Private Transportation Act of 1995, etc.; comprehensive agreements.	PPTA	Public-Private Transportation Act of 1995 and Public-Private Education Facilities and Infrastructure Act of 2002; additional requirements for comprehensive agreements. Provides that no comprehensive agreement providing for the lease, operation, or transfer of ownership of a qualifying transportation facility under the Public-Private Transportation Act or a qualified project under the Public-Private Education Facilities and Infrastructure Act with a total value of \$1 billion or more shall be executed by a state agency unless (i) approved by the Governor and (ii) a bill that includes a specific description of the proposed agreement and its anticipated expenditures and revenues is passed by the General Assembly.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB349	(H): Committee on Transportation	(H) Left in Transportation	2/12/14
HB 379 - Surovell - Commonwealth Transportation Board; changes composition of membership.	CTB Membership	Commonwealth Transportation Board (CTB); composition. Changes the composition of the CTB so that one member will be appointed from each of Virginia's congressional districts and three will be at-large appointees. The four ex officio members remain unchanged. The bill also replaces the term "metropolitan statistical areas" with "metropolitan planning areas with populations greater than 200,000."	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB379	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 396 - O'Bannon - Rail and Public Transportation, Department of; funding.	DRPT Funding	Funding of Department of Rail and Public Transportation. Codifies appropriation act language dealing with funding of the Department of Rail and Public Transportation.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB396	(H) Committee on Transportation (S) Committee on Transportation	(G) Approved by Governor Chapter 66 (effective 7/1/14)	3/3/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	<u>Date</u>
HB 425 - LeMunyon - Northern Virginia Transportation Authority; increases membership.	NVRTA	Northern Virginia Transportation Authority; membership. Increases Authority membership from 17 to 20 by the addition of one senator and two House members.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB425	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 426 - LeMunyon - Interstate 66; CTB to include in next update certain improvements inside Capital Beltway		I-66 improvements. Requires the Commonwealth Transportation Board to include in the next update of its Six-Year Improvement Program a project to add at least two non-high-occupancy vehicle lanes in each direction to I-66 inside the Capital Beltway.	http://lis.virginia.gov/cgi-bin/legp604.exe?141+ful+HB426H1+pdf	(H) Committee on Transportation	(H) Tabled in Transportation by voice vote	2/4/14
HB 513 - Morris - Local government appointees; appointee shall serve at pleasure of local government & may be removed.		Removal of certain local government appointees. Provides that any appointee of a local governing body to a local board, commission, or committee, whether pursuant to § 15.2-1411 or any other provision of the Code, shall serve at the pleasure of the local governing body and may be removed at any time.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB513	(H) Committee on Counties, Cities and Towns	(H) Left in Counties, Cities and Towns	2/12/14
HB 635 - LaRock - Northern Virginia Transportation Authority; use of revenues.	NVRTA-HB2313	Use of revenues by the Northern Virginia Transportation Authority. Requires that 70 percent of the revenues received by the Authority under § 15.2-4838.1 be used by the Authority solely to fund transportation projects selected by the Authority that are contained in the regional transportation plan in accordance with § 15.2-4830 and that have been rated in accordance with § 33.1-13.03:1.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB635	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 647 - LaRock - Metropolitan Washington Airports Authority.	MWAA Dulles Rail	Metropolitan Washington Airports Authority. Places limits and conditions on use of Commonwealth revenues to support Phase II of the Dulles Corridor Metrorail Project.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB647	(H) Committee on Appropriations	(H) Left in Appropriations	2/12/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
HB 653 - LaRock - Northern Virginia Transportation Authority; allocations.	NVRTA	Allocations by Northern Virginia Transportation Authority. Limits allocations by the Northern Virginia Transportation Authority for transit, rail, and public transportation projects to no more than 25 percent of its total allocations.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB653	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 658 - LaRock - Northern Virginia highway construction district; CTB allocations.		CTB allocations to Northern Virginia highway construction district. Limits transit, rail, and public transportation allocations by the Commonwealth Transportation Board to the Northern Virginia highway construction district to no more than 25 percent of total allocations.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB658	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 761 - Rust - Fare enforcement inspectors; appointed to enforce payment of fares for use of mass transit facility.	WMATA Fare enforcement	Fare enforcement inspectors. Provides for the appointment of fare enforcement inspectors to enforce payment of fares for use of mass transit facilities. The bill also provides that failure of a transit user to produce proof of fare payment constitutes a Class 4 misdemeanor.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB761	(H) Committee for Courts of Justice (S)Committee on Transportation	(S) Signed by President	2/28/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
HB 784 - Cole - Virginia Geographic Information Network Advisory Board, etc.; membership and terms.	GIS	Various boards; membership and terms. Reduces the number of nonlegislative citizen members who serve on the Virginia Geographic Information Network Advisory Board from nine to seven by eliminating the position for an elected official who serves on a planning district commission and eliminating one of the two current representatives of a utility or transportation industry utilizing geographic data. The bill specifies that vacancies on the Litter Control and Recycling Fund Advisory Board that occur other than by expiration of term are to be filled for the unexpired term and that no person is eligible to serve on the Advisory Board for more than two terms. The bill also changes the composition of the Board of Medicine by removing the requirement that one member be from each congressional district and replaces those 11 members with five members from as diverse geographic regions as practicable and six specific practice area members: two obstetrician-gynecologists, one cardiologist, one general surgeon, one internal medicine physician, and one radiologist. In addition, the bill includes the new specific practice area members in the nomination process for new members. Finally, the bill changes the composition of the Advisory Board on Athletic Training by removing the requirement that one of the three members who are required to be athletic	http://lis.virginia.gov/cgi-bin/legp604.exe?141+ful+HB784+pdf	(H) Committee on General Laws (S) Committee on General Laws and Technology	(S) Signed by President	2/28/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
HB 793 - LeMunyon - Transportation planning; VDOT to recommend specific improvements for Planning District 8.	NVTa	Transportation planning. Requires the Department of Transportation, when reviewing certain proposed comprehensive plan amendments from localities in Planning District 8 (Northern Virginia), to recommend specific transportation improvements to the Northern Virginia Transportation Authority, the Commonwealth Transportation Board, and the appropriate locality that are necessary to ameliorate congestion.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB793	(H) Committee on Transportation (S)Committee on Local Government	(S) Signed by President	2/27/14
HB 824 - Minchew - Northern Virginia Transportation Authority; bonding authority not effective until July 1, 2018.	NVTa-Bonding	Northern Virginia Transportation Authority. Provides that the Authority's bonding authority shall not be effective until July 1, 2018. After such date, the Authority, prior to issuance of bonds, shall demonstrate in the context of a bond validation lawsuit that the transportation projects proposed for funding with the sought bond proceeds have been thoroughly analyzed and provide the greatest degree of congestion reduction relative to cost.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB824	(H) Committee on Transportation	(H): Left in Transportation	2/12/14
HB 904 - Hugo - Transportation projects; notice by VDOT.		Notice of transportation projects. Requires VDOT, at least 30 days prior to any public hearing regarding a transportation project, to provide by regular mail notice of pending transportation projects to all owners of property within the area affected by such project.	http://lis.virginia.gov/cgi-bin/legp604.exe?141+ful+HB904H1+pdf	(H) Committee on Transportation	(H) Bill text as passed House and Senate (HB904ER)	3/3/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	<u>Date</u>
HB 957 - Filler-Corn - Transportation commission membership.	VRE Governance	Transportation commission membership. Repeals House Bill 2152 (2013), which has a delayed effective date of July 1, 2014. The bill gives the Chairman of the Commonwealth Transportation Board or his designee equal voting weight on the Virginia Railway Express oversight board. The bill also provides that the Chairman of the Commonwealth Transportation Board or his designee shall be included for purposes of constituting a quorum on certain transportation commissions and shall have voting rights equal to the appointees of component governments.	http://lis.virginia.gov/cgi-bin/legp604.exe?141+ful+HB957H1+pdf	(H) Committee on Transportation (S) Committee on Transportation	(S) Signed by President	2/28/14
HB 1090 - Villanueva - Smart Travel Program; incorporation of new technologies and innovations in transportation.		Smart Travel Program to incorporate new technologies and innovations in transportation. Requires Secretary of Transportation and Department of Transportation to revise and update the state's Smart Travel Program of 2006 by evaluating and incorporating, where appropriate, new smart road technologies and other innovations in transportation.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB1090	(H) Committee on Transportation (S) Committee on Transportation	(S) Passed Senate (40-Y 0-N)	3/3/14
HB 1100 - Yancey - CTB Six-Year Improvement Program; requirements.		CTB Six-Year Improvement Program. Requires that the Commonwealth Transportation Board's Six-Year Improvement Program give priority to either projects that are expected to provide the greatest congestion reduction relative to the cost of the project or projects that promote economic development and promote commerce and trade within the highway construction district where they are located.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB1100	(H) Committee on Transportation	(H) Left in Transportation	2/12/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
HB 1244 - Rust - Potomac River; VDOT to consider results of a demand study concerning crossings		Department of Transportation; consider results of a demand study concerning Potomac River crossings.	http://lis.virginia.gov/cgi-bin/legp604.exe?141+ful+HB1244+pdf	(H) Committee on Appropriations	(H) Left in Appropriations	2/12/14
HB 1253 - Jones - Hampton Roads Transportation Accountability Commission; created.		Creates the Hampton Roads Transportation Accountability Commission to manage regional transportation planning in Planning District 23. The bill moves the responsibility for approval of projects and the priority of such projects pursuant to the Hampton Roads Transportation Fund from the Hampton Roads Planning Organization to the new Commission.		(H) Committee on Transportation (S) Committee on Transportation	(H) VOTE: REJECTED (3-Y 97-N)	3/4/14
SB 1 - Ebbin - Hybrid electric motor vehicles; repeals annual license tax, refunds.	Hybrid Vehicle	Annual license tax on hybrid electric motor vehicles. Repeals the \$64 annual license tax on hybrid electric motor vehicles that was first imposed beginning July 1, 2013. The bill also provides for refunds of the license tax paid on hybrid electric motor vehicles for registration years beginning on or after July 1, 2014.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB1	(S) Committee on Finance	(S) Incorporated by Finance (SB127-Newman) (15-Y 0-N)	1/15/14
SB 147 - Stuart - Transportation, Department of; notice and public comment on projects on its website.		Department of Transportation; notice and public comment on projects. Requires VDOT to post notice on its website and provide for public comment prior to undertaking a safety-related or congestion management transportation project and when a project is expanded or substantially altered. The bill also requires VDOT to hold a public hearing upon request.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB147	(S) Committee on Transportation	(S): Passed by indefinitely in Transportation with letter (14-Y 0-N)	1/22/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
SB 161 - Favola - FOIA; participation in meetings in event of emergency or personal matters.	FOIA-E Meetings	Virginia Freedom of Information Act; participation in meetings in event of emergency or personal matters. Removes the requirement that a public body approve by a majority vote of the members present at a meeting the remote participation in the meeting by one of its members in the event that an emergency or personal matter prevents his attendance in person at the meeting.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB161	(H) Committee on General Laws (S) Committee on General Laws and Technology	(H) VOTE: BLOCK VOTE PASSAGE (100-Y 0-N)	3/4/14
SB 165 - Locke - Public-Private Transportation Act of 1995; additional requirements for certain agreements.	PPTA	Public-Private Transportation Act of 1995; additional requirements for certain comprehensive agreements. Provides that no comprehensive agreement providing for the lease, operation, or transfer of ownership of a qualifying transportation facility under the Public-Private Transportation Act with a total value of more than \$1 billion and having a substantial negative impact on the tax revenues of an affected jurisdiction or substantially increasing the taxes, fees, or expenses that will be paid by residents of an affected jurisdiction may be executed by a state agency unless (i) approved by the Governor and (ii) a bill that includes a specific description of the proposed agreement and its anticipated expenditures and revenues is passed by the General Assembly.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB165	(S) Committee on Transportation	(S) Stricken at request of Patron in Transportation (10-Y 0-N)	1/22/14
SB 221 - Petersen - Hybrid electric motor vehicles; eliminates annual license tax.	Hybrid Vehicle	Annual license tax on hybrid electric motor vehicles. Eliminates the \$64 annual license tax on hybrid electric motor vehicles that was first imposed beginning July 1, 2013.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB221	(S) Committee on Finance	(S) Incorporated by Finance (SB127-Newman) (15-Y 0-N)	1/15/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	<u>Date</u>
SB 225 - Petersen - Motor vehicle doors; drivers and passengers to wait for a reasonable opportunity to open.	Bikes-Dooring	Opening and closing motor vehicle doors. Requires drivers and passengers to wait for a reasonable opportunity to open vehicle doors on the side adjacent to moving traffic. A violation constitutes a traffic infraction punishable by a fine of not more than \$100.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB225E	(H) Committee on Transportation (S) Committee on Transportation	(H) Left in Transportation	3/4/14
SB 264 - Ebbin - Fare enforcement inspectors; appointed to enforce fares for use of mass transit facilities.	Mata Fare enforcement	Fare enforcement inspectors. Provides for the appointment of fare enforcement inspectors to enforce payment of fares for use of mass transit facilities. The bill also provides that failure of a transit user to produce proof of fare payment constitutes a Class 4 misdemeanor.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB264S1	(H) Committee on Courts of Justice (S) Committee for Courts of Justice	(S) Signed by President	3/3/14
SB 298 - Watkins - Rail and Public Transportation, Department of; funding.	DRPT Funding	Funding of Department of Rail and Public Transportation. Codifies appropriation act language dealing with funding of the Department of Rail and Public Transportation.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB298	(H) Committee on Appropriations (S) Committee on Transportation	(S) Bill text as passed Senate and House (SB298ER)	3/3/14
SB 387 - Reeves - FOIA; exempts certain proprietary records of Department of Rail and Public Transportation.	FOIA-DRPT	Virginia Freedom of Information Act FOIA); certain proprietary records of the Department of Rail and Public Transportation. Removes obsolete references to applicable federal law in the records exemption for the Department of Rail and Public Transportation. The bill also provides that certain proprietary records provided by the National Railroad Passenger Corporation to the Department are also exempt from the mandatory disclosure provisions of FOIA.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB387	(H) Committee on General Laws (S) Committee on General Laws and Technology	(H) Continued to 2015 in General Laws	2/27/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	<u>Date</u>
SB 505 - Wagner - Natural gas; incentives for expanded use as transportation fuel, report.		Natural gas; incentives for expanded use as transportation fuel. Establishes financial and regulatory incentives for expanding the use of compressed natural gas (CNG) and liquefied natural gas (LNG) for transportation purposes in the Commonwealth. Vehicles fueled, wholly or partially, by natural gas are authorized to weigh up to 2,000 pounds more than the applicable weight limit, and the bill provides that limits on hauling hazardous materials over a bridge or through a tunnel do not apply to fuel required to propel the vehicle. The bill provides for the titling and registration of natural gas vehicles (NGVs) and converted natural gas vehicles, including a provision that the motor vehicle titling tax on NGVs apply to the value of such vehicle without a CNG or LNG system. The bill establishes a Natural Gas Vehicle Incentive Fund and grant programs through which moneys in the Fund may be expended for increasing public access to natural gas fueling stations, purchasing NGVs, or converting vehicles to natural gas. Revenues for the Fund come from moneys allocated by the Commonwealth Transportation Board; registration fees for NGVs; clean special fuel license plate fees; the Natural Gas Consumption Tax; severance taxes on natural gas; revenues from taxes on pipeline transmission and distribution companies, including the special regulatory revenue tax;	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB505	(S): Committee on Finance	(S) Continued to 2015 in Finance (17-Y 0-N)	2/4/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Category	Summary	Link to PDF of Full Version	Committee	Last action	Date
SB 511 - Wagner - Commonwealth Transportation Board; composition.	CTB Membership	Commonwealth Transportation Board; composition. Changes the composition of the CTB so that one member will be appointed from each of Virginia's 11 congressional districts instead of from each of the 9 highway construction districts. The five at-large members and four ex officio members remain unchanged.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB511	(S) Committee on Transportation	(S) Passed by indefinitely in Transportation (7-Y 5-N 1-A)	1/15/14
SJ 69 - Watkins - Department of Rail and Public Transportation; Master Rail Plan; Report.		Department of Rail and Public Transportation; Master Rail Plan; Report.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SJ69	(H) Committee on Rules (S) Committee on Rules	(H) Reported from Rules (14-Y 0-N)	3/3/14

14103001D

HOUSE JOINT RESOLUTION NO. 248

Offered January 31, 2014

Commending the Northern Virginia Transportation Commission.

Patrons—Rust, Albo, Bell, Robert B., Brink, Bulova, Byron, Comstock, Cox, Filler-Corn, Futrell, Greason, Habeeb, Herring, Hope, Hugo, Keam, Kilgore, Kory, Krupicka, Landes, Leftwich, LeMunyon, Lingamfelter, Lopez, Massie, Miller, Minchew, O'Quinn, Plum, Scott, Sickles, Simon, Surovell, Torian, Watts and Webert; Senators: Barker, Black, Colgan, Ebbin, Favola, Marsden, Petersen, Puller, Saslaw and Vogel

WHEREAS, the Northern Virginia Transportation Commission, created by the General Assembly of Virginia in 1964, will celebrate its 50th anniversary on September 1, 2014; and

WHEREAS, the Northern Virginia Transportation Commission (NVTC) began with an initial district of five jurisdictions, including the Counties of Arlington and Fairfax and the Cities of Alexandria, Fairfax, and Falls Church, with 11 elected officials from those jurisdictions and the chair of the State Highway Commission serving jointly as commissioners; and

WHEREAS, the NVTC has grown to include the County of Loudoun and now has 20 board members, including six members of the General Assembly of Virginia and a designee of the Virginia Secretary of Transportation; and

WHEREAS, the NVTC district has a current population of more than 1.7 million people in a territory covering 1,000 square miles; and

WHEREAS, the NVTC serves the citizens of the Commonwealth by promoting and funding an innovative network of public transit and ride sharing that provides 550,000 commuter trips each work day and 164 million passenger trips on bus and rail in NVTC's jurisdictions annually; and

WHEREAS, NVTC manages financial resources from federal, state, regional, and local partners exceeding \$200 million annually, while demonstrating sound fiscal management of public funds and establishing a set of stringent internal controls to manage NVTC's complex financial role in the region, resulting in unblemished independent audits; and

WHEREAS, the NVTC consistently promotes transit innovations leading to improved efficiency and customer service, including the highly successful Shirley Highway busway demonstration in the early 1970s, in which the NVTC purchased 90 new buses to double bus service in the corridor and generated more than 13,000 new daily transit trips; and

WHEREAS, expanded service and effectiveness have led to a 22 percent increase in ridership over the last decade; and

WHEREAS, the NVTC worked to create the Washington Metropolitan Area Transit Authority (WMATA), and the resulting interstate compact requires WMATA's Virginia board members to be appointed from among the NVTC's commissioners; and

WHEREAS, the NVTC began to plan for commuter rail service at its first business meeting in 1964 and persevered until the Virginia Railway Express (VRE) began operations in 1992; and

WHEREAS, the NVTC co-owns VRE, which is the tenth-largest commuter rail system in the United States, with annual ridership of over four million and assets of \$377 million; and

WHEREAS, the NVTC was selected in 1996 by the American Public Transportation Association as the outstanding government agency in North America; and

WHEREAS, today, five of the NVTC's six local jurisdictions operate successful local bus systems using SmarTrip fare collection systems coordinated by the NVTC, and in 2014, NVTC will manage a technical procurement that will join all NVTC jurisdictions and the Virginia Rail Express and Potomac and Rappahannock Transportation Commission services on a single electronic payment system with the rest of the metropolitan region; and

WHEREAS, the NVTC uses its legal, policy, and technical expertise to support sustainable transit funding and to maximize the use of existing infrastructure through bus on shoulder, bus service express lanes, and commuter bus storage solutions; and

WHEREAS, the NVTC has planned for coordinated emergency responses by Northern Virginia's transit systems to facilitate faster transit reactions and better communication with customers, police, fire departments, and other public safety personnel during emergencies; and

WHEREAS, the NVTC fosters innovation and adoption to increase effective and efficient transit in the Commonwealth through establishment of electronic schedules, real-time bus information technology, and telework; and

WHEREAS, the NVTC also compiles and reports detailed transit performance information that generates millions of dollars of federal financial assistance for the entire region each year; and

INTRODUCED

HJ248

55 WHEREAS, several well-known officials have chaired the NVTC throughout the past 50 years,
56 including members of the United States Congress such as Thomas M. Davis III, James P. Moran, and
57 Gerald E. Connolly; a Virginia Secretary of Transportation, John G. Milliken; and many state senators
58 and delegates who championed public transit causes together with local board and council members; and

59 WHEREAS, in 50 years of leadership in transit system development, expansion, funding, and
60 research, each of the current and former board members and staff have played an integral role in
61 securing the transit network required to build and sustain the regional economy; now, therefore, be it

62 RESOLVED by the House of Delegates, the Senate concurring, That the General Assembly hereby
63 commend the Northern Virginia Transportation Commission on the occasion of its 50th anniversary; and,
64 be it

65 RESOLVED FURTHER, That the Clerk of the House of Delegates prepare copies of this resolution
66 for presentation to Paul Smedberg, chairman, and Kelley Coyner, executive director, of the Northern
67 Virginia Transportation Commission as an expression of the General Assembly's congratulations on
68 reaching this landmark in the Commission's history and appreciation for the leadership of the
69 Commission in promoting ridesharing in Northern Virginia to the benefit of the region and the entire
70 Commonwealth of Virginia.



AGENDA ITEM #7

TO: Chairman Smedberg and NVTC Commissioners
FROM: Kelley Coyner, Scott Kalkwarf and Colethia Quarles
DATE: February 24, 2014
SUBJECT: NVTC Financial Items

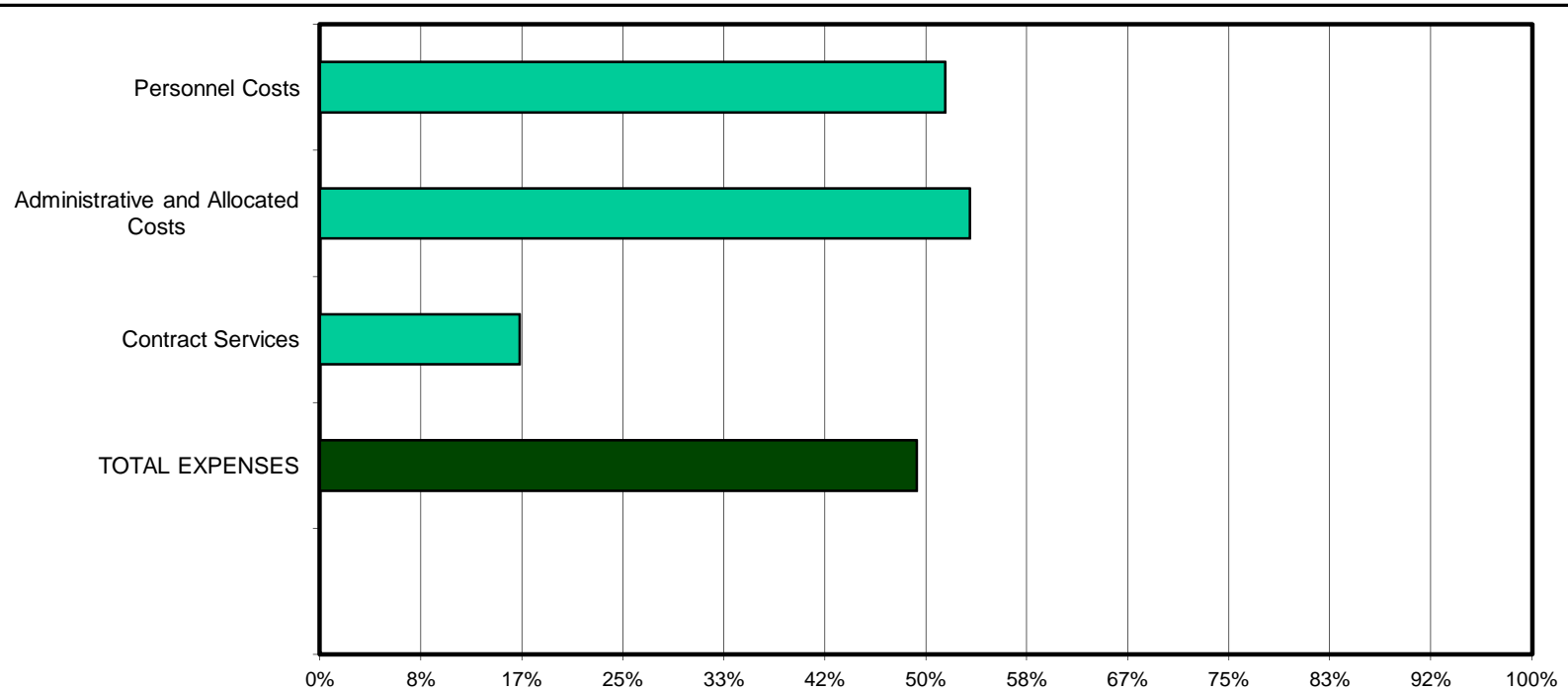
The financial report for January 2014 is attached for your information.

Northern Virginia Transportation Commission

Financial Reports

January, 2014

Percentage of FY 2014 NVTC Administrative Budget Used
January 2014
(Target 58.34% or less)



Note: Refer to pages 2 and 3 for details

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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries	\$ 63,172.87	\$ 424,899.89	\$ 779,600.00	\$ 354,700.11	45.5%
Temporary Employee Services	-	190.00	-	(190.00)	
Total Personnel Costs	63,172.87	425,089.89	779,600.00	354,510.11	45.5%
<u>Benefits</u>					
Employer's Contributions:					
FICA	3,820.03	28,052.81	53,800.00	25,747.19	47.9%
Group Health Insurance	4,475.80	33,015.73	97,900.00	64,884.27	66.3%
Retirement	3,110.00	21,770.00	52,700.00	30,930.00	58.7%
Workmans & Unemployment Compensation	968.61	2,614.96	3,100.00	485.04	15.6%
Life Insurance	115.50	1,099.77	3,900.00	2,800.23	71.8%
Long Term Disability Insurance	225.80	1,680.98	3,600.00	1,919.02	53.3%
Total Benefit Costs	12,715.74	88,234.25	215,000.00	126,765.75	59.0%
<u>Administrative Costs</u>					
Commissioners Per Diem	750.00	5,250.00	11,000.00	5,750.00	52.3%
<i>Rents:</i>	17,115.08	115,480.51	202,500.00	87,019.49	43.0%
Office Rent	16,139.08	108,577.36	192,000.00	83,422.64	43.4%
Parking & Transit Benefits	976.00	6,903.15	10,500.00	3,596.85	34.3%
<i>Insurance:</i>	495.93	2,871.48	6,100.00	3,228.52	52.9%
Public Official Bonds	200.00	800.00	2,300.00	1,500.00	65.2%
Liability and Property	295.93	2,071.48	3,800.00	1,728.52	45.5%
<i>Travel:</i>	1,651.56	6,291.78	16,500.00	10,208.22	61.9%
Conference / Professional Development	-	583.70	5,300.00	4,716.30	0.0%
Non-Local Travel	370.30	566.07	1,200.00	633.93	52.8%
Local Meetings & Related Expenses	1,281.26	5,142.01	10,000.00	4,857.99	48.6%
<i>Communication:</i>	2,069.21	6,333.40	11,100.00	4,766.60	42.9%
Postage	657.98	1,680.83	3,100.00	1,419.17	45.8%
Telephone and Data	1,411.23	4,652.57	8,000.00	3,347.43	41.8%
<i>Publications & Supplies</i>	792.36	5,427.45	15,900.00	10,472.55	65.9%
Office Supplies	27.35	697.42	3,000.00	2,302.58	76.8%
Duplication and Paper	765.01	4,230.03	7,400.00	3,169.97	42.8%
Public Information	-	500.00	5,500.00	5,000.00	90.9%

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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	387.00	1,356.25	11,000.00	9,643.75	87.7%
Furniture and Equipment (Capital)	-	-	4,000.00	4,000.00	0.0%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computer Operations	387.00	1,356.25	6,000.00	4,643.75	77.4%
<i>Other General and Administrative:</i>	1,057.73	3,916.32	5,100.00	1,183.68	23.2%
Subscriptions	-	-	-	-	0.0%
Memberships	527.79	1,230.81	1,200.00	(30.81)	-2.6%
Fees and Miscellaneous	423.44	2,234.01	3,000.00	765.99	25.5%
Advertising (Personnel/Procurement)	106.50	451.50	900.00	448.50	49.8%
Total Administrative Costs	<u>24,318.87</u>	<u>146,927.19</u>	<u>279,200.00</u>	<u>132,272.81</u>	<u>47.4%</u>
<u>Contracting Services</u>					
Auditing	8,365.00	15,365.00	28,500.00	13,135.00	46.1%
Research and Analytic Support	2,500.00	2,500.00	80,000.00	77,500.00	0.0%
Legal	-	-	-	-	0.0%
Total Contract Services	<u>10,865.00</u>	<u>17,865.00</u>	<u>108,500.00</u>	<u>90,635.00</u>	<u>83.5%</u>
 Total Gross G&A Expenses	<u><u>\$ 111,072.48</u></u>	<u><u>\$ 678,116.33</u></u>	<u><u>\$ 1,382,300.00</u></u>	<u><u>\$ 704,183.67</u></u>	<u><u>50.9%</u></u>

NVTC
RECEIPTS and DISBURSEMENTS
January, 2014

Payer/			Wells Fargo	Wells Fargo	VA LGIP	
Date	Payee	Purpose	(Checking)	(Savings)	G&A / Project	Trusts
RECEIPTS						
2	Alexandria	G&A contribution		\$ 8,054.50		
6	DRPT	Capital grant receipt - Arlington				4,587.00
8	DMV	Motor Vehicle Fuels Sales tax receipt				1,794.54
15	DRPT	Operating assistance receipt - City of Fairfax				355,353.00
15	DRPT	Operating assistance receipt - Alexandria				4,006,939.00
15	DRPT	Operating assistance receipt - Falls Church				59,227.00
15	DRPT	Operating assistance receipt - Arlington				11,865,351.00
15	DRPT	Operating assistance receipt - VRE			1,179,042.00	
23	PRTC	Expense reimbursement		100.00		
23	City of Fairfax	G&A contribution		3,375.50		
23	Loudoun	G&A contribution		8,629.50		
28	DRPT	Operating assistance receipt - Falls Church				181,678.00
28	DMV	Motor Vehicle Fuels Sales tax receipt				4,830.20
29	DRPT	Capital grants receipts - Arlington				6,296,434.00
29	DRPT	Capital grants receipts - Alexandria				2,780,827.00
29	DRPT	Capital grants receipts - City of Fairfax				175,294.00
29	DRPT	Capital grants receipts - Fairfax County				339,654.00
29	DRPT	Capital grants receipts				166,519.00
29	DRPT	Capital grants receipts - VRE			664,179.00	
28	DMV	Motor Vehicle Fuels Sales tax receipt				3,384,507.87
31	Banks	Interest income		0.81	8.80	7,195.60
			-	20,160.31	1,843,229.80	29,630,191.21
DISBURSEMENTS						
1-31	Various	G&A expenses	(95,297.92)			
2	WMATA	Metrobus operating				(18,492,244.00)
2	WMATA	Metroaccess operating				(3,110,648.00)
2	WMATA	Metrorail operating				(11,445,804.00)
2	WMATA	WMATA CIP				(865,228.00)
2	WMATA	WMATA program development				(204,230.00)
2	WMATA	WMATA debt service				(793,981.00)
15	VRE	Grant revenue			(1,179,042.00)	
29	VRE	Grant revenue			(664,179.00)	
31	Banks	Service fees	(54.63)	(18.63)		
			(95,352.55)	(18.63)	(1,843,221.00)	(34,912,135.00)
TRANSFERS						
24	Transfer	From LGIP to checking (G&A contribution)	150,000.00			(150,000.00)
			150,000.00	-	-	(150,000.00)
NET INCREASE (DECREASE) FOR MONTH			\$ 54,647.45	\$ 20,141.68	\$ 8.80	\$ (5,431,943.79)

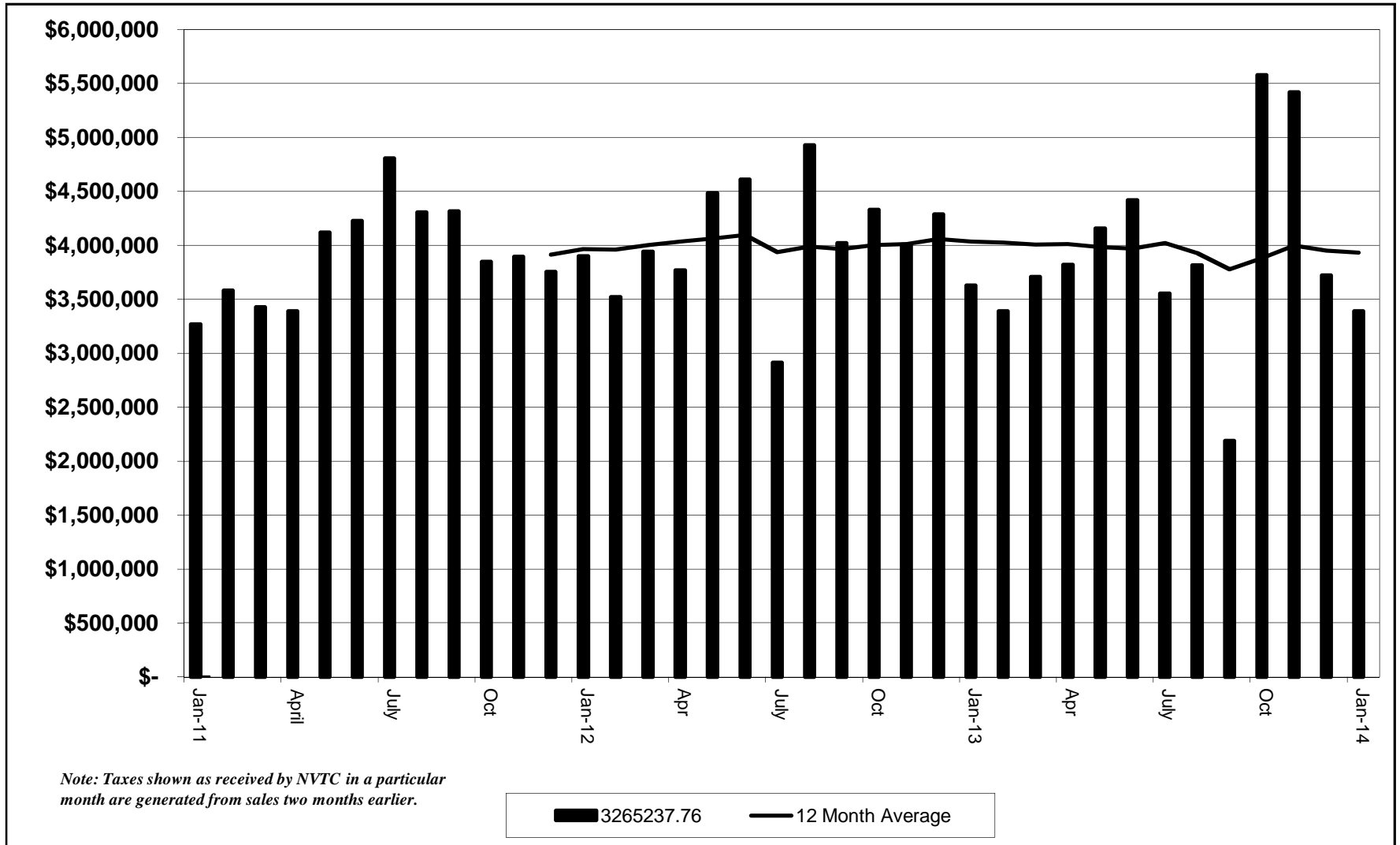
**NVTC
INVESTMENT REPORT
January, 2014**

Type	Rate	Balance 12/31/2013	Increase (Decrease)	Balance 1/31/2014	NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund
<u>Cash Deposits</u>							
Wells Fargo: NVTC Checking	N/A	\$ 50,349.69	\$ 54,647.45	\$ 104,997.14	\$ 104,997.14	\$ -	\$ -
Wells Fargo: NVTC Savings	0.200%	36,671.72	20,141.68	56,813.40	56,813.40	-	-
<u>Investments - State Pool</u>							
Bank of America - LGIP	0.100%	111,154,032.97	(5,431,934.99)	105,722,097.98	106,559.26	77,718,357.47	27,897,181.25
		<u>\$ 111,241,054.38</u>	<u>\$ (5,266,721.63)</u>	<u>\$ 105,883,908.52</u>	<u>\$ 268,369.80</u>	<u>\$ 77,718,357.47</u>	<u>\$ 27,897,181.25</u>

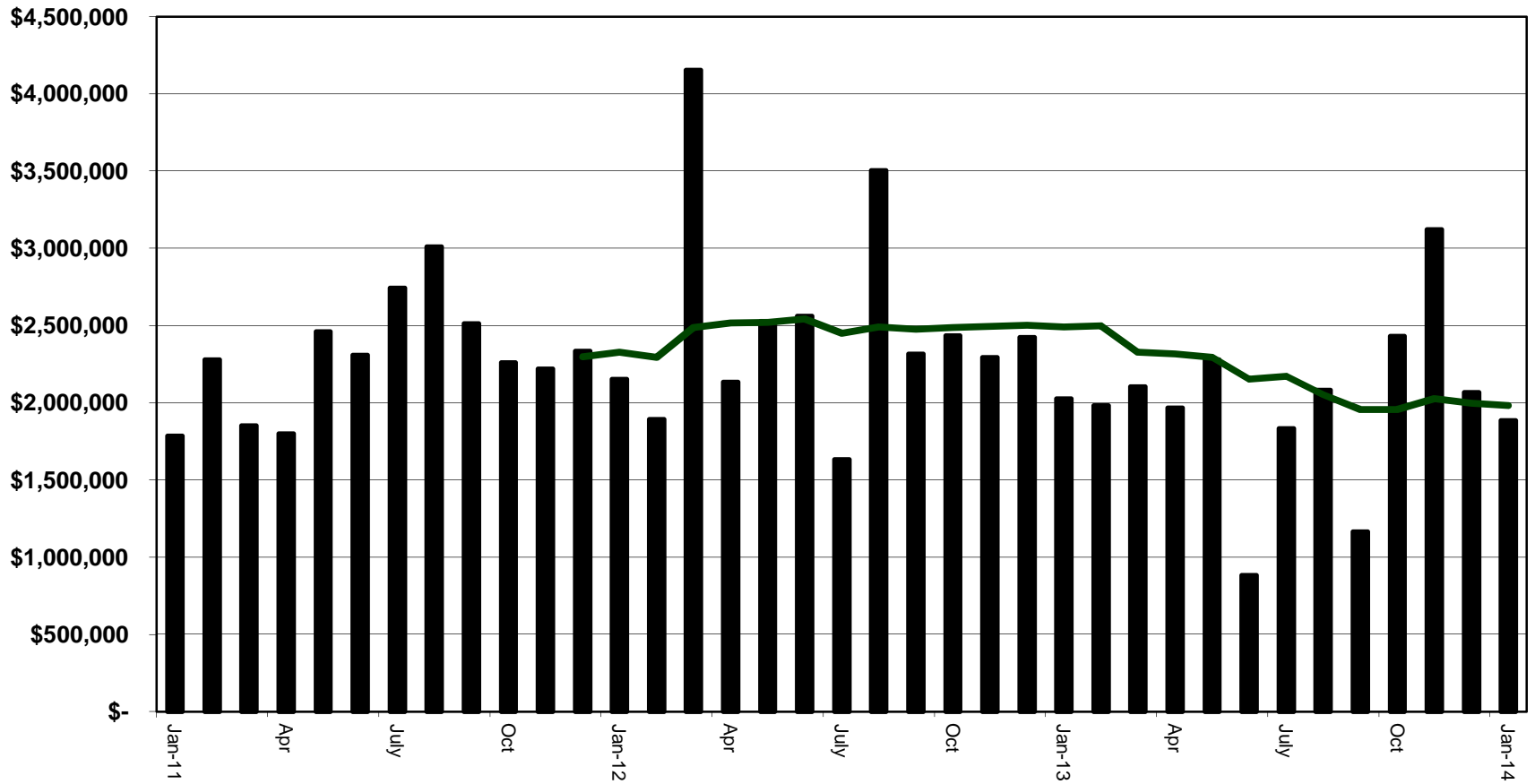
NVTC MONTHLY GAS TAX REVENUE

ALL JURISDICTIONS

FISCAL YEARS 2011-2014



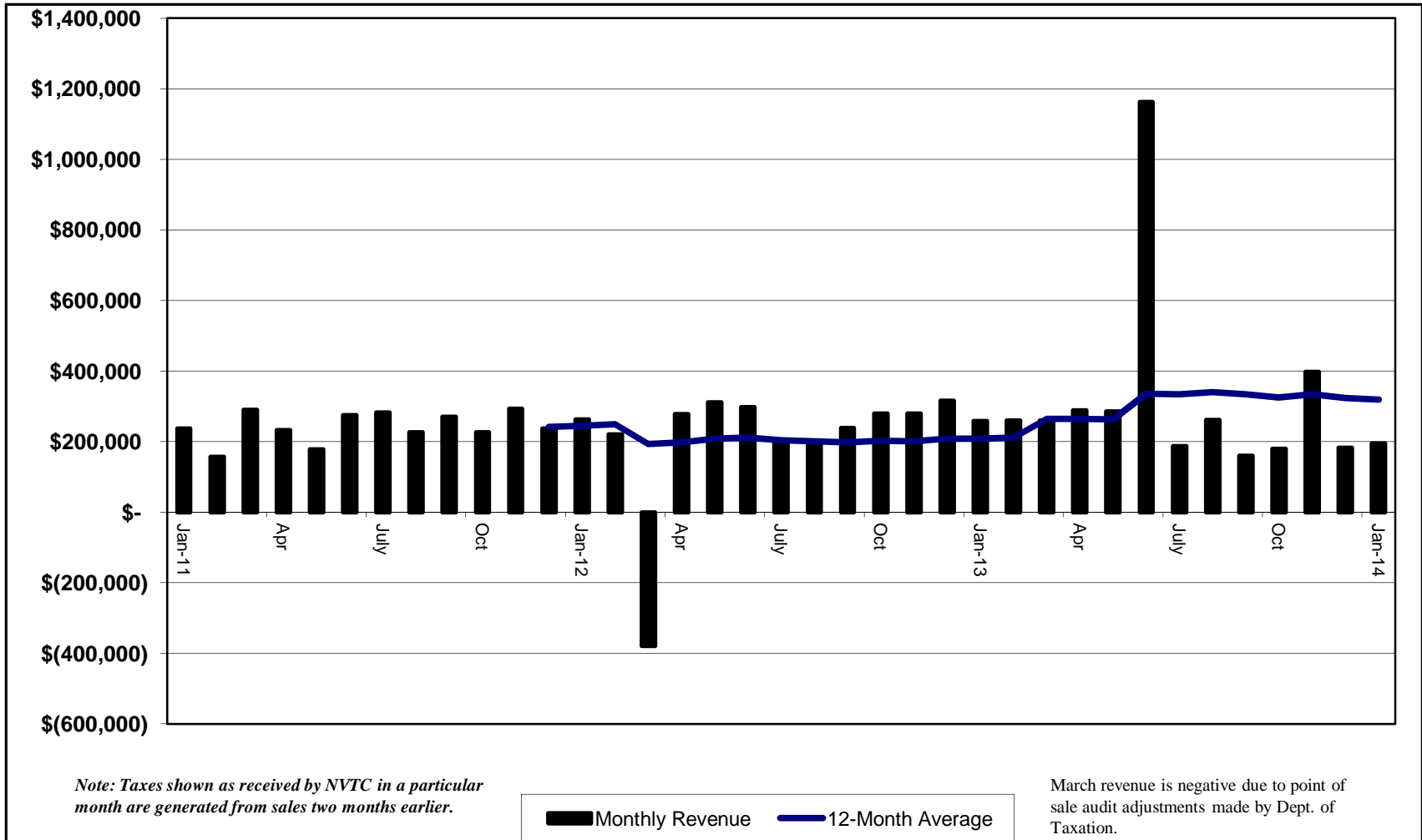
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2011-2014



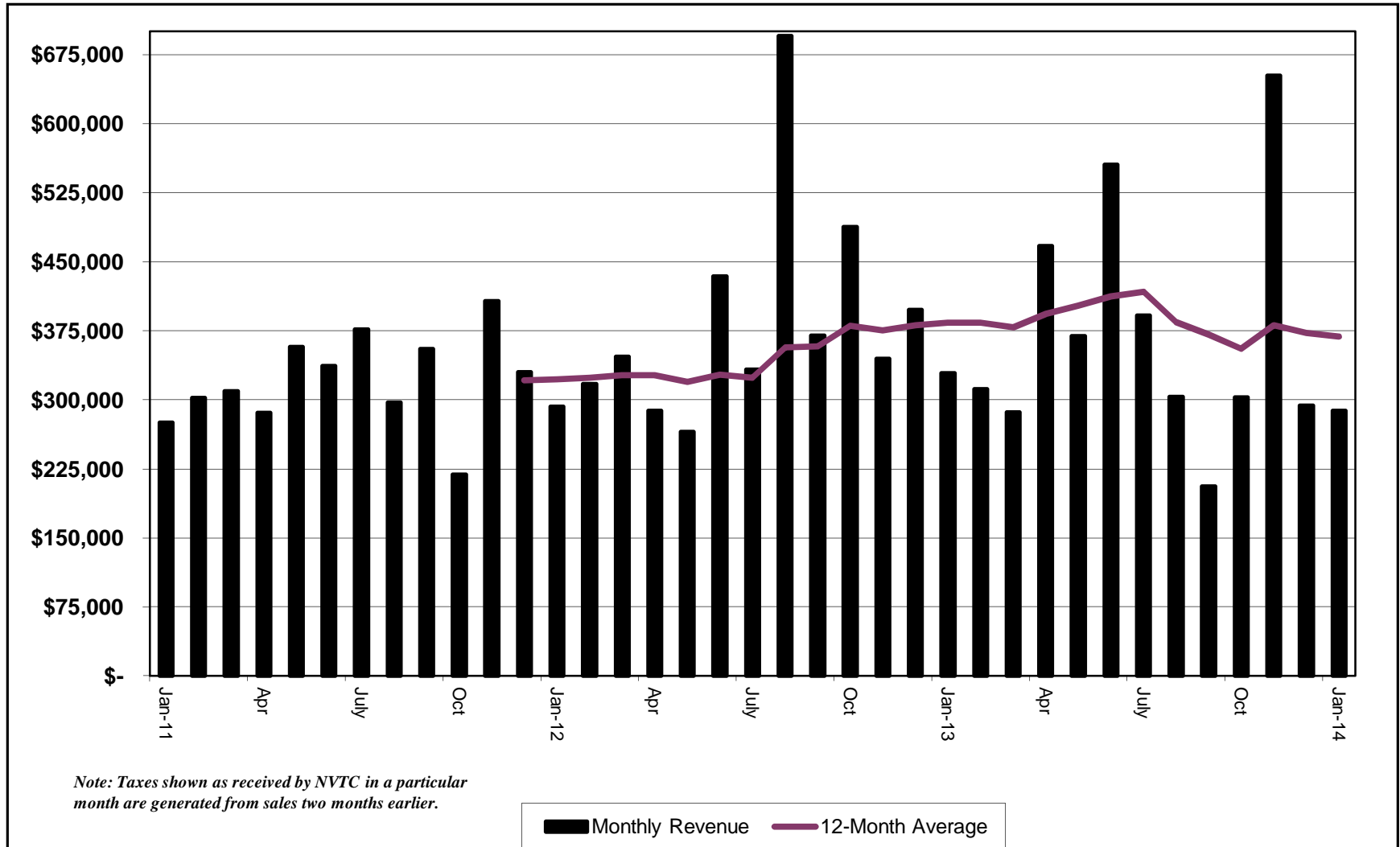
Note: Taxes shown as received by NVTC in a particular month are generated from sales two months earlier.

Monthly Revenue
 12-Month Average

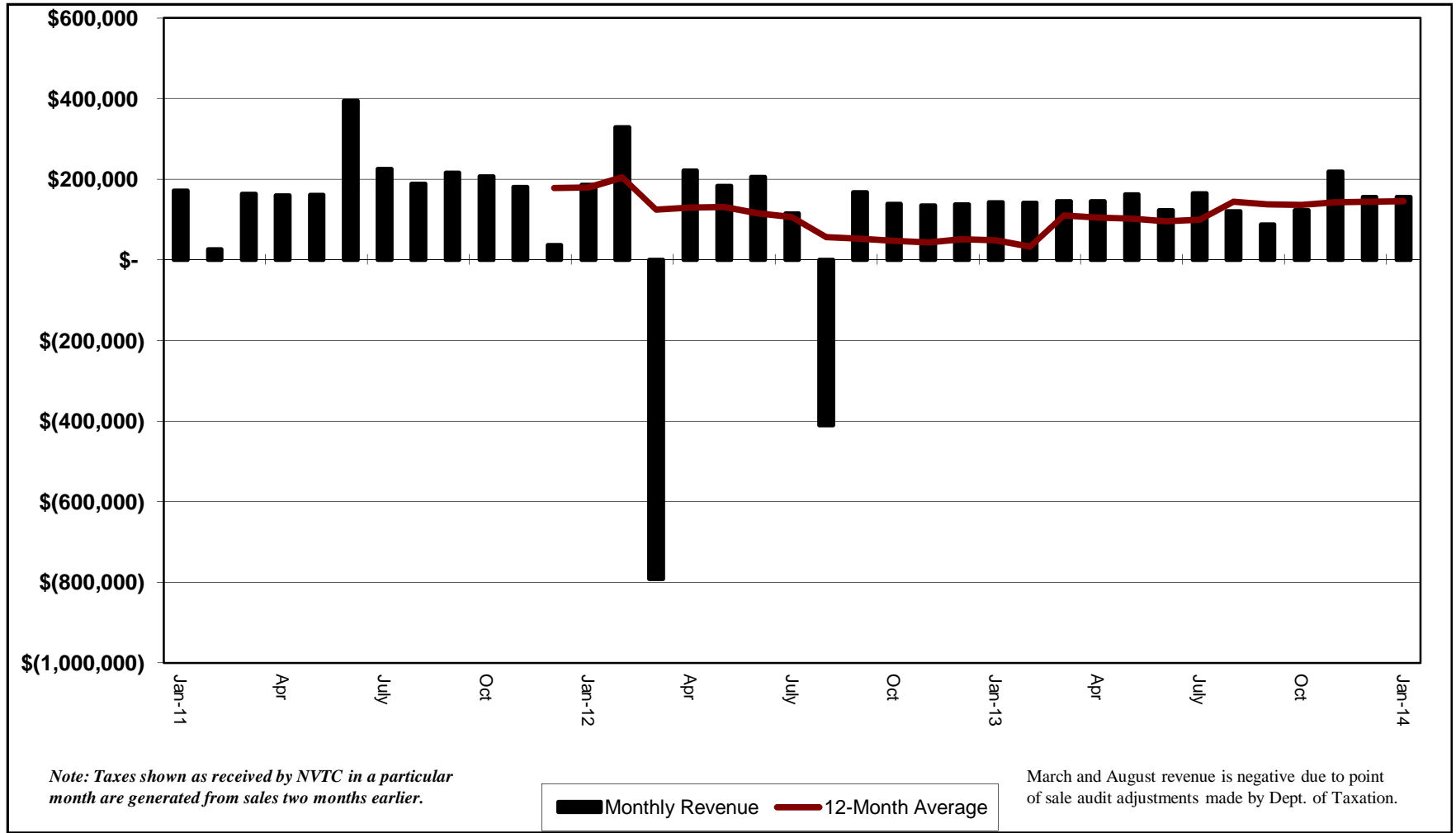
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2011-2014



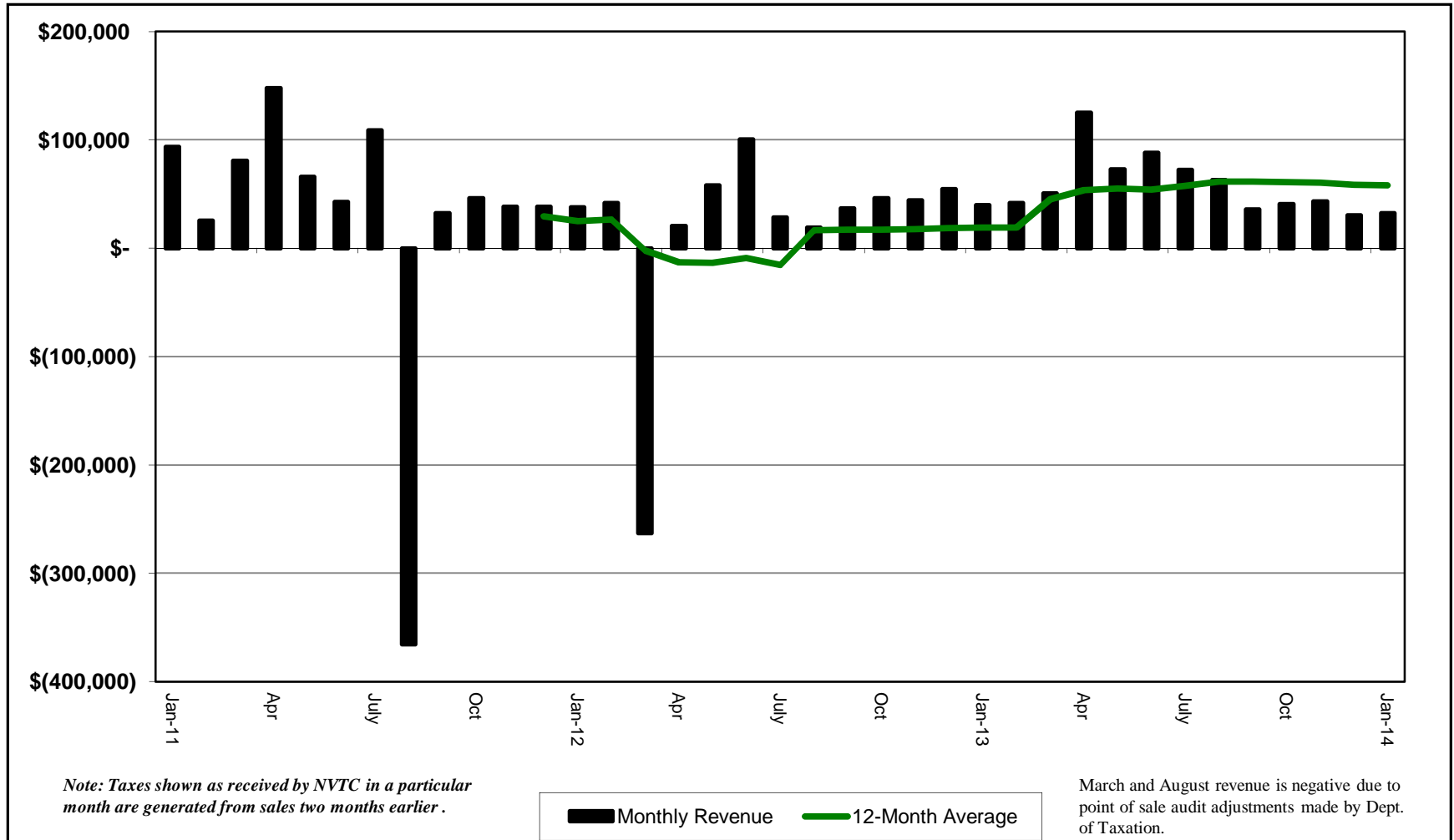
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2011-2014



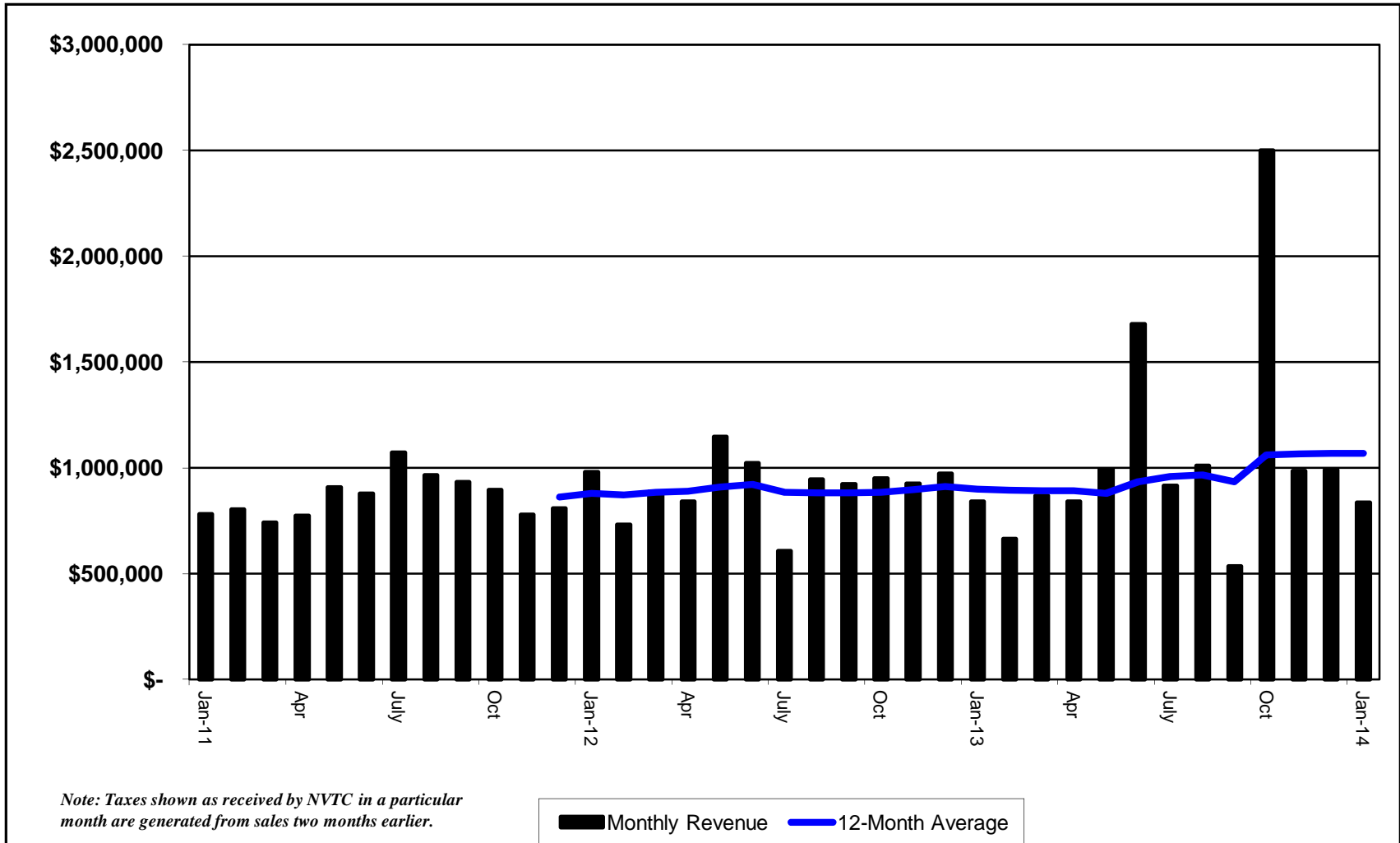
NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2011-2014



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



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





AGENDA ITEM #8

TO: Chairman Smedberg and NVTC Commissioners
FROM: Kelley Coyner
DATE: February 24, 2014
SUBJECT: VRE

Mr. Allen will be present to update the Commission on VRE highlights. There are no actions requested. The VRE CEO February 2014 Report is attached along with a memo from VRE which includes updates on the following items:

- Management Audit Services Request for Proposals
- Potomac Shores and DRPT Rail Enhancement Fund Grant Application Update
- HB 957 Weighted Vote Implementation Delay
- Senate Budget Amendment for Core Capacity Study

Information Item

To: Chairman Milde and the VRE Operations Board
From: Doug Allen
Date: February 19, 2014
Re: February Information and Update

Management Audit Services Request For Proposal

The Management Audit Services RFP was posted on January 29th and an optional pre-proposal meeting was held on February 12th at the NVTC offices. Representatives from seven firms attended the pre-proposal meeting. Kelley Coyner, Al Harf and Joe Swartz attended as well. Proposals are due on February 28th.

Potomac Shores and DRPT Rail Enhancement Fund Grant Application

VRE has been working with CSX to craft an agreement that will permit the Potomac Shores Station to be added to our system. The essence of the agreement will be VRE's commitment to complete the second platforms along the CSX line in order to create more operational capacity and flexibility. Good progress on obtaining funding for most of these second platforms has been made. This grant application would fund the second platforms at two more stations; Brooke and Leland. On VRE's behalf, NVTC submitted to DRPT a Rail Enhancement Fund (REF) application for \$90,000 in FY15 to participate in the state's Richmond Area to Potomac Study (RAPS) intercity rail project design efforts which includes the second platforms at these stations. More importantly, a multiyear funding agreement is associated with this request that will reflect over \$15M in coming years for the construction of second platforms at Brooke and Leland Stations using the cost of design and construction of the platforms and stations facilities by the developer of Potomac Shores as the in-kind match to the REF grant. VRE will seek the Operations Board

and Commissions' authorization to sign the multi-year funding agreement pending approvals of the Six Year Plan and the grant by the Commonwealth Transportation Board (CTB) late this spring. At that time we will also ask for approval of the CSX agreement.

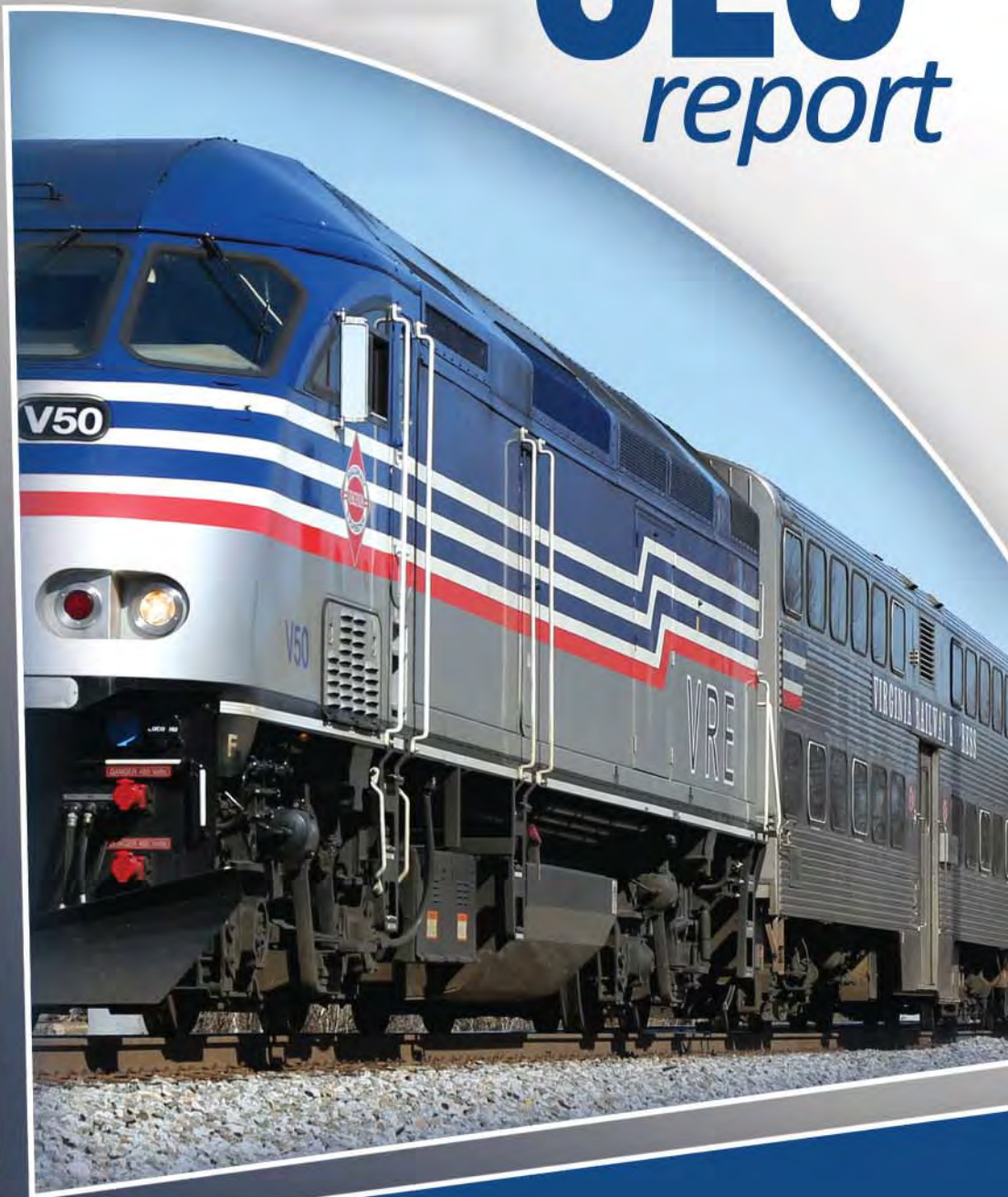
HB 957 Weighted Vote Implementation Delay

HB 957, which delays implementation of the Commonwealth's weighted vote on the Operations Board until July 1, 2015, was on the docket of the Virginia Senate Transportation Committee for Wednesday, February 19th and passed.

Senate Budget Amendment for Core Capacity Study

Late on Tuesday, February 18, 2014 the Senate released the budget "half Sheets", which are explanations of all the budget items being included. The Senate Budget included a \$2M budget item to fund VRE's Core Capacity Study. This effort will identify VRE's best project(s) to compete for federal discretionary funding.

CEO *report*



FEBRUARY 2014

VIRGINIA RAILWAY EXPRESS
A Better Way. A Better Life.





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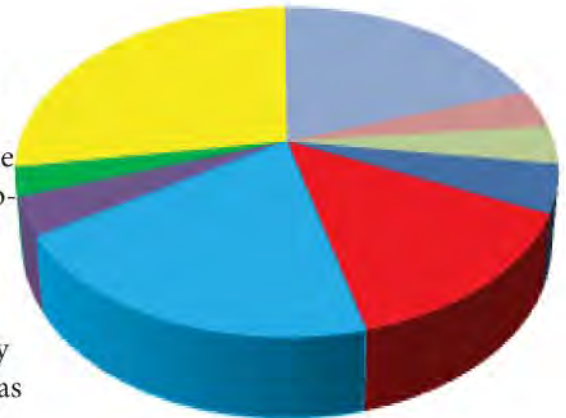
CEO
report

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ON TIME PERFORMANCE

On Time Performance (OTP) for the month of January 2014 remained nearly the same as the month of December 2013. OTP for the system averaged 94% with the Fredericksburg line at 95% and the Manassas line at 93%. Train delays were caused by inclement weather, equipment problems, temporary speed restrictions, and a disabled train that required a subsequent northbound Manassas train to couple to the disabled train.

In January, VRE operated 632 trains with 37 trains experiencing a delay over five minutes. More delays were experienced on the Manassas line as a result of train interference and obstructions.



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

Signal/Switch Failure	4%
Passenger Handling	14%
Train Interference	20%
Mechanical Failure	4%
Crew Related	3%
Restricted speed	27%
Schedule	20%
Other	4%
Track Maintenance	4%



TRIP DELAYS

SYSTEM-WIDE	NOV.	DEC.	JAN.
Total Delays	20	39	39
Average delay (mins)	10	12	19
Number over 30 min.	1	3	6
On-Time Performance	96%	93%	94%
FREDERICKSBURG LINE			
Total Delays	10	21	15
Average delay (mins)	8	12	11
Number over 30 min.	0	1	0
On-Time Performance	96%	92%	95%
MANASSAS LINE			
Total Delays	10	18	24
Average delay (mins)	11	13	25
Number over 30 min.	1	2	6
On-Time Performance	97%	94%	93%



RIDERSHIP UPDATE

Total January 2014 ridership is approximately 35,000 less than January 2013. Part of the reduction is caused by inclement weather and the running of "S" schedules, and the residual effect of holiday vacations. Our average daily ridership is 18,099, down from the 18,949 realized in January 2013. We expect ridership to increase to our typical 19,000+ riders per day in February.

RIDERSHIP MONTH TO MONTH COMPARISON

January 2014:	365,296
January 2013:	400,427
Service Days Current/Prior:	22*/21*
Change:	-15.3%

*January 2014 experienced 2 additional "S" days as compared to last January. Additionally, OPM was on liberal leave several days which decreased ridership.



MONTHLY CITATIONS UPDATE



Keolis wrote 100 citations during the month of January, 60 less than December and 141 less than November, mostly due to the weather and the running of "S" schedule trains.

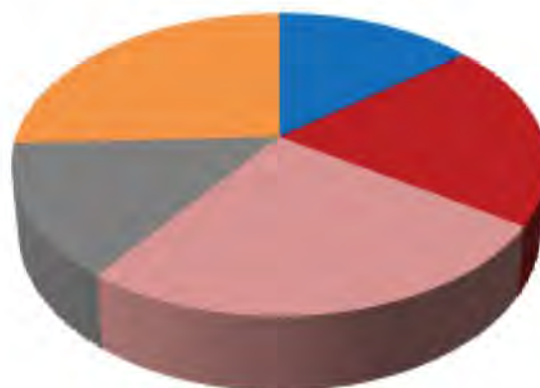
VRE waived 25 tickets after riders showed proof of purchase of a monthly ticket. Additionally, another 9 tickets were waived either for system error, requests by the conductor or for Ticket Vending Machine issues.

Of the remaining 70 citations that went to court, 24 cases were found to be guilty, 18 were prepaid, 10 were continued on to a later date, 18 were dismissed and no one was found not guilty.

WAIVED CITATIONS

VRE ACTIONS	OCCURANCES
Waived - Passenger had proof of monthly ticket	21
Waived - Per request of conductor	5
Waived - Special circumstances	4
TOTAL	30

FARE EVASION COURT ACTIONS



- Guilty 14%
- Guilty in Absentia 20%
- Prepaid Prior to Court Date 26%
- Cont. to Next Court Date 14%
- Dismissed 26%
- Not Guilty 0%

RIDERSHIP

Date	Manassas AM	Manassas PM	Total Manassas	Actual OTP TD	Fred'burg AM	Fred'burg PM	Fred'burg Total	Actual OTP TD	Total Trips	Actual OTP TD
1										
2	3,466	3,174	6,641	100%	4,261	3,818	8,080	100%	14,720	100%
3	2,084	2,230	4,314	94%	2,281	2,167	4,448	100%	8,762	97%
4										
5										
6	4,440	4,586	9,027	100%	5,343	5,461	10,804	100%	19,830	100%
7	3,910	4,043	7,954	88%	5,167	5,313	10,480	100%	18,434	93%
8	4,483	4,230	8,713	69%	5,323	5,084	10,407	71%	19,120	70%
9	4,531	4,637	9,168	100%	5,304	5,029	10,333	100%	19,500	100%
10	3,406	3,525	6,931	94%	4,528	4,600	9,128	100%	16,059	97%
11										
12										
13	4,425	4,600	9,025	100%	5,326	5,352	10,678	100%	19,702	100%
14	4,498	4,638	9,136	100%	5,613	5,458	11,071	100%	20,208	100%
15	3,134	3,786	6,920	92%	5,380	5,374	10,754	100%	17,674	96%
16	4,634	3,867	8,501	100%	5,365	5,331	10,696	100%	19,198	100%
17	3,948	3,714	7,663	100%	3,995	4,277	8,272	100%	15,935	100%
18										
19										
20*	224	224	448	100%	280	267	547	100%	995	100%
21*	575	532	1,107	100%	603	618	1,221	100%	2,328	100%
22	3,158	2,541	5,698	88%	2,832	2,535	5,368	86%	11,066	87%
23	4,544	4,632	9,175	94%	5,559	5,341	10,900	93%	20,075	93%
24	3,576	3,643	7,219	94%	4,516	4,790	9,306	93%	16,525	93%
25										
26										
27	4,430	4,548	8,978	100%	5,284	5,241	10,525	100%	19,502	100%
28	4,570	4,683	9,253	100%	5,528	5,710	11,238	79%	20,491	90%
29	4,466	4,465	8,931	94%	5,100	4,757	9,857	100%	18,788	97%
30	4,324	4,734	9,058	69%	5,668	5,387	11,055	79%	20,113	73%
31	3,630	3,434	7,064	75%	4,488	4,304	8,792	93%	15,856	83%
	80,456	80,467	160,923	93%	97,746	96,212	193,958	95%	354,881	94%
Amtrak Trains:			589		Amtrak Trains:			7,612	8,201	
Adjusted total:			162,171		Adjusted Total:			199,802	Adjusted Total:	361,974

# of Service Days:	20
Manassas Daily Avg. Trips:	7,341
Fred'burg Daily Avg. Trips:	9,162
Total Avg. Daily Trips:	16,504
Adjusted Avg.:	8109
Adjusted Avg.:	9990
Adjusted Avg.:	18,099

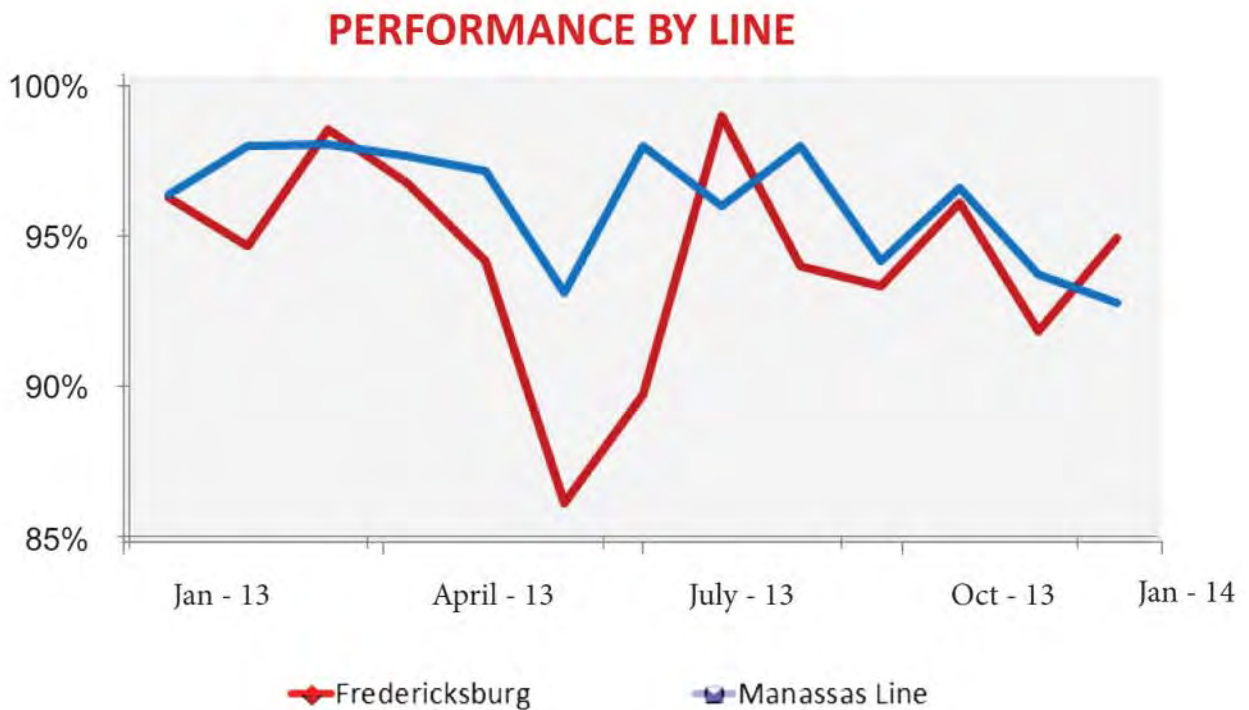
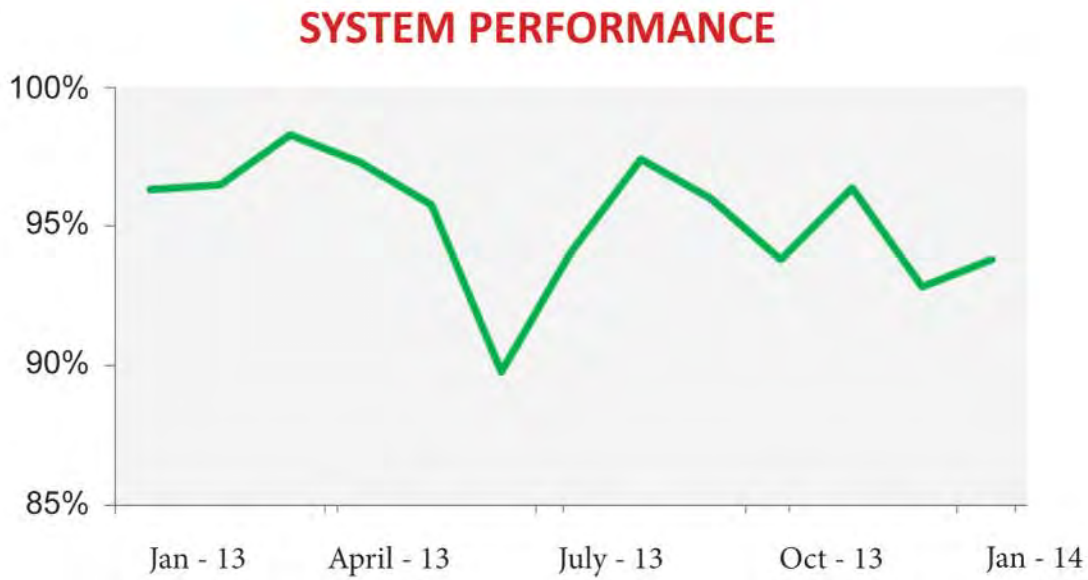
Total Trips This Month:	365,296	Adjusted Total:	361,974
Prior Total FY-2014:	2,245,161		
Total Trips FY-2014:	2,610,457		
Total Prior Years:	62,422,463		
Grand Total:	65,032,920		

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

Total Number of Service Days To Date: 149

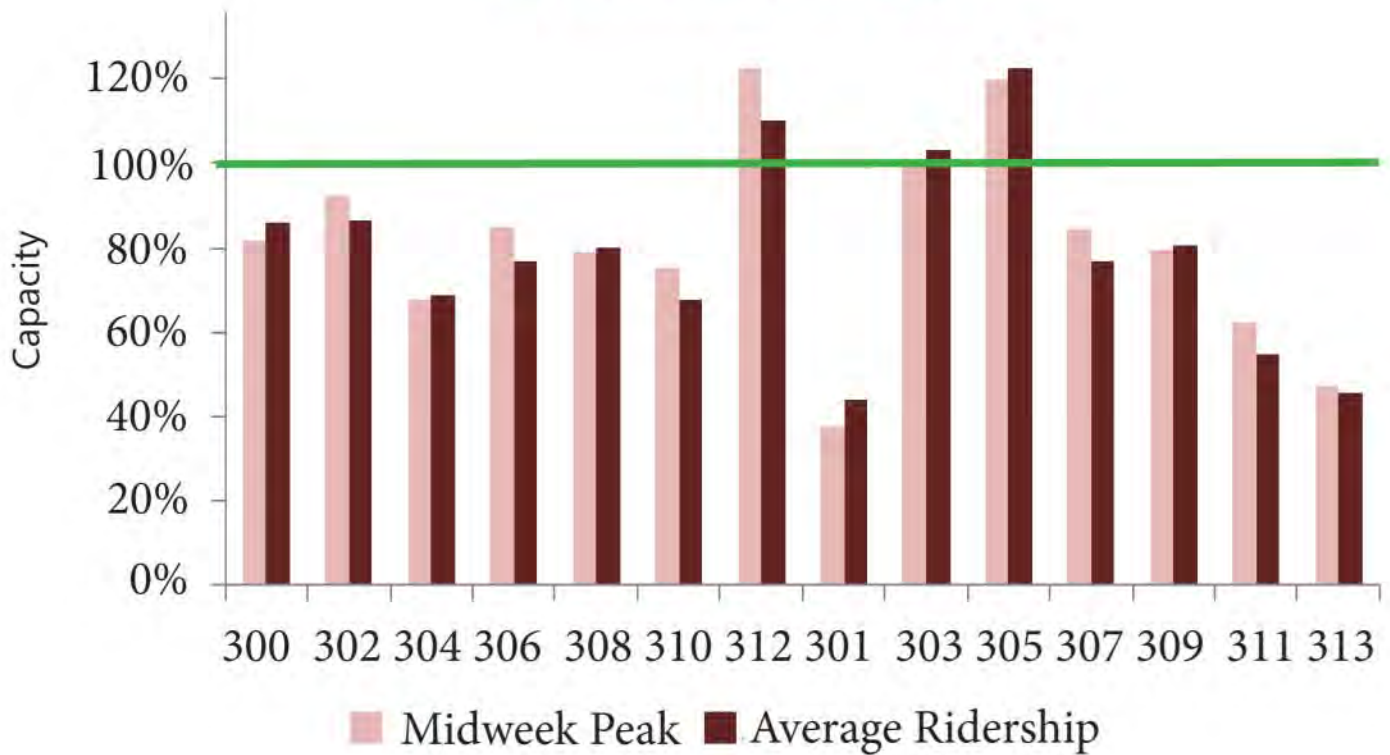
Average Daily Riders To Date: 17520

ON TIME SYSTEM PERFORMANCE

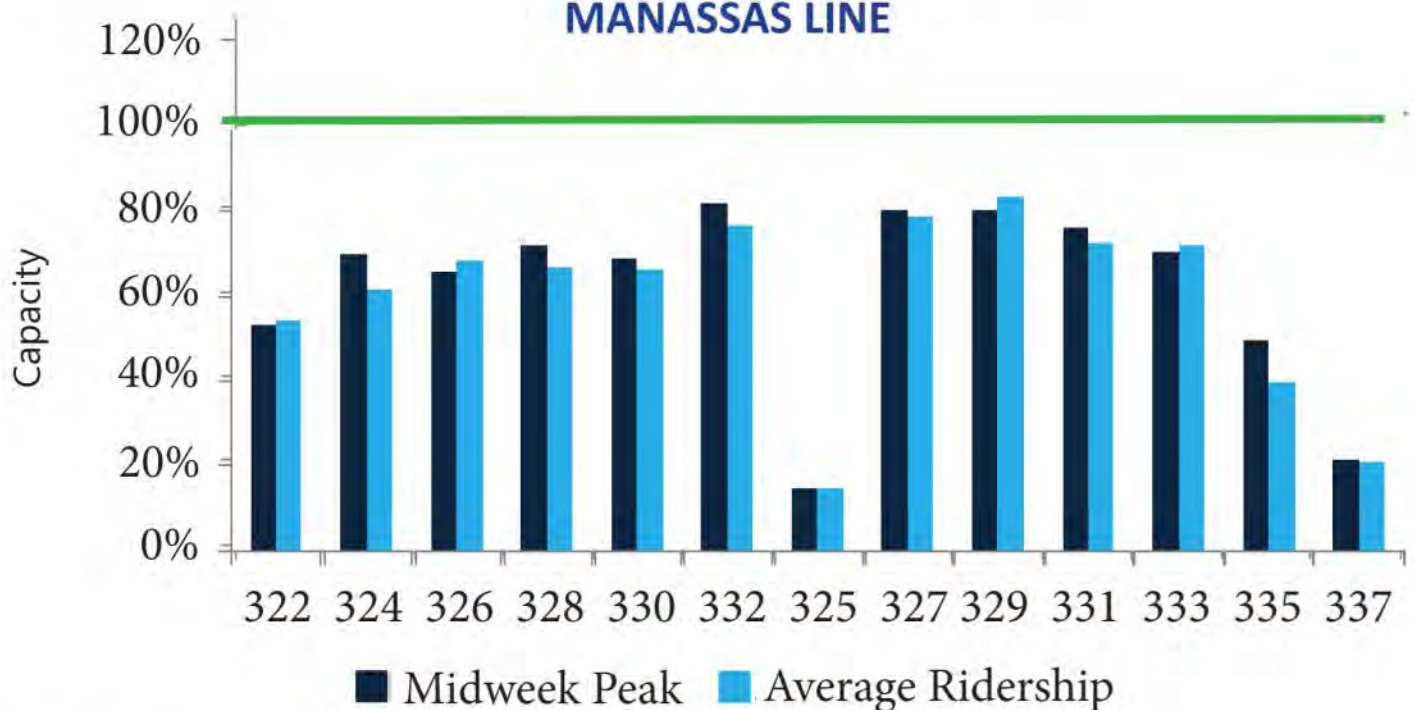


TRAIN UTILIZATION

FREDERICKSBURG LINE

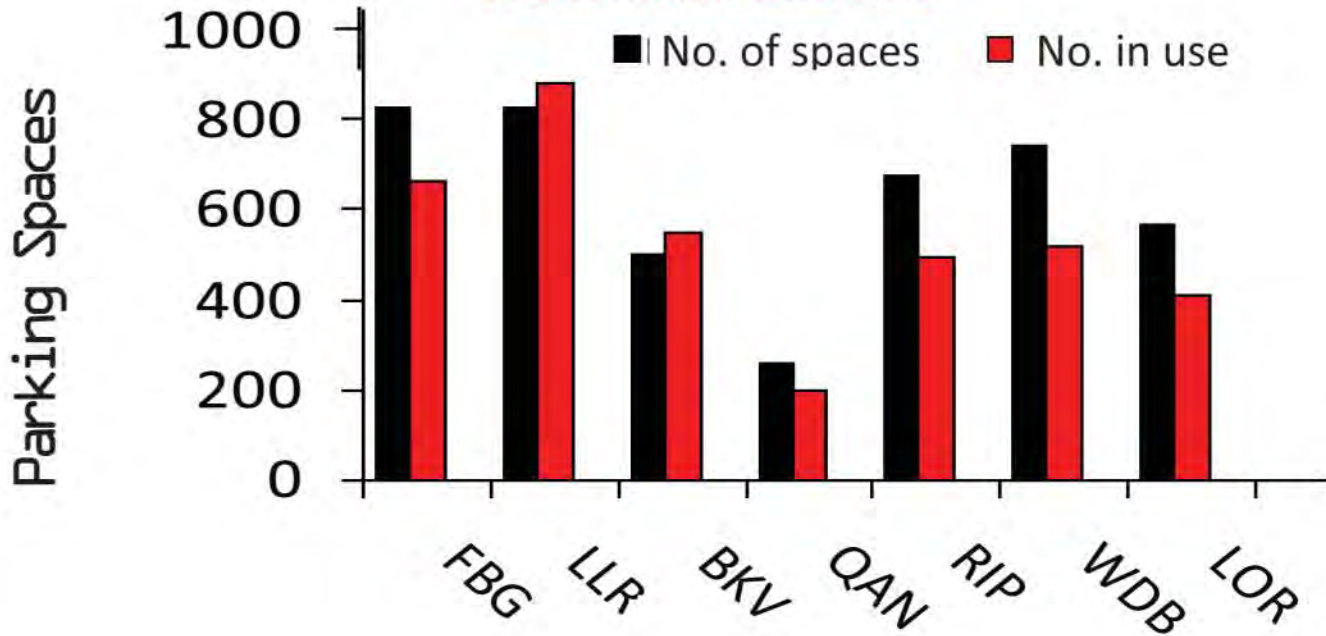


MANASSAS LINE

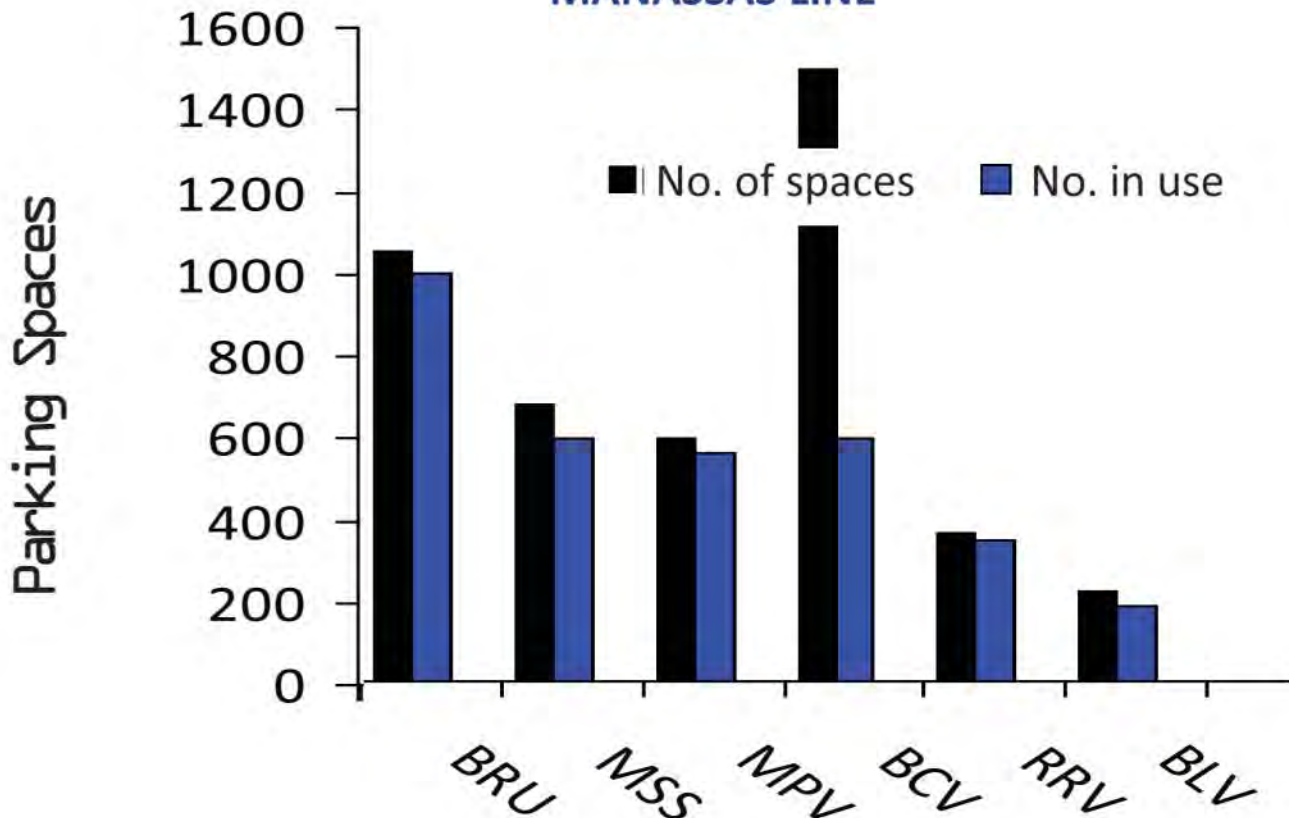


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FINANCIAL REPORT

January 2014 Operating Budget Report

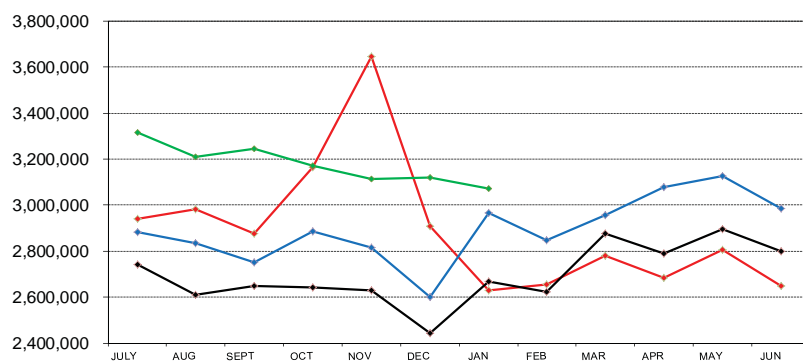
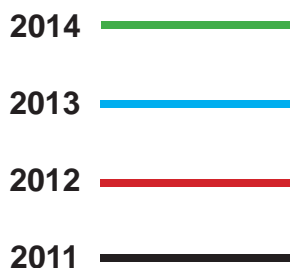
Fare income for the month was \$9,694 above the budget – a favorable variance of 0.32%. The cumulative variance for the year is 3.80% or \$814,571 above the adopted budget. Revenue in FY 2014 is up 12.7% compared to FY 2013. The government shutdown in October did not have a material effect on fare revenue. The IRS allowed transit subsidy decreased effective January 1, 2014 and therefore fare revenue will be closely monitored for possible impact.

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

	DOLLARS	GOAL	ACTUAL
Operating Ratio		55%	60%
Budgeted Revenue	81,838,573		
Budgeted Revenue YTD	55,075,427		
Actual Revenue YTD	56,065,742		
Cumulative Variance	990,315		990,315
Percent Collected YTD		67.30%	68.51%
Budgeted Expenses	81,838,573		
Budgeted Expenses YTD	47,810,254		
Operating Expenses YTD	44,606,369		
Cumulative Variance	3,203,885		3,203,885
Percent Expended YTD		58.42%	54.51%
Net Income (Loss) from Operations			4,194,200

These figures are preliminary and unaudited.

Fiscal Year Revenue per month



FY 2014 OPERATING BUDGET REPORT JANUARY, 2014

	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD VARIANCE \$	%
OPERATING REVENUE						
Passenger Ticket Revenue	3,071,845	3,062,151	22,249,631	21,435,060	814,571	3.8%
Other Operating Revenue	32,500	13,888	147,390	97,219	50,171	51.6%
Subtotal Operating Revenue	3,104,345	3,076,040	22,397,021	21,532,279	864,742	4.0%
Jurisdictional Subsidy (1)	8,049,503	8,049,503	16,335,109	16,335,109	-	0.0%
Federal/State/Other Jurisdictional Subsidy	2,337,822	2,335,738	17,319,261	17,199,079	120,182	0.7%
Appropriation from Reserve	-	-	-	-	-	0.0%
Interest Income	1,906	1,280	14,351	8,961	5,390	60.2%
Total Operating Revenue	13,493,576	13,462,561	56,065,742	55,075,427	990,315	1.8%
OPERATING EXPENSES						
Departmental Operating Expenses	5,094,352	5,205,374	37,379,794	40,583,679	3,203,885	7.9%
Debt Service	898,314	898,314	7,226,575	7,226,575	-	0.0%
Other Non-Departmental Expenses	-	-	-	-	-	-
Total Operating Expenses	5,992,666	6,103,688	44,606,369	47,810,254	3,203,885	6.7%
NET INCOME (LOSS) FROM OPERATIONS	7,500,910	7,358,873	11,459,373	7,265,173	4,194,200	
CALCULATED OPERATING RATIO	60%					

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

BICYCLE COUNTS PER STATION - JANUARY 2014

Backlick Road - 1	Quantico - 5
Broad Run - 1	Rippon - 1
Brooke - 0	Rolling Road - 1
Burke Centre - 2	Woodbridge - 1
Franconia/Springfield - 4*	

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

Fredericksburg -4
Leeland Road - 0
Lorton - 0
Manassas - 3
Manassas Park - 1



CAPITAL PROJECTS

BROAD RUN PARKING EXPANSION

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

BROAD RUN TRAIN WASH

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

L'ENFANT STORAGE TRACK

VRE will meet with CSX soon to review the final design and approve the scope of work. As part of the final design and approval work, VRE received approval by CSX to attach wayside power conduits to the stone bridge abutment at 6th Street. PEPCO is designing the Virginia Avenue electric service and HDR is making final revisions to the wayside power design. Once complete, the wayside power design will be submitted to CSX for review and approval.

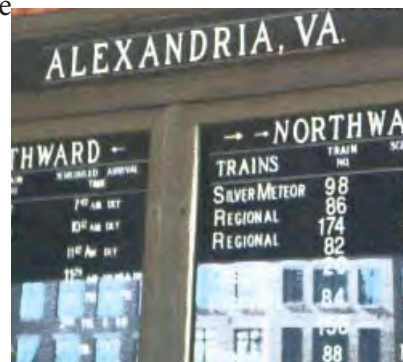
SPOTSYLVANIA

VRE has issued construction contracts for both the station and third track. Once the land purchase is completed by Spotsylvania County, VRE can issue notice to proceed (NTP) and construction work can begin on the station. In the mean time, the pre-construction kick off meeting for the third track construction was held on December 19th for all stakeholders. The NTP for the third track project was issued on December 23rd, and construction has started.

ALEXANDRIA KING STREET PEDESTRIAN TUNNEL PROJECT

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

- NEPA Documentation – Complete December 2012 - Complete
- Public Information Meeting – Spring 2013 – Complete
- Geotechnical investigation and utility locating – February 2014
- Design – Targeted completion date to be updated by Project Team
- Construction Advertisement – To be updated by Project Team
- Construction – To be updated by Project Team



LORTON PLATFORM EXTENSION

VRE issued an IFB in January 2014, with construction expected to commence during the spring of 2014. This project will extend the existing platform at the VRE Lorton Station by approximately 256 feet to accommodate longer VRE trains. VRE is coordinating with CenturyLink to relocate a communication line in the project area.

CAPITAL PROJECTS, CONT.

FACILITIES UPDATE

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

1. Removed several fallen trees in and around VRE stations due to inclement weather
2. Installed security fence at VRE Fredericksburg Office
3. Reviewed station platform repair methods to address various items starting the spring of 2014
4. Installed additional drainage at the north end of the train wash at Crossroads

Other projects scheduled for completion by the end of the 1st quarter of calendar year 2014:

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

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



NEW PASSENGER CARS

Base Order (8) Gallery IV Cars - Production continues in earnest and VRE anticipates the first four (4) new passenger cars to be ready for shipment from Rochelle, IL in March 2014. VRE staff visited the manufacturing facility on January 28th and verified the delivery date(s) have slipped primarily because of minor material shortages and labor shortages due to inclement weather.

Option Order (7) Gallery IV Cars - VRE modified the existing Contract with Sumitomo Corporation of America (SCOA) to add seven (7) options cars to the existing order. The Contract Amendment was finalized by the end of December 2013. VRE staff is preparing for a project kickoff to be scheduled for February 2014.

SAFETY

During the month of January, crews tested and placed new automated gates into service at both the Crossroads and Broad Run maintenance facilities. The new gates span the yard access tracks and open automatically when rail equipment approaches them. The elimination of manually operated gates will improve employee safety and enable us to continue to improve the security of the maintenance facilities.



COMMUTER STATION

Project & Code	Description	Task	Task Description	Project Manager	Board Item Number	% of Total Task Completion	Calendar Completion Date (Est.)
Alexandria - King St Pedestrian Tunnel	Design and installation of a new pedestrian tunnel between the VRE/Amtrak and METRO stations and modifications to eastern platform to allow service from Track #1.	Feasibility Study	Prepare a feasibility study with limited survey to investigate challenges associated with designing, permitting and constructing a tunnel under a live CSX track.	Rich Dalton	8C-05-2012	95%	2nd Quarter 2013
		Site Investigation	Compile soils data and perform in-situ testing to prepare for final design phase and provide VDOT with environmental information.	Rich Dalton	8H-10-2013	10%	1st Quarter 2014
		Design & Construction Administration	Design & construction administration for pedestrian tunnel and modifications to east platform.	Rich Dalton	8F-12-2013	0%	1st Quarter 2015
Amtrak Joint Recapitalization Project	Amtrak and VRE joint benefit recapitalization projects	Washington Union Terminal Rail Service Improvement Plan	Joint study with Amtrak and MARC re: meeting current and forecasted growth for target years 2017 and 2030.	Christine Hoeffner		100%	Completed
		Coach Yard Wayside Power Upgrade	Upgrade and replace wayside power station for VRE storage tracks at the Coach yard	Rich Dalton		100%	Completed
		WUT Canopy Roof Repairs	Repairs of canopy roof at WUT lower level platforms	Rich Dalton		70%	4th Quarter 2014
		Alexandria - King St Station Platform Elevation	Raise west platform elevation	Rich Dalton		0%	TBD
		90%1st Quarter 2014					
Broad Run Parking Expansion	Environmental Analysis and Engineering to expand parking by 700 spaces	EA & PE	Perform environmental analysis and engineering and provide construction administration to expand parking by 700 spaces	Eric Johnson	11D-04-2011	5%	3rd Quarter 2014
Franconia-Springfield Station Rehabilitation	To make repairs & improvements to the Franconia Springfield Station Eastern Platform & Passenger Walkway	Repairs & Improvements	Infrastructure repairs and improvements to eastern platform and passenger walkway at VRE Franconia-Springfield Station.	Kip Foster	9F-06-2011	100%	Completed 3rd Quarter 2013
		Flagging Services & Protection	Provide flagging services during platform level repairs and overhead pedestrian bridge work.	Kip Foster	9G-06-2011	100%	Completed 2012
Lorton Station Expansion	Expansion of station by extending eastern platform and adding a second platform	PE and Environmental	EA and PE to extend the exiting platform and construct a second platform.	Eric Johnson	10A-10-2010	100%	Completed 4th Quarter 2012
		Station Expansion Design	Prepare construction documents and provide construction administration for 250' platform expansion with upgraded LED lighting	Eric Johnson	8B-05-2012	90%	4th Quarter 2014
		Platform Extension Construction	Construction of 250' platform extension with upgraded LED lighting	Eric Johnson	N/A	0%	4th Quarter 2014
Rolling Road Platform Extension							

& PARKING PROJECTS

Status	Change Order, Budget & Schedule Change Notes & Updates	Vendor	Total Adopted CIP Budget Thru FY14 (\$)	Total Board Approved Funds (\$)	Contractual Commitment s To-Date (\$)	Total Expenditure s To-Date (\$)
Feasibility study was distributed to stakeholders Jan 2013. Comments received from all stakeholders. Preparing final draft addressing comments. Preparing for final design once VDOT provides approval of use of GEC contract.		AECOM	\$ 10,226,000	\$ 162,711	\$ 147,919	\$ 140,487
Right of entry permits were submitted in April to CSX & WMATA. Soil sample work pending CSX scheduling a flag person.	Supplement No. 1, October 2013, \$26,709	AECOM		\$ 79,321	\$ 76,650	\$ 14,946
Received Board approval in December 2013 to award contract to Gannett Fleming under GEC VI. Design kickoff meeting held in early February.		Gannett Fleming	\$ -	\$ 1,814,559	\$ 1,728,151	\$ -
TOTALS			\$ 10,226,000	\$ 2,056,591	\$ 1,952,720	\$ 155,433
Final plan complete.	Last invoice received 10/31/12; awaiting final invoice.	Amtrak	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 985,995
Project completed.	Last invoice received 4/12/2013	Amtrak	\$ 750,000	\$ 750,000	\$ 750,000	\$ 515,968
Amtrak has spent all allocated budget, but performed only 70% of the work. Amtrak requesting additional \$300k to complete the project.	Project has been stopped; VRE and Amtrak reconciled work performed and payment up to the initial \$600K project budget; Amtrak to submit revised agreement and estimate to complete the project.	Amtrak	\$ 600,000	\$ 600,000	\$ 600,000	\$ 573,953
Project scoping underway. Amtrak is in the process of writing an agreement to be submitted to VRE for review.		Amtrak	\$ 278,867	\$ 278,867	\$ -	\$ -
TOTALS			\$ 2,628,867	\$ 2,628,867	\$ 2,350,000	\$ 2,075,917
30% design submitted. Awaiting FTA approval of CE application submitted in August. 60% design effort will begin after CE approval is obtained.		Dewberry	\$ 3,420,000	\$ 2,031,263	\$ 1,846,603	\$ 384,272
TOTALS			\$ 3,420,000	\$ 2,031,263	\$ 1,846,603	\$ 384,272
Substantial Completion and owner occupancy in June. Punchlist complete. Fairfax County Permit closed out. Contract closeout underway.	Change Order # 1, Canopy Roof/Gutters/Downspouts, \$39,230 --- Change Order # 2, Stringer Repair/Replacement, \$47,440 --- Change Order # 3, Structural Steel Repairs/Rehab, \$45,682 --- Change Order # 4 - \$4,928 - Window Jamb Rehab and Replacement --- Change Order # 5 - \$222 - Gutter Repair	Vista Contracting, Inc.	\$ 522,000	\$ 455,950	\$ 449,002	\$ 448,779
No additional flagging expected.	Force account estimate for flagging in the amount of \$124,765.	CSX Trans.		\$ 132,000	\$ 124,765	\$ 27,842
TOTALS			\$ 522,000	\$ 587,950	\$ 573,767	\$ 476,621
Completed		HDR	\$ 2,820,000	\$ 306,350	\$ 278,500	\$ 271,476
HDR providing procurement assistance.		HDR		\$ 103,400	\$ 94,000	\$ 81,362
IFB for construction posted in early January with bids due in early March. Coordinating with CSX regarding force account agreement for flagging services and with CenturyLink for relocation of communications line.		TBD				
TOTALS			\$ 2,820,000	\$ 409,750	\$ 372,500	\$ 352,838
TOTALS			\$ -	\$ -	\$ -	\$ -

TRACK & INFRASTRUCTURE

Project & Code	Description	Task	Task Description	Project Manager	Board Item Number	% of Total Task Completion	Calendar Completion Date (Est.)
L'Enfant Storage Track	Construct ~1,400 feet of Storage Track North of the L'Enfant Station Platform, including Wayside Power (Capacity of 2 Trainsets)	Storage Track Construction	Construct ~1,400 of track north of L'Enfant Station	Eric Johnson	8B-10-2006	100%	Completed 4th Quarter 2010
		Wayside Power Design	Design wayside power for stored train sets	Eric Johnson		90%	1st Quarter 2014
		Wayside Power Construction	Construction of wayside power for stored train sets	Eric Johnson	N/A	30%	2nd Quarter 2014
		Air Compressor Procurement	Procurement and installation of air compressor equipment for new storage track air system (eVA).	Eric Johnson	N/A	100%	Completed 3rd Quarter 2008
		Cab Signal Instal. from CP RO to CP Virginia Ave.	Installation of cab signals from MP CFP 110.1 to MP CFP 112.2.	Eric Johnson	8A-04-2009	100%	Completed 2nd Quarter 2010
		Switch & Signalization Design	Design of storage track switches and signals	Eric Johnson	9B-06-2011	90%	1st Quarter 2014
Spotsylvania Third Track Expansion (Crossroads to Hamilton - Fredericksburg)	Construct approximately 2.5 miles of third track leading to the new Spotsylvania Station	Third Track Civil Design	Environmental Analysis and Final Design	Kip Foster		100%	Completed 2nd Quarter 2013
		Third Track Signal Design	Signal design and engineering support	Kip Foster	9E-06-2012	90%	1st Quarter 2014
		Track & Signal Construction	Construction of Signals	Kip Foster	9H-09-2013	5%	n/a
		Track Work & Structures	Construction of Track & Structures	Kip Foster	9C-06-2013	5%	Phase 1 2nd Quarter / Phase 2 4th Quarter 2014

PLANNING, COMMUNICATIONS

Project & Code	Description	Task	Task Description	Project Manager	Board Item Number	% of Total Task Completion	Calendar Completion Date (Est.)
Com. Cabinets Upgrade	Communication cabinets at VRE stations to be equipped with an air conditioning (AC) unit and an uninterruptible power supply (UPS) unit for temperature control and power redundancy and surge fault protection.			John Duque	9B-01-2013	100%	4th Quarter 2013
Gainesville Haymarket Expansion Planning	Expansion of VRE Service to Gainesville & Haymarket, VA	G/H Expansion Analysis (Feasibility)	Develop expansion alternatives for VRE Service to G/H	Christine Hoeffner		Complete	Complete
		G/H Expansion Project Development, Environmental and Design	Perform planning and project development activities, environmental analysis and engineering design	Christine Hoeffner		0%	TBD
		Construction (Future)	Future Track Construction	TBD		0%	TBD
Mobile Ticketing				Chris Henry			Completed 2nd Quarter 2013
System Planning	Prepare system plan to cover 20+ year planning horizon			Christine Hoeffner		%	1st Quarter 2014

5%

STRUCTURE PROJECTS

Status	Change Order, Budget & Schedule Change Notes & Updates	Vendor	Total Adopted CIP Budget Thru FY14 (\$)	Total Board Approved Funds (\$)	Contractual Commitments To-Date (\$)	Total Expenditures To-Date (\$)
Track Complete	n/a	CSX Trans.	\$ 3,219,000	\$ 830,000	\$ 706,000	\$ 442,794
VRE issued Notice to Proceed to PEPCO to initiate design of electric service on Virginia Avenue. HDR revising wayside power design to reflect new location of electric service.	Supplement to GEC V Task Order 7 in the amount of \$8,600 executed in late December 2012.	HDR		\$ -	\$ 50,925	\$ 40,744
Wayside power construction to follow PEPCO's design and construction of electric service.		NVE		\$ -	\$ 688,480	\$ 208,390
Air compressor system delivered and stored at Crossroads Yard. Installation no longer included in scope of work. Investigating alternate uses for equipment.		Kaeser Compressors, Inc.		\$ -	\$ 37,531	\$ 37,531
Signal cutover completed weekend of October 24, 2009. Attended site visit with DRPT and CSX in mid January required for grant reimbursement.	Total project budget \$1,260,000. VRE share \$882,000 (70%).	CSX Trans.		\$ 1,260,000	\$ 1,260,000	\$ 497,744
CSX previously anticipated completion of track and signal modification design in May 2013. Design work continues as of early February 2014. CSX anticipates completing the L'Enfant Storage Track design in approximately one month.		CSX Trans.		\$ 250,000	\$ 225,000	\$ 125,792
TOTALS			\$ 3,219,000	\$ 2,340,000	\$ 2,967,936	\$ 1,352,995
Permitting complete, agency construction notifications issued. Design plans circulated for signature. Final Revision completed. Construction Plans circulated to contractors and other stakeholders. Pre-Construction Conference held December 19, 2014.		STV	\$ 32,500,000	\$ 817,703	\$ 743,366	\$ 396,034
Signal Design for Phase 1 and Phase 2 complete. Design being checked by CSX. Review to follow. Signal Construction to begin January 2014.	VRE	CSX Trans.		\$ 1,009,800	\$ 917,400	\$ -
100% design submitted. Signal Construction to begin in January 2014.		CSX Trans.		\$ 20,522,611	\$ -	\$ -
NTP issued 12-23-2013. Construction Underway.		Abernathy Construction Corp		\$ 8,880,073	\$ 8,185,509	\$ 272,628
TOTALS			\$ 32,500,000	\$ 31,230,187	\$ 9,846,275	\$ 668,662

S & INFORMATION TECH. PROJECTS

Status	Change Order, Budget & Schedule Change Notes & Updates	Vendor	Total Adopted CIP Budget Thru FY14 (\$)	Total Board Approved Funds (\$)	Contractual Commitments To-Date (\$)	Total Expenditures To-Date (\$)
We processed the payment request for the final invoice with a total \$25,150.75 on 1/28/2014.	Change order 01 - \$4,112	Rio Prime	\$ 138,150	\$ 151,965	\$ 142,307	\$ 142,262
TOTALS			\$ 138,150	\$ 151,965	\$ 142,307	\$ 142,262
Feasibility Study Completed on 9/28/2009	Aerial Survey Deferred to NEPA/PE. Revised Consultant Responsibility for Cost Estimating from Belstar to VHB/DMJM	VHB	\$ 3,037,338	\$ 1,537,338	\$ 1,397,338	\$ 1,042,749
\$1,500,000 allocated in FY14 NVTA regional funding. Awaiting execution of a project agreement with NVTA.		TBD		\$ -	\$ -	\$ -
Future Construction Related to Expansion	Funding Sources TBD	TBD		\$ -	\$ -	\$ -
TOTALS			\$ 3,037,338	\$ 1,537,338	\$ 1,397,338	\$ 1,042,749
TOTALS			\$ -	\$ -	\$ -	\$ -
VRE Ops Board adopted plan 1/17/14. Final report and summary brochure under development.	GEC task order (\$35,000) for supplemental public outreach/communications support issued 9/30/13	P.B.	\$ 185,000	\$ 150,000	\$ 185,000	\$ 167,986
TOTALS			\$ 185,000	\$ 150,000	\$ 185,000	\$ 167,986

YARD I

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

ROLLING ST

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	65%	1st Quarter 2016
		New Railcar Manufacture (7 cars)	Option Order of 7 New Passenger railcars	Rich Dalton	8B-11-2013	0%	1st Quarter 2018
		New Railcars Engineering Oversight	On site engineering through warranty administration under MEC V task order STV-0017 under MEC V	Rich Dalton	9E-02-2012	34%	4th Quarter 2013
Positive Train Control (PTC)	To install and implement Positive Train Control (PTC) for all VRE Locomotives	Positive Train Control Installation and Infrastructure	Positive Train Control for all locomotives and cab control cars (total 41), as mandated by the Rail Safety Improvement Act of 2008.	Rich Dalton	9E-09-2013	0%	4th Quarter 2014
		Oversight	Oversight - Positive Train Control for all locomotives and cab control cars, as mandated by the Rail Safety Improvement Act of 2008.	Rich Dalton	9A-03-2013	5%	4th Quarter 2014

PROJECTS

Status	Change Order, Budget & Schedule Change Notes & Updates	Vendor	Total Adopted CIP Budget Thru FY14 (\$)	Total Board Approved Funds (\$)	Contractual Commitments To-Date (\$)	Total Expenditures To-Date (\$)
	STV Task Order #3 Supplement #1 for \$146,414 for additional Crossroads warehouse engineering services	STV/RWA	\$ 5,723,959	\$ 629,248	\$ 619,334	\$ 619,311
Final payment issued in early April.	Contract Amendment No. 1 - Multiple change orders increasing Contract amount by \$124,409 and Contract time by nine days. Contract Amendment No. 2 - Multiple change orders increasing Contract amount by \$87,774 and Contract time by 173 days.	Trinity Construction Group, Inc.		\$ 2,600,000	\$ 2,092,364	\$ 2,125,632
Review of 90% design to be completed this month.	Supplement No. 1 - Increased contract amount by \$3,864 for third party construction cost estimate.	STV/RWA		\$ 307,513	\$ 283,421	\$ 174,875
		TBD		\$ -	\$ -	\$ -
TOTALS			\$ 5,723,959	\$ 3,536,761	\$ 2,995,119	\$ 2,919,818
Contract Closeout underway.	Change Order / Contract Amendment # 1 (\$14,896) issued. Increased contract amount from \$154,074 to \$168,970.	Industrial Turn Around Corporation (ITAC)	\$ 230,000	\$ 169,482	\$ 168,970	\$ 160,522
TOTALS			\$ 230,000	\$ 169,482	\$ 168,970	\$ 160,522
Contract Closeout complete.	Board Item 8F-10-2013 increased Board approved Funding from \$434,533 to \$449,646	GW Peoples	\$ 530,000	\$ 449,646	\$ 449,646	\$ 449,646
TOTALS			\$ 530,000	\$ 449,646	\$ 449,646	\$ 449,646

TRUCK PROJECTS

Status	Change Order, Budget & Schedule Change Notes & Updates	Vendor	Total Adopted CIP Budget Thru FY14 (\$)	Total Board Approved Funds (\$)	Contractual Commitments To-Date (\$)	Total Expenditures To-Date (\$)
Manufacturing of 8 base order passenger railcars finally assembly in process	The car numbers are designated as V820 - V827; the cars are in final assembly. - update 2-4-14; delivery of first 4 cars in mid March 2014.	Sumitomo - Nippon Sharyo	\$ 39,419,714	\$ 23,140,000	\$ 21,240,000	\$ -
Contract Amendment Executed; preliminary delivery schedule submitted by SCOA/Project Kick Off Meeting in February 2014	Contract Amendment Executed 12/19/2013 to increase the contract amount and order of cars.	Sumitomo - Nippon Sharyo		\$ 14,805,714	\$ 14,805,714	\$ -
				\$ -	\$ -	\$ -
Continuing to provide manufacturing and engineering oversight	STV continues to provide oversight of the car construction in IL. STV Completed FAI for Lighting System at Trans-lite . . . Resident inspector active at Rochelle operation . . . 2/4/2014	STV		\$ 1,474,000	\$ 1,250,000	\$ 797,280
TOTALS			\$ 39,419,714	\$ 39,419,714	\$ 37,295,714	\$ 797,280
Preparing contract documents for WRE	Authorization to award a sole source contract to Wabtec was approved by both Commissions on 10-3-13, preparing sole source documentation and Scope of Work - under legal review - 2/4/2014	WRE	\$ 8,821,989	\$ 7,980,877	\$ 550,645	\$ 45,231
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 2/4/2014	STV				
TOTALS			\$ 8,821,989	\$ 7,980,877	\$ 550,645	\$ 45,231



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800-828-1120 (TDD)

TO: Chairman McKay and NVTC Commissioners

FROM: Commissioner Dyke

DATE: February 26, 2014

SUBJECT: DRPT Update

General Update

DRPT is currently reviewing FY15 grant applications. A Six-Year Improvement Program meeting will be scheduled for April or mid-May.

WMATA Momentum Funding

On Wednesday, February 26, the Governors McAuliffe and O'Malley and Mayor Gray met to discuss funding for the Momentum program. The parties agreed to a near-term framework which includes \$75 million in funding for FY15, with \$25M coming from each from the three jurisdictions. This will serve as a significant down payment ahead of a larger funding commitment that will be developed in close coordination with the NVTC jurisdictions as part of a longer-term Cooperative Funding Agreement. NVTC submitted a request for FY15 funding for the Momentum program under the Mass Transit Capital program. DRPT will continue to work with NVTC and the jurisdictions to determine the state funding for this request based on the FY15 capital funding shares determined in the TSDAC process.

Route 1 Multimodal Alternatives Analysis

Work on the Route 1 Multimodal Alternatives Analysis has continued. Initial transit alternatives have been developed and ridership estimates, capital and operating cost and relevance to goals and objectives assessed. The first screening reduced the alternatives to enhanced or bus, Bus Rapid Transit (BRT), light rail and Metrorail for the fifteen mile segment of Route 1. Detailed alternatives with station locations are currently in development for each of the initial four alternatives that will also be assessed in the Screen 2 process. Roadway and bicycle/pedestrian alternatives have also been assessed. A public meeting is scheduled for Wednesday, March 26 from 6:00 PM to 8:00 PM at the South County Government Center, 8350 Richmond Highway, Alexandria. Upcoming meetings are scheduled for the Technical Advisory Committee (March 6), Executive Steering Committee (March 13) and Community Involvement Committee (March 18).

TSDAC (SB1140)

DRPT has conducted four TSDAC Transit Agency Working Group meetings to date. Materials have been provided to the Working Group in advance of the meetings, as necessary. The consultants are conducting their analysis of the performance data collection, congestion mitigation, transit dependent and exceptional performance items that were identified in the Final Performance Based Operating Assistance Allocation Implementation Plan. The next TSDAC Transit Agency Working Group meeting will be scheduled for mid-March.

SuperNoVa Transit and TDM Action Plan

The Super NoVa teams are currently updating the Final Super NoVa Action Plan based on comments received. DRPT is evaluating next steps with the Super NoVa Action Plan, and will coordinate closely with NVTC.

Rail

Design-build consultant selection for the Arkendale to Powell's Creek 3rd track project has concluded and a recommendation has been made to FRA accordingly. Work is now beginning on the design of the new Roanoke passenger service project. The Richmond Area to Potomac River Study Tier II EIS procurement should be completed and work underway next month.



AGENDA ITEM #10

TO: Chairman Smedberg and NVTC Commissioners
FROM: Kelley Coyner
DATE: February 24, 2014
SUBJECT: Northern Virginia Transportation Authority (NVTA)

Key developments in project section for FY 2015 included further development of the Project Selection Model and submission of projects by the Northern Virginia Transportation Authority for initial evaluation. The NVTA confirmed its decision that it is not legally required to submit mass transit projects for evaluation. A budget amendment approved by the House of Delegates may require transit projects to be evaluated. NVTA will work with VDOT to address this.

Project Selection/Model Update: With input of NVTA and local jurisdictions as well as NVTC, VDOT has identified a set of performance measures that will be used to evaluate and rate the effectiveness of projects submitted by NVTA. These performance measures are designed to evaluate and rate effectiveness with respect to reducing congestion. These measures include:

- Transit crowding
- Congestion duration
- Person hours of delay
- Person hours of congestive travel and automobiles
- Person hours of congested travel in transit vehicles
- Accessibility to jobs
- Emergency mobility

A copy of the VDOTs presentation "Evaluation and Rating of Significant Transportation Projects in NoVA: Project Evaluation Framework" (Attachment #10A) as well as the VDOTs supporting letter (Attachment #10B) are attached for reference.

FY 2014-2016 SYIP Project Submissions: At its February meeting, the Northern Virginia transportation authority approved project nominations to the VDOT Evaluation rating study. Project Nominations met the following criteria:

- Projects included both individual projects and project packages
- All projects submitted will be considered for inclusion in the NVTa project nominations except mass transit projects that increase capacity. (Those projects are legally exempt by HB2313 from the rating criteria.)

Once nominated, NVTa projects will be processed through the study priorities and project selection framework. Each project will receive a score. At the March 2014 meeting the NVTa will receive an initial report on the projects and will bring submit nominations to the Commonwealth Transportation Board (CTB) on March 19 for approval. VDOT expects a final report on the evaluation rating phase of the project by December 2014.

The Authority received a more detailed description of the nomination process (Attachment #10C), a list of projects nominated (Attachment #10D) and the project nomination form (Attachment #10E). These are linked for your reference.

House Budget Amendment: The NVTa approved a draft letter (Attachment #10F) raising concerns about House Budget Amendment 427#1h. The final letter will be provided as a blue item.

The entire kit for the NVTa February 20th meeting is linked for your reference at <http://www.thenovaauthority.org/meetings.html>.



Evaluation and Rating of Significant Transportation Projects in NoVA

Project Evaluation Framework

**Northern Virginia Transportation Authority
February 20, 2013**

Presentation Overview

- **Project Evaluation Framework Purpose**
- **Project Evaluation Framework**
 - **Performance Measures Summary**
 - **Weights for Performance Measures**
- **Stakeholder Engagement Process**
- **Stakeholder Input Session**
- **Performance Measure Weights**
- **Weighted Scores and Project Ratings**

Project Evaluation Framework Purpose

- **Ensure the project analysis and rating process is consistent with the overall intent of the law for this study**
 - *Evaluate and rate significant transportation projects that reduce congestion and improve mobility during homeland security emergency situations*
 - *Use transportation models and computer simulations to provide an objective, quantitative rating of significant transportation projects...*
- **Define and document the performance measures that will be used in the evaluation and how these measures will be used to rate the projects**

Project Evaluation Framework

- Projects will be evaluated and rated based on how well they reduce congestion and improve mobility during emergencies
 - The change in performance measures will be calculated for each project using the TPB regional demand model and TRANSIMS simulation software
- The performance measure weights developed through the stakeholder engagement process will determine the relative importance of each performance measure
- A weighted congestion reduction or mobility improvement score will be assigned to each performance measure for each project
- The sum of the weighted score of all of the performance measures will constitute the project's congestion reduction / mobility improvement rating

Stakeholder Engagement

- **December 19th Peer Review Group webinar**
- **December 27th distributed draft Project Evaluation Framework**
- **January 6th stakeholder dialogue on the draft performance measures and evaluation framework**
- **Stakeholder comments integrated into the final Project Evaluation Framework on January 30th**
- **January 31st stakeholder input session on the final project performance measures**
- **February 8th distributed maps of 2020 baseline conditions for input to the project selection process**

Performance Measure Summary

- **Transit Crowding** = reduction in the number of transit route miles experiencing crowded conditions (local bus > 1.0; express bus and commuter rail > 0.9; Metrorail > 100 passengers/car).
- **Congestion Duration** = reduction in the number of hours of the day auto and transit passengers experience heavily congested travel conditions.
- **Person Hours of Delay** = reduction in the number of person hours of travel time above free flow travel time.
- **Person Hours of Congested Travel in Automobiles** = reduction in the number of person hours of travel in automobiles and trucks on heavily congested facilities.
- **Person Hours of Congested Travel in Transit Vehicles** = reduction in the number of person hours of travel in buses and trains on heavily congested facilities or in crowded vehicles.
- **Accessibility to Jobs** = increase in the number of jobs that can be reached from each household based on a 45 minute travel time by automobile and a 60 minute travel time by transit.
- **Emergency Mobility** = increase in the person hours of travel time resulting from a 10 percent increase in peak hour trip making.

Weighting Performance Measures

Performance Measure	Near-term Benefits (2020)	Long-term Benefits (2040)
	Attribute Weights ¹	Attribute Weights ¹
Transit Crowding	A%	A%
Congestion Duration	B%	B%
Person Hours of Delay	C%	C%
Person Hours of Congested Travel in Automobiles	D%	D%
Person Hours of Congested Travel in Transit Vehicles	E%	E%
Accessibility to Jobs	F%	F%
Emergency Mobility	G%	G%
Total Attribute Weights	100%	100%

1. Attribute weights will be determined through a stakeholder consensus building process

Stakeholder Input Session

- **On January 31st, 15 of 18 stakeholder jurisdictions and agencies participated in a session**
 - Fairfax County Prince William County Arlington County
 - Loudoun County City of Alexandria City of Manassas
 - City of Fairfax City of Falls Church Town of Leesburg
 - Town of Herndon Town of Dumfries
 - Washington Metropolitan Area Transit Authority (WMATA)
 - Virginia Railway Express (VRE)
 - Potomac and Rappahannock Transportation Commission (PRTC)
 - Northern Virginia Transportation Commission (NVTC)
- **Towns of Vienna and Purcellville and the City of Manassas Park were unable to participate**
- **Assessed the relative importance of the 7 performance measures to be used to evaluate the project**

Stakeholder Input - Blended Weights

➤ Blended Weights

- Average of: (1) Population / Ridership Weights and (2) NVTAs Voting Weights

➤ Population / Ridership Weights

- Jurisdictional representatives' input weighted by the jurisdiction's population
- Transit agency representatives' input weighted by the annual ridership of the service providers they represent
- Transit agency inputs accounts for 18.4% of the combined inputs
(Based on the peak period transit mode share from the TPB model)

➤ NVTAs Voting Weights

- Equal inputs of the voting members (four counties and five cities)
- Verify relative weights for consistency with the 2/3 rule in the NVTAs Bylaws

Blended Performance Measure Weights

Category-Attribute		Blended Weights		
		Category	Attribute	Overall
Congestion Reduction		86.9%		
	Transit Crowding		13.3%	11.5%
	Congestion Duration		32.1%	27.9%
	Person Hours of Delay		23.3%	20.3%
	Person Hours of Congested Travel in Automobiles		17.7%	15.4%
	Person Hours of Congested Travel in Transit		13.6%	11.8%
			100.0%	86.9%
Improved Mobility		13.1%		
	Accessibility to Jobs		72.6%	9.5%
	Emergency Mobility		27.4%	3.6%
			100.0%	13.1%
Total		100.0%		100.0%

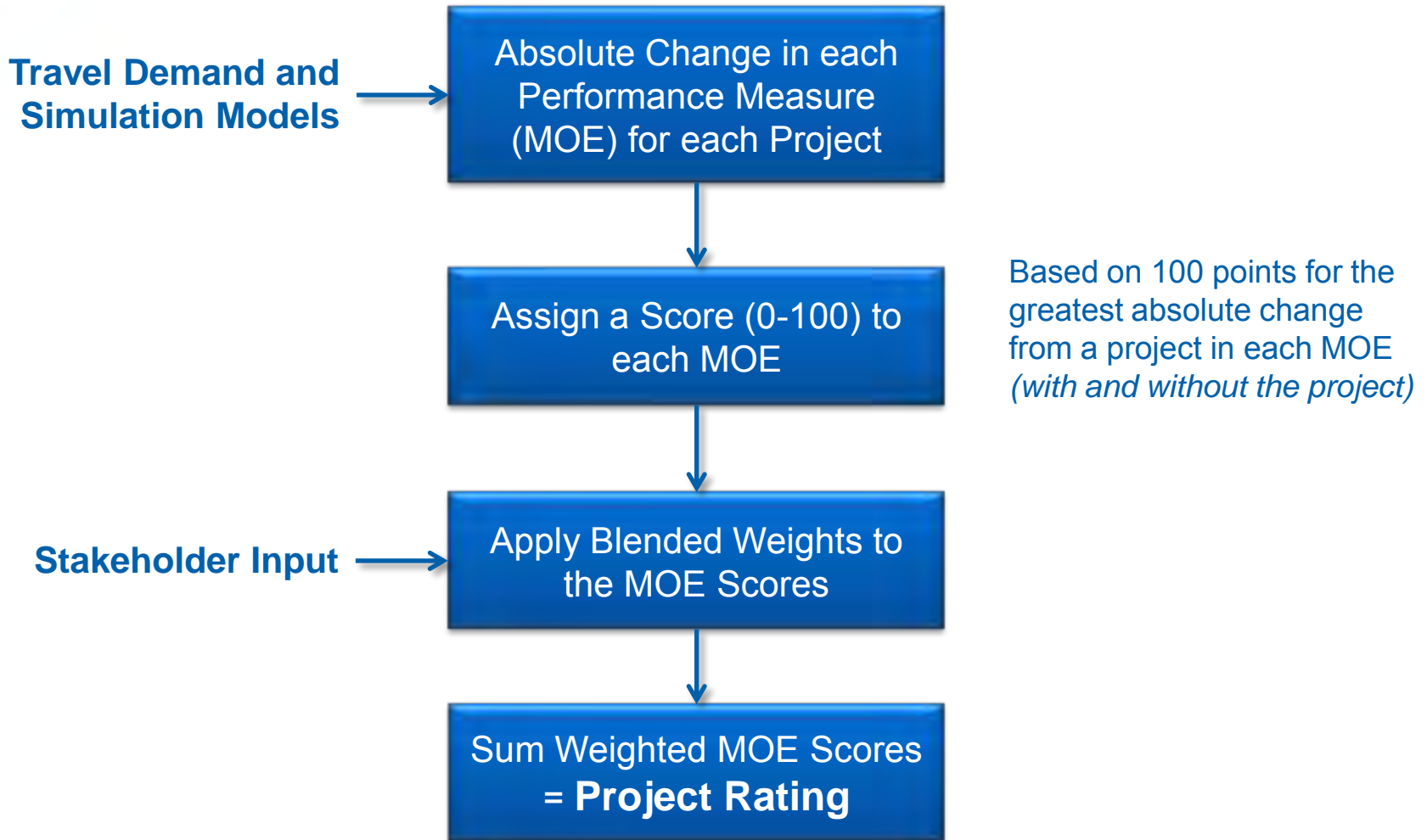
Summary of Weighted Performance Measures

- **Blended Weights used for the Project Evaluation Framework**
 - Congestion Reduction accounts for 87% of the project rating score and Mobility Improvements account for 13%
 - The performance measures sorted by relative importance include:
 - Congestion Duration (28%)
 - Person Hours of Delay (20%)
 - Person Hours of Congested Travel in Automobiles (15%)
 - Person Hours of Congestion Travel in Transit Vehicles (12%)
 - Transit Crowding (12%)
 - Accessibility to Jobs (10%)
 - Emergency Mobility (4%)

Performance Measure Scores and Project Rating

- Model run for each project for 2020 and/or 2040 study years, and compared with baseline performance
- Extract absolute change from the baseline model results for each performance measure over the entire Northern Virginia District
(similar to the TransAction 2040 approach)
- 100 points are awarded to the project that generates the greatest absolute change for each performance measure and analysis year
(top project may vary for each performance measure)
- The points for all performance measure for other projects are scaled based on how well it performs relative to the best performing project
(similar to the TransAction 2040 approach)
- The performance measure (MOE) scores are multiplied by the weight derived from the stakeholder weighting process
- The sum of the weighted MOE scores will determine the project's congestion reduction /mobility rating for each analysis year

Evaluation and Rating Process



Project Evaluation Scores and Rating

Performance Measure	Near-term Benefits (2020)		Long-term Benefits (2040)	
	Attribute Weights ¹	Weighted MOE Score ²	Attribute Weights ¹	Weighted MOE Score ²
Transit Crowding	11.5%	11.5% * S11	11.5%	11.5% * S21
Congestion Duration	27.9%	27.9% * S12	27.9%	27.9% * S22
Person Hours of Delay	20.3%	20.3% * S13	20.3%	20.3% * S23
Person Hours of Congested Travel in Automobiles	15.4%	15.4% * S14	15.4%	15.4% * S24
Person Hours of Congested Travel in Transit Vehicles	11.8%	11.8% * S15	11.8%	11.8% * S25
Accessibility to Jobs	9.5%	9.5% * S16	9.5%	9.5% * S26
Emergency Mobility	3.6%	3.6% * S17	3.6%	3.6% * S27
Congestion Reduction Rating	100%	2020 Rating	100%	2040 Rating

1. Attribute weights determined through the stakeholder consensus building process

2. S11-S27 represent the project performance score from the modeling process



Questions / Comments

THANKS!

Evaluation and Rating of Significant Transportation Projects in Northern Virginia
Project Evaluation Framework
February 20, 2014

Evaluation and Rating of Significant Transportation Projects in Northern Virginia

Project Evaluation Framework

January 30, 2014

The Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT) are conducting a study to evaluate all significant projects in and near the Northern Virginia District per the mandate of Virginia Code, section 33.1-13.03:1. The following statements represent a summary of the intent of the authorizing legislation and the objectives of this study:

Authorizing Legislation

Use transportation models and computer simulations to provide an objective, quantitative rating of at least 25 significant transportation projects selected according to priorities determined by the Commonwealth Transportation Board (CTB), in coordination with the Northern Virginia Transportation Authority (NVTA).

- *Evaluate and rate significant highway, rail, bus, and/or technology projects that reduce congestion and improve mobility during homeland security emergency situations.*
- *Priority should be given to projects that most effectively reduce congestion in the most congested corridors and intersections.*

For the purposes of this study, a “project” is defined as one or more complementary investments that attempt to provide a comprehensive solution to an identified congestion problem. A project may include a combination of highway, transit, technology and/or travel demand management improvements and any access components such as pedestrian, bicycle and parking improvements which enhance the project’s effectiveness in reducing congestion. Multi-modal projects are encouraged and welcomed. The potential impact of transportation improvements will be evaluated with a single base demographic/land-use forecast. Thus, the effect, if any, of the project on land-use will not be captured by this study.

Projects will be analyzed and assigned a quantitative rating that reflects their ability to reduce congestion and, to the extent possible, their ability to improve mobility during a homeland security emergency situation. This document outlines the measures of effectiveness that will be calculated to evaluate each project. The relative weight assigned to each measure in the ultimate effectiveness rating will be developed through a stakeholder engagement process.

Project Evaluation Framework

Projects will be evaluated and rated based primarily on how well they reduce congestion. Congestion reduction can be measured in several ways and this document describes several measures and methods that should be helpful in quantifying the congestion benefits generated by each project.

Location

For the purposes of this study, congestion reduction will be measured in the area covered by VDOT's Northern Virginia District (i.e., the City of Alexandria, and Arlington, Fairfax, Loudoun, and Prince William Counties). This enables the study team to evaluate and rate each project using a common base of comparison. At the same time, the study team recognizes the potential usefulness to decision makers of summarizing performance measures for the specific impact area of a given project. As a result, the study team plans to calculate and document each performance measure within the specified impact area for information purposes, but not include these values in the project rating.

Time

The time dimension also has multiple perspectives. Since congestion is often a peak period problem, the usual practice is to focus on congestion reduction during the peak period. In Northern Virginia congestion is not limited to the peak period, so it is also desirable to consider and quantify congestion reduction during off-peak hours as well. As a result, all performance measures will be calculated for a 24 hour typical weekday.

The other major dimension of time is the year it takes place. The project selection model focused on congestion problems in the year 2020 to capture the benefits of improvements that are being implemented while at the same time giving priority to problems caused by existing development patterns. The evaluation and rating process will quantify benefits based on near-term conditions (2020), but will also consider long term impacts as well. The year 2040 has been selected for the long-term impact assessment. For projects that can be implemented in the near-term, a separate evaluation and congestion rating may be generated for both 2020 and 2040. For projects that cannot be completed until after 2025, only the long-term evaluation and congestion rating will be generated.

CLRP Considerations

The baseline for quantifying the change in each performance measure is the performance of the Constrained Long Range Plan (CLRP) for 2020 and/or 2040. This study will use the CLRP adopted by the regional Transportation Planning Board in 2013 to define what is included in the 2020 and 2040 baseline conditions. If a project proposed for evaluation by this study is included in the 2020 or 2040 CLRP, the project will be removed from the baseline network and run through the modeling process. In this case, the change in performance will measure the performance of the original 2020 or 2040 CLRP baseline against the performance of the network without the project.

Definitions of Congestion

For the purposes of this study, heavy congestion on roadway segments is defined for each network link in 15 minute time increments based on the simulated travel time during the 15 minute time period divided by the free flow travel time over the length of the link. A travel time ratio greater than or equal to 2.0 is considered heavily congested. This congestion criterion can also be viewed as a 50 percent reduction in travel speed during a 15 minute time period or taking twice the travel time to traverse the link.

In addition to the delays bus passengers experience due to roadway congestion, transit congestion will also be measured using transit vehicle load factors. From this perspective a transit route will be considered congested if it carries more passengers than it can reasonably accommodate. Separate congestion thresholds for transit load factors have been identified for different transit modes. Local bus routes are

considered congested if they carry more riders than the number of available seats (load factor > 1.0). Express bus and commuter rail routes are considered congested if they carry more riders than 90 percent of the available seats (load factor > .9). Metrorail is considered congested if a train carries more than 100 riders per train car (load factor >100 pass/car). These load factor thresholds were provided by the local transit agencies.

Performance Measures

The performance measures selected for the project evaluation framework are intended to be multi-modal criteria in that each measure focuses on the benefits received by persons rather than vehicles. Note, however, that most congestion problems will be experienced on roadway facilities or crowded trains. As a result, most multi-modal or demand management solutions will be evaluated based on how effective they are in improving travel times, delays and other performance measures for auto passengers and bus riders that travel through congested roadway segments.

The performance measures that will be used to evaluate and rate the effectiveness of each project in reducing congestion are defined as follows:

- **Transit Crowding** = reduction in the number of transit route miles experiencing crowded conditions.

Crowded conditions are defined using a mode specific load factor (i.e., local bus > 1.0; express bus > 0.9; Metrorail > 100 passengers/car; commuter rail > 0.9).

- **Congestion Duration** = reduction in the number of hours of the day auto and transit passengers experience heavily congested travel conditions.

For roadways, this measure will sum the number of 15 minute time periods during the course of the day that a lane-mile of roadway exceeds a travel time ratio of 2.0. For transit, this measure will sum the number of 15 minute time periods during the course of the day that each transit route mile exceeds the mode specific load factor.

- **Person Hours of Delay** = reduction in the number of person hours of travel time above free flow travel time.

For roadways, this measure will multiply the difference between simulated travel time and free flow travel time on each link in each 15 minute time period by the number of passengers in autos and buses using the link during each 15 minute period. Person hours of delay for transit will also include the additional waiting time associated with failing to board the intended vehicle due to capacity constraints or transfer timing issues (i.e., you missed your transfer because of delays on the first route).

- **Person Hours of Congested Travel in Automobiles** = reduction in the number of person hours of travel in automobiles and trucks on heavily congested facilities.

This measure will sum the number person hours of travel during each 15 minute time period that the roadway exceeds a travel time ratio of 2.0.

- **Person Hours of Congested Travel in Transit Vehicles** = reduction in the number of person hours of travel in buses and trains on heavily congested facilities or in crowded vehicles.

This measure will sum the number of person hours of travel in buses for each 15 minute time period that the bus travels on a roadway that exceeds a travel time ratio of 2.0 plus the number of person hours of travel on buses or trains with ridership that exceed the mode specific load factor.

- **Accessibility to Jobs** = increase in the number of jobs that can be reached from each household based on a 45 minute travel time by automobile and a 60 minute travel time by transit.

This measure will be calculated based on the simulated travel times on each link during a three hour AM peak period. An upper limit of 45 minutes will be used for highway trips and a 60 minute upper limit for transit in determining the number of jobs that can be accessed by households in the region¹.

- **Emergency Mobility** = increase in the person hours of travel time resulting from a 10 percent increase in peak hour trip making.

This measure will increase the number of trips leaving activity locations within TAZ's during the PM peak hour (5:00-6:00 PM) by 10 percent. This will be accomplished by changing an appropriate number of trip start times of existing travelers that are scheduled to leave their activity locations after 6:00 PM to a random time between 5:00 and 6:00 PM. The simulation process will then be re-run using the new trip start times. The increase in the total person hours of travel will be compared to the original total person hours of travel to determine the impact to the system. Projects with the smallest increase in person hours of travel will be given a higher mobility benefit.

Congestion Reduction Rating

The Congestion Reduction Rating for each project will be based on the weight sum of the Congestion Reduction Score assigned to each performance measure. The stakeholder input through the Decision Lens process will be used to define the relative importance of each performance measure in the overall project rating.

¹ More specifically, accessibility to jobs will be calculated based on the simulated 15 minute travel times on each link during a three hour AM peak period. A path is built between three activity locations within each traffic analysis zone during each 30 minutes of the AM peak period (i.e., 54 paths). The average travel time of these zone-to-zone paths is compared to the 45 minute criterion. If the path can be completed in 45 minutes or less, the number of households in the origin zone is multiplied by the number of jobs in the destination zone. This sum is divided by the number of households in Northern Virginia to determine the number of jobs that can be reached within 45 minutes by the average household. The same process is used to build transit paths and estimate the number of jobs that can be reached within 60 minutes using transit by the average household.

Performance Measure	Near-term Benefits (2020)		Long-term Benefits (2040)	
	Attribute Weights ¹	Weighted MOE Score ²	Attribute Weights ¹	Weighted MOE Score ²
Transit Crowding	A%	A% * S11	A%	A% * S21
Congestion Duration	B%	B% * S12	B%	B% * S22
Person Hours of Delay	C%	C% * S13	C%	C% * S23
Person Hours of Congested Travel in Automobiles	D%	D% * S14	D%	D% * S24
Person Hours of Congested Travel in Transit Vehicles	E%	E% * S15	E%	E% * S25
Accessibility to Jobs	F%	F% * S16	F%	F% * S26
Emergency Mobility	G%	G% * S17	G%	G% * S27
Congestion Reduction Rating	100%	2020 Rating	100%	2040 Rating

1. Attribute weights will be determined through a stakeholder consensus building process

2. S11-S27 represent the project performance score from the modeling process

The Congestion Reduction Score for a given performance measure will be based on the relative impact of all projects on the change in congestion in Northern Virginia. A maximum Congestion Reduction Score of 100 points will be assigned to each performance measure and analysis year based on the project that generates the greatest change to the performance measure. All other projects will be assigned Congestion Reduction Scores based on the ratio of their performance to the project that performed best.

For example, if project #4 is predicted to generate the greatest reduction in person hours of delay (say 100,000 hours), project #4 will receive 100 points for person hours of delay (S13 or S23). If project #8 reduces person hours of delay by 70,000 hours, project #8 will receive 70 points ($100 * 70,000 / 100,000$) for person hours of delay (S13 or S23). Note, a single project is not likely to generate the greatest improvement for all performance measures and analysis years. This means that the 100 point score is likely to be awarded to a different project for each measure.

Project Costs

As part of the Scope of Work, the study team will prepare a planning level order of magnitude cost estimate for each project. If cost estimates are provided by the project sponsor or have been prepared as part of other studies, these cost estimates will be reviewed for consistency and included in the final report along with any clarifying explanations that may be appropriate. These planning level cost estimates will be provided so that, if desired, the congestion rating can be viewed in terms of congestion reduction relative to cost.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

February 14, 2014

The Honorable Martin E. Nohe
Chairman, Northern Virginia Transportation Authority
3060 William Drive, Suite 510
Fairfax, VA 22031

Dear Chairman Nohe:

Thank you for your letter of January 27, 2014, regarding the Draft Project Evaluation Framework document provided by the Virginia Department of Transportation (VDOT) on January 9, 2014.

On behalf of the study team, thank you for the work done by the Project Implementation Working Group (PIWG) in reviewing the draft framework and commenting on the same. We also received comments from other NVTa member jurisdictions and WMATA. The study team reviewed all of the comments on the proposed project evaluation framework and made significant changes in response. The study team members met with representatives of the Northern Virginia member jurisdictions and transit agencies on January 31 to review the changes made. The revised Project Evaluation framework was generally found acceptable to the stakeholder representatives and the study team was commended for the manner in which it had responded to all of the comments received as evidenced by the revised evaluation framework.

Following the review and endorsement of the revised framework, the stakeholder representatives participated in an interactive input session to provide the study team with the relative importance of each of the performance measures to be used in the study. Results of this session, adjusted using the "blended weighting" approach endorsed by the NVTa for use in the Project Selection task, are scheduled to be presented to the Authority at its February 20, 2014, meeting.

While we believe that the revised Project Evaluation Framework addresses all of the related concerns outlined by the PIWG in your January 27, 2014, letter, a response to each comment is provided as an attachment.

VDOT and DRPT are committed to working and coordinating efforts with the NVTa throughout this study. On behalf of the study team, thank you and the members of the NVTa for your help and collaboration.

The Honorable Martin E.Nohe
February 14, 2014
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If you wish to discuss any aspects of the study, please contact Mr. Kanathur Srikanth, our Transportation Planning Director, at (703) 259-2220 or kanathur.srikanth@vdot.virginia.gov.

We look forward to working with you.

Sincerely,



Helen L. Cuervo, P.E.
District Administrator
Northern Virginia District

Attachment

Copy: Mr. Gary Garzynski, Member of the CTB
Ms. Fran Fisher, Member of the CTB
Ms. Jennifer Mitchell, Director of DRPT
Ms. Renée Hamilton, Deputy District Administrator, VDOT-NoVA
Mr. Kanathur Srikanth, VDOT-NoVA

The comments and responses below are to the NVTA PIWG letter, dated January 27, 2014, to Ms. Helen Cuervo, Northern Virginia District Administrator, on the draft Project Evaluation Framework.

Process

Comment: Number of projects evaluated and NVTA's ability to develop a Six Year Program

VDOT and DRPT have adopted an aggressive and expedited schedule to complete this technically challenging study partly in response to requests from the NVTA. The timeframe adopted for the study (18 months) and the detailed and rigorous nature of the technical analysis adopted for the study (needed to provide the objective quantitative rating mandated by the law) constrains the number of projects that can be analyzed. VDOT and DRPT have agreed to increase the number of projects analyzed from 30 to 40 projects within the study's limited timeframe. Additionally the study has defined a "project" to include a package of complimentary individual projects that work together to address a specific transportation problem, which actually allows for more than 40 individual projects to be evaluated in this study.

Comment: Objective and Quantitative Rating and Project Selection

The study has proposed a project evaluation and rating framework that is both objective and will provide a quantitative rating. The task of project selection and the scores assigned to a project in this task does not affect the objective evaluation of the project's ability to reduce congestion OR the rating it is assigned. The Project Selection task was found necessary to meet the mandate of the study to evaluate transportation projects that are significant and will reduce congestion and improve mobility during homeland security emergency situations. A set of eleven project attributes that refer to these three mandates were developed in consultation with the NoVA jurisdictions and transit agencies and concurred by the NVTA at its December 12, 2013 meeting. In many respects the assessment of congestion reduction potential during the project selection phase is consistent with the methodology used for TransAction 2040.

Comment: Input data for project selection purpose

VDOT does not plan to hold a series of stakeholder meetings to collect input data for project selection purposes. As has been discussed in NVTA-PIWG and JACC meetings, projects to be evaluated and rated by this study will be nominated by the NVTA and the CTB. VDOT and DRPT understand that the NVTA's PIWG has solicited projects to be included in the study and will screen the projects and recommend a set of projects for NVTA's consideration.

Evaluation and Rating Modeling Approach

Comment: Coordinate with the PIWG to solicit and accept detailed local data to help calibrate the model as accurately as possible.

VDOT and DRPT have a variety of traffic and facilities information at their disposal which has been used in model development activities. Additional information needed, such as traffic signal information and transit loading, has been obtained directly from the appropriate agencies in the region. As model

development activities continue, the study team will reach out to the appropriate agencies to request additional data including NVTa's PIWG.

Comment: Effect of projects on land-use

The goals and objectives of the study are limited to estimating the impact of a proposed project on congestion and mobility during emergency situations and do not include analyzing scenarios of changing land uses. *Accordingly and in keeping with the standard practice for planning studies this study will be using the regionally adopted land-use assumptions, MWCOG Cooperative Forecasts Round 8.2 for both the 2020 and 2040 analysis years.* While the land use assumptions (population, employment and households) is assumed to be constant and consistent across all projects, the modeling process will change travel patterns and distribution of traffic between modes and facilities based on the proposed improvement to the transportation facility (highway and transit).

Suggested Measures of Effectiveness (MOEs)

Comment: It is not clear how transit is factored into the Congestion Duration Index

The final project evaluation framework document includes specific language describing how transit will be considered in each of the performance measures. In this case, congestion duration measures the reduction in the number of hours of the day auto and transit passengers experience heavily congested travel conditions. For roadways, this measure will sum the number of 15 minute time periods during the course of the day that a lane-mile of roadway exceeds a travel time ratio of 2.0. For transit, this measure will sum the number of 15 minute time periods during the course of the day that each transit route mile exceeds the mode specific load factor.

Comment: Use WMATA's suggestion that the threshold for "heavy crowding"

The transit load factors included in the final project evaluation framework were revised to match the threshold suggested by WMATA. The previously proposed thresholds (also provided by WMATA) corresponded to "severe crowding" while the revised thresholds correspond to "moderate crowding"

Comment: We support inclusion of Accessibility to Jobs as an MOE.

The final framework includes accessibility to jobs as the increase in the number of jobs that can be reached from each household based on a 45 minute travel time by automobile and a 60 minute travel time by transit.

Comment: Use LOS C as reference for Travel Time Index (TTI) and Person Hours of Delay (PHD) Index

In calculating TTI and PHD the relative change in speed between the estimated operating speed and a standard reference speed is used. The generally accepted practice is to use free flow speed for reference when determining the relative difference in speed to evaluate a specific project. Free flow speeds are typically constant and based on functional classification of a roadway while a LOS C speed (or any speed corresponding to a given LOS) varies within a functional classification of roadways. Furthermore changing the reference speed in and of itself will not change the relative difference in

speeds. For these reasons the study plans to use free flow speeds for reference but notes that this does not suggest that a project should aspire to generate free flow travel conditions.

Comment: Use of TransAction 2040 measures

The measures and methods used for TransAction 2040 were consulted in developing the project selection and project evaluation framework for this study. Many of the concepts regarding regional significance and congestion reduction potential have been included in this study. It is to be noted that the legislative mandate for this study, however, focuses only on congestion reduction and mobility during homeland security emergencies while many of the TransAction 2040 performance measures relate to other performance indicators considered important by the NVTa.

The TransAction 2040 evaluation process included 18 performance measures in 15 groups. The evaluation process gave equal weight to each group of performance measure (6.66 points out of a maximum of 100 points). Five of the eighteen measures used the results of a quantitative modeling process based on the MWCOG/TPB model. In this study, seven performance measures are proposed to be used, all of which are quantitatively derived from a detailed modeling process. The weights for each of these seven measures were determined with input from the representatives of the NoVA localities and transit agencies, using the blended weighting process endorsed by the NVTa for the Project Selection task of this study.

Measurement Methods

Comment: Proposed combination of the scores from the project selection process with the project evaluation scores to determine the project rating. Process proposed for evaluation is overly complicated, time consuming, and reaches beyond the HB599 requirement.

The project evaluation framework has been significantly simplified and is now similar to the approach used in TransAction 2040. The revisions were discussed with the representatives of the NoVA jurisdictions and transit agencies and have been endorsed at the technical level. The revised framework eliminates the need to weight congestion reduction scores by a measure of project significance such as the project selection score.

Rating Scores and Factoring Approach

Comment: Scores from the Project Selection Model (PSM) should not be included in the Project Evaluation Framework (PEF).

The project evaluation framework has been significantly simplified and will no longer consider the PSM scores as part of the project's rating.

Comment: Need more information about how the approach uses indexing to normalize project impacts

The proposed indexing to normalize the impact of different projects was needed under the previous measurement method of using percent change for each performance measure. The revised

measurement method proposes to use absolute changes for each performance measure and as such, this is no longer needed.

Planning Costs

Comment: Planning cost information is unnecessary and not required for project rating

Planning level cost estimate for each project will be gathered and provided in the final report as an additional information item. Decision makers may consider utilizing the results of the analysis, such as estimated change in congestion measure, in conjunction with the project costs estimates for project planning and programming consideration. The study team has received many comments from the peer review group, stakeholders, and policy makers that cost-effectiveness is in fact a more useful evaluation measure than a simple congestion reduction rating. The study, however, will remain consistent with the law by providing a congestion reduction rating rather than a cost-effectiveness ranking.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Chairman Martin E. Nohe
Vice-Chairman Gary Garczynski
Project Implementation Working Group

SUBJECT: Approval of Project Nominations to the VDOT Evaluation and Rating Study

DATE: February 18, 2014

Recommendation. Approval of the Northern Virginia Transportation Authority's project nominations to the Virginia Department of Transportation (VDOT) Evaluation and Rating Study.

Suggested motion. *I move approval of the NVTA project nominations (Attachment A) to the Virginia Department of Transportation's Evaluation and Rating Study.*

Background. On February 3, 2014, VDOT issued a call for project nominations for the Project Evaluation and Rating Study (HB599). Project nominations are due to VDOT by February 25, 2014 and may be submitted by the Commonwealth Transportation Board (CTB) and the NVTA.

By law, NVTA cannot fund projects with revenues beyond FY 2014; with the exception of mass transit projects that increase capacity, without first having the projects rated in accordance with HB599 requirements.

The Project Implementation Working Group (hereafter, the "Group") has met four times since receiving its charge to coordinate with the Virginia Department of Transportation (VDOT) Project Evaluation and Rating Study (HB599) and to implement the Northern Virginia Transportation Authority's Six-Year Plan. Pursuant to this charge the Group discussed and developed an initial list of projects that it is recommending to NVTA for nomination to the VDOT Project Evaluation and Rating Study.

Projects recommended for nomination to the VDOT study met the following criteria:

- 1) Project nominations may include both individual projects and project packages.
- 2) All projects will be considered for inclusion in the NVTA project nominations except for mass-transit projects that increase capacity (projects that are legally exempt by HB2313 from the rating criteria).

Martin E. Nohe, Chairman
Members, Northern Virginia Transportation Authority
February 20, 2014

- a. This subset of projects must meet the NVTA Project Selection Process Tier I Screening Criteria (Attachment C).
- b. A project that did not meet NVTA Project Selection Process Tier I Screening Criteria may be considered for inclusion in the NVTA project nominations provided that: 1) priority is given to projects that meet the NVTA Project Selection Process Tier I Screening Criteria; and 2) there is sufficient space available in the VDOT Evaluation and Rating Study to evaluate this project.

At its February 18, 2014 meeting, the group discussed, and by consensus, agreed to recommend 33 projects to NVTA for nomination to the VDOT Project Evaluation and Rating Study (Attachment A), of which two projects will be submitted as one project package. Of the 33 projects, 29 projects meet the NVTA Project Selection Tier I Screening Criteria, while four projects did not. Despite the fact that four projects did not meet the NVTA Project Selection Tier I Screening Criteria, the Group is recommending that they be included in the NVTA project nominations because there is sufficient space available for VDOT to rate these projects. As per VDOT's previous statements to the Authority, it will be able to rate up to 40 projects. Should there be an instance now or at any time in the future where the number of projects exceeds the available number of projects that VDOT can evaluate, the Group recommends that NVTA give priority to projects that meet the NVTA Project Selection Tier I Screening Criteria. The list of recommended projects represents a subset of a total of 52 projects submitted to the Authority as part of its Six-Year Plan Call for Projects. The development of the NVTA's Six-Year Plan is separate from the VDOT Evaluation and Rating Study. As such, projects recommended for inclusion in the VDOT Evaluation and Rating Study will not be given special preference for funding by the NVTA.

A total of 19 projects will not be recommended to NVTA for nomination to the study (Attachment B). All 19 projects are mass transit projects that increase capacity. Mass transit projects that increase capacity are an important ingredient to solving transportation problems in Northern Virginia. As such, the decision not to include these projects in the VDOT Evaluation and Rating Study does not mean that they are any less important to the region.

Per VDOT's initial guidance, with each project or project package submitted, the Group will submit a completed project nomination form (Attachment C) which identifies the congestion problem that it is trying to solve using baseline congestion estimates provided by VDOT as well as from data contained in the TransAction 2040 Plan.

Next Steps

Once nominated, NVTA's list of projects will be run through VDOT's Tier I Study Priorities and Tier II Project Selection Framework. Each project or project package will receive a score. At the March 2014 meeting, NVTA will receive a report from VDOT on the results of the project screening for all NVTA projects or projects packages submitted to VDOT. NVTA is also expected to take final action on the projects to be evaluated by VDOT at that time. VDOT will bring the

Martin E. Nohe, Chairman
Members, Northern Virginia Transportation Authority
February 20, 2014

project nominations to the Commonwealth Transportation Board (CTB) on March 19, 2014 for approval. Projects approved by the CTB will be advanced to the evaluation and rating phase of the study. VDOT expects to provide a final report by December 2014.

Members of the Project Implementation Working Group and I will attend the Authority's February 20, 2014, meeting to provide additional detail and/or to answer any questions.

Attachments.

- A. Projects recommended for nomination to VDOT Rating and Evaluation Study
- B. Projects not recommended for nomination to VDOT Rating and Evaluation Study
- C. Sample VDOT Project Nomination Forms

Projects Submitted for Consideration for FY 2014 - FY2016 Funding (02/18/13 -V.3) - Projects Recommended for VDOT Evaluation and Rating Study

ALL PROJECTS (Except Mass Transit Projects that Increase Capacity)											Tier I Screen				
Item	Agency	Project Description	FY14 Funding Required	FY15 Funding Required	FY16 Funding Required	Total Project Cost	Corridor	Route	Status	CLRP/ TIP	TA 2040	RC	Mass Transit Capacity	Within/adj . to NVTA Boundary	Meets All Requirements (Y/N)
1	Arlington	Route 244 Columbia Pike Street Improvements (S. Gate Road to the Pentagon)	0	10,000,000	0	80,000,000	9	244	Design	Y	Y	Y	N/A	Y	Y
2	Fairfax	Rolling Road Widening from Old Keene Mill Road to Franconia Springfield Pkwy	0	13,850,000	13,850,000	35,200,000	5	638	Design	Y	Y	Y	N/A	Y	Y
3	Fairfax	US 29 Lee Highway (from west of Union Mill Road to Buckley's Gate Drive)	0	5,000,000	5,000,000	41,000,000	6	29	Study	Y	N	N	N/A	Y	Y
4	Fairfax	Braddock Road HOV Widening	0	5,000,000	5,000,000	63,000,000	7	620	Study	Y	Y	Y	N/A	Y	Y
5	Fairfax	South Van Dorn Street and Franconia Road Interchange	0	2,000,000	2,000,000	139,500,000	7	613/644	Study	Y	Y	Y	N/A	Y	Y
6	Fairfax	Frontier Drive Extension & Braided Ramps	0	5,000,000	4,450,000	84,500,000	N/A	2677	Study	Y	N	Y	N/A	Y	Y
7	Fairfax	Fairfax County Parkway Improvements (Study)	0	10,000,000	10,000,000	396,100,000	N/A	286	Study	Y	Y	Y	N/A	Y	Y
8	Loudoun	Belmont Ridge Road (VA Route 659)- Turo Parish Road to Croson Ln	0	19,500,000	0	36,225,000	2	659	Final Design	Y	Y	N	N/A	Y	Y
9	Loudoun	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd.	0	7,000,000	24,000,000	51,000,000	2	607	ROW	Y/Y	Y	Y	N/A	Y	Y
10	Fairfax	Route 7 Widening – Dulles Toll Road Bridge	0	6,950,000	6,950,000	34,400,000	1	7	Final Design	Y	N	Y	N/A	Y	Y
11	Dumfries	Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road)	0	3,500,000	3,400,000	82,500,000	8	1	Study	Y/Y	Y	Y	N/A	Y	Y
12	Fairfax	US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road)	0	6,750,000	6,750,000	90,000,000	8	1	Study	Y	N	N	N/A	Y	Y
13	Leesburg	Route 15 Bypass at Edwards Ferry Road Interchange	0	0	1,000,000	50,000,000	1	15	Study	Y/Y	Y	Y	N/A	Y	Y
14	City of Fairfax	Northfax - Intersection and drainage improvements at Route 29/50 and Route 123	0	0	10,000,000	25,000,000		29/50/123	ROW	Y/Y	Y	Y	N/A	Y	Y
15	City of Fairfax	Jermantown / Route 50 Roadway Improvements	0	1,000,000	0	6,500,000		50	ROW	N	Y	Y	N/A	Y	Y
16	Fairfax	Frying Pan Road (VA 28 to Centreville Road)	0	3,075,000	3,075,000	41,000,000	3	28	Study	Y	N	N	N/A	Y	Y
17	City of Fairfax	Kamp Washington Intersection Improvements	0	1,000,000	0	9,800,000		50/29/236	ROW	N/Y	Y	Y	N/A	Y	Y
18	Alexandria	Real-Time Adaptive Traffic Control and Data Management System	0	500,000	0	16,500,000	8	N/A	Study	N	Check	Y	N/A	Y	Y
19	Arlington	Glebe Road Corridor Intelligent Transportation System (ITS) Improvements	0	0	2,000,000	2,000,000	9	120	Study	Y	Y	Y	N/A	Y	Y
20	Fairfax	Pohick Rd - US 1 (Richmond Hwy) to I-95 - 2 to 4 Lanes	0	2,500,000	2,500,000	29,250,000	8	638	Study	N	N	Y	N/A	Y	N
21	Fairfax	Shirley Gate Rd. from Braddock Rd. to Fairfax County Parkway/Popes Head Rd.	0	3,000,000	3,000,000	39,500,000	N/A	665	Study	N	N	Y	N/A	Y	N
22	Loudoun	Northstar Blvd. (VA Rte. 659 Reloc) – U.S. 50 to Evergreen Mills Rd. (VA Rte. 621)	0	0	9,400,000	13,800,000	2	259	Final Design	N	N	N	N/A	Y	N
23	Loudoun	Route 7 / 690 Interchange	0	0	6,000,000	36,687,000	1	7/690	PE	N	N	N	N/A	Y	N
24	Manassas	Route 234 Grant Avenue Study	235,000	0	0	235,000	2	234	Study	N	Y	Y	N/A	Y	Y
25	Purcellville	Main Street and Maple Avenue Intersection Improvements	859,452	954,255	980,103	7,500,000	1	7	Final Design	N/Y	N	Y	N/A	Y	Y
26	Leesburg	Route 7 (East Market Street)/Battlefield Parkway Interchange	1,000,000	1,000,000	11,000,000	58,000,000	1	7	Study	Y/Y	Y	Y	N/A	Y	Y
27	Herndon	East Elden Street Improvements & Widening Project (UPC 50100)	2,600,000	2,600,000	5,200,000	22,458,000	1	606/6656	Study	Y/Y	Y	Y	N/A	Y	Y
28	Prince William	Route 1 Widening from Featherstone Road to Marys Way	5,000,000	15,000,000	29,400,000	52,400,000	8	1	PE	Y	Y	Y	N/A	Y	Y
29	Prince William	Route 15 Widening (Route 29 to Route 55), including RR Overpass	11,400,000	31,000,000	53,630,000	96,030,000	2	15	PE	N	Y	Y	N/A	Y	Y
30	Fairfax	VA Route 28 Widening (Prince William County Line to Route 29)	0	3,550,000	3,550,000	47,350,000	3	28	Study	Y	N	Y	N/A	Y	Y
31 (G)	Manassas	Route 28 Widening South to the City Limits	0	3,294,000	0	11,001,000	3	28	ROW	Y/Y	Y	Y	N/A	Y	Y
32	Manassas	Route 28 (Manassas Bypass) Study - Godwin Drive Extension	500,000	0	0	500,000	3	1	PE	Y	Y	Y	N/A	Y	Y
33 (G)	Prince William	Route 28 Widening from Route 234 Bypass to Linton Hall Road	3,800,000	5,000,000	7,900,000	16,700,000	3	28	PE	N	Y	Y	N/A	Y	Y
Subtotal Funding			25,394,452	168,023,255	230,035,103	1,715,636,000									
Total FY 14 - FY 16 Funding Requested			\$423,452,810												

NOTE: Under column "Item" - Value "G" represents a packaged project.

Projects Submitted for Consideration for FY 2014 - FY2016 Funding (02/12/13 V.3)

MASS TRANSIT PROJECTS THAT INCREASE CAPACITY											Tier I Screen				
Item	Agency	Project Description	FY14 Funding Required	FY15 Funding Required	FY16 Funding Required	Total Project Cost	Corridor	Route	Status	CLRP/ TIP	TA2040	Reduces Congestio	Increases Capacity - transit only	Within/adj. to NVTA Boundary	Meets All Requirements (Y/N)
1	Alexandria	Potomac Yard Metrorail Station	0	500,000	1,000,000	287,484,000	8	1	Study	Y/Y	Y	Y	Y	Y	Y
2	Alexandria	Van Dorn - Beauregard Transitway	0	0	2,400,000	129,000,000	8		Study	Y/Y	Y	Y	Y	Y	Y
3	City of Fairfax	CUE 35-foot Bus Acquisition	0	3,000,000	0	3,000,000			N/A	Y	N	Y	Y	Y	Y
4	Fairfax	Richmond Highway Transit Center	0	0	24,000,000	24,000,000	8	1	FY 15 PE Sta	N	N	Y	Y	Y	N
5	Fairfax	West Ox Bus Garage	0	10,000,000	10,000,000	20,000,000			Design	N	Y	Y	Y	Y	Y
6	Fairfax	Connector Bus Service Expansion – Capital Purchase 22 Buses	0	5,500,000	5,500,000	11,000,000	N/A		N/A	N	Y	Y	Y	Y	Y
7	Fairfax	Innovation Center Metrorail Station Construction	0	24,000,000	24,000,000	89,000,000	1	267	Design	Y/Y	Y	Y	Y	Y	Y
8	Loudoun	Acquisition of 4 Buses	0	1,860,000	0	1,860,000			N/A	N	Y	Y	Y	Y	Y
9	PRTC	Western Bus Maintenance and Storage Facility	0	8,000,000	8,000,000	26,000,000	6	66	Design	Y/Y	Y	Y	Y	Y	Y
10	WMATA	New Buses (10) and Bus Infrastructure Improvements	0	12,400,000	12,400,000	66,400,000	Multiple	N/A	N/A	N	Y	Y	Y	Y	Y
11	WMATA	8-Car Train Traction Power Upgrades Located in Virginia	0	27,355,000	17,061,000	424,811,000	Multiple	N/A	Contract Aw	N	Y	Y	Y	Y	Y
12	Alexandria	Duke Street Transit Signal Priority	190,000	0	0	250,000	7	N/A	Study	Y/Y	Y	Y	Y	Y	Y
13	VRE	Franconia-Springfield to Woodbridge 3rd Track	450,000	2,435,000	47,115,000	50,000,000	8	N/A	Study	Y	N	Y	Y	Y	Y
14	VRE	Manassas Park Station Parking Expansion	500,000	2,000,000	16,500,000	19,000,000	6	N/A	Study	Y/Y	Y	Y	Y	Y	Y
15	VRE	Slaters Lane Crossover	600,000	6,400,000	0	7,000,000	8	N/A	Study	Y	N	Y	Y	Y	Y
16	VRE	Franconia-Springfield Platform Expansion	775,000	4,225,000	0	5,000,000	8	N/A	Study	Y/Y	Y	Y	Y	Y	Y
17	VRE	Crystal City Platform Extension Study	2,000,000	0	0	2,000,000	8	1	Study	Y/Y	Y	Y	Y	Y	Y
18	VRE	Rippon Station Expansion and Second Platform	5,000,000	2,500,000	2,500,000	14,633,000	8	N/A	Study	Y/Y	Y	Y	Y	Y	Y
19	Arlington	Ballston Metrorail Station West Entrance	5,100,000	10,800,000	40,100,000	56,000,000	8	N/A	Design	Y	Y	Y	Y	Y	Y
Subtotal Funding			14,615,000	120,975,000	210,576,000	1,236,438,000									
Total Transit Funding Requested FY 14 - FY 16			\$346,166,000												

NOTE: Under column "Item" - Value "N/A" represents projects that are not recommended for submission to VDOT Evaluation and Rating Study

Evaluation and Rating of Significant Transportation Projects in Northern Virginia

Project Nomination Form

Draft: Jan. 30, 2014

#10E



Submitting Entity

- ☐ Northern Virginia Transportation Authority ☐ Commonwealth Transportation Board

As a point of reference, the Commonwealth Transportation Board (CTB) adopted the following six priorities for the Project Selection Model (PSM) process in October, 2013. **Which CTB priorities does your project address?** (check all that apply)

- | | |
|--|--|
| <input type="checkbox"/> Preserve and Enhance Statewide Mobility Through the Region | <input type="checkbox"/> Reduce the Costs of Congestion to Virginia's Residents and Businesses |
| <input type="checkbox"/> Increase Coordinated Safety and Security Planning | <input type="checkbox"/> Increase System Performance by Making Operational Improvements |
| <input type="checkbox"/> Improve the Interconnectivity of Regions and Activity Centers | <input type="checkbox"/> Increase Travel Choices to Improve Quality of Life for Virginians |

Please keep these priorities in mind as you answer the following questions about your project.

Project Title _____

1. Project Type (check all that apply)

- | | |
|----------------------------------|--|
| <input type="checkbox"/> Highway | <input type="checkbox"/> Large scale TDM |
| <input type="checkbox"/> Rail | <input type="checkbox"/> Bike/Ped |
| <input type="checkbox"/> Bus | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> ITS | |

2. Project Corridor (Refer to maps at the link below and check all that apply.)

- | | |
|--|--|
| <input type="checkbox"/> Transaction 2040 Corridor | <input type="checkbox"/> Corridor of Statewide Significance ¹ |
| <input type="checkbox"/> Statewide Mobility System | <input type="checkbox"/> SuperNova Corridor |

¹ http://www.virginiadot.org/projects/northernvirginia/evaluating_significant_projects.asp

3. Project Description/Components (termini, number of lanes, operating policies for transit & HOV improvements like HOV requirements, transit headways, etc.) No more than 2 paragraphs²

- For highway projects include project limits, changes to number or use of lanes, any changes to traffic control system, complimentary bike/ped way improvements.
- For transit projects include service route, frequency, stops/station location, station access information.
- For TDM projects include program details with anticipated nature and magnitude of change in travel.
- For ITS projects include details about the systems operations (including those at traffic signals) and information communications that would impact mode and/or route choice.

4. What congestion problem is this project designed to address?

² Please provide a schematic/map of the project's location with your submission

5. **Project Impact Area** (What other highway facilities OR transit routes are likely to be impacted and how by this specific project?)

6. **Total Cost to Complete Project** (including all components for a project package, not including operating costs)

7. **Project Implementation Year**

☐ Before 2025

☐ After 2025

8. **Project is in Transaction 2040**

☐ Yes

☐ No

9. **Project is in current CLRP** (specify implementation year) _____

☐ Yes

☐ No

10. **Does the Project connect regional activity centers? Which ones?**

(Refer to map included in the solicitation document)

☐ Yes

☐ No

11. Does the Project connect major facilities? Which ones? (interstate highways, principal arterials or transit stations, park and ride lots and DCA or IAD airports)

☐

Yes

☐

No

12. Does this project increase person moving capacity? On which modes and which facility/corridor?

☐

Yes

☐

No

13. Project's impact on mobility

☐

The project improves mobility between jurisdictions or activity centers

☐

The project improves roadway or bus capacity on radial roads

☐

The project improves reversible capabilities on the radial roadways

☐

The project expands/extends rail transit systems

Please indicate below a staff member(s) who can respond to detailed questions on the project such as project limits, number of lanes, transit stops, etc.

Thank you for taking the time to complete this form on behalf of your agency. Please return the form as a high resolution pdf. and email Valerie.Pardo@VDOT.Virginia.gov, or you may print and fax it to (703) 815-3219, no later than Friday, Month 00, 2014. If you are faxing, please call Valerie Pardo at (703) 259-1736, to notify her to expect a facsimile.



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

3060 Williams Drive ♦ Suite 510 ♦ Fairfax, VA 22031

www.TheNoVaAuthority.org

February 20, 2014

Members, Committee of Conference on Budget
Virginia General Assembly
901 East Broad Street
Richmond, Virginia 23219

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

Dear Members of the Committee of Conference:

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

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

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

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

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

Sincerely,

Martin E. Nohe
Chairman

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



AGENDA ITEM #11

TO: Chairman Smedberg and NVTC Commissioners
FROM: Kelley Coyner and Claire Gron
DATE: February 24, 2014
SUBJECT: Information Items

A. DRPT Proposes Pilot Program on Congestion Mitigation & Transit Dependent Outcomes (link: <http://tinyurl.com/k5yxkge>)

On February 20, the TSDAC Working Group continued with the third in a series of meetings to discuss items including the sizing component of the operating funding allocation formula, data collection practices, and considered options for targeting funds to specific purposes, including congestion mitigation, the fulfillment of transit dependent outcomes, and exceptional performance. At this meeting, DRPT proposed a pilot program to address congestion mitigation and transit dependent outcomes. The Working Group has recommended that a pilot program also be developed to address exceptional performance. To date, the group has draft reports prepared by DRPT and its consultants which will be reviewed and discussed by the Working Group as they come available. The work of the group is expected to conclude in April 2014.

B. Administration Announced MAP-21 Reauthorization Proposal (Attachment)
(link: <http://tinyurl.com/qjpmDOB>)

C. \$600 Million in TIGER Funding: Applications Due April 28
(link: <http://www.dot.gov/tiger/nofa>)

D. Route 7 Alternatives Analysis Phase I Complete; Phase II Pending NVTA MOA

E. Route 1 Multimodal Alternatives Analysis: March 6th TAC Meeting to Develop Detailed Multimodal Alternatives

F. I-66 Corridor Study: 10 Improvement Concepts Eligible to Advance to Tier 2
(Attachment)

G. Transit Innovation: Inserting Light Rail Transit in Urban Areas (Attachment)

H. JITI Mobility Lecture Highlights Trip Planning Tools Including [RideScout™](#) and [OpenTripPlanner](#) (links: <http://www.ridescoutapp.com/> and <http://www.ridescoutapp.com/>)

The White House

#11B

Office of the Press Secretary

For Immediate Release

February 26, 2014

FACT SHEET: President Obama Lays Out Vision for 21st Century Transportation Infrastructure

On February 26th, the President will speak at the historic Union Depot train station in Saint Paul, Minnesota, where he will launch a competition for \$600 million in competitive transportation funding and outline his vision for investing in America's infrastructure with a \$302 billion, four year surface transportation reauthorization proposal. The President will continue to act when he can to promote job growth in the transportation sector and put more Americans back to work repairing and modernizing our roads, bridges, railways, and transit systems, and will also work with Congress to act to ensure critical transportation programs continue to be funded and do not expire later this year.

- Launching competition for \$600 million in TIGER competitive grants to fund transformative transportation infrastructure projects. Since the President took office, America has made historic investments to improve our nation's infrastructure –including the highly successful Transportation Investment Generating Economic Recovery (TIGER) competitive grant program that has invested \$3.5 billion in 270 projects across the country. Today the President is announcing that the U.S. Department of Transportation is making available \$600 million in TIGER competitive grants to fund transportation projects. The TIGER grant program, which was initially funded as part of the American Recovery and Reinvestment Act, was recently funded in the bipartisan Consolidated Appropriations Act, signed by the President on January 17th, 2014.
- Proposing an aggressive four-year plan to modernize our nation's surface transportation infrastructure. Despite progress over the last five years, there's more work to do. Later this summer, the nation's transportation system will be facing a funding crisis, which is why the President is committed to working with Congress, including Senators Boxer and Vitter and Representatives Shuster and Rahall, on a bipartisan solution. Today the President is outlining his vision for a comprehensive, long term plan that puts people back to work repairing our nation's transportation infrastructure. The President will propose a four-year reauthorization of our surface transportation programs that will modernize our nation's infrastructure and ensure the health and growth of these critical programs for the future while supporting millions of jobs.
- Proposing a pro-growth, bipartisan approach to financing the President's surface transportation plan. The President's Budget will outline his proposal to dedicate \$150 billion in one-time transition revenue from pro-growth business tax reform to address the funding crisis facing our surface transportation programs and increase infrastructure investment. This amount is sufficient to not only fill the current funding gap in the Highway Trust Fund, but increase surface transportation investment over current projected levels by nearly \$90 billion over the next four years. When taking into account existing funding for surface transportation, this plan will result in a total of \$302 billion being invested over four years putting people back to work modernizing our transportation infrastructure. The President is putting forward this pro-growth financing plan to encourage bipartisan efforts to support a visionary infrastructure plan, but is open to all ideas for how to achieve this important objective, and will work closely with Members of Congress of both parties on a solution that will invest in more job creating transportation projects. The President is also looking forward to working with Congress on bipartisan ideas to attract more private investment, such as a national infrastructure bank or the recent infrastructure financing authority proposal from Senators Warner and Blunt.

Launching Competition for \$600 in TIGER Grants

Today, the President is announcing that the U.S. Department of Transportation is making available \$600 million to fund transportation projects across the country under a sixth round of the highly successful TIGER competitive grant program. This funding and opportunity for governors, mayors, and other local leaders to partner with the Federal government is a result of the bipartisan Consolidated Appropriations Act the President signed in January and an example of what progress is possible when Washington works together across partisan lines.

Since 2009 when the President signed the American Recovery and Reinvestment Act that launched the program, the TIGER grant program has awarded \$3.5 billion to 270 projects in all 50 states, the District of Columbia and Puerto Rico – including 100 projects to support rural communities. These high impact investments have improved the nation's road, rail, transit, and port systems, and supported multi-modal projects that efficiently connect these varying types of transportation modes. Demand for TIGER funds has been overwhelming, and the quality of applications has been high. During the previous five rounds, the U.S. Department of Transportation received more than 5,300 applications requesting nearly \$115 billion for transportation projects across the country.

- **Supporting High-Value Transportation Projects Across the Country.** The highly competitive TIGER program supports a range of projects, including roads, bridges, transit, rail, and ports, and offers one of the few Federal funding sources for game-changing projects that integrate different modes of transportation. The TIGER program invests in projects that will have a significant impact on the nation or a region, and Federal funds are used to make such projects possible and leverage additional funding from private sector partners, States, local governments, metropolitan planning organizations, and transit agencies.
- **Encouraging Improved Job Access and Increased Economic Opportunity.** In an effort to expand economic opportunities for all Americans, the 2014 TIGER program will place an emphasis on projects that support reliable, safe, and affordable transportation options that improve connections for urban, suburban, and rural communities. While continuing to support projects of all types, a priority will be placed in this 6th round of applications on projects that make it easier for Americans to get to jobs, school, and other opportunities, promote neighborhood revitalization and business expansion, and reconnect neighborhoods that are unnaturally divided by physical barriers such as highways and railroads.
- **Prioritizing Transformative Projects.** Successful projects in the highly competitive process will be those with the potential to improve economic competitiveness and create jobs, improve the condition of existing transportation systems, improve quality of life by increasing transportation options, improve energy efficiency, reduce fuel consumption and encourage resiliency, and/or improve the safety of our transportation systems.
- **\$35 Million to Help Communities Design Economic Development Plans.** In addition to supporting capital grants, Congress provided the U.S. Department of Transportation with the flexibility to use up to \$35 million of the 2014 TIGER funds for planning grants for the first time since 2010. These funds can be used to support the planning of innovative transportation solutions, as well as regional transportation planning, freight and port planning, housing and land use development, and resiliency efforts that improve efficiency and sustainable community development.

The President's Vision for 21st Century Transportation Infrastructure

The Highway Trust Fund that provides critical funding for repairing roads, bridges, and transit systems is projected to become insolvent later this summer, and the existing surface transportation bill expires in September. Moreover, the current way we fund our transportation investments is insufficient to meet the nation's transportation infrastructure needs and grow our economy.

The President is committed to working on a solution that not only avoids a near-term funding crisis, but also provides stability and meet the pent-up transportation needs to help American families and workers and businesses in rural, suburban, and urban communities across the country.

The President's vision, which will be described in his FY2015 Budget request, will create jobs, grow our economy, attract

private investment, facilitate American exports, reduce commute times and increase access to jobs, make our roads and bridges safer, cut red tape, and increase the return on investment of transportation infrastructure for American taxpayers. The President is calling for a \$302 billion, four year transportation reauthorization proposal that increases and provides stable funding for our nation's highways, bridges, transit, and rail systems. The President is proposing one way to pay for this investment, by using \$150 billion in one-time transition revenue from pro-growth business tax reform, but will work closely with Congress and listen to their ideas for how to achieve this important objective.

- Proposing a \$302 billion, Four Year Transportation Reauthorization Bill, Providing States, Local Governments, and Construction Workers with Certainty. The President's proposal for a \$302 billion, four year transportation reauthorization will not only allow States and local units of government to effectively plan their project pipelines, supporting millions of good paying jobs over the next several years, but also will enable more transformative transportation projects that improve our global competitiveness.
 - \$63 billion to fill the funding gap in the Highway Trust Fund. The proposal will meet our nation's essential highway, bridge, and transit needs in the near term by providing \$63 billion to address the insolvency of the Highway Trust Fund for four years.
 - Prioritizing "Fix-it-First" investments. The proposal will include policies and reforms to prioritize investments for much needed repairs and to improve the safety of highways and bridges, subways and bus services, with particular attention to improving roads and bridges in rural and tribal areas.
- Matching Transportation Infrastructure Investments to the Current and Future Needs of American Communities. Bringing a one-time infusion of investment into our transportation infrastructure programs would enable projects that address the diverse needs of American communities today.
 - \$206 billion to invest in our nation's highway system and road safety. The proposal will increase the amount of highway funds by 22 percent annually, for a total of about \$199 billion over the four years. The proposal would also provide more than \$7 billion to improve safety for all users of our highways and roads.
 - \$72 billion to invest in transit systems and expand transportation options. The proposal increases average transit spending by nearly 70 percent annually, for a total program of \$72 billion over four years, which will enable the expansion of new projects (e.g., light rail, street cars, bus rapid transit, etc.) in suburbs, fast-growing cities, small towns, and aging rural communities, while still maintaining existing transit systems.
 - \$19 billion in dedicated funding for rail programs. The proposal also includes nearly \$5 of billion annually for high performance and passenger rail programs with a focus on improving the connections between key regional city pairs and high traffic corridors throughout the country.
 - \$9 billion in competitive funding to spur innovation. The proposal will make permanent and provide \$5 billion over four years, an increase of more than 100 percent, for the highly successfully TIGER competitive grant program and propose \$4 billion of competitively awarded funding over four years to incentivize innovation and local policy reforms to encourage better performance, productivity, and cost-effectiveness in our transportation systems.
 - Encouraging coordination and local decision making. The proposal includes policy reforms to incentivize improved regional coordination and strengthen local decision making in allocating Federal funding so that local communities can better realize their vision for improved mobility.
- Expanding Economic Growth, Jobs, and Opportunity. The President is dedicated to enhancing opportunity for all Americans and our businesses by investing in transportation projects that better connect communities to centers of employment, education, and services.
 - More than \$2.6 billion and policy reforms to support the creation of ladders of opportunity. The proposal will include policy reforms to enhance existing highway and transit programs that help to create ladders of opportunity. Within the overall transit spending, the proposal provides \$2.2 billion for a new bus rapid transit program for rapidly growing regions. It also includes \$400 million to enhance the size, diversity, and skills of our nation's construction workforce, while providing support for local hiring efforts and encouraging States to use their On-the-Job training funds more effectively.
 - \$10 billion for a new freight program to strengthening America's exports and trade. Recognizing the importance of

efficient and reliable freight networks to support trade and economic growth, the President's proposal will also create a new \$10 billion multimodal freight grant program – in partnership with State and local officials and private sector and labor representatives – for rail, highway, and port projects that address the greatest needs for the efficient movement of goods across the country and abroad.

- **More Bang-for-the-Buck by Boosting Efficiency and Taxpayers Return on Our Transportation Investments.** In a time of tight fiscal and budgetary constraints, the President's proposal includes a number of measures to ensure that the American public is getting most out of Federal transportation infrastructure investments that lead to better outcomes for all Americans.
 - Improving project delivery and the Federal permitting and regulatory review process. The proposal will further advance and introduce new reforms to the project delivery system through a range of activities that institutionalize best practices and insights from the President's previous Executive Orders and Presidential Memorandums to cut project timelines in half for major infrastructure projects by modernizing the Federal government's infrastructure permitting and regulatory review process.
 - Building more resilient communities. Building on the Sandy Task Force recommendations, the proposal will also encourage more resilient designs for highway, transit, and rail infrastructure, and smarter transportation planning to reduce fuel use and conserve energy.
 - Encouraging and incentivizing cost effective investments. The proposal will strengthen the performance incentives to maintain safety and conditions of good repair, and expand research and technology activities in order to improve the productivity of our transportation systems, thereby increasing taxpayer return on investment.
 - \$4 billion to attract private investment in transportation infrastructure. The proposal calls for continued funding of \$1 billion in annual credit subsidy for the successful TIFIA loan program that, similar to other Administration proposals such as capitalizing a National Infrastructure Bank, creating American Fast Forward bonds, or enacting Foreign Investment in Real Property Tax Act (FIRPTA) reforms, will facilitate increased private investment in transportation infrastructure while protecting taxpayer interests.



I-66 CORRIDOR IMPROVEMENTS

Transitioning from Tier 1 to Tier 2

Rene'e Hamilton

Northern Virginia Transportation Authority

February 20, 2014

Tier 1 Improvement Concepts for I-66



Bus Rapid Transit



Communication and Technology



VRE Extension



General Purpose Lanes

General Purpose Lanes: Construction of additional highway lanes open to all traffic.

Managed Lanes: Conversion of the existing HOV lane into either a one or two lane (in each direction) facility that would operate as a high-occupancy toll facility where only high-occupant vehicles would be exempt from paying a toll.

Metrorail Extension: Metrorail service extending west from Vienna to either Centreville or Haymarket.

Light Rail Transit: Light rail service extending west from Vienna to either Centreville or Haymarket.

Bus Rapid Transit: Separate guideway bus rapid transit extending west from Vienna to Haymarket; service could extend east of Vienna.

VRE Extension: Extension of existing VRE service from Manassas to Haymarket.

Improve Spot Locations/Chokepoints: Improvements that address operations constraints at discrete locations (chokepoints) such as individual interchanges or specific junction points within the interchanges (i.e., merge, diverge, or weaving areas).

Intermodal Connectivity: Availability of a full range of travel modes within the corridor, as well as availability and functionality of connections between travel modes.

Safety Improvements: Safety improvements that address both location-specific and corridor-wide safety concerns.

Transportation Communication and Technology: Continued enhancements to ITS technology for all modes in the corridor, including traveler information, corridor and incident management, and transit technology.



Managed Lanes



Metrorail Extension



Intermodal Connectivity



Spot Improvements

I-66 Tier I Record of Decision

- No single concept of the 10 concepts included in Tier 1 can alone address existing and future transportation problems and improve multimodal mobility along the I 66 corridor.
- Any of the 10 concepts, or combinations thereof, are eligible to advance to a Tier 2 study.
- If any concept or combination concept moves forward it must not preclude or restrict consideration of any other alternative that is reasonably foreseeable.

Request for Information Responses

- 19 firms responded
- A public-private partnership (P3) could be created to help develop and deliver multi-modal transportation improvements for I-66.
- Price and schedule certainty, risk transfer, and life cycle cost management cited as potential advantages of a P3.
- Technical challenges include right-of-way, designing efficient access points, and limiting impact on existing bridges/structures.
- Several respondents interested in developing/operating managed toll lanes.
- There is interest in constructing (but not operating) a bus rapid transit (BRT) system.
- BRT and toll lanes could be replaced with Metrorail extension in the future.
- Details on RFI, responses and comments: www.I66ppta.org

Next Steps

REVIEW COMMENTS RECEIVED AT PUBLIC INFORMATION MEETINGS

CONTINUE STAKEHOLDER OUTREACH

CONTINUE TO REVIEW COMMENTS FROM REQUEST FOR INFORMATION

FURTHER EVALUATION OF CONCEPTS

BEGIN TIER II NEPA STUDY/STUDIES

STAY INVOLVED

www.helpfix66.com

www.l66ppta.org

Transportation Research Board of the National Academies of Science

Light Rail Transit Innovations and Urban Insertion

Workshop Sponsored by TRB Committee AP075 and Co-Sponsored by
AP025, AP045, AP050, AP065 and ADD30

Sunday 12 January 2014, 0900 – 12 noon, Washington Hilton, Georgetown West

Moderator:

Graham Currie
Chair of Public Transport
Public Transport Research Group
Institute of Transport Studies
Monash University
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Vice-Chair
AP075 Light Rail Transit Systems Committee
Transportation Research Board

Description

This workshop is organized for regional and local policymakers to provide an overview of cutting edge techniques for inserting high ridership light rail transit (LRT) into public spaces in urban and suburban fabrics found in highly motorized cultures. The workshop is predicated on the premise that greater use of public transportation requires a wider application of enhanced performance transit modes (such as LRT and BRT) in public rights of way. The workshop's intent is to develop a knowledge base where demonstrations of livability, safety, and green multimodal transportation outcomes are achieved through the use of these techniques. In the U.S. transit agencies recently opened several highly utilized light rail lines that were inserted into arterial road rights of way and university campuses contested by different user groups. Other such U.S. systems are in final design. The workshop will examine U.S. design solutions that reconcile the needs of different users in these difficult environments. It also will examine European design solutions for successfully inserting high usage light rail (with some individual lines carrying more than 100,000 passengers per day) into even more constrained public rights of way. The intent of the workshop is to open dialogue, possibly leading to further research into techniques for the wider-spread insertion of high performance transit in U.S. public spaces.

Agenda

1.) Introduction and Overview:

Dr. Gregory L. Thompson
Chair, AP075 Light Rail Transit Committee of the Transportation Research Board
Professor Emeritus
Department of Urban and Regional Planning
Florida State University
1.850.562.8124
glthompson@fsu.edu

[Overview of historic and innovative design approaches toward insertion of light rail into urban agglomerations.](#)

- 2.) **U.S. approach:** Successful, highly-utilized light rail lines recently opened in Salt Lake, Houston, and Phoenix; others are in final design in Baltimore and the Washington, D.C. areas. Rather than using railroad rights-of-way, these lines are set into reserved rights of way taken from arterial roads and university campuses. This presentation examines difficulties posed by the contested use of these spaces and design solutions that resolved the differences.

Henry M. Kay
Executive Director for Transit Development and Delivery
Maryland Transit Administration
100 S. Charles Street, Tower Two, 7th Floor
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HKay@mta.maryland.gov

[Integrating Light Rail into a Developed Urban Environment](#)

- 3.) **The Insertion Approach** toward urban and suburban liveability – a successful marriage of liveable multiuse communities knit around beautiful high ridership light rail lines that depress auto use.

Dr. Margarita Novales, University of A Coruna:
Railways and Transportation Group.
<http://caminos.udc.es/grupos/ferroca/novales/>
School of Civil Engineering
University of A Coruna
Campus de Elvina, s/n
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Insertion Approach in Spanish Cities

General principles for getting a successful LRT. Successes and failures in the Spanish cases.

Andrés Muñoz, Manager Head from Metro de Tenerife (Tenerife Light Rail).
amunoz@metrotenerife.com

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Ctra. Gral. La Cuesta-Taco, 124.
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LRT in Tenerife: Integrating Successful LRT into an Automobile-Oriented City

How to get a successful LRT in a city with a high motorization rate. Service to main destinations in the metropolitan area. Prioritization strategy: right of way and traffic signals. Urban insertion: façade to façade design.

Dominique Bertrand
Chargé d'études insertion urbaine des TC
CERTU - Département Voirie, espace public
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The French Approach to Inserting High-Capacity LRT Backbones into Urban and Suburban Fabrics

French nation-wide approach toward LRT and urban insertion. How to marry Liveability with a modern mass transit system, serving the whole metropolitan area, that fits the city and gets the speed, capacity, safety and attractiveness to get people out of the automobile. How to make this approach compatible with rejuvenation of historic city centers and modern suburban centers alike.

The following two presentations were made two days later in the TRB Annual Meeting Session 855, Light Rail: International and National Perspectives. The powerpoints are included here, because they logically relate to the above French and Spanish presentations:

LRT Urban Insertion and Safety: European Experiences

by Margarita Novales, Udniversity of Coruna
Manuel Paulo Teixeira, Metro do Porto
Laetitia Fontaine, French Guided Transport Technical Office

Tram Safety Management: French Experience

by Marine Blancheton, French Guided Transport Technical Office
Laetitia Fontaine, French Guided Transport Technical Office

Finally, we provide the following spreadsheet that summarizes the impressive progress made with modern light rail in France since 1985, following the insertion approach:

Summary of French Tramways

by Tom Parkinson, December 2013, tep@telus.net
reviewed by Dominique Bertrand and Marine Blancheton

4.) The Design Centre approach

Dr. Robbie Napper

Lecturer and Course Coordinator of the Industrial Design Program,
MADA, Monash University Art Design and Architecture, 900 Dandenong
Rd, Caulfield East VIC 3145, Australia, robbie.napper@monash.edu, t
03 9903 1059

Selby Coxon

Deputy Head of the Department of Design, MADA, Monash University
Art Design and Architecture

Innovative Vehicle and Light Rail Insertion Design Concepts

Innovative vehicle and light rail insertion design concepts, involving new
concepts in transit way design.

Geoff Wardle

Executive Director, Graduate Transportation Design, Art Center College
of Design, 1700 Lida Street, Pasadena CA 91103, Phone 626-396-2421,
geoff.wardle@artcenter.edu

The Design Center Approach: Design Thinking in Urban Transit Systems

Design Panel Discussion

Discussant: Selby Coxon

Deputy Head of the Department of Design, MADA, Monash University
Art Design and Architecture

Dr. Robbie Napper

Geoff Wardle

5.) General Discussion of all Presenters and:

Marine Blancheton, Guest

STRMTG/Division of Tramways

Workshop Background

All approaches described in this workshop pertain to the development of light rail and bus design oriented to understanding operating practices that succeed in attracting high transit ridership in highly motorized cultures. These operating practices have resulted in a transformation of land uses toward pedestrian orientation, have maintained the life and vitality of surrounding neighborhoods and have increased mobility through the agglomeration of these outcomes. Such cultures characterized many US urban agglomerations during the pre-auto era but have largely fallen away since the 1920s; the U.S. complete streets approach is an effort to restore such cultures in the inner parts of urban agglomerations with limited success in changing travel behavior. Different types of insertion approaches now are being pioneered in the U.S. and in many western European urban agglomerations with better success. It has a similar objective to the complete streets approach but is more effective in getting people out of automobiles. Successful practices are emerging in several urban agglomerations, including a large number in France. It appears that urban beautification is part of successful strategies, as are transit mobility improvements achieved by enhanced light rail and bus systems. That is to say, in successful initiatives, improved livability is blended with improved transportability. One cannot succeed without the other.

Sponsoring Committee

AP 075 Light Rail Transit Committee (Greg Thompson chair)

Co-Sponsoring Committees

AP025 Public Transportation Planning and Development (Brendon Hemily chair), AP045 Intermodal Transfer Facilities (Richard Clarke chair), AP050 Bus Transit Systems (Dennis Hinebaugh chair), AP065 Rail Transit Systems (Steve Abrams chair), ADD30 Transportation and Land Development (Samuel Seskin chair)



BLUE ITEM #3

TO: Chairman Smedberg and NVTC Commissioners
FROM: Kelley Coyner and Scott Kalkwarf
DATE: February 5, 2014
SUBJECT: FY 2015 State Transit Assistance Applications

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

This resolution authorizes NVTC staff to submit state operating and capital transit assistance applications to the Virginia Department of Rail and Public Transportation (DRPT) on behalf of NVTC's five WMATA jurisdictions for regional and local bus and Metrorail service. The applications total \$559.0 million in eligible operating costs and \$231.7 million in total capital expenses. The resolution also authorizes NVTC to submit state transit assistance applications on behalf of VRE including \$47.2 million in eligible operating costs, \$85.7 million in total capital costs, and \$2 million in costs for technical assistance.

Performance data for WMATA, the NVTC jurisdictions' local systems, and VRE was submitted prior to December 31, 2013. This data will be used by DRPT to allocate the operating portion of the Mass Transit Trust Fund above \$160 million. The WMATA ridership data issue remains unresolved.

A Rail Enhancement Fund request was also filed on behalf of VRE. Authorization to execute an agreement will be sought upon approval of the request by DRPT.



RESOLUTION #2238

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

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

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

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

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

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

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

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

Approved this 6th day of February, 2014.

Paul C. Smedberg
Chairman

Jay Fisette
Secretary-Treasurer

NVTC
SUMMARY OF STATE CAPITAL AND OPERATING FORMULA GRANT ASSISTANCE APPLICATIONS
FOR FY 2015

	<u>FY 2015</u>		<u>FY 2014</u>		<u>Increase (Decrease)</u>	
<u>NVTC</u>						
<u>CAPITAL ASSISTANCE APPLICATIONS</u>						
	<u>Total Cost</u>	<u>Non-Federal</u>	<u>Total Cost</u>	<u>Non-Federal</u>	<u>Total Cost</u>	<u>Non-Federal</u>
Local Capital (Schedule A)						
Alexandria	9,975,000	9,975,000	8,790,000	8,790,000	1,185,000	1,185,000
City of Fairfax	210,000	210,000	62,000	62,000	148,000	148,000
Fairfax County	49,274,000	49,274,000	21,980,000	21,980,000	27,294,000	27,294,000
Arlington	19,061,000	19,061,000	18,255,902	18,557,881	805,098	503,119
Falls Church	705,000	705,000	-	-	705,000	705,000
Total	79,225,000	79,225,000	49,087,902	49,389,881	30,137,098	29,835,119
WMATA Capital (Schedule B)						
Capital Funding Agreement	141,661,557	57,832,489	138,699,300	57,515,820	2,962,257	316,669
WMATA Debt Service	-	-	3,175,925	3,175,925	(3,175,925)	(3,175,925)
Metro Matters Program	52,939	52,939	52,939	52,939	-	-
Debt Service - MMs opt out	9,908,832	9,908,832	10,279,094	10,279,094	(370,262)	(370,262)
Project Development	825,000	825,000	825,000	825,000	-	-
Subtotal	152,448,328	68,619,260	153,032,258	71,848,778	(583,930)	(3,229,518)
Metro 2025	50,000,000	50,000,000	-	-	50,000,000	50,000,000
Total	202,448,328	118,619,260	153,032,258	71,848,778	49,416,070	46,770,482
Total Capital	231,673,328	147,844,260	202,120,160	121,238,659	29,553,168	26,605,601

OPERATING ASSISTANCE APPLICATIONS

Prior Year Actual Expenses			
WMATA (Schedule C)*	458,601,824	391,983,480	66,618,344
Local (Schedule D)	100,393,136	94,504,180	5,888,956
Total	558,994,960	486,487,660	72,507,300

VRE

CAPITAL ASSISTANCE APPLICATION (see schedule E)

	<u>Total Cost</u>	<u>Non-Federal</u>	<u>Total Cost</u>	<u>Non-Federal</u>	<u>Total Cost</u>	<u>Non-Federal</u>
Budgeted Costs	85,712,928	35,584,386	39,219,117	15,560,593	46,493,811	20,023,793

OPERATING ASSISTANCE APPLICATION

Prior Year Actual Expenses	47,211,699	48,554,916	(1,343,217)
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Capital Assistance

Beginning in FY15, a tiered approach has been established to distribute capital funding, with the state participation rate applied to the total asset cost with a minimum 4% local share. In FY14 and prior, funds were provided to select assets at an 80% participation rate on the non-federal share, with other assets funded at a variable rate, up to 95% of the non-federal share.

Operating Assistance

Beginning in FY15, operating assistance will be distributed using the prior year actual costs compared to the statewide total for Mass Transit Trust Funds (MTTF) up to \$160M, and by performance metrics which utilize actual costs and ridership for sizing purposes for MTTF above \$160M. In FY14 and prior, assistance was distributed using prior year actual costs compared to the statewide total, up to 95% of certain costs.

The FY14 and FY15 operating assistance applications for WMATA include additional expenses for the projected Silver Line service, as allowed by DRPT's New Start program.

NVTC
SCHEDULE A
STATE CAPITAL GRANT ASSISTANCE
LOCAL CAPITAL
FY 2015

	<u>TOTAL COST</u>	<u>FEDERAL</u>	<u>NON- FEDERAL</u>
CITY OF ALEXANDRIA			
Potomac Yard Metrorail Station project	500,000	-	500,000
Purchase of Hybrid Battery Packs (5)	100,000	-	100,000
Bus Stop Improvements	1,575,000	-	1,575,000
Purchase 40-ft Expansion Buses (5)	3,250,000	-	3,250,000
Purchase 35-ft Replacement Buses (7)	4,550,000	-	4,550,000
Total at Cost	<u>9,975,000</u>	-	<u>9,975,000</u>
CITY OF FAIRFAX			
Purchase of Hybrid Battery Packs (6)	210,000	-	210,000
Total at Cost	<u>210,000</u>	-	<u>210,000</u>
FAIRFAX COUNTY			
Bus 3rd Party Contract Audits	400,000	-	400,000
West Ox Phase II Expansion Construction	1,000,000	-	1,000,000
Bus Engineering & Design of West Ox Maintenance Facility	2,500,000	-	2,500,000
Bus Rehab/Renovation of Herndon Maintenance Facility	6,000,000	-	6,000,000
Construction of Rail Related Facilities - Lorton VRE Park & Ride	1,500,000	-	1,500,000
Engineering & Design of Rail Related Facilities - Herndon Garage	2,300,000	-	2,300,000
Engineering & Design of Rail Related Facilities - Innovation Center Garage	2,300,000	-	2,300,000
Columbia Street Car Project Design	880,000	-	880,000
Reston Towne Center Renovations	140,000	-	140,000
Annandale Transit Center	200,000	-	200,000
GMU Transit Center	200,000	-	200,000
Richmond Highway Transit Center	500,000	-	500,000
Springfield CBC Parking Garage	2,500,000	-	2,500,000
Stringfellow Road Parking Lot Expansion	4,600,000	-	4,600,000
Purchase ADP Software	2,500,000	-	2,500,000
Purchase 40-ft Expansion Buses (22)	11,000,000	-	11,000,000
Bus Stop/Shelter Safety Improvement Program	1,750,000	-	1,750,000
Purchase 35-ft Replacement Buses (17)	8,500,000	-	8,500,000
Major Component Replacement	450,000	-	450,000
Purchase Support Vehicles (3)	54,000	-	54,000
Total at Cost	<u>49,274,000</u>	-	<u>49,274,000</u>
ARLINGTON			
Bus Construction Maint Facility - ART House	8,487,000	-	8,487,000
Transit ITS and Security Program	238,000	-	238,000
Mobile Commuter Store Build out	300,000	-	300,000
Pentagon City Tunnel Renovation	200,000	-	200,000
Preliminary Engineering - Columbia Pike Streetcar	2,500,000	-	2,500,000
NEPA/Planning - Crystal City Streetcar	291,000	-	291,000
Preliminary Engineering - Crystal City Streetcar	1,540,000	-	1,540,000
Courthouse Metro Station Second Elevator	1,583,000	-	1,583,000
Crystal City Metro Station East Entrance	50,000	-	50,000
Program Management - Crystal City Streetcar	2,170,000	-	2,170,000
STAR Call Center Relocation	132,000	-	132,000
Program Management - Columbia Pike Streetcar	720,000	-	720,000
Bus Stop and Shelters Program	622,000	-	622,000
Purchase Shop Equipment	228,000	-	228,000
Total at Cost	<u>19,061,000</u>	-	<u>19,061,000</u>
CITY OF FALLS CHURCH			
New and Replacement Bus Shelters (20)	705,000	-	705,000
Total at Cost	<u>705,000</u>	-	<u>705,000</u>
GRAND TOTAL	<u>79,225,000</u>	-	<u>79,225,000</u>

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

SCHEDULE B

	<u>Alexandria</u>	<u>Arlington</u>	<u>Fairfax City</u>	<u>Fairfax County</u>	<u>Falls Church</u>	<u>Total</u>
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
WMATA Debt Service (b)	-	-	-	-	-	-
Metro Matters Program (c)	-	-	-	-	52,939	52,939
Jurisdiction Debt Service - MM Opt Out (d)	1,030,004	1,604,906	-	7,273,922	-	9,908,832
Project Development (e)	133,000	261,000	6,000	417,000	8,000	825,000
Reimbursable Projects (f)	-	-	-	-	-	-
Subtotal	10,428,421	19,073,110	515,088	37,930,797	671,844	68,619,260
Metro 2025 (g)						50,000,000
Total	10,428,421	19,073,110	515,088	37,930,797	671,844	118,619,260

(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 from 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. WMATA and its funding partners are reviewing the program and exploring potential funding sources. Accordingly, the application for state assistance through DRPT for this line may be adjusted in the future.

NVTC
APPLICATION FOR OPERATING FORMULA ASSISTANCE
FY 2015

SCHEDULE C

	WMATA					Total
	<u>Alexandria</u>	<u>City of Fairfax</u>	<u>Fairfax County</u>	<u>Arlington County</u>	<u>City of Falls Church</u>	
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	<u>8,506,460</u>	<u>599,881</u>	<u>30,774,946</u>	<u>17,296,282</u>	<u>498,925</u>	<u>57,676,494</u>
	<u><u>70,086,557</u></u>	<u><u>4,396,990</u></u>	<u><u>248,350,736</u></u>	<u><u>131,109,546</u></u>	<u><u>4,657,995</u></u>	<u><u>458,601,824</u></u>
FY 2014 Application						
FY 2012 Actual Operating Expenses	57,249,399	4,045,691	195,590,222	104,967,134	4,018,848	365,871,294
Additional Expenses for New Start Funding	<u>4,002,353</u>	<u>325,507</u>	<u>13,570,003</u>	<u>7,981,275</u>	<u>233,048</u>	<u>26,112,186</u>
	<u><u>61,251,752</u></u>	<u><u>4,371,198</u></u>	<u><u>209,160,225</u></u>	<u><u>112,948,409</u></u>	<u><u>4,251,896</u></u>	<u><u>391,983,480</u></u>

NVTC

SCHEDULE D

APPLICATION FOR OPERATING FORMULA ASSISTANCE
FY 2015

	LOCAL SYSTEMS				Total
	Alexandria	City of Fairfax	Fairfax County	Arlington County	
FY 2015 Application					
FY 2013 Actual Operating Expenses	<u>15,043,986</u>	<u>2,830,197</u>	<u>71,766,932</u>	<u>10,752,021</u>	<u>100,393,136</u>
FY 2014 Application					
FY 2012 Actual Operating Expenses	<u>14,746,156</u>	<u>2,951,921</u>	<u>66,611,080</u>	<u>10,195,023</u>	<u>94,504,180</u>

The Washington Post

We can't count on the Feds alone to fund Metro

By Shyam Kannan, Published: March 2

Counting on the Feds alone to fund Metro ignores a long tradition of local jurisdiction funding support — and a ticking clock.

As the region grapples with mounting infrastructure needs, leaders of the District, Maryland and Virginia are experiencing a bit of sticker shock. That's because this region has been enjoying the benefits of massive infrastructure capacity increases in transportation, water/sewer and power that were built in the 1970s and designed to keep up with growth for half a century.

Those 50 years have almost run out, as has our ability to grow into the capacity built by the previous generation of leaders. And if this region is going to continue its growth trajectory into the middle of this century, we're going to need to invest in the supporting infrastructure capacities — including funding transit capacity increases.

Some have argued that funding Metro improvements is primarily the responsibility of the federal government, or at least that the federal government should lead this effort. That line of argument does not sync with neither the past, present nor future. In reality, local jurisdictions have always played a significant role in funding Metro. Let's lay out the facts about the role of local jurisdictions in funding Metro.

Fact: From 1969 to 1999, of the approximately \$10 billion spent to construct the original 103-mile system, about \$3.8 billion came from local jurisdictions, who always played a large role in the infrastructure investment:

1969 to 1980: 33.4 percent local funds.

1980 to 1990: 20 percent local fund.

1990 to 1999: 37.5 percent local funds.

Fact: System enhancements, such as the Largo extension and NoMA station, were largely paid for with local money. The Largo extension was paid for with 40 percent local money, and the NoMA station was funded with a combination of public and private local monies that comprised more than 75 percent of the capital cost.

Fact: As Metro's Capital Improvement Program transitioned from a system expansion focus to more infrastructure renewal, the reliance on federal funding declined.

Fact: While the 2008 Passenger Rail and Infrastructure Investment Act authorizes \$1.5 billion over 10 years to support Metro's capital plan, Congress was clear in mandating that this

funding is contingent upon matching contributions from the region's governments. In other words, without local jurisdiction funding commitments, monies from the federal government would not materialize.

Fact: Among the 25 largest transit operators in the nation, Metro is one of two that does not have a dedicated regional funding source. This despite being the second busiest subway and sixth busiest bus operator in the nation.

Those that monitor the federal government know well that funding sources for major capital projects are in decline, and there are no guarantees to the legislative process.

By the end of 2014, the mass transit account of the highway trust fund is projected to have about \$400 million in the bank — money that ostensibly will be spent nationally. Truth is \$400 million doesn't buy a whole lot of transit. Consider, for example, that the entire balance of the mass transit account at the end of this year would get Metro about 147 new railcars — that's about two-thirds of what Metro needs to run all eight-car trains. And that wouldn't even touch traction power, storage or maintenance facilities (the railcars have to be powered, stored and maintained, of course).

And construction happens on a schedule and has never been able to wait for politics — in the case of Metro 2025, if Metro cannot execute the last option on its contract for 7000-series cars by August of 2015, the option expires and the region's hopes for eight-car trains and much-needed capacity gets kicked at least five years farther down the road.

Metro knows that the region needs these investments now. That's why Metro's proposed capital budget for fiscal year 2015 includes an additional \$150 million, providing the first real down payment on the \$6.5 billion Metro 2025 plan to fund some of the primary, critical nuts and bolts that are essential to improving capacity. And Metro is not hiding the ball — the cost goes up from there.

This additional \$150 million in funding is projected to be funded by the District of Columbia, Maryland and Virginia, and securing these funds will require regional consensus. Metro will continue to work with regional leaders to advocate for federal support, but waiting for that support to materialize before beginning the much-needed investments in transit capacity is a dice roll at best. Instead, to deliver on the Metro 2025 plan, the region must come to terms with the current transit funding landscape, seek federal support for core capacity improvements and recognize that a significant portion of momentum must be funded regionally.

Who do you think should pay for Metro 2025?

Shyam Kannan is managing director of Metro's office of planning. This commentary was adapted from [his post on PlanItMetro](#), Metro's planning blog.

NVTC's 2014 Work Program

1. DEVELOP AND IMPLEMENT NVTC POLICY AND LEGISLATIVE AGENDA

ACTION 2 (additional language):

Produce NVTC by the Numbers tailored to the legislative agenda. Coordinate visits with the Northern Virginia Delegation and support General Assembly recognition of NVTC's 50th anniversary. Obtain reduced rate for on-line legislative monitoring services and share access with member jurisdictions. Develop NVTC/transit focused bill monitoring and establish a legislative and agency liaison that will coordinate with jurisdictional legislative liaisons year round. Serve as a technical resource to General Assembly members, Commissioners, and local staff on transit issues before the Legislature.

ACTION 3 (new item):

Implement outreach plans with Northern Virginia's General Assembly Delegation as well as General Assembly Leadership. Update district-specific legislative maps showing transit service including express lanes providing transit access and performance for all members of the Northern Virginia Delegation.

ACTION 5 (new item):

In coordination with local jurisdictions and the NVTA, monitor the Commonwealth Transportation Board (CTB) and provide technical and policy input including testimony at semi-annual hearings on matters relating to transit especially as related to development of prioritization of funding transit projects and maximizing the use of existing transportation facilities.

2. SEEK AND ADVOCATE FUNDING (continues as a priority)

3. TRANSIT SERVICE

ACTION 2 (additional language):

...including those now part of the Commonwealth's operating assistance formula.

4. MANAGE GRANTS, CONTRACTS AND TRUST FUNDS

ACTION 9 (new item):

Coordinate with NVTA to develop a strategy for the regional transportation plan update.

5. PROVIDE OVERSIGHT FOR WMATA AND VRE

ACTION 8 (new item):

With PRTC, oversee a management audit of the VRE including the selection of a consultant, the development and implementation of the audit plan, and the evaluation of any recommendations arising from the audit.

ACTION 9 (new language):

Provide staff support to VRE, which includes applying for state operating and capital grants on behalf of VRE, attending VRE meetings, serving as VRE Board Secretary...

6. COORDINATE REGIONAL EFFORTS

ACTION 7 (new item):

Manage Phase II of the Rt. 7 Alternatives Analysis Study.

ACTION 8 (new item):

Coordinate the regional transit systems team for the regional component of the WMATA Next Electronic Payment Program (NEPP) including coordinating the procurement of a common technical assistance resource, monitoring of the pilot of NEPP, and subsequent acquisition and implementation of the NEPP for NVTC systems including VRE and for PRTC.

7. OUTREACH AND CUSTOMER SERVICE

ACTION 1 (new item):

Develop a communications kit including NVTC by the Numbers, NVTC Year in Review at a glance, legislative and policy fact sheets, "Vital Stats" on transit service, and the impact of NVTC transit network on regional and Commonwealth's economy.

ACTION 4 (new item):

Complete redesign and relaunch of the NVTC website, utilizing off the shelf content management system (CMS). Improve access to transit resources including travel information, transit data and best practices, and transportation news and events. Related activities shall include:

- a. Revise and web-publish the NVTC Handbook;*
- b. Maintain a transit system performance database and link to other regional transit databases; and*
- c. Disseminate data visualization and mapping tools.*

ACTION 8 (new item):

Implement NVTC's federal Title VI program. Serve as a resource to jurisdictions as they develop and implement local Title VI plans.

8. STRENGTHEN NVTC AS AN ORGANIZATION (continues as a priority)

NEW GOAL:

9. DESIGN AND BUILD THE FUTURE

Goal: Develop strategies emphasizing regional planning and the **economic case for transit** investment in Northern Virginia and across the Commonwealth to expand:

- **Regional Connectivity**
- **Core Capacity** of Metro
- **Regional Commuter Rail**

Actions:

1. Develop strategic objectives based on defining and refining the three targets.
2. In coordination with NVTC jurisdictions, evaluating and recommending regional connectivity improvements through a comprehensive review of existing planning activities and regional corridor studies and plans, including VRE System Plan, with a primary focus on high capacity transit, transitways, and connecting corridors inside the region.
3. Complete analysis of “ROI” of transit to regional/state economies and host summit in conjunction with the celebration of NVTC’s 50th anniversary.
4. Scope an analysis of the benefits of bike and pedestrian infrastructure with an emphasis on connectivity and access to transit (* independent funding source for this study).
5. Create a Regional and State Public Private Sector Network in support of Transit Investment.
6. Align financial and technical resources including:
 - NVTC budget & transit planning
 - Jurisdictional staff team
 - Leverage planning & investments
7. Expand partnerships in support of Goal 9 with:
 - Legislature
 - VDOT & DRPT
 - Business sector
 - Academic and other research organizations

BILL TRACKING UPDATES

As of 3/6/14

BLUE ITEM #6

Bills	Link to PDF of Full Version	Committee	Last action	Date
HB 2 - Stolle - Commonwealth Transportation Board; allocations within highway construction districts.	http://lis.virginia.gov/cgi-bin/legp504.exe?141+ful+HB2H1+pdf	(H) Committee on Transportation (S) Committee on Transportation	(H) VOTE: ADOPTION (98-Y 0-N 1-A)	3/4/14
HB 3 - Cline - Transportation funding; all provisions of 2013 Session omnibus bill to expire on July 1, 2014.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB3	(H) Committee on Finance	(H) Left in Finance	2/12/14
HB 4 - Surovell - Hybrid electric motor vehicles; repeals annual license tax, refunds.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB4	(H) Committee on Finance	(H) Left in Finance	2/12/14
HB 40 - Marshall, R.G. - Motor fuels tax rates; repeals provision that will increase tax, etc.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB40	(H) Committee on Finance	(H) Left in Finance	2/12/14
HB 41 - Marshall, R.G. - Northern Virginia Transportation Authority; selection of projects.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB41	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 47 - Kory - Hybrid electric motor vehicles; repeals annual license tax, refunds.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB47	(H) Committee on Finance	(H) Left in Finance	2/12/14
HB 65 - Marshall, D.W. - Motor vehicle sales and use tax; definition of sale price.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB65	(H) Committee on Finance	(H) Left in Finance	2/12/14
HB 67 - Ramadan - Commonwealth Transportation Board; increases total membership.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB67	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 68 - Marshall, D.W. - Transportation funding; date change on certain scheduled increases in sales and use tax revenue.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB68	(H) Committee on Finance	(H) Left in Finance	2/12/14
HB 70 - Marshall, D.W. - Transportation Accountability, Joint Commission on; power and duties.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB70	(H) Committee on Rules	(H) Tabled in Rules	1/31/14
HB 72 - Pogge - Hybrid electric motor vehicles; eliminates annual license tax.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB72	(H) Committee on Finance	(H) Left in Finance	2/12/14
HB 84 - Marshall, R.G. - Northern Virginia Transportation Authority; change in membership.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB84	(H) Committee on Transportation	(H) Left in Transportation	2/12/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Link to PDF of Full Version	Committee	Last action	Date
HB 87 - Cole - Transportation; Commonwealth priority of projects and funding.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB87	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 99 - Lingamfelter - Tax information; changes unlawful dissemination or publication to Class 1 misdemeanor.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB99	(H) Committee on Finance (S) Committee on Finance	(S) Signed by President	2/26/14
HB 116 - Morrissey - Traffic light photo-monitoring; amends provisions related to implementation of systems.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB116	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 121 - Toscano - Tax information; disclosure by Department of Taxation.	http://lis.virginia.gov/cgi-bin/legp604.exe?141+ful+HB121+pdf	(H) Committee on Finance (S) Committee on Finance	(S) Signed by President	2/26/14
HB 145 - Hugo - Commonwealth Transportation Board; removal of members by Governor.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB145	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 146 - Hugo - Commonwealth Transportation Board; increases membership.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB146	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 169 - Weibert - Commonwealth Transportation Board; increases membership, terms of members.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB169	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 193 - Minchew - Virginia Freedom of Information Act; participation in meetings, in emergency or personal matters.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB193	(H) Committee on General Laws (S) Committee on General Laws and Technology	(S) Senate requested conference committee	3/4/14
HB 237 - Ramadan - Telework Grant Program; Program to be administered by Department of Rail and Public Transportation.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB237	(H) Committee on Appropriations	(H) Left in Appropriations	2/12/14
HB 255 - Lingamfelter - Photo-monitoring; systems to enforce traffic light signals.	http://lis.virginia.gov/cgi-bin/legp604.exe?141+ful+HB255+pdf	(H) Committee on Transportation (S) Committee on Transportation	(S) Signed by President	2/23/14
HB 277 - Krupicka - Pedestrians; crossing highways.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB277	(H) Committee on Transportation	(H) Left in Transportation	2/12/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Link to PDF of Full Version	Committee	Last action	Date
HB 281 - Albo - Northern Virginia Transportation Authority; contracts.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB281	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 311 - LeMunyon - Highways, bridges, ferries, rail transportation, etc.; recodifying and revising laws.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB311	(H) Committee on Transportation (S) Committee on Transportation	(S) Passed Senate (40-Y 0-N)	3/3/14
HB 339 - Anderson - FOIA; exempts certain proprietary records of Department of Rail and Public Transportation.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB339	(H) Committee on General Laws (S) Committee on General Laws and Technology	(S) Passed by indefinitely in General Laws and Technology (15-Y 0-N)	2/24/14
HB 345 - Taylor - Motor fuels tax; alternative fuels.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB345	(H) Committee on Finance	(H) Left in Finance	2/12/14
HB 346 - James - Public-Private Transportation Act of 1995; additional requirements for certain agreements.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB346	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 349 - James - Public-Private Transportation Act of 1995, etc.; comprehensive agreements.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB349	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 379 - Surovell - Commonwealth Transportation Board; changes composition of membership.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB379	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 396 - O'Bannon - Rail and Public Transportation, Department of; funding.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB396	(H) Committee on Transportation (S) Committee on Transportation	(G) Approved by Governor Chapter 66 (effective 7/1/14)	3/3/14
HB 425 - LeMunyon - Northern Virginia Transportation Authority; increases membership.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB425	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 426 - LeMunyon - Interstate 66; CTB to include in next update certain improvements inside Capital Beltway	http://lis.virginia.gov/cgi-bin/legp604.exe?141+ful+HB426H1+pdf	(H) Committee on Transportation	(H) Tabled in Transportation by voice vote	2/4/14
HB 513 - Morris - Local government appointees; appointee shall serve at pleasure of local government & may be removed.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB513	(H) Committee on Counties, Cities and Towns	(H) Left in Counties, Cities and Towns	2/12/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Link to PDF of Full Version	Committee	Last action	Date
HB 635 - LaRock - Northern Virginia Transportation Authority; use of revenues.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB635	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 647 - LaRock - Metropolitan Washington Airports Authority.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB647	(H) Committee on Appropriations	(H) Left in Appropriations	2/12/14
HB 653 - LaRock - Northern Virginia Transportation Authority; allocations.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB653	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 658 - LaRock - Northern Virginia highway construction district; CTB allocations.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB658	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 761 - Rust - Fare enforcement inspectors; appointed to enforce payment of fares for use of mass transit facility.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB761	(H) Committee for Courts of Justice (S)Committee on Transportation	(S) Signed by President	2/28/14
HB 784 - Cole - Virginia Geographic Information Network Advisory Board, etc.; membership and terms.	http://lis.virginia.gov/cgi-bin/legp604.exe?141+ful+HB784+pdf	(H) Committee on General Laws (S)Committee on General Laws and Technology	(S) Signed by President	2/28/14
HB 793 - LeMunyon - Transportation planning; VDOT to recommend specific improvements for Planning District 8.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB793	(H) Committee on Transportation (S)Committee on Local Government	(S) Signed by President	2/27/14
HB 824 - Minchew - Northern Virginia Transportation Authority; bonding authority not effective until July 1, 2018.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB824	(H) Committee on Transportation	(H): Left in Transportation	2/12/14
HB 904 - Hugo - Transportation projects; notice by VDOT.	http://lis.virginia.gov/cgi-bin/legp604.exe?141+ful+HB904H1+pdf	(H) Committee on Transportation	(H) Bill text as passed House and Senate (HB904ER)	3/3/14
HB 957 - Filler-Corn - Transportation commission membership.	http://lis.virginia.gov/cgi-bin/legp604.exe?141+ful+HB957H1+pdf	(H) Committee on Transportation (S)Committee on Transportation	(S) Signed by President	2/28/14
HB 1090 - Villanueva - Smart Travel Program; incorporation of new technologies and innovations in transportation.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB1090	(H) Committee on Transportation (S)Committee on Transportation	(S) Passed Senate (40-Y 0-N)	3/3/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Link to PDF of Full Version	Committee	Last action	Date
HB 1100 - Yancey - CTB Six-Year Improvement Program; requirements.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+HB1100	(H) Committee on Transportation	(H) Left in Transportation	2/12/14
HB 1244 - Rust - Potomac River; VDOT to consider results of a demand study concerning crossings	http://lis.virginia.gov/cgi-bin/legp604.exe?141+ful+HB1244+pdf	(H) Committee on Appropriations	(H) Left in Appropriations	2/12/14
HB 1253 - Jones - Hampton Roads Transportation Accountability Commission; created.		(H) Committee on Transportation (S) Committee on Transportation	(H) VOTE: REJECTED (3-Y 97-N)	3/4/14
SB 1 - Ebbin - Hybrid electric motor vehicles; repeals annual license tax, refunds.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB1	(S) Committee on Finance	(S) Incorporated by Finance (SB127-Newman) (15-Y 0-N)	1/15/14
SB 147 - Stuart - Transportation, Department of; notice and public comment on projects on its website.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB147	(S) Committee on Transportation	(S): Passed by indefinitely in Transportation with letter (14-Y 0-N)	1/22/14
SB 161 - Favola - FOIA; participation in meetings in event of emergency or personal matters.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB161	(H) Committee on General Laws (S) Committee on General Laws and Technology	(H) VOTE: BLOCK VOTE PASSAGE (100-Y 0-N)	3/4/14
SB 165 - Locke - Public-Private Transportation Act of 1995; additional requirements for certain agreements.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB165	(S) Committee on Transportation	(S) Stricken at request of Patron in Transportation (10-Y 0-N)	1/22/14
SB 221 - Petersen - Hybrid electric motor vehicles; eliminates annual license tax.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB221	(S) Committee on Finance	(S) Incorporated by Finance (SB127-Newman) (15-Y 0-N)	1/15/14
SB 225 - Petersen - Motor vehicle doors; drivers and passengers to wait for a reasonable opportunity to open.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB225E	(H) Committee on Transportation (S) Committee on Transportation	(H) Left in Transportation	3/4/14
SB 264 - Ebbin - Fare enforcement inspectors; appointed to enforce fares for use of mass transit facilities.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB264S1	(H) Committee on Courts of Justice (S) Committee for Courts of Justice	(S) Signed by President	3/3/14

BILL TRACKING UPDATES

As of 3/6/14

Bills	Link to PDF of Full Version	Committee	Last action	Date
SB 298 - Watkins - Rail and Public Transportation, Department of; funding.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB298	(H) Committee on Appropriations (S) Committee on Transportation	(S) Bill text as passed Senate and House (SB298ER)	3/3/14
SB 387 - Reeves - FOIA; exempts certain proprietary records of Department of Rail and Public Transportation.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB387	(H) Committee on General Laws (S) Committee on General Laws and Technology	(H) Continued to 2015 in General Laws	2/27/14
SB 505 - Wagner - Natural gas; incentives for expanded use as transportation fuel, report.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB505	(S) Committee on Finance	(S) Continued to 2015 in Finance (17-Y 0-N)	2/4/14
SB 511 - Wagner - Commonwealth Transportation Board; composition.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SB511	(S) Committee on Transportation	(S) Passed by indefinitely in Transportation (7-Y 5-N 1-A)	1/15/14
SJ 69 - Watkins - Department of Rail and Public Transportation; Master Rail Plan; Report.	http://leg1.state.va.us/cgi-bin/legp504.exe?141+ful+SJ69	(H) Committee on Rules (S) Committee on Rules	(H) Reported from Rules (14-Y 0-N)	3/3/14

The Washington Post

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More bike legislation scuttled by Virginia lawmakers

By [Rachel Weiner](#), Published: March 5

Virginia is for lovers, but it's not always for bikes.

Thanks to a deadly combination of rural expanses and traffic-clogged suburbs, the state is behind many of its peers in making the roads safer for bicyclists. Political leaders from both parties pledged to catch up this year, in time for a 2015 international road race in Richmond. But while some gains have been made, advocates say a partisan fight appears to have derailed hopes for more.

In past years, House transportation subcommittee No. 2 is where bike legislation tended to run off the road. That was in large part because of former delegate John A. Cox, the onetime chairman of the panel and a longtime opponent of new road regulations for bikes. (He once [said](#) that a constituent had asked him to ban bikes completely on rural paths.)

Cox retired last year, and this session, a member of House Republican leadership, Del. Barbara J. Comstock (Fairfax), was behind a bill that would ban following a bike too closely. Virginia is one of the only states that do not protect cyclists under tailgating laws, Comstock said.

So advocates were flabbergasted when, having survived the rocky terrain of the lower chamber, the bill was passed over indefinitely in the Democratic-led Senate's Transportation Committee.

"I was shocked. All of us were shocked," said Mark Blacknell, president of the board of the Washington Area Bicycle Association. "This isn't a culture-war issue, this isn't about fiscal policy. This is really basic road safety."

Republicans and Democrats stood on both sides of the vote.

Sen. R. Creigh Deeds (D-Bath), who chairs the Transportation Committee and voted to pass over Comstock's bill, acknowledged that he may well have supported the same policy in the past three sessions. Nevertheless, he said, "you always have to reserve the right to be smarter than you were the day before." He was swayed, he added, not by politics but by concerns from state police that the measure would have been difficult to enforce.

"We think it's a red herring," Tom Bowden, the board chairman of Bike Virginia, said of the enforceability issue. "There's no reason a police officer can't make a decision about reasonableness and prudence, the same decision

they have to make with regards to a car following a car.”

The goal is not a wave of citations for tailgating, cyclists said, but a way to find wrongdoing when a car hits the back of a bicycle. Police are often reluctant to charge reckless driving, and without the new law, “it’s one less argument that a cyclist’s attorney could use,” said Bruce Wright of Fairfax Advocates for Better Bicycling.

A separate proposal from Sen. Bryce E. Reeves (R-Spotsylvania), to increase the minimum clearance between cars and bicycles from two to three feet, fared better. It passed the Senate in January and the House on Wednesday.

Comstock, who is running for the congressional seat being vacated by Rep. Frank R. Wolf (R), has opposed pro-bike legislation in the past. She said she’s been working with the biking community and they had addressed her concerns.

A third bill, which would fine drivers who don’t wait for traffic to pass before opening their doors, was quashed in the same House transportation subcommittee that had stalled so many bike bills before.

Both advocates and lawmakers say a mix of culture clash (in rural areas) and road rage (in suburbs and cities) is to blame for the legislature’s inaction on the issue.

“I think people don’t want to admit that they’re impatient drivers,” said Reeves, a recreational mountain biker. He said getting the state in line with the rest of the country would be a boon for tourism dollars, especially during the UCI Road World Championships next year.

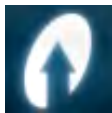
The Virginia Department of Transportation, Comstock said, has tried and failed to get the state a “Bicycle Friendly” rating from the League of American Bicyclists.

Sometimes minds change in other ways. When the third bill came up in the Senate, Sen. John A. Cosgrove Jr. (R-Chesapeake) said he’d normally vote against it. However, a friend had just been hit by a pickup truck with large mirrors, he said. “Because of that incident, I think this year I would support this bill.”



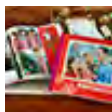
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Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

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February 26, 2014

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Richmond, Virginia 23219

The Honorable S. Chris Jones
House of Delegates
P.O. Box 406, Room 948
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The Honorable Emmett W. Hanger, Jr.
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Richmond, Virginia 23219

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

The Honorable Janet D. Howell
Senate of Virginia
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The Honorable M. Kirkland "Kirk" Cox
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The Honorable Thomas K. Norment, Jr.
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The Honorable John M. O'Bannon, III
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The Honorable Richard L. Saslaw
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The Honorable Thomas A. "Tag" Greason
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Richmond, Virginia 23218

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

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

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

Dear Members of the Committee of Conference on the Budget:

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

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

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

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

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

Sincerely,



Martin E. Nohe
Chairman

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



For more information on DOT Funding Highlights of Map-21: <http://tinyurl.com/kyqjzbt>

For more information of the full transportation budget: <http://tinyurl.com/m4f9hl4>

DEPARTMENT OF TRANSPORTATION

Funding Highlights:

- Provides a total of \$91 billion in discretionary and mandatory budgetary resources for the Department of Transportation.
- Includes \$302 billion for a four-year, surface transportation reauthorization proposal to support critical infrastructure projects and create jobs while improving America's roads, bridges, transit systems, and railways. This includes:
 - Proposing new performance measures to prioritize Federal transportation funding for "Fix it First" projects that emphasize maintaining existing infrastructure in a state of good repair;
 - Providing \$1.25 billion per year for the competitive TIGER Grant program, which helps States and localities support innovative projects that deliver exceptional transportation benefits;
 - Implementing a new four-year, \$10 billion freight program designed to eliminate existing freight transportation bottlenecks and improve the efficiency of moving goods in support of the President's National Export Initiative; and
 - Increasing funding for transit and passenger rail programs from \$12.3 billion to \$22.3 billion in 2015, expanding transit capital investment grants, significantly improving existing and new intercity passenger rail service, and strengthening the economic competitiveness of the Nation's freight rail system.
- Provides \$14 billion in discretionary resources to fund air, maritime, rail safety, and pipeline and hazardous material transportation activities, including:
 - \$836 million for the Next Generation Air Transportation System, a revolutionary modernization of the Nation's aviation system;
 - \$370 million to support a National Airspace System Sustainment Strategy to reduce the Federal Aviation Administration's multi-billion dollar maintenance backlog;
 - \$40 million for a multi-modal fund to support safe shipping of crude oil via rail and truck by ramping up inspection resources, research and development and testing, and response capability; and

- \$158 million for a more robust, rigorous, and data-driven pipeline safety program to ensure the highest level of safety for America's pipeline system.

Opportunity, Growth, and Security Initiative:

- Through the Opportunity, Growth, and Security Initiative, supports:
 - An additional \$186 million investment in the Next Generation Air Transportation System, which makes the total request roughly \$1 billion. This funding provides the Federal Aviation Administration flexibility to aggressively develop and deploy more time and fuel saving capabilities while also addressing serious maintenance backlogs.

Reforms:

- Modernizes the permitting process for infrastructure projects by expanding a Permitting Dashboard to track the timeliness and outcomes of project permits and reviews, and by assigning responsibility for implementing reforms to a new Interagency Infrastructure Permitting Improvement Center, to be housed at the Department of Transportation.
- Focuses airport grants to support smaller airports, while giving larger commercial service airports additional flexibility to raise their own resources.
- Provides \$4 billion for a new competitive surface transportation program that would incentivize States and localities to pursue ambitious performance improvements.

A well-functioning transportation system is critical to America's economic future. Americans rely on the transportation system to move people and goods safely, facilitate commerce, attract and retain businesses, and support jobs. The Budget provides a total of \$91 billion in discretionary and mandatory funding in 2015 for the Department of Transportation (DOT) to support infrastructure projects critical for long-term growth; improve America's roads, bridges, transit systems, railways, and aviation system; enhance safety; spur job creation; and improve the way Federal dollars are spent.

Invests in Infrastructure Critical for Job Creation and Long-Term Growth

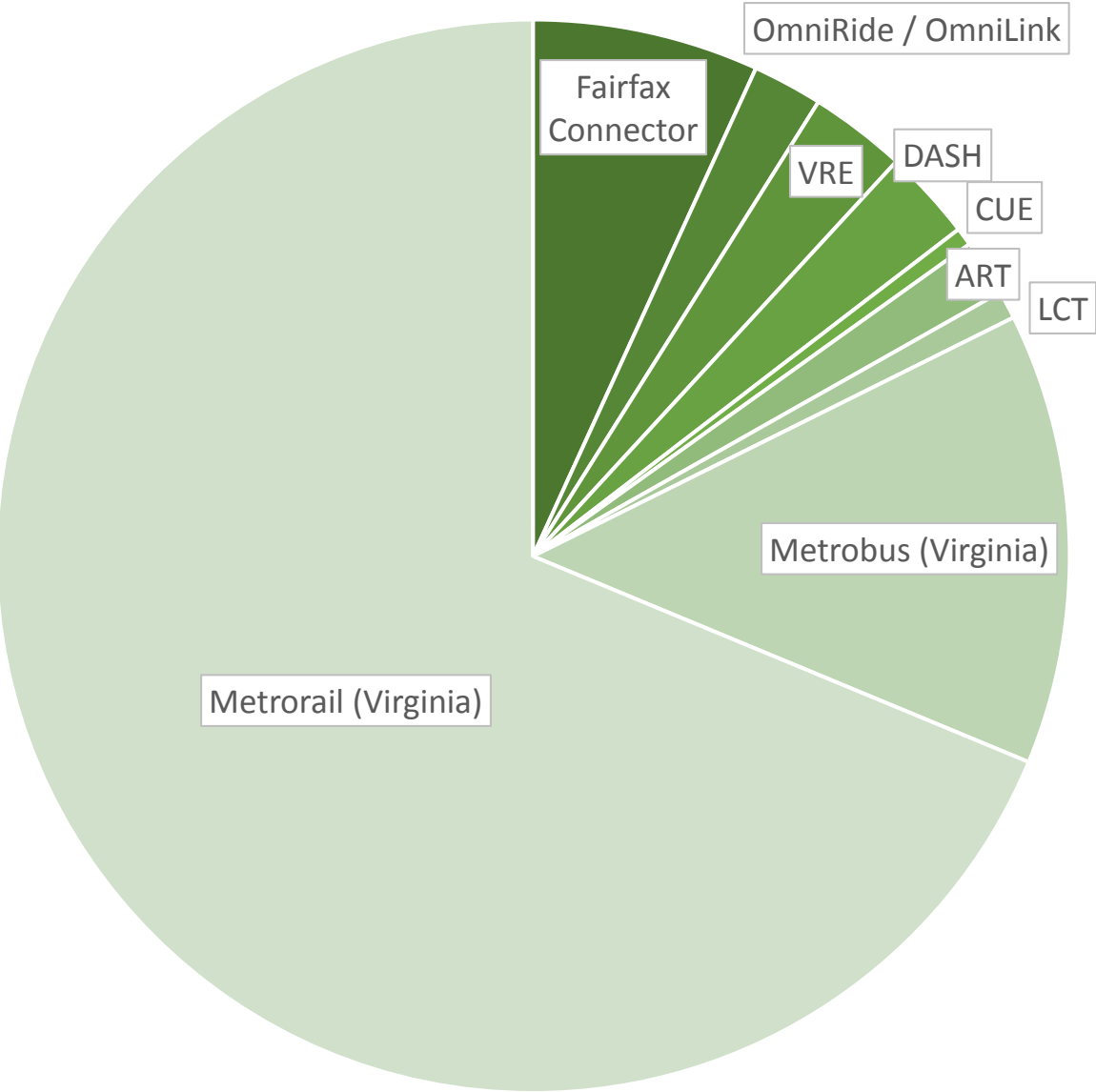
Improves the Nation's Infrastructure While Creating Jobs and Ladders of Opportunity. To spur economic growth and allow States to initiate sound multi-year investments, the Budget proposes a four-year, \$302 billion surface transportation reauthorization

package. This would support critical infrastructure projects and create jobs, while improving America's roads, bridges, transit systems, and railways. The reauthorization proposal will also include reforms to improve the review process and delivery of infrastructure projects; support American exports by improving movement within the Nation's freight networks; increase economic mobility by linking economically isolated communities to job opportunities; permanently authorize the TIGER grant program to help spur innovation by competitively awarding funding to projects around the Nation; improve regional coordination by Metropolitan Planning Organizations to stimulate economic development; and advance the Climate Action Plan by building more resilient infrastructure, reducing transportation emissions by shifting travel growth from roads to transit, and encouraging sounder transportation planning. The Administration is committed to supporting the ongoing bipartisan dialogue on surface transportation by providing a legislative proposal that reflects this critical blueprint.

NVTC ANNUAL TRANSIT PERFORMANCE UPDATE

FY2013

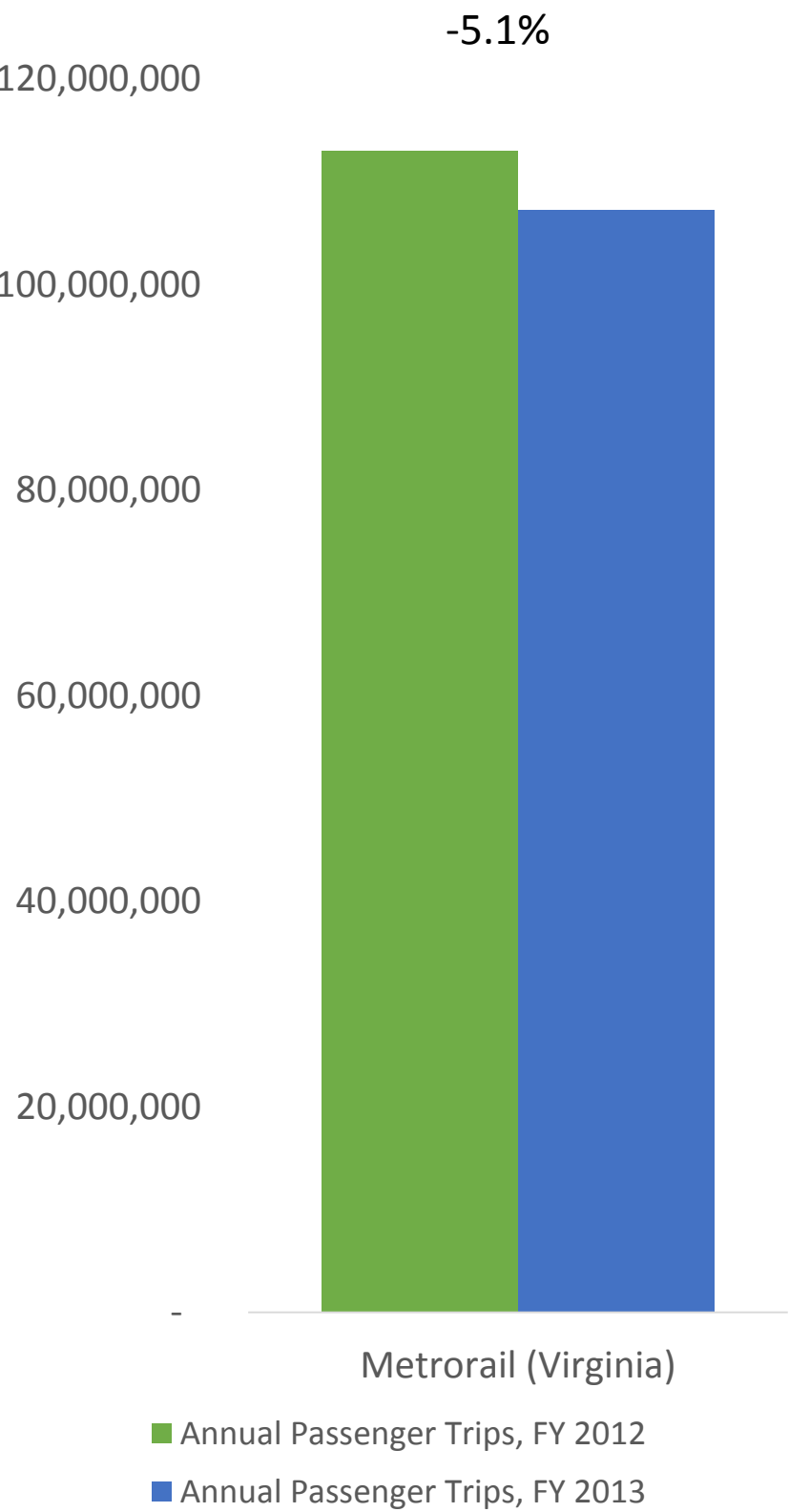
Northern Virginia Transit Agency Unlinked Passenger Trips (UPT) FY2013



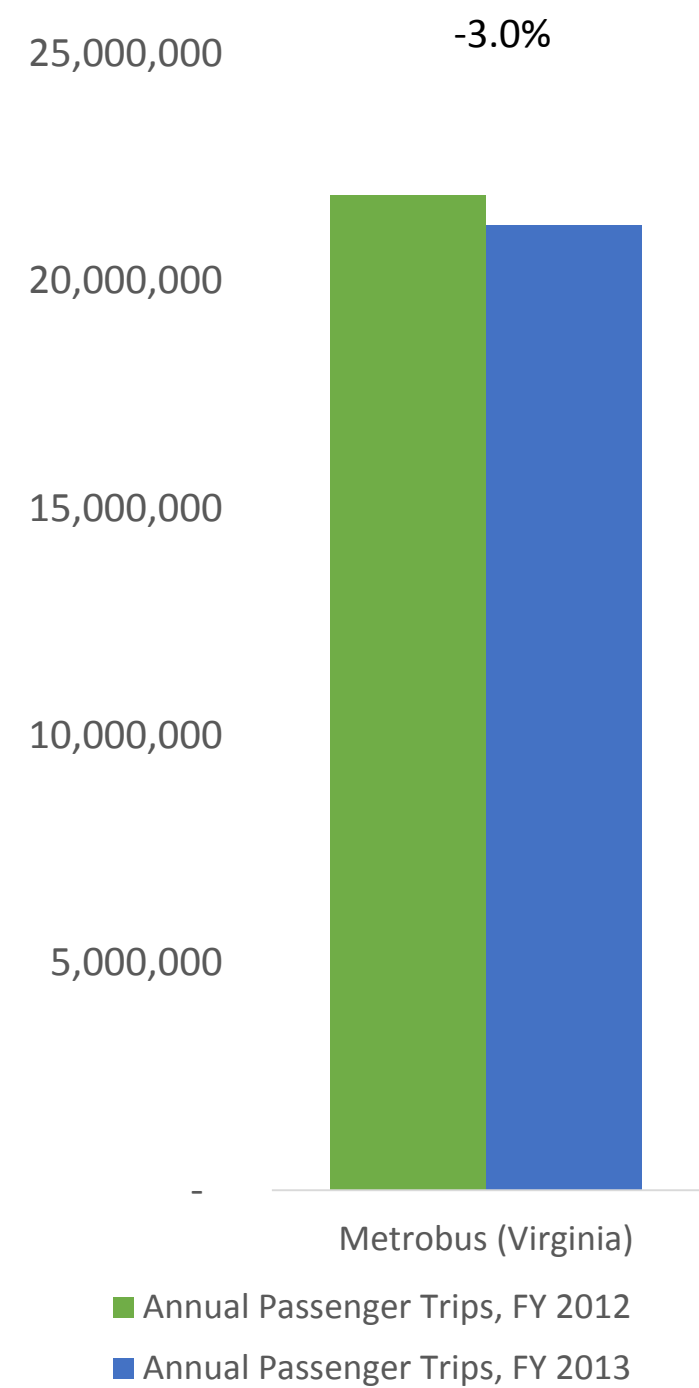
FY2013 Total Annual Unlinked Trips

Transit Provider	FY2013 Trips	Percent of Northern Virginia Total Trips
Metrorail (Virginia)	107,323,104	68.7%
Metrobus (Virginia)	21,238,430	13.6%
Fairfax Connector	10,650,401	6.8%
Virginia Railway Express (VRE)	4,550,062	2.9%
Alexandria DASH	4,265,417	2.7%
PRTC OmniRide / OmniLink	3,287,153	2.1%
City of Fairfax CUE	850,809	0.5%
Arlington Transit (ART)	2,644,933	1.7%
Loudoun County Transit (LCT)	1,325,176	0.8%
Total Northern Virginia	156,135,485	100.0%

Metrorail Ridership FY2012 to FY2013

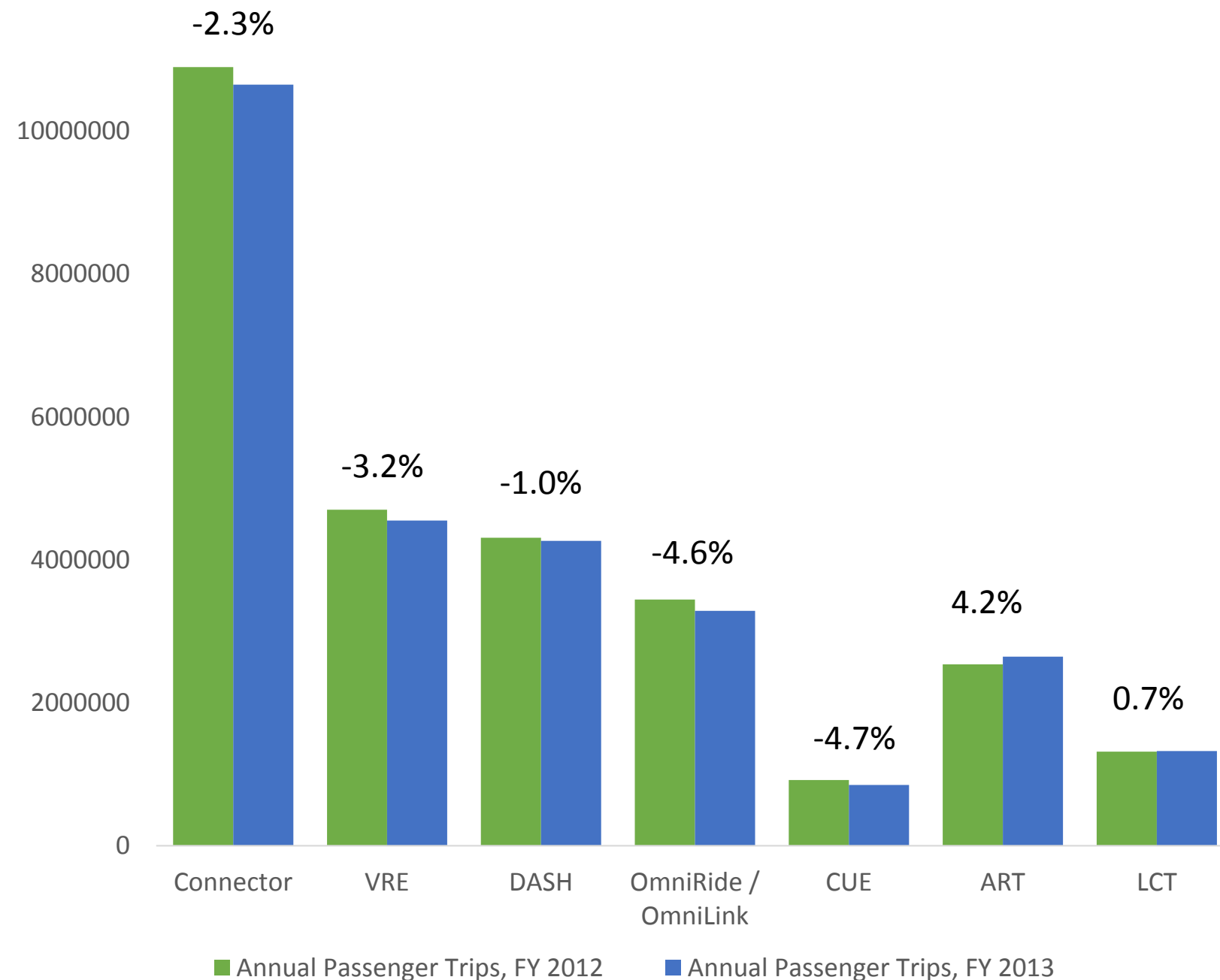


Metrobus Ridership FY2012 to FY2013

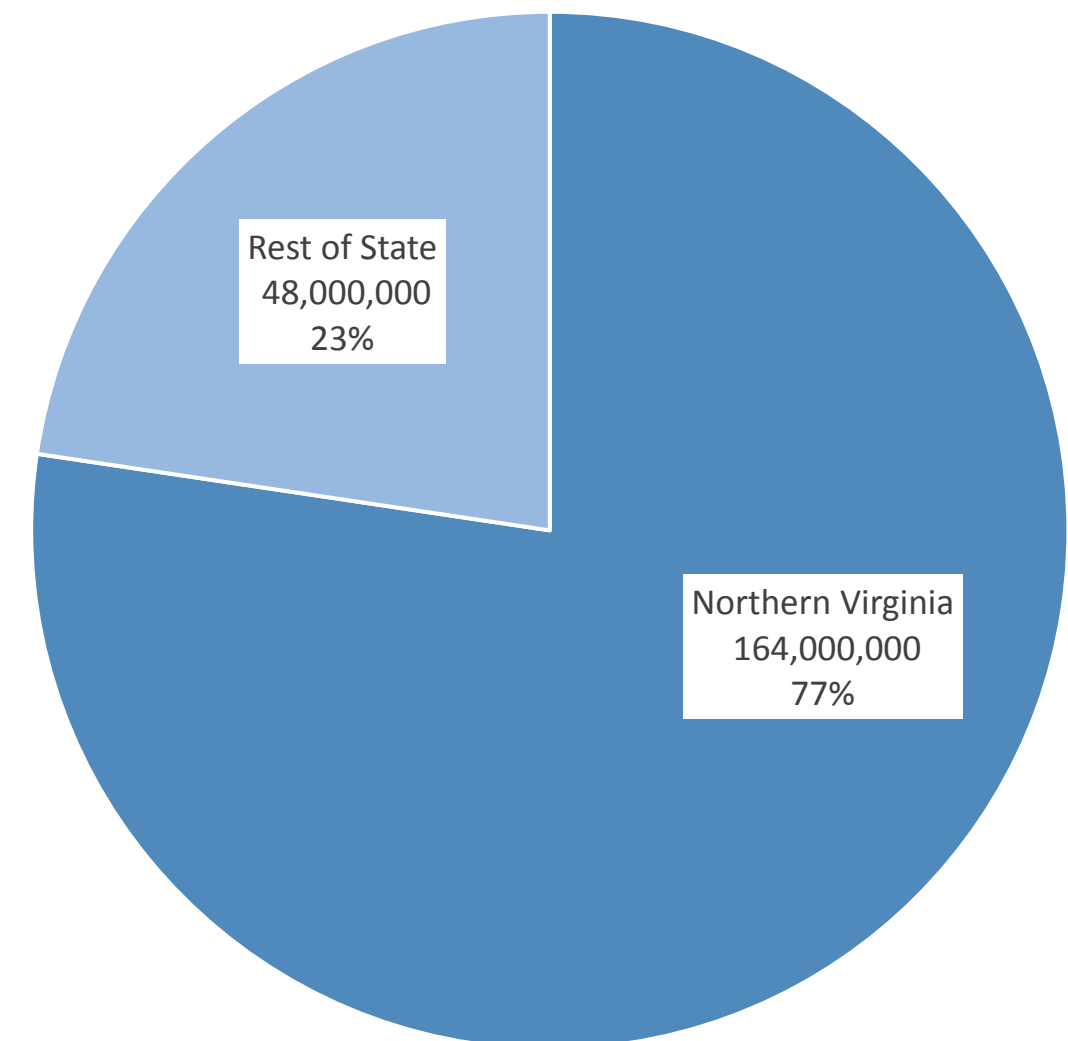


Metrobus (Virginia)				
	FY2012	FY2013	Percent Change	
Average Weekday	75,136	73,032	-2.9%	
Average Saturday	30,369	33,789	10.1%	
Average Sunday	19,798	19,940	0.7%	

Northern Virginia Transit Agency Unlinked Passenger Trip (UPT) FY2012 to FY2013



Total Unlinked Passenger Trips (UPT) Commonwealth of Virginia FY2012



CELEBRATE! NVTC IS IS TURNING 50!

1. GA Resolution Honoring Contributions (Presentation at April mtg.)
2. Transit Tours
3. Open House before Sept. Commission Mtg.
4. VTA Breakout and Roundtable in Conjunction with Academics/Think Tanks/HRT June
5. Forum: Economic Benefits of Transit October