



## MONTHLY COMMISSION MATERIALS

May 2015

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Northern Virginia Transportation Commission

**NVTC COMMISSION MEETING  
FRIDAY, MAY 8, 2015  
GREENSBORO STATION CONFERENCE CENTER  
1710 SAIC Drive  
McLean, VA 22102**

**12:00 P.M.  
(Immediately following NVTC's Transit Means Business Forum)**

**Lunch will be available**

**AGENDA**

1. ACTION ITEM: Approve the Minutes of the April 9, 2015 Meeting
2. ACTION ITEM: Approve the **CONSENT AGENDA** (subject to approval by Chairman)
  - A. Proposed NVTC Budget Process
  - B. TIGER Grant Letter of Endorsement
3. WMATA: Report of the Virginia Members of the Board of Directors
  - A. Budget
  - B. Capital Funding Agreement (CFA)
  - C. Safety and Related Issues
  - D. Financials (Dashboard)
  - E. Financial Management Oversight (FMO)
  - F. Silver Line Phase II Delayed 13 Months
  - G. Key WMATA Milestones/Dates
4. Executive Director Report
5. INFORMATION ITEM: Washington, D.C. to Richmond High-Speed Rail Project

6. INFORMATION ITEM: Commonwealth and Regional Agency Reports
  - A. Department of Rail and Public Transportation (DRPT)
  - B. Virginia Railway Express (VRE)
  - C. Northern Virginia Transportation Authority (NVTA)
7. INFORMATION ITEM: FY2016-FY2021 Draft Six-Year Improvement Program (SYIP)
8. INFORMATION ITEM: FY2014 NVTC Annual Transit Performance Update
9. INFORMATION ITEM: NVTC FY2015 3<sup>rd</sup> Quarter Ridership Report
10. INFORMATION ITEM: NVTC Annual Agenda
11. INFORMATION ITEM: Financial Items for March 2015





AGENDA ITEM #1

MINUTES  
NVT COMMISSION MEETING – APRIL 9, 2015  
FIRST FLOOR CONFERENCE ROOM – NAVY LEAGUE BUILDING  
ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Snyder at 8:05 P.M.

**Members Present**

Richard Black  
Sharon Bulova  
John Cook  
Jim Corcoran  
Jay Fisette  
Jeff McKay  
John Foust  
Mary Hynes  
David LaRock  
James LeMunyon  
J. Randall Minchew  
Ken Reid  
Thomas D. Rust  
David F. Snyder  
J. Walter Tejada  
Jennifer Wexton

**Members Absent**

William Euille  
Jeff Greenfield  
Catherine Hudgins  
Paul Smedberg

**Staff Present**

Doug Allen (VRE)  
Karen Finucan Clarkson  
Kelley Coyner  
Rhonda Gilchrest  
Scott Kalkwarf  
David Koch  
Kate Mattice  
Aimee Perron Siebert (Hillbridge Group)  
Joe Swartz (VRE)  
Melissa Walker

### Oath of Office

Chairman Snyder announced that Speaker of the House Howell appointed Delegate David LaRock to serve on NVTC. Chairman Snyder administered the oath of office to Delegate LaRock and Commissioners welcomed him to NVTC.

### Report of the WMATA Board Chairman

Mrs. Hynes introduced Mort Downey, WMATA's Board Chairman, who has a long history in transit. He is a federal appointee to the WMATA Board and became the Chair in January 2015.

Mr. Downey thanked the Commission for inviting him to brief them on WMATA issues. WMATA has some challenges ahead but is seeing significant progress in a number of areas. He announced that on Tuesday, April 14<sup>th</sup>, WMATA will put into service the first of the new 7000-series railcars on the Blue Line leaving from the Franconia-Springfield station. NVTC Commissioners should have received an invitation to the April 13<sup>th</sup> celebration and preview ride for the region's stakeholders. These new railcars will become the safest and most reliable in the fleet. Another 64 railcars will arrive by the end of the year with an additional 500 by 2018.

In regards to the Capital Funding Agreement (CFA), Mr. Downey explained that the recommendation is to keep the CFA for FY2016-FY2021 in place and not renew it now and take time during 2015 to revisit the capital program and its management and priorities and then adopt a CFA for FY 2017-2022. However, WMATA is still contemplating exercising the option to purchase an additional 220 railcars, using a contract vehicle that expires in July 2015. It would require additional funding commitments over a several year period.

In response to a question from Senator Black, Mr. Downey stated it is a good idea to include options in railcar procurement contracts to be able to lock in the original purchase price and not have to pay the current day price. By exercising the option, \$1 million in savings per railcar will be realized. The Secretaries of Transportation of Maryland, Virginia and the District of Columbia see the value in purchasing the railcars now. The issue is more about if the railcars should be used for expansion of service or for replacement of the existing fleet. WMATA has proposed keeping the fleet the existing size and replacing the 5000-series railcars rather than rebuilding them. However, there could be some federal requirements concerning the retirement of the 5000-series railcars.

Mr. Reid stated that it is his understanding that the 7000-series railcars can only run in eight-car configurations. Mr. Downey replied they can run as either four-car or eight-car configurations, although WMATA does not currently run four-car trains. Mr. Reid asked if there is traction power between Falls Church and the District and beyond to allow eight-car trains. Mr. Downey responded that there will need to be some power upgrades to the system to run eight-car trains. Mr. Downey explained that as part of the original order for 7000-series railcars, 128 cars were purchased to allow the fleet to accommodate the

additional service on the Silver Line. They were not purchased to be dedicated to that line.

Mr. Downey gave an overview of the WMATA FY2016 Budget and other related issues. He stated that a balanced operating budget, without a fare increase or service cuts, is expected to be presented to the WMATA Board of Directors for approval in May. The WMATA Board and local jurisdictions asked WMATA staff to come up with additional administrative cuts and innovative ways to balance the budget. Staff has identified nearly \$16 million in operating budget reductions. WMATA held an information session and public hearing on April 7<sup>th</sup> to receive feedback from riders on the proposed FY2016 Budget.

Mr. Downey stated FTA's Federal Management Oversight (FMO) review identified a number of financial issues that WMATA needed to address. WMATA is making progress and its financial picture is improving since last year when the FMO report was issued. WMATA has created a Corrective Action Plan (CAP) and 62 of 65 corrective actions have been submitted thus far with three remaining due June 30, 2015. He reviewed other areas of progress: WMATA has a favorable cash position and is operating within its FY2015 budget; Federal grant reimbursements have increased; WMATA has received three grant awards since January with a total federal value of \$584.9 million; and WMATA expects award of a \$148.5 million FY2014 PRIIA grant. In response to a question from Mr. Reid, Mr. Downey stated that there is no budget shortfall expected for next year.

Mr. Downey stated it was discovered that WMATA had not applied for federal grants for FY2013 and FY2014 funds. In response to a question from Mrs. Bulova, Mr. Downey explained that WMATA did not lose any federal funding. As of today, WMATA has received all federal grants for these years (\$733 million). However, WMATA is looking for ways to use funding from a TIGER grant before the funding expires at the end of FY2016.

Mr. Corcoran observed that Commissioners may not be aware of the financial management changes at WMATA. Mr. Downey stated that WMATA has a new Chief Financial Officer, Controller, Treasurer, Chief of Grants Management, and Chief of Procurement, as well as a newly established Division of Financial Management.

Mr. Reid asked how WMATA's bond rating downgrade will impact its ability to borrow for railcar purchases. Mr. Downey responded that the impact will be marginal and it is estimated that it could add \$200,000 a year in additional interest costs. He stated that WMATA's bond rating is still equivalent or better than any other transit agency that issues transit bonds.

Mr. Downey stated that he is aware that a number of NVTC Commissioners have asked about the status of WMATA's FY2014 audited financials. He assured the Commission that the WMATA Board also wants to receive this information. As soon as it is available, it will be widely distributed and will include a plan to address any identified deficiencies. Mr. Corcoran stated, as Vice-Chairman of the WMATA Audit Committee, he has seen significant improvements and the auditors are working hard. WMATA hired a new auditor this year. An outside forensic accounting firm was also hired to perform a thorough review of the FY2014 capital project charges to ensure accuracy and proper charging. Based

on the results of the forensic accounting work, WMATA made some corrections to ensure accurate, auditable financial records and then provided them to the auditors. Mr. Corcoran stated that the auditors are working towards an April 30<sup>th</sup> completion date since WMATA does not want to risk further decline in its bond rating. In response to a question from Delegate LeMunyon, Mr. Downey stated that for FY2014 WMATA may receive a qualified opinion from the auditors. There also may be questions raised about the FY2013 and FY2012 financials.

Mr. Downey reviewed safety issues and what has been done since the accident at L'Enfant Plaza on January 12, 2015. The National Transportation Safety Board's (NTSB) investigation is still underway and WMATA is cooperating completely. NTSB will hold a public hearing on June 23-24 to review the incident and make recommendations. By federal law, WMATA is not allowed to discuss the accident. WMATA has already identified and ordered 10 early-action safety actions to improve emergency response and the system's state of good repair and these actions were shared with the NTSB investigation team. He also reviewed a number of other external safety reviews underway, including a FTA Safety Management Inspection, an American Public Transportation Association (APTA) week-long Peer Review of the Rail Operations Control Center starting on April 21<sup>st</sup>, a Government Accountability Office audit of compliance with NTSB recommendations, and a Metropolitan Washington Council of Governments (MWCOG) Study on Radio Communications. WMATA also recently released a safety video designed to show riders what they should do in the event of an emergency involving smoke or fire. The video, produced in English and Spanish, will be aired on local television stations as Public Service Announcements. WMATA will also purchase some paid advertising.

Mrs. Bulova asked about the electric third track. Mr. Downey stated that the most important issue is public safety. If there is any doubt, the third track should be turned off. There are switches that allow first responders to turn off the third track power. He further reviewed safety protocols, recommendations and safety related issues. Ms. Bulova stated that she is pleased to hear that there will be coordinated emergency drills. Mr. Downey agreed that there has been excellent cooperation among the region in safety and emergency preparedness.

Chairman Snyder announced that on April 8<sup>th</sup> the Washington Metropolitan Council of Governments agreed to work to help establish a more robust safety regulatory agency under FTA. He stated that since localities play a key role in funding Metro, it is important for them and NVTC to have a voice in creating this agency.

Mr. Cook and Mr. McKay both spoke about the importance of not only taking corrective action following an accident, but also being proactive and taking preventative actions. Mr. Cook suggested a safety system audit to identify potential problems. Mr. Downey stated that in regards to safety, WMATA is far better off than it was five years ago, but not where it should be. He reviewed the improvements to WMATA's Safety Department, including 30 professional staff added (compared to five years ago when the department had only six non-professional staff); the department now reports directly to the CEO/General Manager; and the department provides monthly reports to the Safety and Security Committee on safety progress and corrective action proposals. Over the last five years, 770 actions plans have been implemented. As result of the January incident, WMATA is

looking at how to be preemptive and accelerate the schedule to replace old cable with smokeless cable.

Chairman Snyder asked how long it took for first responders on January 12<sup>th</sup> to understand the situation. Mr. Downey replied that he cannot comment on the accident before the NTSB hearing. Chairman Snyder emphasized the importance of communication protocols.

Mr. Reid stated that a recent Washington Post article reported that last year WMATA failed to spend \$207 million (or 21 percent) of its FY2014 capital budget for maintenance, program management and fuel. He observed that maintenance is linked to safety. Mr. Downey explained that it is important to look at what WMATA has accomplished and not just what has been spent. When the current six-year capital funding plan was adopted, WMATA shifted to a process of funding projects upfront and then spending down over a period of time on the full project. He stated the question is how much can be absorbed within the system in any given year. WMATA has spent less than anticipated because there is a physical limit to what can be accomplished on a daily basis. The funds are still available in next year's budget.

Mr. Downey then gave a brief update on the search for a new General Manager. He announced that Jack Requa is serving as the Acting General Manager. Mrs. Hynes stated that WMATA will continue to take comments through the end of the month on the criteria and skills people are looking for in a new General Manager. There is also an online survey. She encouraged the jurisdictions to publicize this to their constituents. Mr. McKay stated that it would be beneficial for WMATA to cast a wide net in the search for a new General Manager to include transit and non-transit professionals.

Mr. Reid said that instead of the WMATA Board spending more time in outreach efforts to the public about criteria of a new General Manager, he hopes the Board will spend more time looking at the budget and capital funding. There are internal issues WMATA needs to focus on, including union issues, work rules and FTA issues.

Mr. Downey noted that for the first time in many years, WMATA signed and ratified a contract with its main unions without requiring arbitration. For many years the practice was to go to the bargaining table and attempt to negotiate and when that was unsuccessful, turn it over to arbitration. By federal law, it must go to arbitration if an agreement cannot be reached. Workers are not allowed to strike and WMATA has no right to lock out workers.

Mr. Reid asked how much the pay raise is over the three-year contract. Mr. Downey replied that it is about a one percent pay increase, but also includes a pension contribution by the workers of one percent. Mr. Downey noted that the workers basically got a raise and had to pay it back as a pension contribution.

Mr. Downey also observed that no one contributes enough to the future of health care costs for their workers. WMATA pays for retiree health care through its operating budget. People are now living longer and retiring earlier and health care costs are continuing to rise. WMATA began with last year's budget to starting funding some of this through a

trust. Mr. Downey stated stewardship needs to be applied to short-term costs, not just to meeting the budget, and it is important to make it a sustainable long-term operation.

Delegate Minchew raised a question about whether the Commonwealth budget includes a provision that if WMATA's financial statement with an unqualified opinion is not tendered to the WMATA Board and then to the Chairmen of the Senate Finance and House Appropriations Committees by July 1, 2015, state assistance would be cut off for WMATA. He asked if there is a contingency plan if the audit is not completed by then. Mr. Downey replied that the auditors are trying to get it done as soon as possible.

**Note:** *The amendment as proposed would have suspended state funding. The Commonwealth budget as enacted modified this amendment to require an action plan to address deficiencies within 30 days and did not suspend state assistance. The amendment as approved follows:*

**Item 439 #1c**

**Transportation**

*Department Of Rail And Public  
Transportation*

**Language:**

*Page 405, line 1, after "B." insert "I."*

*Page 405, after line 10, insert:*

*"2. To ensure that all revenues provided to support the Washington Metropolitan Area Transit Authority (WMATA) are used efficiently and appropriately, the WMATA Board of Directors shall submit to the Director, Department of Rail and Public Transportation, and the Chairmen of the House and Senate Transportation Committees and the House Appropriations and Senate Finance Committees, a report on the actions taken to address all the recommendations cited in the Federal Transit Administration of the U. S. Department of Transportation's "Full Scope of Systems Review of the Washington Metropolitan Transit Authority" dated June 10, 2014. Such reports shall be submitted no more than 30 days after the close of each quarter of the fiscal year, and shall include any further findings issued by the appropriate compliance officer of the Federal Transit Administration. In addition, the WMATA Board of Directors shall provide, immediately upon its issuance, a copy of the audited financial statements for FY 2014 and shall submit a plan to remedy any deficiencies without 30 days of receipt of the report."*

Delegate LaRock stated that he would like to be better informed on Metro issues, including Silver Line issues and the 7000-series railcar purchase. He asked for a point of contact at WMATA to get this type of information. Mr. Downey stated that the new railcars will be spread throughout the system, including the Silver Line. Gregory Potts, WMATA's Virginia Government Relations Officer, was identified as a good point of contact.

Chairman Snyder thanked Mr. Downey for coming. He stated that Commissioners who have additional questions should contact staff. Mrs. Hynes stated that it would be helpful to coordinate questions so that all Commissioners can see the answers. Chairman Snyder stated that jurisdictions are free to ask questions directly but he agreed that it would be helpful for everyone to see the answers. Ms. Coyner suggested staff solicit Commissioners' questions.

## Report of the Virginia Members of the WMATA Board of Directors

Mrs. Hynes stated that if Commissioners wish to have other WMATA information included in the regular monthly agenda item, to let the WMATA Board Members know. Due to the lateness of the hour, she directed Commissioners to the written report.

Mr. Reid asked for a discussion of Loudoun County's letter to NVTC requesting the CFA be decoupled from the 220 railcar option. It is his understanding that the CFA is expected to be adopted on May 15, 2015. Mr. Downey again stated that the recommendation is to hold off on action of a new CFA and keep the current FY2016-FY2021 CFA in place and then vote next year on a new CFA for FY2017-2022. In addition, if agreement can be reached, the 220 railcar option would be exercised and the work needed to support them. He assured Mr. Reid that the CFA and the railcar option have already been decoupled.

In response to a question from Mr. Reid, Mr. Corcoran stated that there is no doubt that Virginia needs expansion of the number of railcars. It is an open discussion at this point and no decision has been made. Mr. Downey stated that the information about the railcar option was provided to the jurisdictions in the last week. He agreed it is an open process.

Delegate Rust stated that he spoke directly with Secretary of Transportation Aubrey Layne and he is confident that the Commonwealth feels strongly that these railcars are needed for eight-car train service. He also observed that the Loudoun County letter was written prior to the purchase option plan to decouple it from the CFA. Mr. Reid stated then the Commonwealth should pay for the railcars. Loudoun County is looking at \$5 million in expenditures for FY2019. He stated that the County is fully aware that it will be part of WMATA and will have to pay subsidy and pay its share into the entire system's capital needs. Loudoun County just wants to be apprised. He asked for consensus that when it comes to any kind of Metro expense in the out years, including capital and the CFA, that Loudoun staff are informed. (Note: Loudoun County staff serves on the Joint Coordinating Committee and on the Capital Funding Agreement working group alongside other the staff of other jurisdictions as well as NVTC staff.) He also stated that it is important that NVTC have a work session on the CFA and suggested it be done in the winter. He noted a FOIA request for the CFA and also asked to see the documentation on the CFA. Regina Sullivan from WMATA noted that Loudoun County staff have attended all the CFA meetings.

Mrs. Bulova observed that Northern Virginia is seeking growth in the Metro system and for years Virginia contributed to Metro's growth throughout the system into Maryland and the District. All three jurisdictions (Maryland, Virginia and the District of Columbia) have paid into the system. It doesn't make sense for Virginia to object now that expansion is happening in Virginia.

## Minutes of NVTC's February 5, 2015 Meeting

Mrs. Bulova moved, with a second by Mr. McKay, to approve the minutes of the February 5, 2015 NVTC Meeting. The vote in favor was cast by Commissioners Bulova, Cook,

Corcoran, Fisette, McKay, Snyder and Wexton. Commissioners Black, Foust, Hynes, LaRock, LeMunyon, Minchew, Tejada, Reid and Rust abstained.

### Consent Agenda

Delegate Rust moved, with a second by Mrs. Hynes, to approve the following Consent Agenda:

- Authorize the Chairman or His Designee to Comment on the HB2 Implementation Policy Guide Before the Commonwealth Transportation Board
- Authorize the Chairman or His Designee to Submit Testimony on the Preliminary Six-Year Improvement Program (SYIP) for FY2016-2021 at the Commonwealth Transportation Board Public Hearing
- Authorize the Chairman to Submit a Letter to the Virginia Congressional Delegation on Commuter Tax Benefit Parity
- Resolution #2270: Authorize the Executive Director to Negotiate and Execute a Contract for NVTC Financial Auditing Services with PBMares, LLP
- Authorize the Chairman to Submit a Letter to the Virginia Congressional Delegation on Trust Fund Solvency
- Authorize the Chairman or His Designee to Request that the WMATA Acting General Manager Address Concerns with Respect to the New Electronic Payments Program (NEPP)
- Authorize the Executive Director to Submit Comments to the Office of Intermodal Planning and Investment (OIPI) on VTRANS 2040
- Authorize the Executive Director to Submit Comments to the Federal Transit Administration on Proposed Policy Guidance on the FTA Capital Investment Grant Program

Delegate LeMunyon asked if there is a process in place for sharing drafts of comments to Commissioners. Ms. Coyner stated that draft letters were provided if possible. The NEPP letter has been provided as a blue item because it was only drafted today. She explained that the HB2 comments are subject to coordination with NVTA and the jurisdictions, but they can certainly be circulated to Commissioners before they are submitted. She explained that the challenge with the SYIP testimony is that the draft SYIP is not released until right before the hearing. For that reason, staff prepared and provided a comprehensive list of issues and positions that might be included in the testimony.

Chairman Snyder requested that the staff circulate the HB2 comments a week in advance of submitting them to the Commonwealth Transportation Board. For SYIP testimony, Commissioners can continue to provide comments up to a week before the hearing. Mrs. Hynes asked if there is a way to allow the Legislative and Policy Committee members to give final approval. Delegate LeMunyon stated that he has personally made comments on HB2. He is not trying to change NVTC comments but he does not want to vote on comments that could conflict with the comments he has already made.



The Commission then voted to approve the Consent Agenda. The vote in favor was cast by Commissioners Black, Bulova, Cook, Corcoran, Fisette, Foust, Hynes, LaRock, LeMunyon, McKay, Minchew, Reid, Rust, Snyder, Tejada and Wexton. (A copy of Resolution #2270 is attached.)

### Virginia Railway Express (VRE)

VRE CEO Report. Mr. Allen reported that VRE received the Transportation Security Administration's (TSA) Gold Standard Award, the highest standard of excellence. VRE participated in a security assessment known as a Baseline Assessment for Security Enhancement, which resulted in overall scores exceeding 90 percent across all categories. Mr. Allen also reported VRE will begin beta testing of the Mobile Ticketing System, which is targeted for full roll-out for all customers in mid-May. He stated that overall on-time performance for March was 92 percent and ridership remained strong at 18,500 average daily riders.

Senator Black left at 9:52 P.M. and did not return.

Mr. Allen stated he, along with DRPT Director Jennifer Mitchell and Deputy Secretary of Transportation Nick Donohue, met with the District of Columbia's Department of Transportation Director Leif Dormsjo and Deputy Director Greer Gillis to discuss coordination on the Long Bridge Project.

Mr. Allen reported that the annual Meet the Management events will begin at the end of April starting with an event at Union Station on April 29<sup>th</sup>. He also reported that the Spotsylvania Station is on target for opening this summer. Mr. Allen explained that there were safety violations by the contractor doing the third track work. Therefore, at its last meeting the VRE Operations Board took action to authorize him to terminate the contract with Abernathy Construction. He expects resolution of this issue will be completed by April 20<sup>th</sup>. Safety is VRE's number one priority.

Delegate LeMunyon asked if the drop in fuel prices has a significant enough impact on VRE to reconsider the proposed fare increase. Mr. Allen stated that there is little impact since VRE participates in a fuel hedging program that locks in fuel prices.

VRE Action Items. Mr. Cook moved, with a second by Mrs. Bulova, the following action items:

- Resolution #2271: Amendment to the Rail Enhancement Fund Agreement for the VRE Gainesville-Haymarket Extension Phase II – Environmental Assessment of Preliminary Design
- Resolution #2272: Authorization to Execute a Contract with AECOM for Planning and Engineering Consultant Services for the Gainesville-Haymarket Extension
- Resolution #2273: Authorization to Execute an Agreement with Amtrak for Access and Storage at Washington Union Terminal

The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Fisette, Foust, Hynes, LaRock, LeMunyon, McKay, Minchew, Rust, Snyder, Tejada and Wexton. Mr. Reid was not in the room during the vote. (Copies of the resolutions are attached.)

### I-66 Inside the Beltway

Renee Hamilton, Deputy District Administrator for VDOT's Northern Virginia District, provided a briefing on the I-66 Multimodal Improvements Inside the Beltway Project. She stated the I-66 Multimodal Study (Inside the Beltway) was completed in June 2012. In January 2015, a process began to incorporate both I-66 Inside and Outside the Beltway into the Constrained Long Range Plan (CLRP). The Transportation Planning Board (TPB) has now adopted a resolution that incorporates them into the CLRP. She reported that the environmental assessment has been put on hold and will be pursued in the future as part of the widening.

Ms. Hamilton reviewed the key components of the I-66 Inside the Beltway project. The multimodal solutions are grouped into three categories: multimodal solutions done concurrently with tolling (2017), additional multimodal solutions (2025) and more improvements including consideration of widening (2040). VDOT plans to manage and operate the toll facilities. All toll revenue will be used within the designated corridor to offset design, construction, operations and maintenance costs as well as funding sources for multimodal improvements that benefit I-66 users.

Ms. Hamilton explained that as recommended by Arlington County, Fairfax County and the City of Falls Church, Secretary of Transportation Aubrey Layne has designated NVTC as the regional partner to help implement the multimodal components of the I-66 Inside the Beltway project. Mrs. Bulova reviewed NVTC's responsibilities: plan potential multimodal improvements; select multimodal improvements, in accordance with applicable laws and terms of agreement; coordinate with agencies to ensure efficient delivery of selected projects; and report to VDOT on how improvements benefit persons throughout the corridor.

Mrs. Bulova moved to direct staff to develop an appropriate framework for the governance, project selection, and financial management of the revenue of this project in order to coordinate with the appropriate and effected jurisdictions. Mrs. Hynes seconded the motion.

In response to a question from Delegate Minchew, Mrs. Hynes stated that the Arlington Transportation Commission has been asked to comment on this project. She noted there may be some objections to the widening portion of the project. Mr. Tejada stated that this study accomplishes many of the issues that have been asked for all along. Chairman Snyder stated that the Falls Church City Council has some skepticism that tolling will just push cars to other adjoining highways. Mr. Reid stated that this has happened on the Dulles Greenway where they have seen cars shift to Route 7 and Waxpool Road.

Mr. Reid stated that since the widening is not a full lane, there will still be bottlenecks where the Dulles Access Road merges into I-66. Ms. Hamilton stated that the segment

between Dulles Connector and Fairfax Drive will have full extra lanes both east and westbound. Mr. Reid stated that Loudoun County supports full widening of I-66.

Delegate LeMunyon requested the vote on Mrs. Bulova's motion be deferred since he has some serious reservations about the project since it has not been rated by HB599. Chairman Snyder clarified that the Commission is not approving the project, just that if it goes forward, NVTC will coordinate with the Commonwealth. Delegate LeMunyon stated that it is still premature and if he had a choice he would select NVTa as the agency. Delegate LeMunyon expressed his opinion that this should be a consolidated decision making process. Mrs. Bulova clarified NVTC is not taking a position tonight on I-66 Inside the Beltway. If this project goes forward and toll revenue results, NVTC would coordinate with the jurisdictions to make multimodal decisions. The three jurisdictions as beneficiaries of that toll funding have already agreed to have NVTC serve in this capacity.

The Commission then voted on the motion and it passed. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Fisette, Foust, Hynes, LaRock, McKay, Minchew, Reid, Rust, Snyder, Tejada and Wexton. Delegate LeMunyon voted no.

#### Management Audit of the Virginia Railway Express

Mr. Cook provided a briefing on the Management Audit Report, which confirms the strengths of NVTC and PRTC's governance and oversight of VRE. The Management Audit Report provides a set of recommendations that will allow continuity to meet the two Commissions' responsibilities day-in and day-out, and help plan and fund the expansion of VRE over the next two decades. Under the direction of the Joint Audit Committee, NVTC and PRTC's Executive Directors designed a scope of work for a comprehensive management audit that Parsons Brinckerhoff was contracted to perform. The scope of work included examining governance, internal controls, financial management, human resource development, technology, and the provision of legal services among other topics. Mr. Cook stated that one of the goals was to look at what management VRE will need to put in place to realize the VRE System Plan.

Mr. Cook explained that each recommendation will be brought to the Operations Board during this calendar year for either action or the establishment of a schedule of action. A Financial Plan and Business Plan are also being created. The Financial Plan will help to determine how to fund the System Plan. By the end of 2015, VRE aims to issue the VRE System Plan with an attached funding plan that the jurisdictions have endorsed.

Mr. Allen reviewed some of the specific recommendations regarding Commission oversight, Operations Board oversight, VRE organization and practices, and VRE functions and processes, including purchasing/procurement, human resources, finance, legal counsel, and technology. Board orientation for new and existing Operations Board members will be expanded. Mr. Allen invited NVTC Commissioners to participate in a one-hour or three-hour VRE tour.

Mr. Cook moved, with a second by Mr. Tejada, to approve Resolution #2274 accepting the Management Audit Report. The vote in favor was cast by Commissioners Bulova,

Cook, Corcoran, Fisette, Foust, LaRock, LeMunyon, McKay, Minchew, Rust, Snyder, Tejada and Wexton. Mr. Reid abstained. Mrs. Hynes was not in the room during the vote.

### Proposed NVTC Budget Process

Chairman Snyder stated that at the January meeting Commissioners requested that the budget development and approval process be updated and formalized to provide all Commissioners an opportunity to review and discuss the proposed budget. He explained that staff will continue to receive comments and if formal action is required, NVTC will take action to approve the process at the next meeting.

Mr. Foust observed that the proposed process is dramatically different than what was presented at the January meeting. He prefers the previous proposal and does not understand why jurisdictional staff have been removed from the budget process to provide input before it comes to the Commission. He has tremendous respect for the input he receives from his county staff on the issues before he comes to the Commission meetings.

Ms. Coyner stated that the draft process made available to Commissioners and staff had a provision for the Executive Committee to make budget guidance in August and then a session or more with the Management Advisory Committee (MAC). She received considerable feedback that many Commissioners want the decisions and work sessions that shape the budget to be at the full Commission level and not at the Executive Committee nor at the staff level (MAC). This process is not intended to take jurisdictional staff out of the discussion of the budget. She suggested staff come back next month with a revised process that makes it more explicit on how jurisdictional staff is included in the budget process. Mrs. Bulova asked staff to look at how the budget process at VRE is done since it is important to engage jurisdictional staff.

Chairman Snyder directed staff to make the process clearer and then bring a revised budget process back for Commission action at the next meeting. There were no objections.

### NVTC FY2016 General and Administrative Budget

Chairman Snyder observed that NVTC has a lot of new opportunities but there needs to be resources to do the job right.

Mrs. Bulova moved, with a second by Mrs. Hynes, to approve NVTC's FY2016 Budget.

Mr. Reid expressed his concern about the furniture and equipment; contract services; conference and professional development line items. Ms. Coyner explained that procurement and human resources are part of the contract services line item. NVTC has had no procurement or human resources function. In contrast, city and county counterparts have access to the jurisdictions for procurement and human resources

support. The budget line item is designed to strengthen and support NVTC's human resources function and to bring procurement up-to-date.

Mr. Reid moved, with a second by Mr. Foust, to amend the budget to reduce the contracting services line item back to the FY2015 level of \$110,000.

Mr. Foust stated that this budget is not realistic. Salaries are increased by 44 percent and the overall budget increased by 67 percent over a two year period.

The Commission then voted on the amendment and it failed. The vote in favor of the amendment was cast by Commissioners Foust, Minchew and Reid. The vote in opposition was cast by Commissioners Bulova, Cook, Corcoran, Fisette, Hynes, LaRock, LeMunyon, McKay, Rust, Snyder, Tejada and Wexton.

Mr. Reid moved, with a second by Delegate Minchew, to amend the budget to return the conferences and professional development line item back to the FY2015 level.

Ms. Coyner stated that staff did make some adjustments in this line item and reduced the travel and training by deferring half of representational travel, which means staff will not be able to participate in industry associations that are commonly participated by VRE, WMATA and other agency staff. NVTC needs professionally trained staff. Included in this line item is training, such as CPA recertification for Mr. Kalkwarf.

Mr. Reid expressed his opinion that NVTC is getting astray from the goal of looking at the efficient use of funds. Mr. Fisette stated that budget note #11 explains these costs. For county and city government budgets, percentage changes mean something else. NVTC has had such a small budget. Regarding the conference and professional development line item, he observed that if NVTC is not at these events, NVTC is not participating in the discussion. Mr. Fisette stated that while he is respectful of looking for big percentage changes in a budget that is stable and established, it is unfair today to do the same for NVTC's budget.

Delegate LeMunyon stated that he thought there was a sentiment at the January meeting that a budget increased by 67 percent over two years was too much and he was expecting a reduced budget at this meeting. He stated that the revenue increase is exclusively from state aid. He asked if the localities think these things are so important why won't they at least match the increase.

The Commission then voted on the amendment. The vote in favor was cast by Commissioners LaRock, LeMunyon, Minchew and Reid. The vote in opposition was cast by Commissioners Bulova, Cook, Corcoran, Fisette, Foust, Hynes, McKay, Rust, Snyder, Tejada and Wexton. The amendment failed.

In response to a question from Mr. Reid about the furniture and equipment line item, Ms. Coyner explained that for expansion of staff last year, the office build-out expenses were split over a two-year period. It is not a reoccurring expense.

Mr. Cook asked what the proposed salary increase range is for existing employees in this budget. Ms. Coyner stated that there is a performance component of about three percent plus benchmarking to bring salaries to mid-range and to institute a pay plan this next year. There is no cost of living increase in the budget.

Mr. Reid moved to amend the budget to restore the furniture and equipment line item to FY2015 levels. There was no second and the amendment failed.

Mr. Foust asked about the new proposed staff position and observed that the justification in the budget noted efforts to address emergency planning, regional bus and transit funding resources `could be compromised if adequate resources were not provided. Mr. Foust noted Fairfax County staff believes that this new position is not needed; county staff can coordinate with the other jurisdictions for emergency planning activities. Also, jurisdictions will be discussing coordination of bus service as part of the Transit Development Plan.

Mr. Foust moved, with a second by Mr. Reid, to delete the additional staff position from the budget.

Ms. Coyner stated that these activities were identified are part of the strategic planning process. With respect to emergency planning, through NVTC's Fellows Program, NVTC was able to bring on staff a very high level senior emergency planning member of Governor O'Malley's cabinet to get NVTC started on emergency planning. It is simply not the case that these emergency sessions can be completed in a few sessions.

The Commission then voted on the amendment and it did not pass. The vote in favor was cast by Commissioners Foust, LaRock, Reid and LeMunyon. The vote in opposition was cast by Commissioners Bulova, Cook, Corcoran, Fisette, Hynes, McKay, Minchew, Rust, Snyder, Tejada and Wexton.

The Commission then voted on the main motion to approve the FY2016 Budget and it passed with a 9-6 vote. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Fisette, Hynes, McKay, Rust, Snyder and Tejada. The vote in opposition was cast by Commissioners Foust, LaRock, LeMunyon, Minchew, Reid and Wexton.

### Executive Director Report

Ms. Coyner announced that NVTC's Forum: Transit Means Business! will be held on May 8<sup>th</sup> at the Greensboro Conference Center adjacent to the Silver Line in Tysons Corner. Instead of NVTC conducting a business meeting the night before on May 7<sup>th</sup>, the Commission will conduct a short meeting following the Forum at noon.

### State and Federal Legislative Update

Chairman Snyder announced that NVTC is creating a task force to look at Loudoun County's request to look at NVTC membership. He stated that NVTC is seeking members to serve on the task force. Mr. Reid volunteered.

### NVTC Annual Agenda

Ms. Coyner stated that the 2015 Annual Agenda provides a calendar of major issues to be addressed by the Commission at its monthly meetings. It will be updated each month and NVTC's committee activity and issues will be added. The Annual Agenda is not meant to duplicate all the items in each month's agenda.

### Commonwealth and Regional Agency Reports

Department of Rail and Public Transportation (DRPT). Commissioners were provided with an updated DRPT report with corrected information pertaining to the WMATA CFA.

Northern Virginia Transportation Authority (NVTA). Mr. Snyder reported that on March 25<sup>th</sup> NVTA held a public hearing on its Draft Two-Year Program. There is approximately \$351 million in available funding and 18 highway and 16 transit projects were recommended for funding.

### Financial Items for January and February 2015

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

### Adjournment

Mrs. Hynes moved, with a second by Mr. Cook, to adjourn. Without objection, Chairman Snyder adjourned the meeting at 10:52 P.M.

Approved this 8<sup>th</sup> day of May, 2015.

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David F. Snyder  
Chairman

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Jeffrey McKay  
Secretary-Treasurer



Northern Virginia Transportation Commission

## RESOLUTION #2270

**SUBJECT:** Authorize the Executive Director to Negotiate and Execute a Contract for NVTC Financial Auditing Services

**WHEREAS:** On November 6, 2014, the Commission approved a request to issue a Request for Proposals for financial auditing services for NVTC jointly with VRE and PRTC for a base period of three years, with options for two additional two-year periods;

**WHEREAS:** On February 2, 2015, NVTC issued a Request for Proposals for financial auditing services on behalf of both Commissions and VRE;

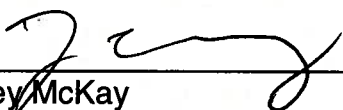
**WHEREAS:** Five proposals were received and ranked by the selection committee in accordance with the guidelines specified in the RFP;

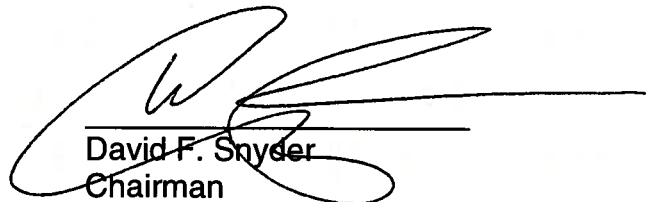
**WHEREAS:** The selection committee recommends that the contract be awarded to the PBMares, LLP, the highest ranked proposing firm; and

**WHEREAS:** The NVTC Executive Committee, acting as the audit committee, recommended approval of this contract award.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes the Executive Director to negotiate and execute a contract with PBMares, LLP for NVTC financial auditing services for a base period of three years with options for two additional two-year periods, at a cost for the first audit year of the contract not to exceed that provided for in the FY 2016 budget, with remaining years subject to appropriation.

Approved this 9<sup>th</sup> day of April 2015.

  
\_\_\_\_\_  
Jeffrey McKay  
Secretary-Treasurer

  
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David F. Snyder  
Chairman





Northern Virginia Transportation Commission

## RESOLUTION #2271

**SUBJECT:** Authorization to Execute an Amendment to the Rail Enhancement Fund Agreement for the VRE Gainesville-Haymarket Extension Phase II – Environmental Assessment and Preliminary Design

**WHEREAS:** The Department of Rail and Public Transportation (DRPT) and the Virginia Railway Express (VRE) entered into a Rail Enhancement Fund (REF) Agreement Number 76509-02 on November 12, 2009 for funding of environmental and engineering services for the VRE Gainesville-Haymarket Extension;

**WHEREAS:** The agreement was amended May 27, 2010 to extend the grant to April 30, 2013;

**WHEREAS:** VRE was unable to obtain a commitment of the required local match contribution by that date and the grant subsequently expired;

**WHEREAS:** VRE has now obtained a commitment from the Northern Virginia Transportation Authority (NVTA) to provide the local match for the REF grant;

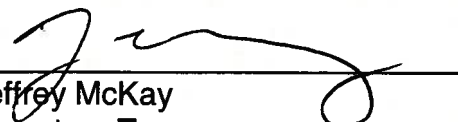
**WHEREAS:** DRPT and VRE have reached agreement on the terms for an amendment of the REF Agreement to reflect the current Scope of Work and the Milestone Schedule for the environmental and engineering services that will be completed using the grant; and


**WHEREAS:** The VRE Operations Board recommends the following action.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer (CEO) to execute the Second Amendment to REF Agreement Number 76509-02 for the VRE Gainesville-Haymarket Extension Phase II – Environmental Assessment and Preliminary Design.

**BE IT FURTHER RESOLVED** that NVT authorizes the VRE CEO to execute any future amendments to the scope or schedule on behalf of the Commissions.

Approved this 9<sup>th</sup> day of April 2015.

  
Jeffrey McKay  
Secretary-Treasurer

  
David F. Snyder  
Chairman



## **RESOLUTION #2272**

**SUBJECT:** Authorization to Execute a Contract for Planning and Engineering Consultant Service of the VRE Gainesville-Haymarket Extension

**WHEREAS:** The VRE System Plan 2040 recommends extending VRE service to the Gainesville-Haymarket area of Prince William County to improve regional travel choice and mobility,

**WHEREAS:** The VRE Operations Board authorized a Request for Proposals (RFP) on April 18, 2015 for consultant services to assist in undertaking the planning and engineering activities to advance the project development for the VRE Gainesville-Haymarket extension;

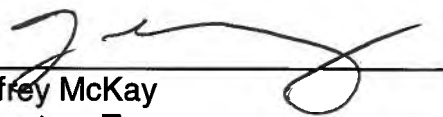
**WHEREAS:** On December 22, 2014 VRE issued an RFP and five (5) responses were received on February 18, 2015;

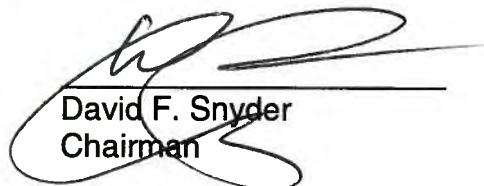
**WHEREAS:** Subsequent to a review by the Technical Evaluation Committee (TET), the TET unanimously recommended that the VRE Operations Board award a contract with AECOM Technical Services, Inc., of Arlington, Virginia;

**WHEREAS:** The VRE Operations Board recommends the following action.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer (CEO) to execute a Contract with AECOM Technical Services, Inc. for planning and engineering services for the Gainesville-Haymarket Extension project in the amount of \$3,968,330, plus a 10 percent contingency of \$396,833, for a total amount not to exceed \$4,365,163.

Approved this 9<sup>th</sup> day of April 2015.

  
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Jeffrey McKay  
Secretary-Treasurer

  
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David F. Snyder  
Chairman



Northern Virginia Transportation Commission

## RESOLUTION #2273

**SUBJECT:** Authorization to Execute an Agreement with VRE and Amtrak for Access and Storage at Washington Union Terminal

**WHEREAS:** VRE's current access and storage agreement with Amtrak expires June 30, 2015;

**WHEREAS:** The current agreement includes access and mid-day storage at Washington Union Terminal (WUT);

**WHEREAS:** VRE and Amtrak staff have been negotiating a new access and storage agreement since February 2014;


**WHEREAS:** A new agreement has been reached for an initial five-year term with an option to extend the term an additional five years upon advanced written notice to Amtrak;

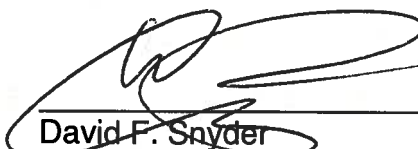
**WHEREAS:** The new agreement will provide VRE with continued access and id-day storage at Washington Union Terminal (WUT); and

**WHEREAS:** The VRE Operations Board recommends the following action.

**NOW, THEREFORE, BE IT RESOLVED** by the Northern Virginia Transportation Commission hereby authorize the VRE Chief Executive Officer to enter into a five-year agreement with Amtrak for access and mid-day storage at Washington Union Terminal. The total payment will not exceed \$10,685,184, plus a \$300,000 contingency, for total amount not to exceed \$10,985,184 during the first year, and will be subject to escalation in each successive year according to the Association of American Railroads (AAR) Quarterly Index of Chargeout Prices and Wage Rates (Table C) and a three-year rolling average of actual costs for those charges subject to Section 212 of the Passenger Rail Improvements and Investment Act of 2008 (PRIIA).

Approved this 9<sup>th</sup> day of April 2015.

  
Jeffrey McKay  
Secretary-Treasurer

  
David F. Snyder  
Chairman



Northern Virginia Transportation Commission

## RESOLUTION #2274

**SUBJECT:** Acceptance of the Management Audit Report of VRE

**WHEREAS:** The Virginia Railway Express (VRE) Operations Board, after discussing the Virginia Auditor of Public Accounts report "Review of the Governance Structure Over the Virginia Railway Express," recommended the Northern Virginia Transportation Commission and the Rappahannock Transportation Commission (the "Commissions") establish a Joint Audit Committee (JAC) and that the Commissions provide for an outside management audit of VRE;

**WHEREAS:** The Commissions recognized that a management audit of VRE was desired;

**WHEREAS:** The Commissions each passed resolutions creating the JAC and directed the JAC to carry out a management audit of VRE;

**WHEREAS:** The Commissions jointly procured and authorized the award of a contract to the highest ranked proposer Parsons Brinckerhoff to provide management audit services;

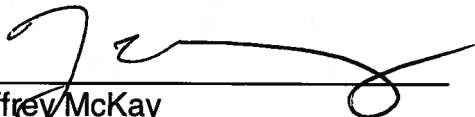
**WHEREAS:** The JAC discussed and accepted the final Management Audit Report and recommended it be accepted by the VRE Operations Board and the two Commissions;

**WHEREAS:** The VRE Operations Board accepted the Management Audit at its January 16, 2015 meeting; and

**WHEREAS:** The VRE Operations Board recommends the following action.

**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby accepts the Management Audit Report.

Approved this 9<sup>th</sup> day of April 2015.

  
Jeffrey McKay  
Secretary-Treasurer

  
David F. Snyder  
Chairman

## AGENDA ITEM #2: CONSENT AGENDA

**TO:** Chairman Snyder and NVTC Commissioners

**FROM:** Kelley Coyner

**DATE:** April 30, 2015

**SUBJECT:** Consent Agenda

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**RECOMMENDED ACTION: Approve Consent Agenda**

**A. Proposed NVTC Budget Process**

The Commission is asked to approve the [NVTC Annual Budget Process](#). The budget process calls for Commission discussion of budget issues, work sessions with the full Commission and approval of the general and administrative budget no later than January each year. ([Budget Development Cycle included.](#))

**B. TIGER Grant Letter of Endorsement**

The Commission is asked to authorize the Chairman to submit letters of endorsement for NVTC jurisdictions seeking funding under the U.S. Department of Transportation's 2015 TIGER discretionary grant program. U.S. DOT's deadline for applications to its \$500 million capital program are due by June 4, 2015.

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**TO:** Chairman Snyder and NVTC Commissioners

**FROM:** Kelley Coyner and Scott Kalkwarf

**DATE:** April 30, 2015

**SUBJECT:** NVTC Annual Budget Process

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**Summary:** As part of the review of the FY2016 budget, Commissioners requested that the budget development and approval process be updated and formalized to provide all Commissioners an opportunity to review and discuss the proposed budget at least one work session prior to the presentation of the budget for approval. The following outlines the budget development process including formalizing practices over the last two years. This process will be reflected in the Annual Agenda for the Commission. Concurrent with the Commission's consideration of budget matters, the staff of the funding partners will meet prior to each Management Advisory Committee meeting with an agenda that aligns with the issues before the Commission. (Timeline showing milestones attached.)

**Budget Issues.** Building on a practice adopted by other regional transportation boards, NVTC will consider Budget Issues at either the June or July meeting. These discussions will focus on programmatic needs including financial and grants management and external trends affecting the budget development.

**Staff Review.** Staff of the funding partners will provide technical support on the development of the proposed budget. By August, funding partner staff will discuss options for addressing budget issues, provide input on practices and policies of Northern Virginia cities and counties and alternative sources of revenue.

**Budget Materials.** In addition to the General and Administrative Budget, Notice of Direct Contributions, and related footnotes, the Executive Director shall provide an Appendix describing the funding of projects and programs by sources.

**Direct Contributions.** Based on the budget guidance, NVTC shall specify annual direct contributions to member jurisdictions in October of each year. This notice will be authorized by the Commission and forwarded by October 31<sup>st</sup> so that it is timely for jurisdictions to prepare their individual budgets.

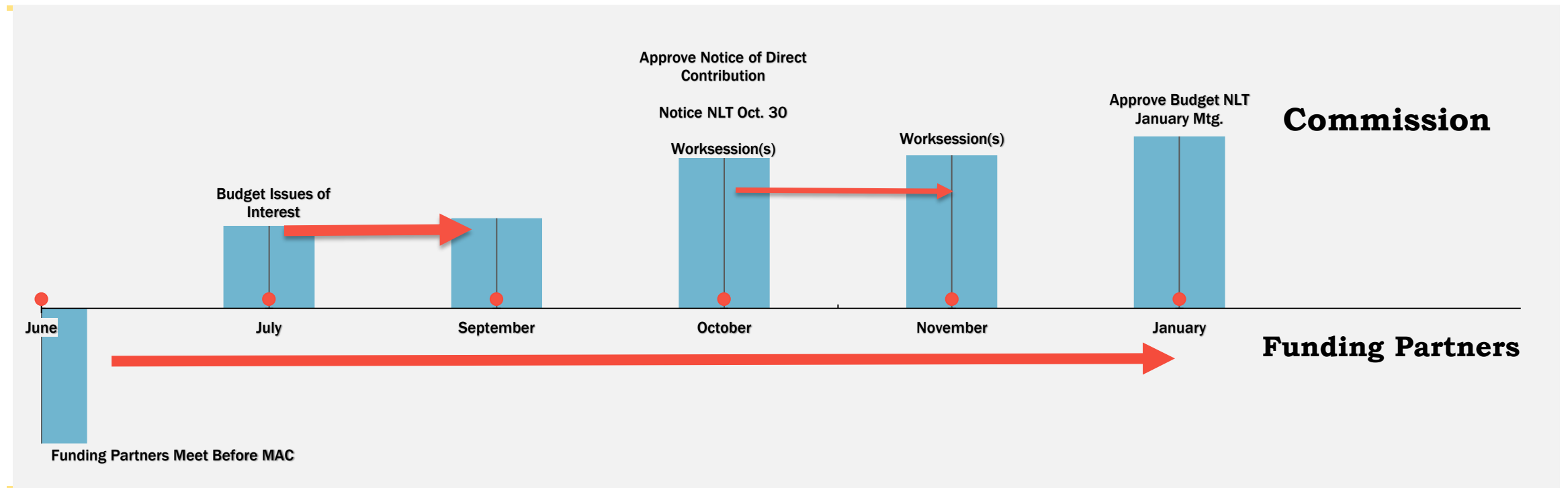
**Work Sessions for the Full Commission.** The NVTC Executive Director shall develop a proposed annual budget with appropriate technical justifications and a concise description of programmatic objectives. NVTC shall hold work sessions for Commissioners beginning in October for the next fiscal year. The format will be an interactive work session with the

Management Team of NVTC and will be scheduled at times other than a regular Commission meeting, including at least one daytime meeting to accommodate Commissioners' schedules. These work sessions will be held prior to the presentation of the budget to the Commission by January. These work sessions are open to all Commissioners and will be public meetings.

Approval of the Annual General and Administrative Budget. The General and Administrative Budget will be approved by the Commission no later than the January meeting of the Commission.



# Budget Development Cycle



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## AGENDA ITEM #3: REPORT OF THE VIRGINIA MEMBERS OF THE WMATA BOARD OF DIRECTORS

**TO:** Chairman Snyder and NVTC Commissioners

**FROM:** Kelley Coyner and Claire Randall

**DATE:** April 30, 2015

**SUBJECT:** Report of the Virginia Members of the WMATA Board of Directors

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The WMATA Board will consider the approval of the FY2016 operating budget and FY2016-2021 Capital Improvement Program (CIP) in May. The current Capital Funding Agreement (CFA) will remain in effect until June 30, 2016; WMATA is waiting for final guidance from jurisdictional funding partners concerning how to proceed concerning the 7000 Series railcar purchase options. WMATA announced four additional early-action safety items in response to the January 12<sup>th</sup> incident. WMATA has completed 62 of the 65 Corrective Action Plan items to address the Federal Transit Administration's (FTA) Financial Management Oversight (FMO) report. WMATA has not released its financial dashboard information.

### **A. Budget**

#### FY2016 Operating and Capital Budget

The WMATA Board is expected to consider the approval of the [FY2016 operating budget and FY2016-2021 Capital Improvement Program \(CIP\)](#) at the May 14<sup>th</sup> meeting of the Finance & Administration Committee. Revisions to December's proposed budget and CIP are expected when the final Budget is released to the public on May 11<sup>th</sup>. WMATA has not yet released final details.

For background: in March, WMATA started public participation and outreach efforts on the proposed FY2016 operating and capital budgets. Efforts culminated with a [public hearing on April 7<sup>th</sup> focused on Proposed FY2016 Fare and Fee Adjustments, Proposed FY2016 CIP and Federal FY2015 Grant Applications](#).

In March, the Board voted to approve an [amendment to the draft public hearing docket](#) removing all bus service changes. The remaining items in the draft public hearing docket related to fares and fees included: daily parking fee at the Minnesota Avenue station, parking hours of collection, elimination of the TransitLink Card (TLC) pass, and the proposed FY2016-2021 CIP. WMATA presented a [revised draft public hearing docket](#) to the WMATA Board in February; however, the public hearing docket approved by the Board removed fare increases and major service changes.

For reference, WMATA released the GM/CEO's [proposed FY2016 Operating and Capital Budgets](#) in December. The proposed FY2016 operating budget projects:

- Operating revenues of \$931M (-1.6% below FY2015)
- Operating expenses of \$1.824B (+3.9% over FY2015)
- A net operating subsidy of \$862M (+10.7% over FY2015). The Virginia portion of the net operating subsidy totals \$216.6M.

The proposed FY2016 capital budget and proposed FY 2016-2021 CIP projects:

- A FY2016 investment of \$1.314B (+38.8% over FY2015), including an additional jurisdictional investment of \$77.4M in Metro 2025 projects
- The Virginia portion of state and local contributions to the FY 2016 capital program to be \$132.3M
- A total additional jurisdictional investment of \$1.583B from FY 2016-2021 in Metro 2025 projects

## **B. Capital Funding Agreement (CFA)**

The current FY2011-2016 Capital Funding Agreement (CFA) will remain in effect through FY2016.

Although the current CFA does not expire until June 30, 2016, WMATA had been working with jurisdictional funding partners since last fall to develop a new CFA that would identify how capital investments would be funded for FY2016-2021, including the first phase of *Momentum* known as Metro 2025. At NVTC's April meeting, WMATA Board Chairman, Mort Downey, stated that development of a new funding agreement would not be initiated until later this year.

Mr. Downey also discussed that the purchase of new 7000 Series railcars would be decoupled from any new CFA discussion and would be considered in advance of a new CFA. In March, the Virginia and Maryland Secretaries of Transportation and the District of Columbia Director of DDOT sent a letter to WMATA requesting more information on the 7000 Series railcar purchase options proposed for inclusion in the new CFA. WMATA responded to that request by providing additional information to funding partners in April. WMATA expects to receive guidance from jurisdictional funding partners on how to proceed concerning the 7000 Series railcar purchase options by the end of April.

## **C. Safety and Related Issues**

WMATA continues to provide monthly updates to the Board concerning safety actions underway related to the January 12<sup>th</sup> incident. At the April 23<sup>rd</sup> Safety and Security Committee meeting, [WMATA announced four additional early-action safety items](#) to be executed, including initiating a multiyear maintenance program to replace or rehabilitate

all 88,044 lights in Metro tunnel, creating a dedicated maintenance crew to continuously clear tunnel passageways of debris, equipment or other potential obstructions, reviewing protocols of the alarms in the Rail Operations Control Center (ROCC), and establishing an audit process for ventilation system testing.

For reference, in March, the Safety and Security Committee received an [update concerning safety actions and external safety reviews](#) related to the January 12<sup>th</sup> incident. For background, WMATA issued a list of [10 early-action safety items](#) on January 22<sup>nd</sup>. On February 11<sup>th</sup>, the National Transportation Safety Board (NTSB) released [urgent recommendations to WMATA](#), the FTA, and APTA concerning ventilation procedures during smoke and fire events in tunnels. An [FTA safety review](#) kicked off on March 2<sup>nd</sup> and NTSB Public Hearings related to the January 12<sup>th</sup> incident are scheduled for June 23<sup>rd</sup>-24<sup>th</sup>. On March 26<sup>th</sup>, Metro unveiled [new safety preparedness videos](#).

#### **D. Financials (Dashboard)**

Not available.

#### **E. Financial Management Oversight (FMO)**

The Finance & Administration Committee received an [update on the status of WMATA's Corrective Action Plan \(CAP\)](#) items to address FTA's Financial Management Oversight (FMO) report in April. To date, documentation has been submitted to FTA for 62 of the 65 CAP items. WMATA has committed to addressing the three outstanding CAP items and implementing long-term compliance monitoring by June 30, 2015.

#### **F. Silver Line Phase II Delayed 13 Months**

The Metropolitan Washington Airports Authority (MWAA) [announced an update to the construction schedule for Phase II of the Silver Line project](#), which will extend service from the terminus of Phase I in Reston through Washington Dulles International Airport and into Loudoun County. More than 150 modifications have been made and integrated into the design for Phase II. Many of these modifications parallel design changes made in the latter stages of Phase I and will enhance the safety and reliability of Phase II. The modifications, when combined with associated weather and construction delays, have extended the Phase II construction schedule by about 13 months.

**G. Key WMATA Milestones/Dates**

| DATE        | MEETING                                   | KEY ISSUES  |
|-------------|---|---|
| <b>5/14</b> | Finance & Administration Committee        | - Approval of FY2016 Operating Budget and<br>FY2016-2021 Capital Improvement Program<br>- Dulles Phase I - Revised Budget<br>- FMO Update |
| <b>5/14</b> | Customer Service and Operations Committee | - Vital Signs Quarterly Update  |
| <b>5/14</b> | Governance Committee                      |   |
| <b>5/28</b> | Safety & Security Committee               |   |
| <b>5/28</b> | WMATA Board Meeting                       |   |

## AGENDA ITEM #4: EXECUTIVE DIRECTOR REPORT

**TO:** Chairman Snyder and NVTC Commissioners

**FROM:** Kelley Coyner

**DATE:** April 30, 2015

**SUBJECT:** Executive Director Report

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The Executive Director will provide an update on key issues at the May 8<sup>th</sup> Commission meeting. The [April NVTC Newsletter](#) is attached.

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### WMATA Board Chairman Briefs the Commission



**WMATA Board Chairman  
Mort Downey**

In a 90-minute work session with the Commission in April, Mort Downey, Chair of the WMATA Board, briefed Commissioners on WMATA's FY2016 budget and the next capital funding agreement (FY2017 to FY2022). He addressed questions about safety, the new collective bargaining agreement, and progress in state of good repair projects.

In addition to extensive discussion of the FY2016 budget, key points from the work session include:

**Eight Car Trains** - The tentative agreement to exercise an option to purchase 220 new Series 7000 cars is "decoupled" from the new capital funding agreement. The new cars will continue to meet service needs and provide safer, more reliable transport. The 128 cars purchased under the Full Funding Grant Agreement for the Silver Line address additional capacity required by the Silver Line expansion. They will be deployed across the system in compliance with the FFGA.

See WMATA Page 4

### It's the Place to Be May 8<sup>th</sup>

Join the Business-to-Government dialogue about what transit means to business and economic competitiveness.

Take a look at our [updated flyer and preliminary agenda](#) to see our partners in the business community and our special guests.

Read About Transit and Business in the News:

- ♦ [Suburbs Rethink Transit to Court Millennials](#)
- ♦ [Visualizing Tysons Assessed Values Per Acre](#)
- ♦ [New Retail Tenants at Loudoun Station](#)
- ♦ [Potomac Yard Metro: A Financing Model for Mass Transit](#)
- ♦ [State Farm Moves Near Transit](#)
- ♦ [Amazon Cites Transit in Move to Downtown Toronto, Vancouver](#)
- ♦ [Kaiser Selects Atlanta's MARTA Location for 900 Jobs](#)



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Read More:  
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[Delayed 13 Months](#)



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[www.novatransit.org](http://www.novatransit.org)

Executive Director  
Kelley Coyner

## Get Involved! Envision Route 7

“How do you Envision Route 7?” That’s the question NVTC is posing to those who live, work and do business along the 13-mile stretch of Route 7 between Tysons Corner and the City of Alexandria. Everyone can share their thoughts through [Twitter](#), [Facebook](#) and [Instagram](#). Tell us what you think on an online poll at the [Envision Route 7](#) website. Or call 844-RT7STUDY and leave a message.



ENVISION ROUTE 7

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- "Envision Route 7"

or call our comment line at any time and leave us a message.  
**1-844-RT7STUDY**

Help Us Envision Your Route 7



Place as many comments as you'd like on the [Public Comment Crowdsourc Map](#).

## Looking for More on Route 7 ?

- ◆ [Envision Route 7 Website](#)
- ◆ [NVTC Launches Envision Route 7](#)
- ◆ [Presentation to the League of Women Voters March 22, 2015](#)
- ◆ [Presentation to the Northern Virginia Transportation Commission January 7, 2015](#)



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## Emergency Planning Kickoff

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WMATA's Emergency Manager Barbara Childs-Pair joined NVTC's Management Advisory Committee April meeting to identify how the region's transit systems can work together to make sure riders can get where they need to go during a Metro station evacuation. In June, NVTC will convene a working group of MAC members, transit system planners, emergency planners, and first responders in its first work session to develop and update plans for all NoVa Metro stations.

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## TPB Highlights

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- ◆ [Study identifies pedestrian/bicycle access improvements at Metrorail stations](#)
- ◆ [TPB approves Virginia funding for Transportation Alternatives Program \(TAP\) projects](#)
- ◆ [FY2016 TLC Technical Assistance Program applications due June 3<sup>rd</sup>](#)
- ◆ [TPB briefed on MWCOG and WMATA actions subsequent to January Metrorail incident](#)

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## Transit Policy Developments

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- ◆ [NVTC FY2017-2021 SYIP Testimony](#)
- ◆ [NVTC Comments on HB2](#)
- ◆ [NVTC Letter on NEPP](#)
- ◆ [Deadline for MAP-21 Approaches](#)
- ◆ [\\$500 Million in Next TIGER Round](#)
- ◆ [DOT Makes Case for GROWAMERICA](#)

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## NoVA Transit In the News

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- ◆ [Can a tolling and transit deal fix I-66 after decades of failure?](#)
- ◆ [Sec. Layne Makes Case for I-66 HOV-3 and Tolling](#)
- ◆ [VRE Kicks Off Major Expansion Plan with New Spotsylvania Station](#)

**PlanIt Metro blog presents  
Metrorail Revenue by Station:  
**Visualized!****

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## TSDAC to Continue Review of Operating and Capital Programs

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On April 24<sup>th</sup>, the [Transit Service Delivery Advisory Committee \(TSDAC\)](#) voted unanimously to accept the findings and recommendations of the [Department of Rail and Public Transportation \(DRPT\)](#) that no jurisdiction had experienced a loss in total transit capital assistance. [DRPT's analysis](#) also showed that as a result of the shift in the calculation of the state share from net to gross, [NVTC's WMATA Compact jurisdictions will lose approximately \\$5.2 million in state funds in FY2015](#). This is consistent with NVTC's analysis. Neither TSDAC nor DRPT sought action to address this issue now. Instead, TSDAC will continue to monitor the operating and capital programs. TSDAC will meet again next fall in order to address ways to improve the capital assistance program. The Commonwealth Transportation Board is expected to consider DRPT's report at its May meeting.

**FY2014 Audit Financials** - WMATA will release FY2014 audit financials soon and provide a plan to address deficiencies. The financials and plans will be provided to the General Assembly and the Director of the Department of Rail and Public Transportation in compliance with a directive included in the Commonwealth's budget. The [language of the WMATA budget amendment is linked here](#).

**Progress in Applying for Federal Reimbursements** - Although WMATA failed to apply for federal funding in FY2013 and FY2014, it now has applied for more than \$700 million in funds. Failure to apply did not result in a loss of funds. Management has been directed to expend funds on appropriate activities under an old TIGER grant rather than return them to the federal treasury, to come current in applying for reimbursement on all federal grants and to take necessary steps to stay current.

**Management Changes** - WMATA has a new Chief Financial Officer, Controller, Treasurer, Chief of Grants Management, and Chief of Procurement, as well as a newly established division of financial management. The Governance Committee held a session on the appropriate profile for a new General Manager.

## WMATA News

- ◆ [Silver Line Phase II Delayed 13 months](#)
- ◆ [WMATA Board receives update on NEPP](#)
- ◆ [Red Line trains return to Automatic Train Control \(ATC\)](#)
- ◆ [7000 Series trains now service Blue Line](#)

| WMATA Virginia Ridership<br>March 2015 |           |           |                |
|--|-----------|-----------|----------------|
|  | Mar. 2014 | Mar. 2015 | Percent Change |
| <b>Metrorail</b>                       |           |           |                |
| Total                                  | 8,238,141 | 8,854,060 | 7.5%           |
| Weekday Average                        | 300,908   | 318,030   | 5.7%           |
| <b>Metrobus</b>                        |           |           |                |
| Total                                  | 1,668,270 | 1,713,197 | 2.7%           |
| Weekday Average                        | 68,674    | 69,820    | 1.7%           |
| <b>MetroAccess</b>                     |           |           |                |
| Total                                  | 23,935    | 25,821    | 7.9%           |

## Joining VTA in Williamsburg, May 20-21?



[Register here](#) and join NVTC at the Virginia Transit Association Annual Conference for an [agenda packed with insight into federal and state funding, best practices in outreach, and innovations in customer service](#). NVTC Commissioner Tom Rust will share his insights as a long time legislator. NVTC's Kate Mattice and David Koch have organized a roundtable on Transit Oriented Development in Small Communities.



NVTC welcomes Karen Finucan Clarkson, Communications and Outreach Manager. Reach her at [Karen@nvtc.org](mailto:Karen@nvtc.org) and 571-483-3231



## AGENDA ITEM #5: WASHINGTON, DC TO RICHMOND HIGH-SPEED RAIL PROJECT

**TO:** Chairman Snyder and NVTC Commissioners

**FROM:** Kelley Coyner

**DATE:** April 30, 2015

**SUBJECT:** Washington, D.C. to Richmond High-Speed Rail Project (DC2RVA)

---

Work is underway on a Tier II Environmental Impact Study (EIS), as required by the National Environmental Policy Act (NEPA), and preliminary engineering for a 123 mile high-speed rail corridor between the Washington, D.C. metro area and Richmond. Ms. Emily Stock, Project Manager for the [Washington, DC to Richmond High-Speed Rail Project \(DC2RVA\)](#), will give a [presentation at the Commission's May 8<sup>th</sup> meeting on the Tier II EIS process](#), which was initiated in the fall of 2014. This Tier II EIS has four basic goals:

1. Update and confirm the purpose and need as established in the Tier I EIS for the Washington, DC to Richmond, VA portion of the Southeast High Speed Rail corridor.
2. Develop site-specific rail alternatives for placement of a third track and other improvements.
3. Conduct a detailed evaluation of environmental impacts for the alternatives.
4. Select a preferred alternative.

The Tier I EIS was completed in 2002 for the larger Washington, D.C. to Charlotte, North Carolina corridor. The Virginia Department of Rail and Public Transportation (DRPT) awarded a contract to the Richmond office of the engineering firm HDR to move the project forward on a projected three-year schedule. DRPT will be holding three public meetings in early June in Richmond, Fredericksburg and Alexandria to solicit public comment on the process that will be used to evaluate potential alternatives for improvements in the project corridor. Completion of the Tier II EIS is currently scheduled for late 2017.

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# DC2RVA Project Update

Emily Stock, AICP  
Project Manager

Northern Virginia Transportation Commission  
Commission Meeting  
May 8, 2015

# Agenda

- Project Overview
- Schedule
- Current Activities
- Next Steps





# Project Overview

**SEHSR Corridor**

**Richmond to Raleigh**  
Tier II EIS

**Richmond to Hampton Roads**  
Tier I EIS

**Washington, D.C. to Richmond**  
Tier II EIS

**Charlotte to Atlanta**  
Tier I EIS

**SEHSR Extended**  
Feasibility Studies Complete

**Washington D.C.**

**Richmond**

**Raleigh**

**Charlotte**

**Columbia**

**Atlanta**

**Jacksonville**

## Southeast High Speed Rail (SEHSR)

# NEPA | Tiered Approach



## Tier I Program-Level Document

- Program is being introduced that may have far reaching affects.
- Large physical area is being addressed.
- Looks at general environmental conditions and general levels of impact.
- Site-specific details have not yet been identified or designed.

## Tier II Project-Level Document

- Performed when a specific project is investigated in detail.
- Impacts are quantified and analyzed and potential mitigation measures are identified.
- Documentation and decisions lead to Record of Decision (ROD), permitting, final design, right-of-way acquisition, and construction.

# Project Snapshot



123-Mile Corridor

Northernmost Segment of the SEHSR Corridor

Connects to the Northeast Corridor

Preliminary Engineering and Environmental Review

Ridership and Revenue Review

Station Area Improvements

Service Frequency



*Project Sponsor:*



Virginia Department of Rail and Public Transportation

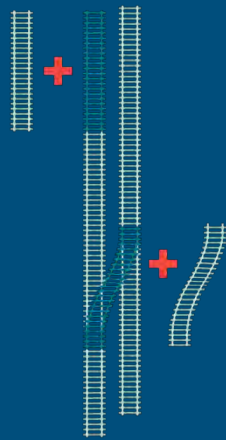
*Lead Federal Agency:*



U.S. Department of Transportation  
Federal Railroad Administration

# Improvement Concepts

Construction of additional main line tracks and crossovers.



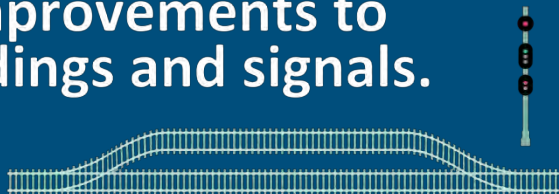
Straightening of curves.



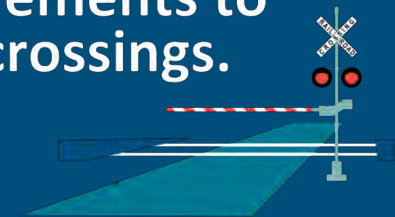
Station area improvements.



Improvements to sidings and signals.



Improvements to grade crossings.



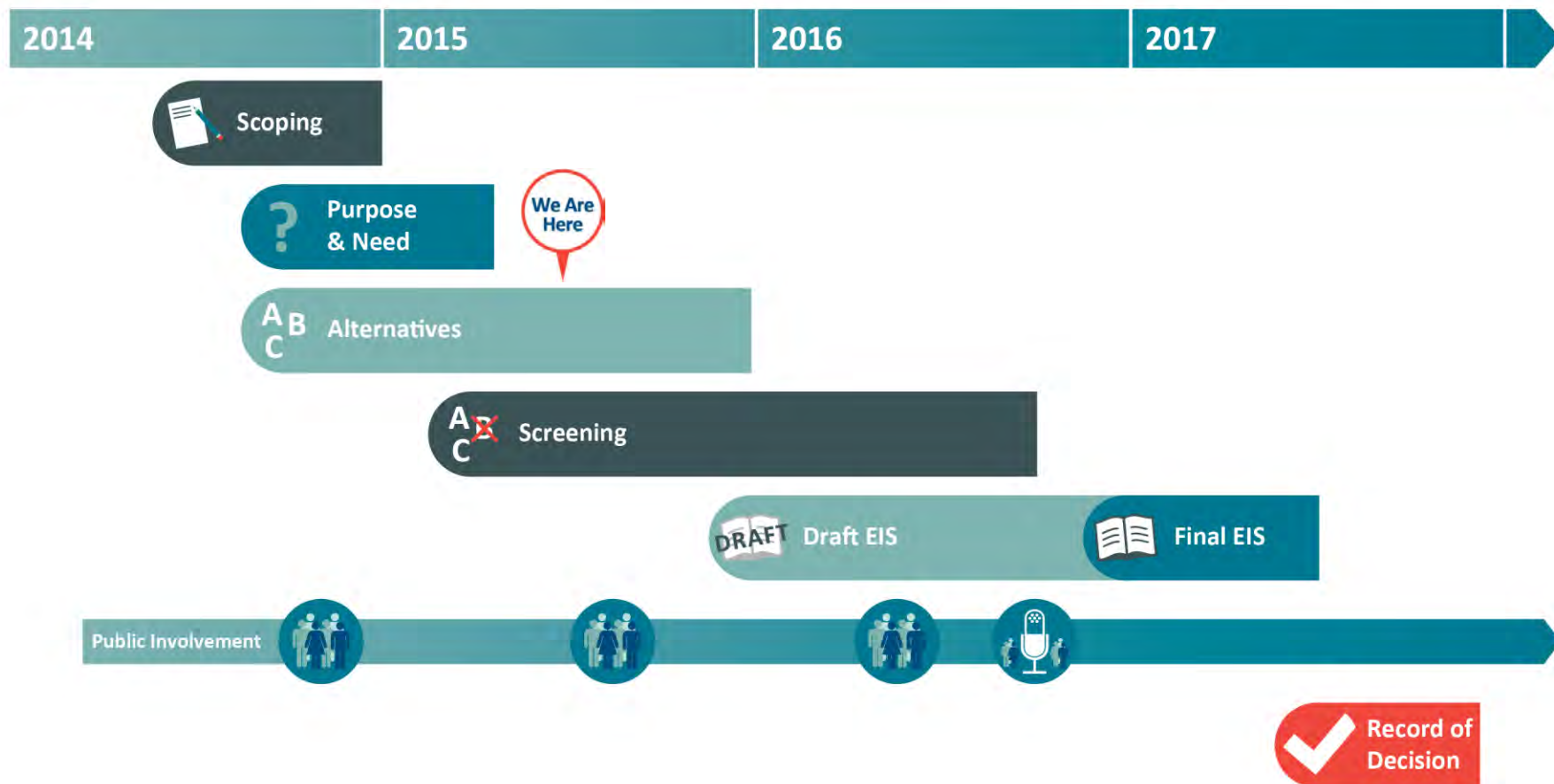
# Challenges



- Updating key elements of the 2002 SEHSR Tier I EIS
- Effectively applying past studies
- Addressing unresolved corridor issues
- Considering future VRE, Amtrak, and freight rail plans

# Schedule

# Project Update | Where Are We Now?





# Current Activities

# Service Goals

## Service Goals



Reliability



Travel Time



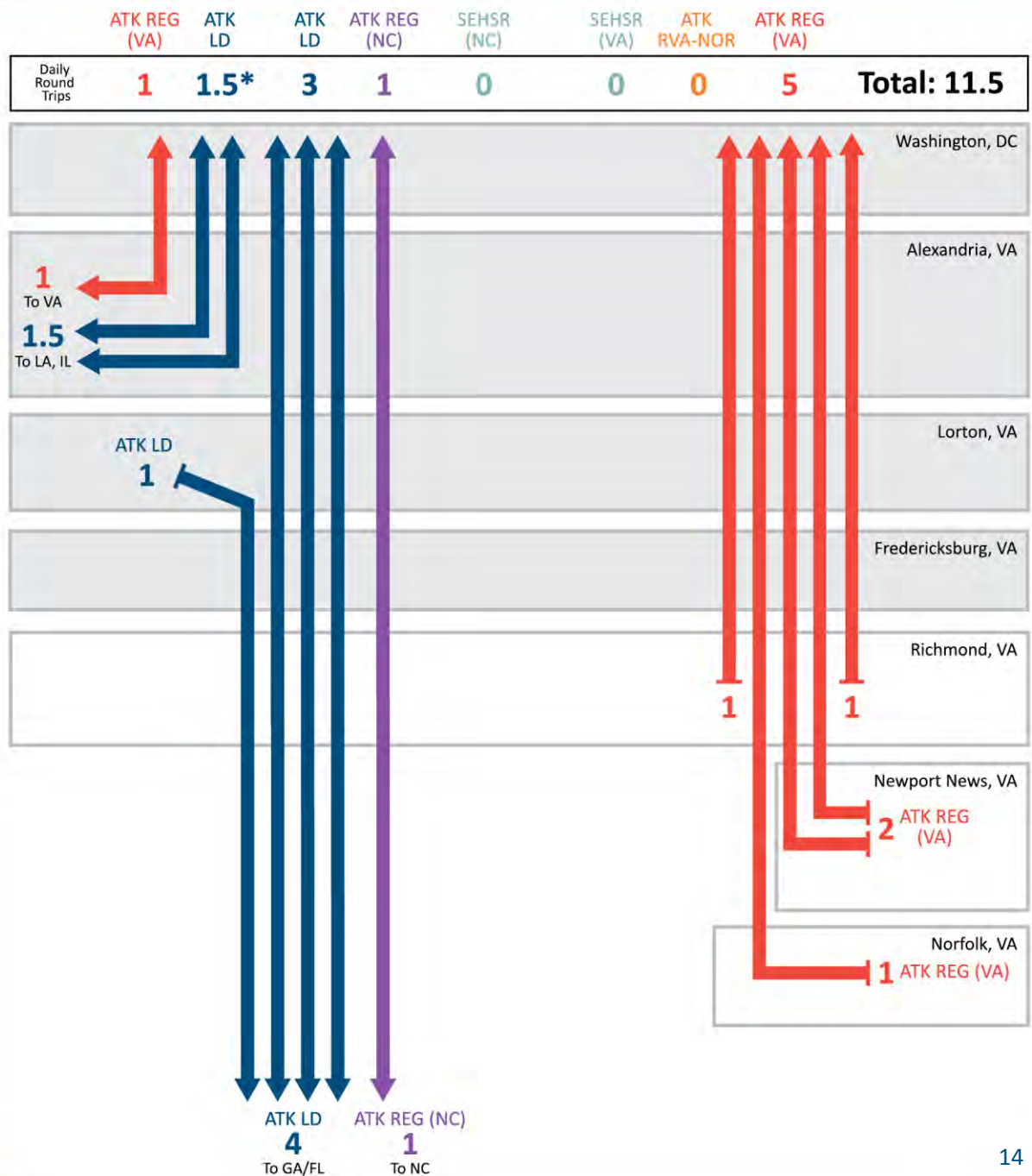
Frequency

# Number of Trains by Segment 2015



# 2015

- \* Operates 3x/week



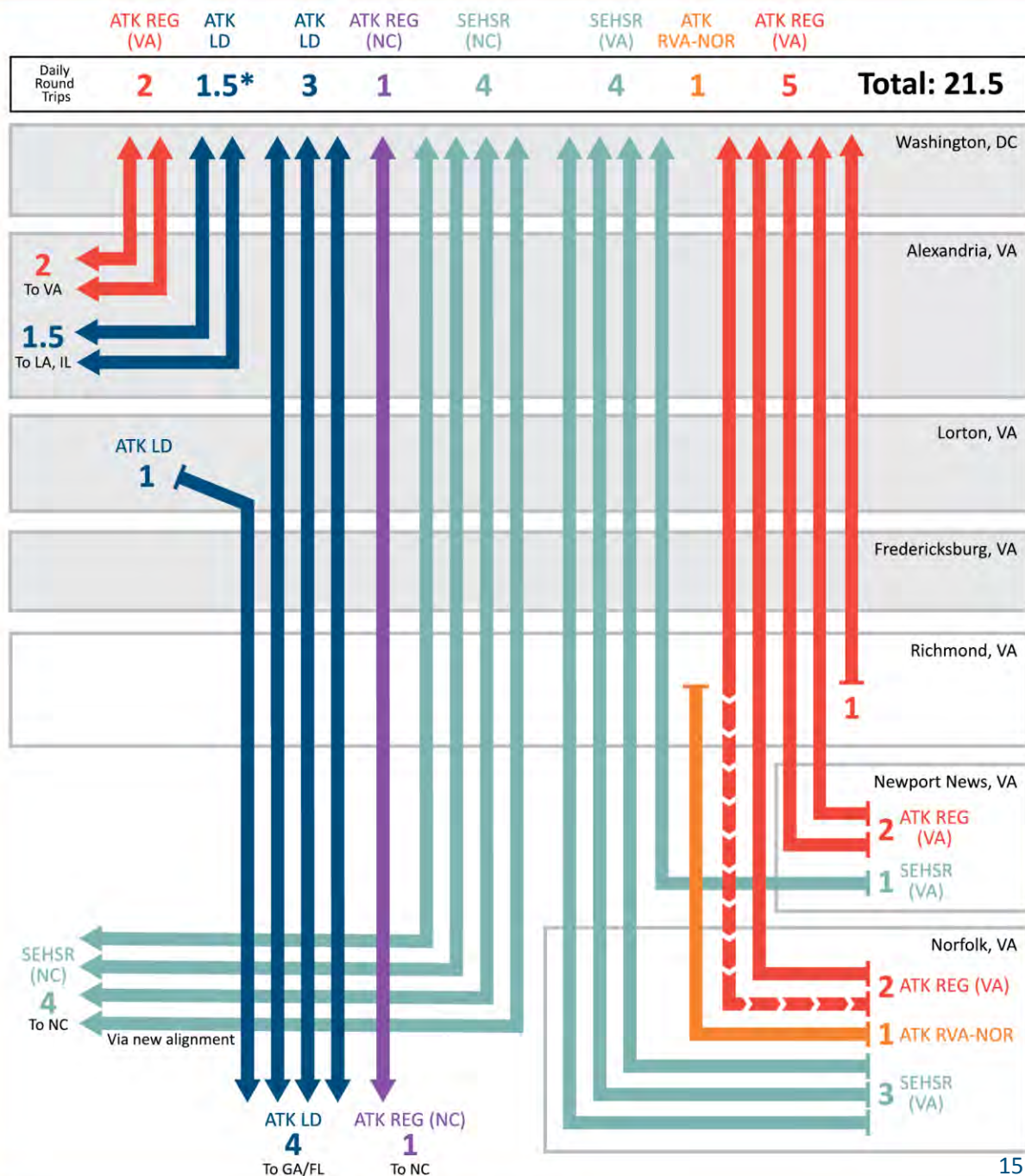


# Intercity Passenger Train Frequencies Future

- Amtrak Long-Distance (ATK LD)
- State-supported Amtrak Regional Service, Virginia (ATK REG VA)
- State-supported Amtrak Regional Service, North Carolina (ATK REG NC)
- Richmond-Norfolk Shuttle (ATK RVA-NOR)
- Southeast High Speed Rail (SEHSR)
- Existing train extended to Norfolk
- City also served by VRE commuter trains
- \* Operates 3x/week

## Changes from 2015

- 8 new SEHSR round trips
  - 4 to NC
  - 3 to Norfolk
  - 1 to Newport News
- 1 new Regional round trip to Lynchburg via Norfolk Southern
- One new Richmond-Norfolk Shuttle



# Define Alternatives

## Design Options

- Rail Alignment
- Stations
- Road/Rail Crossings

## Service Options

- Frequency of Service
- Schedule
- Station Stops

# Rail Alignment Screening Process

A  
B  
C

Develop Preliminary  
Track Alignment Options

A  
~~B~~  
C

Stage I Screening - Fatal Flaw

A  
~~B~~  
C

Stage II Screening -  
Order of Magnitude Impacts

A  
~~B~~  
C

Stage III Screening -  
Infrastructure Constraints

~~A~~  
B  
C

Stage IV Screening -  
Area Options

# Next Steps



# Next Steps | June Public Meetings

## Alexandria – Monday, June 1, 2015

Hilton Alexandria Old Town  
1767 King Street

## Fredericksburg – Tuesday, June 2, 2015

Dorothy Hart Community Center  
408 Canal Street

## Richmond – Wednesday, June 3, 2015

Department of Motor Vehicles  
2300 W. Broad Street

*\*Open House format from 5:00 to 7:30 pm each evening.*



# Next Steps | Screening Continues

## Rail Alignment Screening Process

A  
B  
C

Develop Preliminary  
Track Alignment Options

A  
C

Stage I Screening - Fatal Flaw

A  
B  
C

Stage II Screening -  
Order of Magnitude Impacts

A  
C

Stage III Screening -  
Infrastructure Constraints

A  
B  
C

Stage IV Screening -  
Area Options

- Continue screening alternatives to identify narrowed range of reasonable alternatives
- These reasonable alternatives will be presented for comment at a third set of public meetings

# Questions?

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## AGENDA ITEM #6: COMMONWEALTH AND REGIONAL AGENCY REPORTS

**TO:** Chairman Snyder and NVTC Commissioners  
**FROM:** Kelley Coyner and NVTC Staff  
**DATE:** April 30, 2015  
**SUBJECT:** Commonwealth and Regional Agency Reports

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### **A. Department of Rail and Public Transportation (DRPT) ([Attachment](#))**

DRPT announced the selection of a new State Rail Transit Safety Programs Administrator, Sharmila Samarasinghe, who will report directly to the DRPT Director. This is a new position created to meet federal directives requiring the Commonwealth and other states to increase their role in rail transit safety.

### **B. Virginia Railway Express (VRE)**

#### **CEO Report and Minutes**

VRE's Chief Executive Officer Doug Allen will be present to update the Commission on VRE highlights. The [VRE CEO April 2015 Report](#) and the [Minutes of the April 17<sup>th</sup> Meeting of the VRE Operations Board](#) are attached. There are no VRE action items for the NVTC Commission May 8<sup>th</sup> meeting.

#### **VRE Fare Increase Approved**

The VRE Operations Board took action at its April 17<sup>th</sup> to approve amending VRE's Tariff to increase fares by four percent and increase the cost of Amtrak Step-Up tickets from \$3 to \$5 beginning July 1, 2015, without any change to the current ticket discount structure. The amendments are contingent on all jurisdictions adopting their FY 2016 budgets and including funding for the recommended VRE budget. [VRE's memorandum regarding the fare increase and the public hearings](#) is attached for additional information.

#### **VRE Operations Board Recognition Program**

The locomotive naming ceremony for the VRE Operations Board Recognition Program is scheduled for May 16<sup>th</sup> at 9:00 A.M. at the Broad Run Station. This new program recognizes both past and present Operations Board Members who played a key role in establishing VRE service, were early or long tenured members, or whose extraordinary efforts contributed to its success, to be honored by having their names placed on the front of VRE locomotives. The following past and present Operations Board Members will have their names placed on a VRE locomotive at the May ceremony:

- Edwin King – Prince William County (Original Member)
- James Hugh Payne, Sr. – City of Manassas (First Elected City of Manassas Member)
- Bernard Cohen – VA House of Delegates (Original Member)
- Bob Gibbons - Stafford County (First Elected Stafford Member)
- Sally H. Cooper – VDOT (Original Member)
- Sharon Bulova – Fairfax County (Original and Continuously Serving Member)
- John Jenkins – Prince William County (Long Serving Member)
- Hilda Barg – Prince William County (Long Serving Member)
- Elaine McConnell – Fairfax County (Long Serving Member - previously recognized)

### Meet the Management Events

VRE has announced the annual Meet the Management events will kick-off on April 29, 2015 and continue through June 3, 2014. These events are an opportunity for VRE to show its appreciation for its customers by providing refreshments and to meet the riders in person to hear any questions, complaints or comments they have about VRE service. VRE staff, along with Board Members and other railroad officials participate. As co-owners of VRE, NVTC Commissioners are also encouraged to attend. For more information, contact VRE Chief of Staff Joe Swartz at [jswartz@vre.org](mailto:jswartz@vre.org) or visit [www.vre.org](http://www.vre.org). The Meet the Management dates are:

| DATE     | STATION               | TIMES              |
|----------|-----------------------|--------------------|
| April 29 | Union Station         | All Evening Trains |
| May 13   | L'Enfant              | All Evening Trains |
| May 20   | Crystal City          | All Evening Trains |
| May 27   | Alexandria            | All Evening Trains |
| June 3   | Franconia/Springfield | All Evening Trains |

\*Note: "Meet the Management" events only include rush hour trains.

### C. Northern Virginia Transportation Authority (NVTA)

On April 23, 2015, NVTA adopted its [FY2015-16 Two Year Program](#) consisting of 21 highway and 16 transit projects, totaling \$345.9 million. A total of \$131.4 million in funding (38 percent of total) was awarded to projects in the Counties of Arlington, Fairfax, and Loudoun Counties, the Cities of Alexandria and Fairfax, and to VRE, PRTC, and WMATA.

NVTA also approved the [scope of work for a request for proposals to support the development of an update to TransAction](#). TransAction 2040 is the Authority's current long range transportation plan, the first since the implementation of HB 2313 (2013). The TransAction update, when adopted, will guide the development of the Authority's FY2018-23 Six Year Program.

**Key NVTA Dates**

| Key Dates    | Activity                           |
|--------------|------------------------------------|
| May 28, 2015 | NVTA Board Meeting                 |
| Summer 2015  | TransAction – Target Project Start |

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## COMMONWEALTH of VIRGINIA

Jennifer L. Mitchell  
Director

Virginia Department of Rail and Public Transportation  
600 E. Main Street, Suite 2102  
Richmond, VA 23219

Ph: 804-786-4440  
Fax: 804-225-3752  
Virginia Relay Center  
800-828-1120 (TDD)

TO: Chairman Snyder and NVTC Commissioners

FROM: Commissioner Corcoran

DATE: April 28, 2015

SUBJECT: DRPT Update

### General Update

Sharmila Samarasinghe has been promoted to the newly created position of State Rail Transit Safety Programs Administrator, which will report to the DRPT Director. Ms. Samarasinghe had previously been DRPT's Manager of Safety, Security & Emergency Preparedness and reported to the Engineering and Safety Manager. The promotion was effective on April 17 and the organizational change was made in response to MAP-21 changes that increased the role of state agencies in rail transit safety. Ms. Samarasinghe will continue to oversee the State Safety Oversight program.

The Commonwealth Transportation Board (CTB) released the draft Six Year Improvement Program (SYIP) on April 15 and the \$3.4 billion transit portion is posted on DRPT's website. A draft SYIP public hearing is scheduled for April 28 at the NOVA District office in Fairfax from 6 PM to 8 PM.

The total FY16 Public Transportation Allocation is \$450.1 million and the total FY16 Rail Allocation is \$108.7 million. The total FY16 Mass Transit Fund Allocation is \$238.7 million. In the Northern Virginia District, state revenues for operating assistance are \$136.2 million, approximately 77% of total state operating funding. State revenues for capital grants for the Northern Virginia District are \$158.1 million, approximately 85% of total state capital funding. State revenues for Transportation Demand Management (TDM) are \$2.4 million, approximately 57% of total state capital funding. The SYIP increases funding for Special Projects, which includes TDM, from \$6.3 million in FY16 to \$9.4 million by FY21.

For WMATA, state funds for operating assistance are \$98.9 million of the total Virginia operating expense of \$566.3 million (the operating subsidy is \$245.9 million after accounting for farebox, parking and advertising revenue). DRPT capital assistance to NVTC for WMATA is \$53.8 million of a total expense of \$200.8 million for Virginia. The SYIP continues state funding of \$50 million per year in bonds to match \$50 million per year of federal PRIIA funding. Total funding for PRIIA in the SYIP is \$250 million in the Multi Year Capital Funding program. The program also includes funding for 11

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Loudoun County expansion buses (\$3.7 million state), Fairfax County Route 1 BRT study and design (\$3.8 million state), VRE track lease payments (\$8.8 million state), 9 expansion rail cars (\$16.1 million state) and WMATA eight-car train expansion (\$15.9 million state) as well as PRTC's western maintenance facility and Amtrak and CSX lease payments. Detailed FY16 funding for local jurisdictions, transit operators and TDM agencies, including a list of all capital projects, can be found in the draft SYIP on DRPT's website.

## **WMATA**

DRPT is working with NVTC and the local funding jurisdictions in discussions regarding the new Capital Funding Agreement (CFA). Transportation officials from Virginia, Maryland and the District of Columbia have met to discuss WMATA's capital needs and are now working with their respective staffs and local jurisdictions to reach agreement on funding levels and priorities. It is expected that the funding jurisdictions will work together over the next 9-12 months to agree upon the appropriate funding levels for future years of the CFA.

DRPT is also working closely with the local funding jurisdictions regarding the purchase of additional rail cars and funding for necessary traction power upgrades. An issue on which there is not yet consensus among VA, MD and DC is the number of new railcars that should be purchased by WMATA under its current contract as well as the use of the new railcars for replacement purposes. WMATA has contract options to purchase up to 220 new railcars (in increments of 90, 130 or 220) under its current contract, but those options expire in July 2015 and cannot be extended. There is agreement in principle that the railcar options should not be allowed to expire. Information on various railcar purchase scenarios has been requested from WMATA and state and local officials and staff will analyze that information to develop a final purchase recommendation that will then be negotiated with MD and DC.

The existing CFA will continue until June 30, 2016. Capital improvements to be included in future years of the new CFA (FY 2017-2021) will be evaluated during FY 2016.

## **Transit Service Delivery Advisory Committee (TSDAC)**

A Transit Service Delivery Advisory Committee (TSDAC) meeting was held on April 24. The TSDAC received a report reviewing the allocation of transit funds for any geographic disparity in funding that has been distributed since performance based operating funding and tiered capital funding were adopted by the CTB in 2013. It concluded that no jurisdiction suffered a financial loss and all jurisdictions either maintained or received additional state funding in FY15. The tech memo, presentation and meeting agenda are available on DRPT's website. There were two opportunities for public comment at the meeting.

## **I-66 Corridor Improvements**

The first I-66 Inside the Beltway Stakeholder Advisory Group (iSTAG) was held on April 13. The iSTAG was briefed on the Constrained Long Range Plan (CLRP) update, including the schedule for Groups 1-3 multimodal improvements, tolling and conversion to HOV-3. Tolling is scheduled to begin in 2017 and it is envisioned that VDOT will operate and maintain the toll facility. It is anticipated that NVTC would facilitate the planning and selection of multimodal improvements to be paid for with toll revenues, coordinate with local agencies to ensure efficient delivery of selected projects and report to VDOT on how toll-funded projects improve person throughput in the corridor. The iSTAG meeting

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was attended by representatives from City of Alexandria, Arlington County, Fairfax County, City of Falls Church, Prince William County, MWA, NVTA, NVTC, PRTC, WMATA, DRPT, VDOT and FHWA. Next steps include developing a framework agreement between NVTC and VDOT, continuing and increasing public outreach, ongoing Project Working Group Meetings and conducting a Traffic and Revenue Study.

The Transit Technical Advisory Group (TTAG) for the I-66 Outside the Beltway Corridor Improvements project met on April 1. The TTAG received a recommendation for a Preferred Alternative for the rapid bus and new commuter bus service as well as TDM strategies and park and ride lots. The Preferred Alternative is being refined based on comments at the TTAG meeting and from individual jurisdictions. It will be included in the Environmental Assessment. The TTAG meeting was attended by representatives from City of Alexandria, Arlington County, Fairfax County, Town of Haymarket, MWMCOG, NVTC, NSVRC, PRTC, VRE, WMATA, DRPT, VDOT and the VAP3 office.

Environmental public hearings for the I-66 Outside the Beltway Corridor Improvements project are scheduled for May 27 at the VDOT NOVA District office in Fairfax, May 28 at Oakton High School in Vienna, June 2 at Battlefield High School in Haymarket and June 3 at Bull Run Elementary School in Centreville. All meetings will be held from 5:30 to 9 PM. The draft Environmental Assessment (EA) will be available for comment from May 12 to June 13. The CTB is expected to take action on a preferred alternative in July 2015.

The next step for the I-66 Outside the Beltway Corridor Improvements project will be to develop a Transportation Management Plan (TMP). DRPT and VDOT anticipate submitting the TMP to FTA and FHWA before the end of 2015 and anticipate 3-4 Working Group meetings between April and September to develop the TMP. The first meeting is scheduled for April 29 at the NOVA District office in Fairfax.

## **HB2 Implementation**

Three transit pilot projects were included among 39 total projects for the initial model test run for HB2 implementation. All three projects were in Category A, which includes Northern Virginia, Richmond and Hampton Roads. Total funding reserved for HB2 is \$21.0 million in FY16, \$64.2 million in FY17 and \$320.0 million in the SYIP. New funding from HB 1887 distribution as well as new formula distribution will bring the total funding available for HB2 to \$785.2 million in the SYIP.

## **Southeast High Speed Rail**

The next round of public meetings is scheduled for June 1-3 to review conceptual design alternatives and early data collection results. In anticipation of these meetings, DRPT is presenting information items at the Potomac and Rappahannock Transportation Commission (PRTC) meeting on May 7 and Northern Virginia Transportation Authority (NVTA) Jurisdiction and Agency Coordinating Committee on May 14. DRPT has requested time on the May Transportation Planning Board (TPB) agenda and is presenting at the May 1 TPB Technical Committee meeting and the May 8 NVTC meeting. DRPT will be presenting to the Fredericksburg and Richmond MPOs in May as well.

The Federal Railroad Administration (FRA) has completed its review of the scoping summary report from the nearly 2,000 comments that were received during project scoping meetings in November and December. It will be posted on the project website ([www.DC2RVARail.com](http://www.DC2RVARail.com)) when the edits are

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complete. DRPT is working with FRA to develop the project Purpose & Need. Handouts, display boards and the presentation from the scoping meetings are posted on the project website.



# CEO *report*



**APRIL 2015**

VIRGINIA RAILWAY EXPRESS  
*A Better Way. A Better Life.*





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CEO  
report

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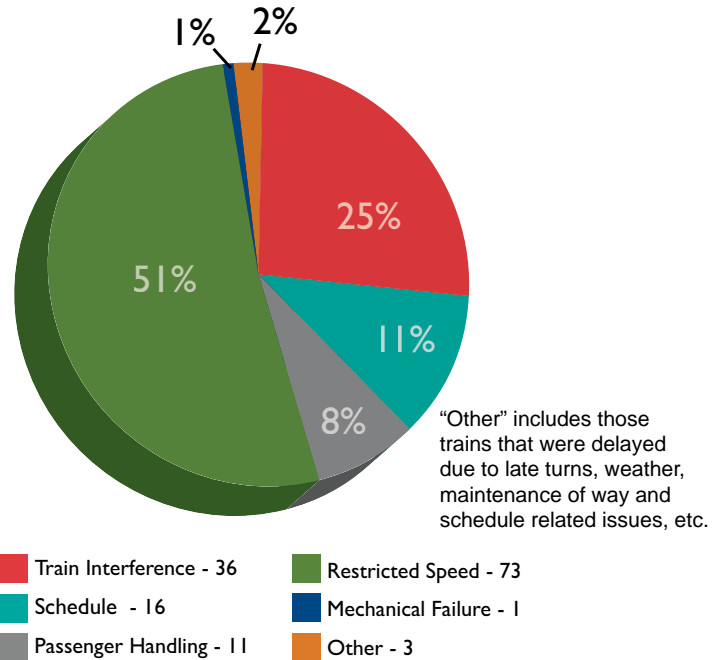
### ON-TIME PERFORMANCE

On-Time Performance (OTP) for March 2015 was 94 percent, up from 92 percent the previous month. The Manassas Line operated at 93 percent while the Fredericksburg Line was 96 percent. Restricted speed orders and train interference were the primary causes of reduced overall OTP. Typical passenger handling and schedule issues were the remaining principal causes of delays.

In March, VRE operated 614 trains with 36 trains arriving over five minutes late to their final destination. There were 24 late trains on the Manassas Line and 12 late trains on the Fredericksburg Line.



#### REASON FOR DELAYS



**Note:** There were a total of 143 delays during the month of March but only 36 late trains. The reason for the difference is that a train may encounter several delays during its operation which may or may not cause it to be late. For instance, a train could be late leaving Union Station waiting for another train to depart the station. During the course of its run it could also encounter a signal issue, yet still arrive at its final destination on-time. That train experienced two delays but was not "LATE" (arriving at its final destination later than five minutes).

#### TRIP DELAYS

| SYSTEM-WIDE                       | JAN. | FEB. | MAR. |
|-----------------------------------|------|------|------|
| Total late trains                 | 31   | 44   | 36   |
| Average length of delay (mins.)   | 16   | 17   | 15   |
| Number over 30 minutes            | 2    | 7    | 3    |
| Total days with heat restrictions | 0/20 | 0/18 | 0/21 |
| On-Time Performance               | 95%  | 92%  | 94%  |
| <b>FREDERICKSBURG LINE</b>        |      |      |      |
| Total late trains                 | 13   | 25   | 12   |
| Average length of delay (mins.)   | 11   | 13   | 12   |
| Number over 30 minutes            | 0    | 1    | 0    |
| On-Time Performance               | 95%  | 90%  | 96%  |
| <b>MANASSAS LINE</b>              |      |      |      |
| Total late trains                 | 18   | 19   | 24   |
| Average length of delay (mins.)   | 20   | 23   | 16   |
| Number over 30 minutes            | 2    | 6    | 3    |
| On-Time Performance               | 94%  | 93%  | 93%  |

## RIDERSHIP UPDATE

March 2015 average daily ridership was 19,654\* compared to 19,254 in March 2014. The total monthly ridership was 401,161\*, up from 366,937 compared with the previous March, yielding an increase of 0.4 percent (when normalized for service days). The number of full service days in March was 20 and one “S” schedule day compared to 19 full service days and one “S” schedule day the previous March.

\*using estimated Amtrak ridership

### RIDERSHIP MONTH-TO-MONTH COMPARISON

| DESCRIPTION                       | MONTHLY RIDERSHIP |
|-----------------------------------|-------------------|
| March 2014                        | 366,937           |
| March 2015                        | 401,161*          |
| Full Service Days (Current/Prior) | 20/19             |
| Ridership Percent Change          | +0.4% normalized  |

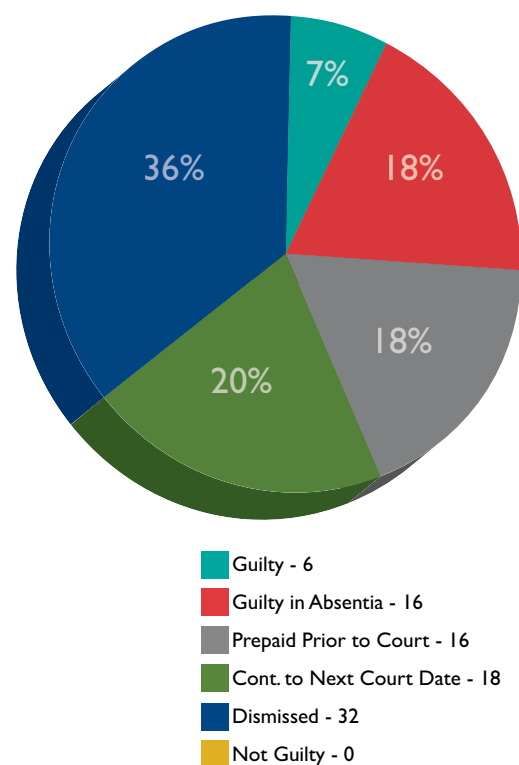
## MONTHLY CITATIONS UPDATE

During the month of March, Keolis wrote 181 citations; 72 more than last month. VRE waived 60 citations after riders showed proof of purchase of a monthly ticket and 33 others were waived as a one-time courtesy, per the conductor's request, unique circumstances or other reasons. Of the remaining 88 that did go to court, six were found guilty, zero were found not guilty, 32 were dismissed, 16 were guilty in absentia, 16 were prepaid and 18 were continued to next month.

### WAIVED CITATIONS

| VRE ACTIONS   | OCCURRENCES |
|---|-------------|
| Waived – Passenger showed proof of a monthly ticket | 60          |
| Waived – One-time courtesy                          | 4           |
| Waived – Per the request of the conductor           | 9           |
| Waived – TVM error                                  | 0           |
| Waived – Defective ticket                           | 3           |
| Waived – Per Ops Manager                            | 0           |
| Waived – Unique circumstances                       | 3           |
| Waived – Insufficient processing time               | 5           |
| Waived – Insufficient information                   | 2           |
| Waived – Lost and found ticket                      | 4           |
| Waived – Other                                      | 0           |
| <b>TOTAL WAIVED CITATIONS</b>                       | <b>45</b>   |

### FARE EVASION COURT ACTIONS





### RIDERSHIP CHART

| DATE | MSS AM        | MSS PM        | TOTAL MSS      | ACTUAL OTP TD | FBG AM         | FBG PM         | FBG TOTAL      | ACTUAL OTP TD | TOTAL TRIPS    | ACTUAL OTP TD |
|------|---------------|---------------|----------------|---------------|----------------|----------------|----------------|---------------|----------------|---------------|
| 1    |               |               |                |               |                |                |                |               |                |               |
| 2    | 3,223         | 3,603         | 6,826          | 100%          | 3,689          | 3,753          | 7,442          | 100%          | 14,268         | 100%          |
| 3    | 4,589         | 4,392         | 8,981          | 100%          | 4,987          | 5,178          | 10,166         | 100%          | 19,147         | 100%          |
| 4    | 4,817         | 4,780         | 9,597          | 75%           | 5,393          | 5,504          | 10,897         | 79%           | 20,494         | 77%           |
| 5    |               |               |                |               |                |                |                |               |                |               |
| 6*   | 2,159         | 1,986         | 4,145          | 88%           | 1,801          | 2,138          | 3,939          | 100%          | 8,085          | 94%           |
| 7    |               |               |                |               |                |                |                |               |                |               |
| 8    |               |               |                |               |                |                |                |               |                |               |
| 9    | 4,596         | 4,330         | 8,926          | 94%           | 5,377          | 5,067          | 10,443         | 86%           | 19,369         | 90%           |
| 10   | 4,596         | 4,724         | 9,320          | 88%           | 5,315          | 5,471          | 10,786         | 100%          | 20,107         | 93%           |
| 11   | 5,107         | 4,817         | 9,924          | 75%           | 5,355          | 5,301          | 10,656         | 71%           | 20,580         | 73%           |
| 12   | 4,751         | 4,853         | 9,604          | 56%           | 5,308          | 5,300          | 10,608         | 93%           | 20,212         | 73%           |
| 13   | 3,587         | 3,795         | 7,382          | 100%          | 4,274          | 3,813          | 8,087          | 93%           | 15,469         | 97%           |
| 14   |               |               |                |               |                |                |                |               |                |               |
| 15   |               |               |                |               |                |                |                |               |                |               |
| 16   | 4,384         | 4,692         | 9,076          | 100%          | 5,118          | 4,761          | 9,880          | 100%          | 18,956         | 100%          |
| 17   | 4,648         | 4,962         | 9,611          | 94%           | 5,559          | 5,325          | 10,884         | 100%          | 20,495         | 97%           |
| 18   | 4,956         | 5,043         | 9,999          | 100%          | 5,199          | 5,255          | 10,453         | 100%          | 20,452         | 100%          |
| 19   | 4,696         | 4,749         | 9,445          | 94%           | 5,150          | 5,201          | 10,351         | 100%          | 19,796         | 97%           |
| 20   | 3,903         | 3,714         | 7,617          | 100%          | 3,881          | 4,114          | 7,995          | 100%          | 15,612         | 100%          |
| 21   |               |               |                |               |                |                |                |               |                |               |
| 22   |               |               |                |               |                |                |                |               |                |               |
| 23   | 4,549         | 4,558         | 9,108          | 100%          | 5,081          | 4,879          | 9,960          | 100%          | 19,068         | 100%          |
| 24   | 4,930         | 4,850         | 9,779          | 81%           | 5,173          | 5,359          | 10,532         | 100%          | 20,312         | 90%           |
| 25   | 4,839         | 5,095         | 9,933          | 100%          | 5,261          | 5,414          | 10,675         | 100%          | 20,609         | 100%          |
| 26   | 4,664         | 4,690         | 9,354          | 100%          | 5,052          | 5,065          | 10,117         | 100%          | 19,471         | 100%          |
| 27   | 3,962         | 3,706         | 7,669          | 100%          | 4,122          | 4,081          | 8,203          | 100%          | 15,871         | 100%          |
| 28   |               |               |                |               |                |                |                |               |                |               |
| 29   |               |               |                |               |                |                |                |               |                |               |
| 30   | 4,311         | 4,392         | 8,703          | 100%          | 5,247          | 4,659          | 9,906          | 100%          | 18,609         | 100%          |
| 31   | 4,857         | 4,653         | 9,511          | 94%           | 5,229          | 4,956          | 10,186         | 100%          | 19,697         | 97%           |
|      | <b>92,124</b> | <b>92,385</b> | <b>184,508</b> | <b>92%</b>    | <b>101,572</b> | <b>100,596</b> | <b>202,168</b> | <b>96%</b>    | <b>386,676</b> | <b>94%</b>    |

|                 |         |
|-----------------|---------|
| Amtrak Trains:  | 400     |
| Adjusted total: | 184,908 |

|                 |         |
|-----------------|---------|
| Amtrak Trains:  | 6,000   |
| Adjusted total: | 208,168 |

|                 |         |
|-----------------|---------|
| Amtrak Total:   | 6,400   |
| Adjusted Total: | 393,076 |

|                             |        |                    |        |
|-----------------------------|--------|--------------------|--------|
| # of Service Days:          | 21     | Full Service Days: | 20     |
| Manassas Daily Avg. Trips:  | 8,786  | Adjusted Avg.:     | 9,245  |
| Fred'burg Daily Avg. Trips: | 9,627  | Adjusted Avg.:     | 10,408 |
| Total Avg. Daily Trips:     | 18,413 | Adjusted Avg.:     | 19,654 |

|                         |            |
|-------------------------|------------|
| Total Trips This Month: | 401,161    |
| Prior Total FY-2015:    | 3,016,432  |
| Total Trips FY-2015:    | 3,417,592  |
| Total Prior Years:      | 66,970,373 |
| Grand Total:            | 70,387,966 |

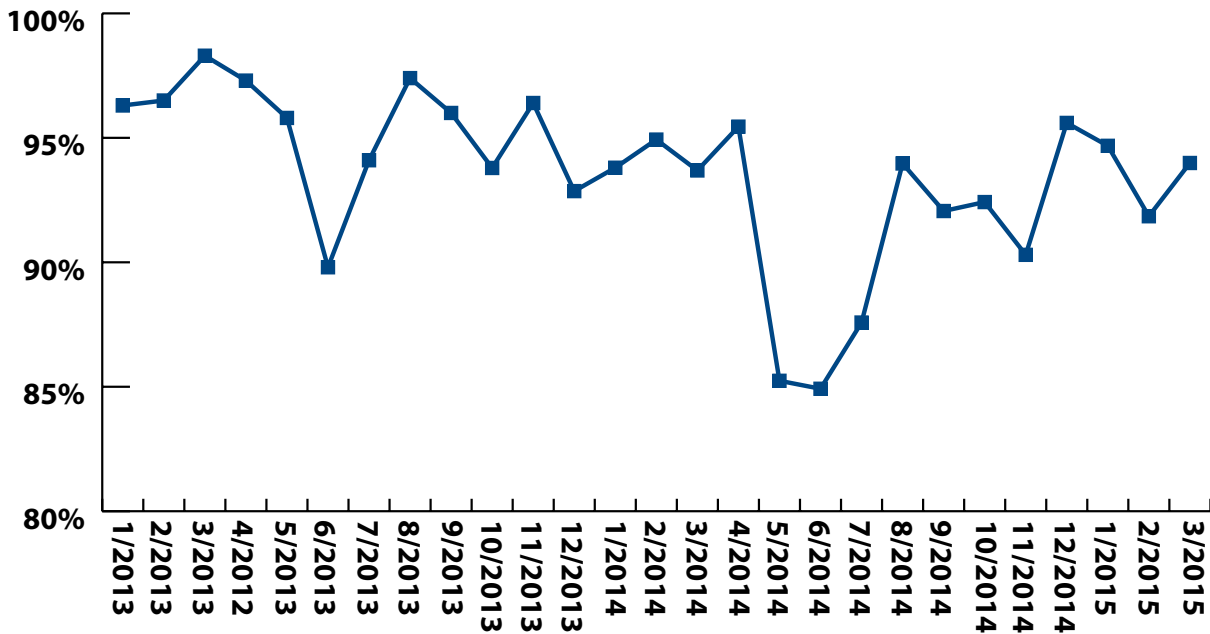
\*Numbers in red are estimated.

|                                       |        |
|---------------------------------------|--------|
| Total Number of Service Days to Date: | 184    |
| Average Daily Riders to Date:         | 18,574 |

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

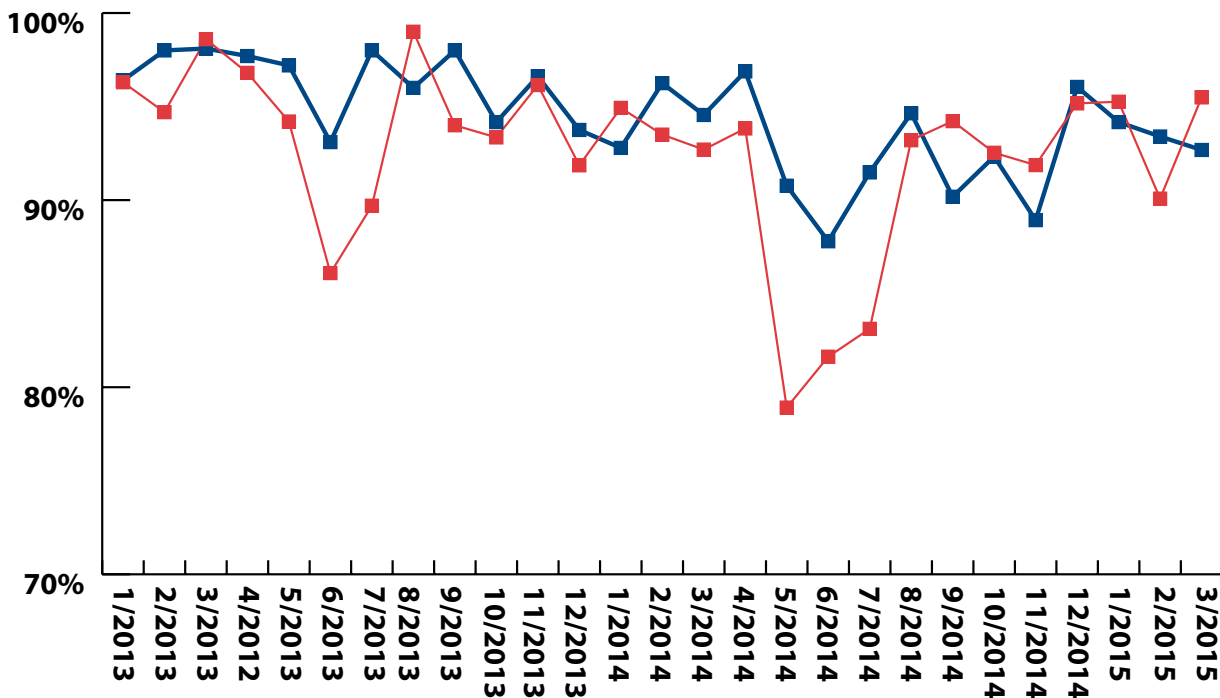
## ON-TIME PERFORMANCE

### SYSTEM PERFORMANCE

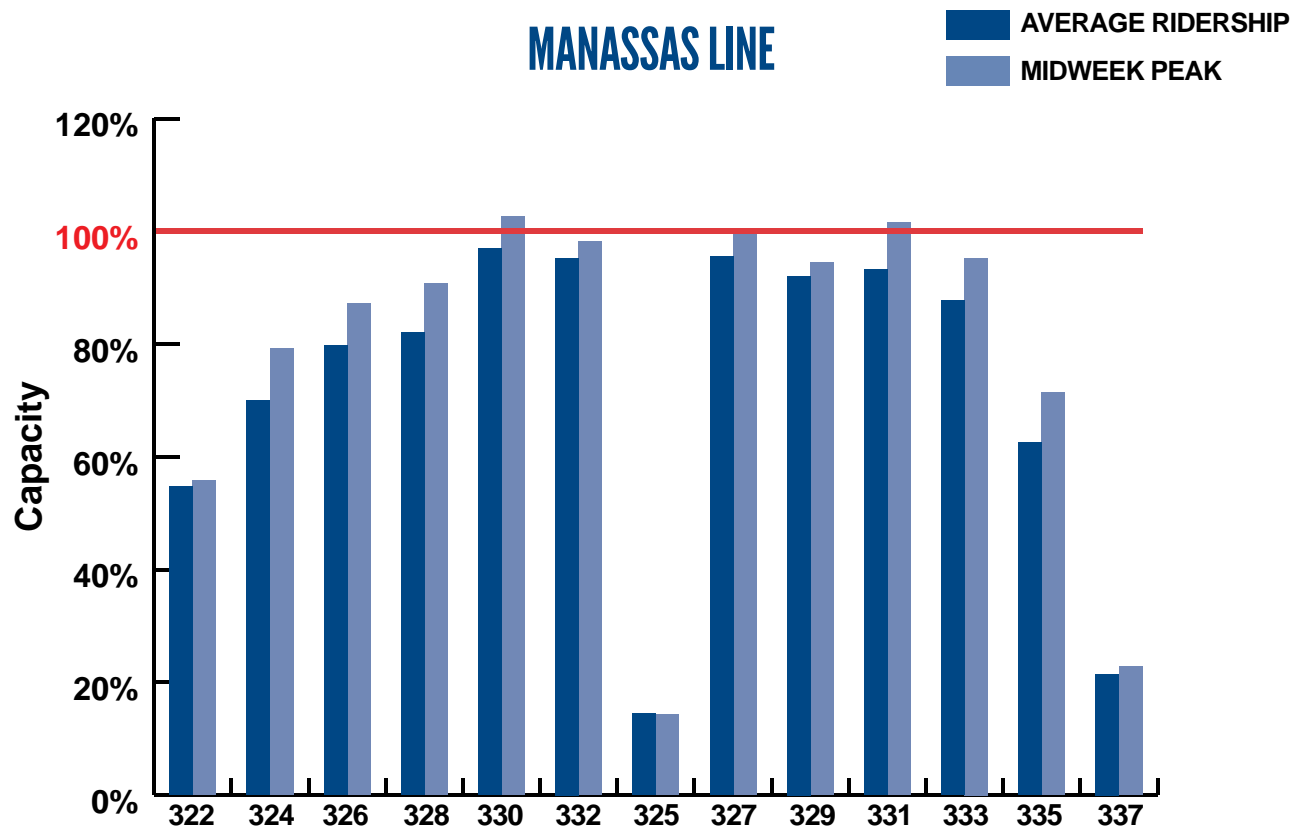
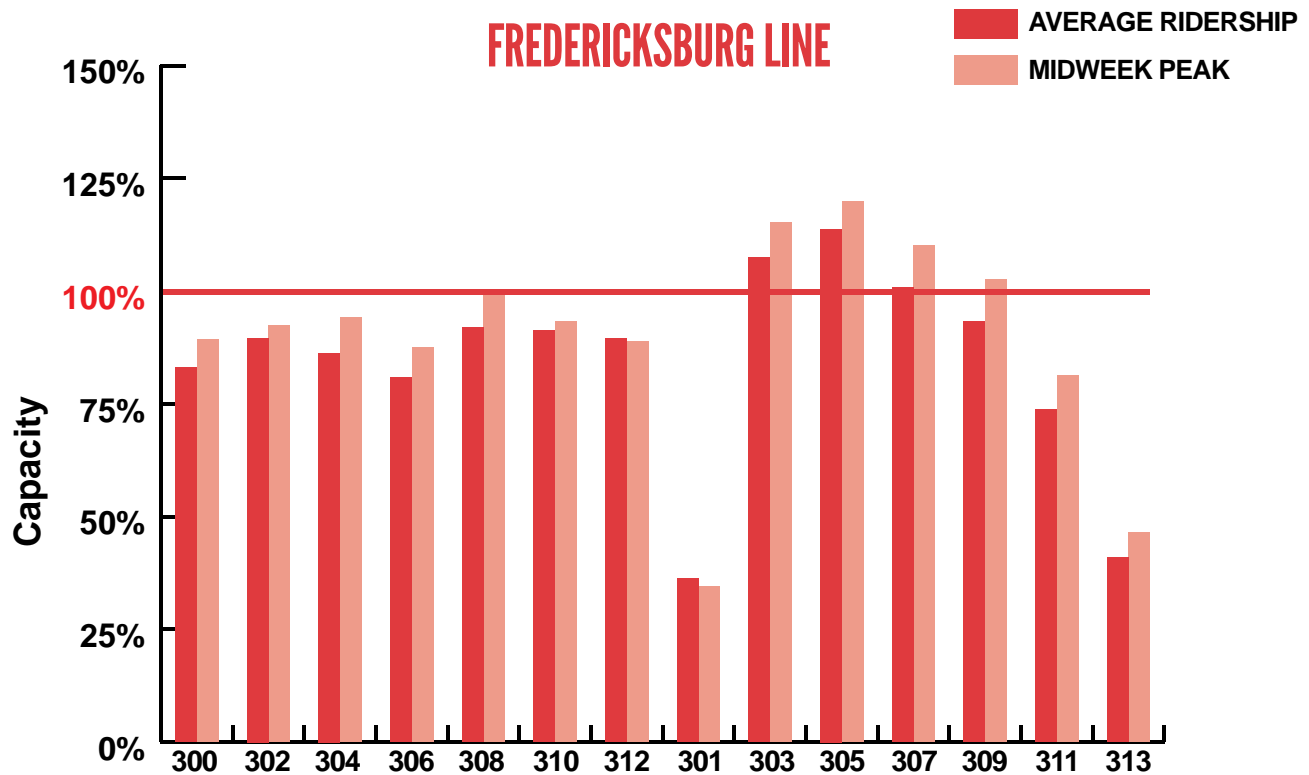


### PERFORMANCE BY LINE

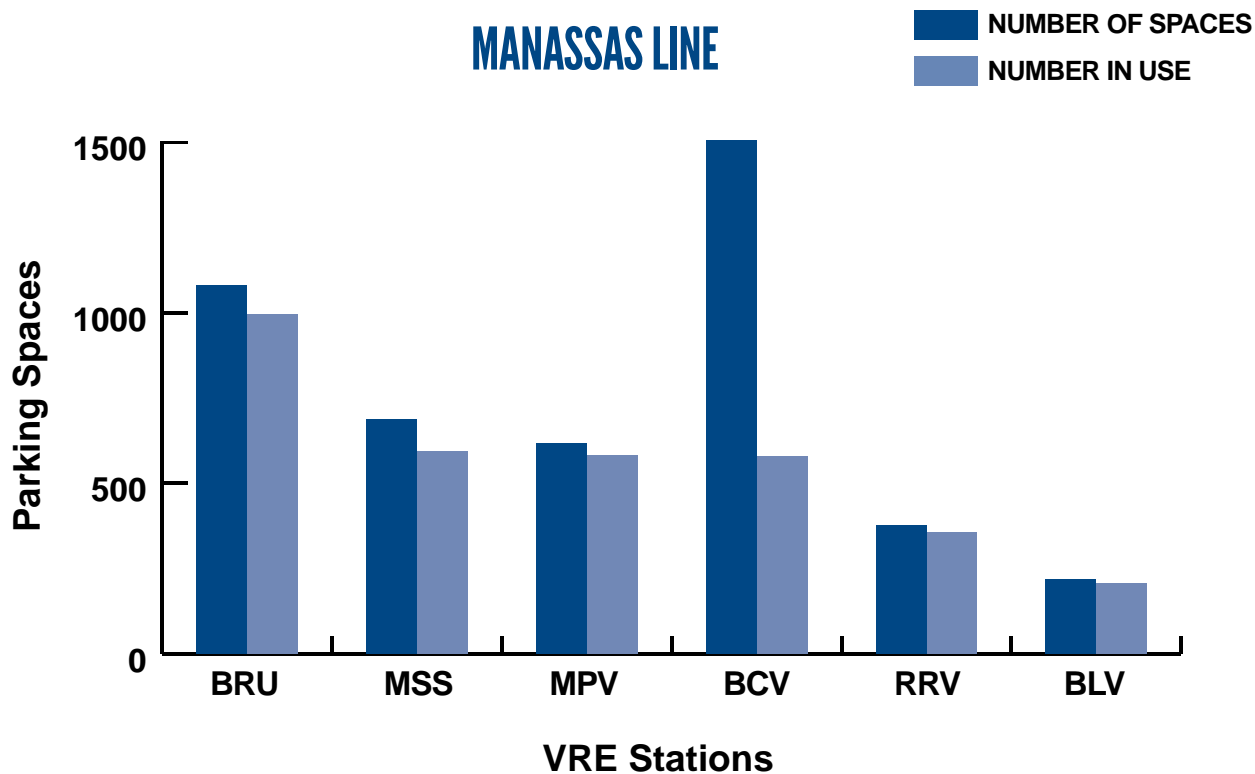
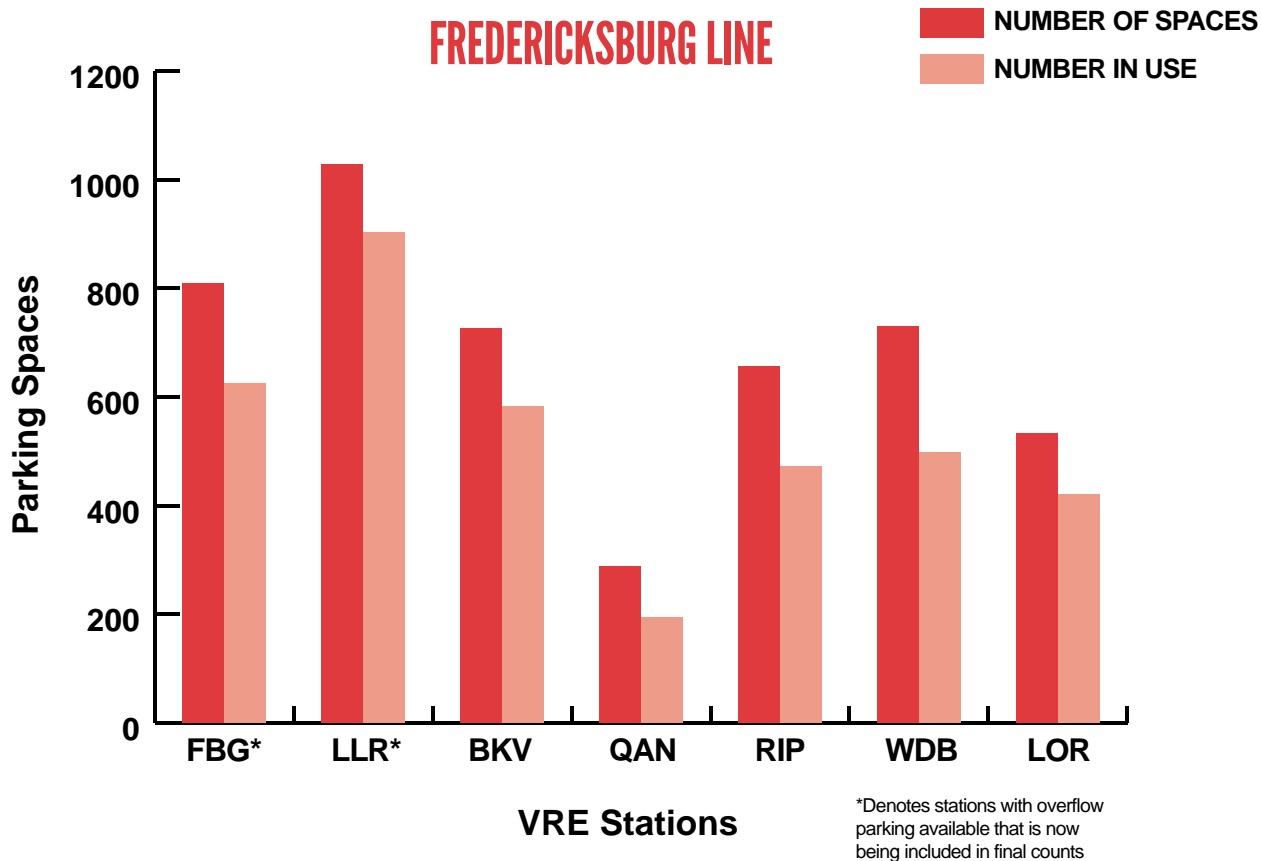
■ FREDERICKSBURG LINE  
■ MANASSAS LINE



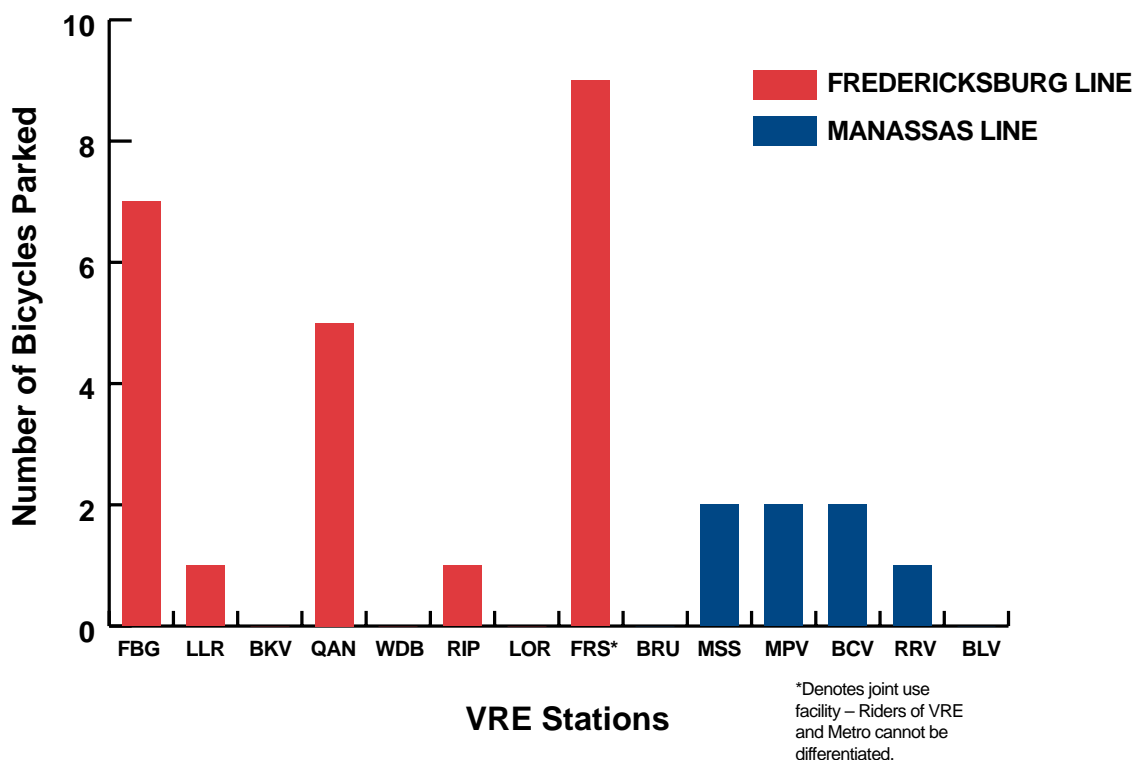
### TRAIN UTILIZATION



## PARKING UTILIZATION



### BICYCLE COUNTS



### FINANCIAL REPORT

#### SUMMARY OF FINANCIAL RESULTS

| MEASURES                                 | DOLLARS           | GOAL   | ACTUAL           |
|--|-------------------|--------|------------------|
| Operating Ratio                          |                   | 55%    | 57%              |
| <b>BUDGETED REVENUE</b>                  | <b>81,579,601</b> |        |                  |
| Budgeted Revenue YTD                     | 57,885,467        |        |                  |
| Actual Revenue YTD                       | 58,598,294        |        |                  |
| Cumulative Variance                      | 712,827           |        | 712,827          |
| Percent Collected YTD                    |                   | 70.96% | 71.83%           |
| <b>BUDGETED EXPENSES</b>                 | <b>81,579,601</b> |        |                  |
| Budgeted Expenses YTD                    | 49,803,847        |        |                  |
| Operating Expenses YTD                   | 46,760,797        |        |                  |
| Cumulative Variance                      | 3,043,050         |        | 3,043,050        |
| Percent Expended YTD                     |                   | 61.05% | 57.32%           |
| <b>NET INCOME (LOSS) FROM OPERATIONS</b> |                   |        | <b>3,755,596</b> |

Fare income for the month was \$134,853 above the budget – a favorable variance of 4.86 percent. The cumulative variance for the year is 1.84 percent or \$442,250 above the adopted budget. Revenue in FY 2015 is down 2.4 percent compared to FY 2014. The budget reflects the amended budget adopted at the December 2014 Operations Board meeting.

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

*These figures are preliminary and unaudited.*

FINANCIAL REPORT, *CONT.*

## FY 2015 OPERATING BUDGET REPORT, FEBRUARY 28, 2015

|   | CURR. MO.<br>ACTUAL | CURR. MO.<br>BUDGET | YTD<br>ACTUAL | YTD BUDGET | YTD VARIANCE |       | TOTAL FY14<br>BUDGET |
|---|---------------------|---------------------|---------------|------------|--------------|-------|----------------------|
|   |                     |                     |               |            | \$           | %     |                      |
| OPERATING REVENUE   |                     |                     |               |            |              |       |                      |
| Passenger Ticket Revenue  | 2,910,064           | 2,775,211           | 24,542,768    | 24,100,518 | 442,250      | 1.8%  | 36,662,000           |
| Other Operating Revenue   | 1,100               | 12,490              | 172,224       | 108,466    | 63,758       | 58.8% | 165,000              |
| Subtotal Operating Revenue  | 2,911,164           | 2,787,701           | 24,714,992    | 24,208,984 | 506,008      | 2.1%  | 36,827,000           |
| Jurisdictional Subsidy (1)  | -                   | -                   | 16,428,800    | 16,428,800 | -            | 0.0%  | 12,305,001           |
| Federal/State/Other<br>Jurisdictional Subsidy   | 2,003,901           | 1,797,152           | 17,433,636    | 17,226,817 | 206,819      | 1.2%  | 28,472,731           |
| Appropriation from Reserve  | -                   | -                   | -             | -          | -            | 0.0%  | 2,749,000            |
| Interest Income   | 3,414               | 3,414               | 20,866        | 20,866     | -            | 0.0%  | 15,300               |
| Total Operating Revenue   | 4,918,479           | 4,588,267           | 58,598,294    | 57,885,467 | 712,826      | 1.2%  | 80,369,032           |
|   |                     |                     |               |            |              |       |                      |
| OPERATING EXPENSES  |                     |                     |               |            |              |       |                      |
| Departmental Operating<br>Expenses  | 5,021,816           | 5,167,754           | 43,518,210    | 46,565,286 | 3,047,075    | 6.5%  | 73,255,179           |
| Debt Service  | -                   | -                   | 3,238,561     | 3,238,561  | -            |       | 6,714,870            |
| Other Non-Departmental<br>Expenses  | -                   | -                   | 4,025         | -          | (4,025)      |       | 398,983              |
| Total Operating Expenses  | 5,021,816           | 5,167,754           | 46,760,796    | 49,803,847 | 3,043,050    | 6.1%  | 80,369,032           |
|   |                     |                     |               |            |              |       |                      |
| NET INCOME (LOSS)<br>FROM OPERATIONS  | (103,338)           | (579,486)           | 11,837,497    | 8,081,620  | 3,755,877    |       | -                    |
|   |                     |                     |               |            |              |       |                      |
| CALCULATED<br>OPERATING RATIO   |                     |                     | 57%           | 52%        |              | Goal  | 55%                  |
| (1) Total jurisdictional subsidy is \$16,428,800. Portion shown is attributed to Operating Fund only. |                     |                     |               |            |              |       |                      |





## CAPITAL PROJECTS

### HAMILTON-TO-CROSSROADS THIRD TRACK PROJECT

CSX Transportation (CSXT) completed a strategic cut-in of track over the weekend of March 14, 2015, a major milestone on the road toward the phase 1 cut-in necessary to put the new Spotsylvania Station into service this summer. CSXT workers have been on the project site since January 2015 and are preparing track and signal work. The overall project, including additional cut-ins for subsequent phases, is scheduled for completion in the last quarter of 2015.



*Track bed is graded and in place, awaiting installation of track along Benchmark Road in Spotsylvania County.*

### SPOTSYLVANIA STATION PROJECT

Hammerhead Construction completed concrete work for the new platform for the Spotsylvania Station during March 2015. Station construction project completion is scheduled for the second quarter of 2015. Meanwhile with winter now behind us, Spotsylvania County's contractor is building the 1,500-car parking lot for the new station. The start of revenue service for the station will hinge on the completion of the parking lot, which is currently scheduled for this summer.



*The white concrete in the center of the photo is the new platform at Spotsylvania.*

## CAPITAL PROJECTS, *CONT.*

### QUANTICO INTERMODAL CENTER PROJECT

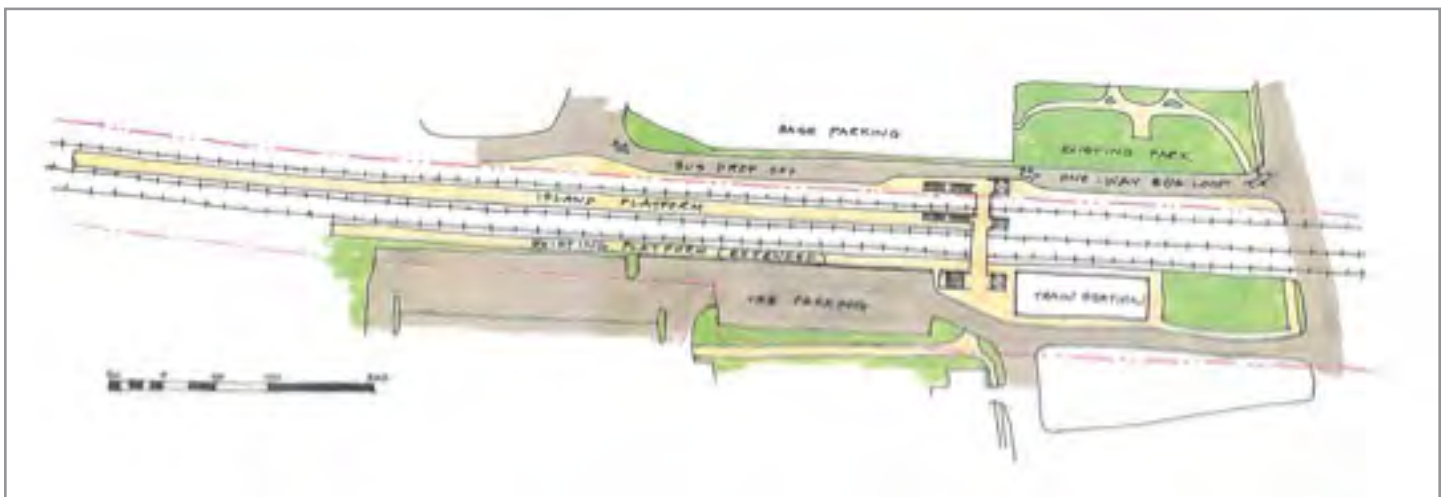
VRE and the Virginia Department of Rail and Public Transportation (DRPT) are in discussions with CSXT and the Federal Railroad Administration to upgrade passenger facilities at Quantico Station in Prince William County as part of DRPT's Powell's Creek-to-Arkendale Third Track Project. The station straddles the boundary between Marine Corp Base Quantico (MCBQ) and the Town of Quantico, and is served by Amtrak trains along with VRE.

As currently planned, the Quantico Intermodal Center would consist of an extended east platform, a new "island" west platform situated between the existing tracks and the new third track, and a dedicated one-way bus lane on MCBQ property for OmniRide and base buses. A pedestrian overpass spanning all three tracks would connect the bus lane with the train platforms and include elevators and stairways.

One of the project's goals is to improve safety and reduce the traffic congestion generated by trains dwelling at Quantico Station. This is achieved by moving the station platforms about 300 feet south of the Potomac Avenue at-grade crossing and making the new pedestrian bridge a more attractive "short cut" for pedestrians moving between the base, town and station. An intertrack fence will be installed between the existing tracks for the length of the platform, discouraging unsafe crossings of the track.



*Christine Hoeffner, VRE Manager of Project Development, and Oscar Gonzalez, VRE Project Manager, spray paint the outlines of the sketch plan for the Quantico Intermodal Center on the station parking lot in advance of a visit by CSXT senior engineers.*



*Sketch plan for the Quantico Intermodal Center produced under the 2014 Station Assessment Project*



## CAPITAL PROJECTS, *CONT.*

### CROSSROADS LIFECYCLE OVERHAUL AND UPGRADE FACILITY

In January 2014, the VRE Operations Board adopted a life cycle maintenance strategy for VRE rolling stock. The basis of this strategy is to maintain VRE locomotives and passenger cars at the highest level of reliability throughout the life cycle of the equipment.

The scope of work includes preliminary engineering, final design and environmental screening services necessary for developing contract documents for competitive bidding, as well as limited engineering support services during construction. It will encompass a new pre-fabricated building to house lifecycle overhaul and upgrade (LOU) activities along with associated track work to be constructed in the general proximity of the south end of the Crossroads MSF property.

VRE has advertised for a contractor to begin work on a new building and associated track work at VRE's Crossroads Maintenance and Storage Facility (MSF) dedicated to vehicle LOU activities. LOU activities include removal, repair and reinstallation of main engines, head end power units, underfloor trucks, car bodies, main generators, auxiliary generators and traction motors. Seven proposals were received on March 24, 2015. The project is on track and scheduled for action by the VRE Operations Board for the April meeting.

### L'ENFANT STORAGE TRACK

With midday storage for VRE trains at a premium, this project is converting an existing, manually-operated stub track immediately north of L'Enfant Station into a dual-ended siding track with remotely operated switches at both ends. When complete, this will provide additional storage space for a full trainset in proximity to Union Station. CSXT completed and approved the design of track, switch and signal modifications and a Construction Agreement Addendum has been executed by CSXT and VRE. CSXT has begun ordering material and will schedule construction/installation mobilization during an upcoming 90-day construction window planned in spring 2015. VRE is working in parallel to issue a contract for the installation of wayside power appliances for VRE trains during layover.



*The proposed LOU Facility will be added to the existing VRE Crossroads Maintenance and Storage Facility in Spotsylvania County.*



*Looking north as VRE train departs L'Enfant Station in the District of Columbia.*

## CAPITAL PROJECTS, *CONT.*

### FACILITIES UPDATE

**The following is a status update of VRE facilities projects:**

**Completed projects:**

1. Installation of no trespassing signage along perimeter of gravel parking lot in Fredericksburg
2. Cleanup of VRE property in wooded area south of gravel parking lot in Fredericksburg
3. Repair of damaged tactile strip at Lorton station
4. Repair of separated downspout at Lorton station

**Projects scheduled to be completed this quarter:**

1. Replacement of waste oil tank pump at Broad Run yard
2. Installation of emergency supplies storage boxes at stations
3. Replacement of broken glass panes at Fredericksburg station
4. Repair of damaged stair treads at Rolling Road station
5. Repair of damaged tactile strip on east platform at Fredericksburg station
6. Repairs of gravel parking lot in Fredericksburg
7. Repairs of gravel parking lot at Leeland Road station
8. Replacement of cigarette receptacles at stations

**Projects scheduled to be initiated this quarter:**

1. Correction of drainage pipe slope at Crossroads yard
2. Modifications to obsolete ADA lift enclosures to provide open-structure shelters at Lorton, Leeland Road and Backlick Road stations
3. Installation of platform and inter-track warning signs at stations
4. Identification of additional parking lots requiring restriping
5. Identification of additional stations requiring painting

**Ongoing projects:**

1. Coordination of right-of-way security fencing project at Burke Centre station
2. Installation of additional benches at various stations
3. Modification of wayside power pedestals at Broad Run and Crossroads yards to increase status light visibility and improve cable storage
4. Replacement of worn or damaged signage at various stations
5. Installation of additional “no smoking” signs at various stations
6. Development of scope of work for tactile warning strip replacement Invitation for Bids (IFB) for various stations
7. Development of scope of work for canopy replacement IFB for L’Enfant and Leeland Road stations
8. Development of scope of work for platform concrete rehabilitation IFB for Fredericksburg station

## CAPITAL PROJECTS, *CONT.*

### FACILITIES UPDATE, *CONT.*

9. Development of scope of work for elevator rehabilitation IFB for Franconia-Springfield and Rippon stations
10. Request for task order proposals from GEC VI firms for plan and specification development, in preparation for upcoming IFB for stair replacement at Rippon station.

## PROCUREMENT

### UPCOMING PROCUREMENTS

- Repair and Overhaul of Locomotive Rotating Electrical Equipment
- Stair Replacement at the VRE Rippon Station
- Engineering and Environmental Services for Platform Improvements
- General Planning Consulting Services I – Project Development Services
- General Engineering Consulting Services (GEC) VII – Project Implementation Services
- Development of Design Guidelines and Standard Specifications
- Engineering and Environmental Services for the Rolling Road Station Platform Extension
- Enhancement of VRE System Safety Program
- Septic Tank Pumping and Flushing Services
- Removal of Contaminated Waste
- Lorton Station Enhancements
- Fire and Intrusion Alarm Monitoring and Maintenance Service
- Elevator Rehabilitation or Replacement at Franconia-Springfield and Rippon Stations
- Replacement of Tactile Warning Strips at Station Platforms
- Rehabilitation of Fredericksburg Station Platforms
- Replacement of Platform Canopies, Gutters and Downspouts at L'Enfant and Leeland Road

[illegible]

### COMMUTER STATIONS & PARKING PROJECTS

| Project & Code                               | Description  | Task (s)  | Task Description (s)  | Project Manager    | Board Item Number       | % of Total Task Completion | Calendar Completion Date (Est.) |
|--|--|---|---|--------------------|-------------------------|----------------------------|---------------------------------|
| Alexandria Station Tunnel and Other          | 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. | Norine Walker      | 8C-05-2012              | 100%                       | 4th Quarter 2014                |
|  |  | Site Investigation                                      | Compile soils data and perform in-situ testing to prepare for final design phase and provide VDOT with environmental information.                                 | Norine Walker      | 8H-10-2013              | 15%                        | 1st Quarter 2015                |
|  |  | Design & Construction Administration                    | Design & construction administration for pedestrian tunnel and modifications to east platform.  | Norine Walker      | 8F-12-2013              | 13%                        | 2nd Quarter 2017                |
|  |  | Design & Construction Administration                    | Raise the West Platform.  | Norine Walker      |                         | 0%                         | TBD                             |
| 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%                        | 2nd Quarter 2015                |
| 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  | Norine Walker      | 11D-04-2011             | 30%                        | TBD                             |
| 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                  |
|  | Second Platform  |   |   | Norine Walker      |                         | 0%                         | TBD                             |
| Lorton Station Main Platform Expansion       | Expansion of station by extending eastern (main) 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 2013      |
|  |  | Station Expansion Design                                | Prepare construction documents and provide construction administration for 250' platform expansion with upgraded LED lighting                                     | Eric Johnson       | 8B-05-2012              | 90%                        | 1st Quarter 2015                |
|  |  | Platform Extension Construction                         | Construction of 250' platform extension with upgraded LED lighting  | Kip Foster         | 8B-03-2014              | 0%                         | 2nd Quarter 2015                |
|  |  | Utility Relocation                                      | Relocate CenturyLink communications line to accommodate platform extension and future second platform.  | Kip Foster         | 8C-03-2014              | 0%                         | 4th Quarter 2014                |
|  |  | Construction Management Services                        | Provide construction management and inspection services during construction of platform extension   | Kip Foster         | 9A-04-2014              | 0%                         | 2nd Quarter 2015                |
| Lorton Second Platform                       | Construction of a Second Platform at Lorton Station  | Environmental   | Prepare Categorical Exclusion for Second Track construction   | Norine Walker      | TBD                     | 0%                         | TBD                             |
|  |  | Preliminary Engineering                                 | Design of second platform   | Norine Walker      | TBD                     | 0%                         | TBD                             |
| Rolling Road Platform Extension              | 250 Foot Platform Extension 100 Foot Canopy Exention   | PE / Env  | 250' Platform Extension / 200' Canopy Extension / 200' Future Platform Concept Design   | Kip Foster         |                         |                            |                                 |
| Spotsylvania Station (New Station)           | Development of a new VRE station in Spotsylvania County (Station Only, NO Parking) near the Crossroads Yard  | Station Design & CM Services                            | Design of the new platform and head house/Construction Eng. Support. Full time on site CM services.   | Kip Foster         | 9G-06-2012 & 9F-09-2013 | 100% and 50%               | Completed 2nd Quarter 2013      |
|  |  | Station Construction                                    | Construction of the new platform and head house.  | Kip Foster         | 9F-05-2013              | 50%                        | 2nd Quarter 2015                |
| Brooke and Leeland Road                      |  | PE / Env Design Construction CM                         | 250' Platform Extension / 200' Canopy Extension / 200' Future Platform Concept Design   | Norine Walker      |                         |                            |                                 |
| Quantico Station                             |  |   |   | Kip Foster         |                         |                            |                                 |



| Status   | Change Order, Budget & Schedule Change Notes & Updates  | Vendor                  | Total Adopted CIP Budget Thru FY15 (\$) | Total Board Approved Funds (\$) | Contractual Commitments To-Date (\$) | Total Expenditures To-Date (\$) |
|--|---|-------------------------|---|---------------------------------|--------------------------------------|---------------------------------|
| Distributed final feasibility report and closing out this task.  |   | AECOM                   | \$ 10,626,000                           | \$ 162,711                      | \$ 147,919                           | \$ 147,737                      |
| Soils boring locations revised. Estimate requires Board action. Will start soils borings 4/18-19 and finish 4/25-26 pending flagger availability.  | Supplement No. 1, October 2013, \$26,709.<br>Supplement No. 2, May 2014, \$85,752,<br>Supplement No. 3 \$45,405 pending 4-17-2015.  | AECOM                   |   | \$ 173,648                      | \$ 162,402                           | \$ 55,525                       |
| Initiated PE with meeting on March 27, 2015. Selected Alternative A.1 in generally same location as Feasibility Study, 2014 due to cost. Field surveyors need to finish on WMATA property and will do same weekend as borings contractor to optimize flagger use. Concept report completed.                      | Amendment due to completion of required scope not anticipated when awarded contract.  | Gannett Fleming         | \$ -                                    | \$ 1,814,559                    | \$ 1,728,151                         | \$ 229,665                      |
| Preparing Scope of Work for stand-alone contract   | Transfer funds from Amtrak Joint Recap. project.  | TBD                     | \$278,864                               | \$278,864                       | \$ -                                 | \$0                             |
|  |   | TOTALS                  | \$ 10,626,000                           | \$ 2,150,918                    | \$ 2,038,472                         | \$ 432,927                      |
| Project completed.   | Final invoice received 2/28/14; payment authorized 3/20/14.   | Amtrak                  | \$ 1,000,000                            | \$ 1,000,000                    | \$ 1,000,000                         | \$ 987,625                      |
| Project completed.   | Last invoice received 4/12/2013   | Amtrak                  | \$ 750,000                              | \$ 750,000                      | \$ 750,000                           | \$ 515,968                      |
| Work will resume in Spring of 2015   | Revised Contract executed November 2014.  | Amtrak                  | \$ 1,172,309                            | \$ 1,172,309                    | \$ 1,172,309                         | \$ 573,953                      |
|  |   | TOTALS                  | \$ 3,201,176                            | \$ 3,201,176                    | \$ 2,922,309                         | \$ 2,077,547                    |
| No funds available for construction, so on-hold. 30% design submitted. Likely will wait until Gainesville-Haymarket extension project results to determine the future of the Broad Run Station parking expansion.  |   | Dewberry                | \$ 3,420,000                            | \$ 2,031,263                    | \$ 1,846,603                         | \$ 393,120                      |
|  |   | TOTALS                  | \$ 3,420,000                            | \$ 2,031,263                    | \$ 1,846,603                         | \$ 393,120                      |
| Contract closeout pending contractor submittal of closeout payment affidavit requirements.   | 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 - Window/Jamb Rehab/Replacement, \$4,928 Change Order # 5 - Gutter Repair, \$222 | Vista Contracting, Inc. | \$ 522,000                              | \$ 455,950                      | \$ 449,141                           | \$ 426,687                      |
| No additional flagging expected.   | Force account estimate for flagging in the amount of \$124,765.   | CSX Trans.              |   | \$ 132,000                      | \$ 124,765                           | \$ 58,185                       |
| Platform expansion project. Will combine five station expansion projects into one contract. Board item for March Board meeting.  |   | TBD                     |   |                                 |                                      |                                 |
|  |   | TOTALS                  | \$ 522,000                              | \$ 587,950                      | \$ 573,906                           | \$ 484,872                      |
| Completed  |   | HDR                     |   | \$ 306,350                      | \$ 278,500                           | \$ 271,476                      |
| HDR providing permit assistance, coordinating Special Inspections, and providing Construction Engineering to include shop drawing review as needed.  |   | HDR                     |   | \$ 103,400                      | \$ 94,000                            | \$ 87,694                       |
| Received Board approval in March to award construction contract to Hammerhead. Contract awarded in late April. Received Board approval in May to execute CSX force account agreement for design review and flagging during construction. CSX processing ROE. CSX determining flagging availability and schedule. |   | Hammerhead Construction | \$ 4,820,000                            | \$ 991,980                      | \$ 901,800                           | \$ 26,000                       |
| Received Board approval in March to execute communications line relocation agreement with CenturyLink. Agreement executed in early April.  |   | CenturyLink             |   | \$ 66,664                       | \$ 60,604                            | \$ -                            |
| Received Board approval in April to execute task order with Gannett Fleming for construction management and inspection services during construction of platform extension. Task order executed in late April.  |   | Gannett Fleming         |   | \$ 164,786                      | \$ 149,805                           | \$ 9,000                        |
|  |   | TOTALS                  | \$ 4,820,000                            | \$ 2,809,080                    | \$ 2,632,521                         | \$ 1,363,914                    |
| Pending NVTA Approval.   |   | TBD                     |   | \$ -                            | \$ -                                 | \$ -                            |
| Platform expansion project. Will combine five station expansion projects into one contract. Board item for March Board meeting.  |   | TBD                     |   | \$ -                            | \$ -                                 | \$ -                            |
|  |   | TOTALS                  | \$ -                                    | \$ -                            | \$ -                                 | \$ -                            |
| Platform expansion project. Working with procurement on RFP. Anticipate advertising in March / April 2015  |   |                         | \$ 2,000,000                            |                                 |                                      |                                 |
|  |   | TOTALS                  | \$ 2,000,000                            | \$ -                            | \$ -                                 | \$ -                            |
| STV under contract for Construction Engineering Support and Shop Drawing Review thru duration of construction as well as CM through project closeout.  |   | STV                     |   | \$ 703,453                      | \$ 639,503                           | \$ 500,000                      |
| Platform Concrete Complete. Starting on walkways and headhouse first week in April.  | Change Orders 1-5 drainage/fill/concrete due to change conditions over year between bid/award and NTP.  | Hammerhead Construction | \$ 3,422,500                            | \$ 2,583,900                    | \$ 2,468,272                         | \$ 1,500,000                    |
|  |   | TOTALS                  | \$ 3,422,500                            | \$ 3,287,353                    | \$ 3,107,775                         | \$ 2,000,000                    |
| Platform expansion project. Will combine five station expansion projects into one contract. Board item for March Board meeting.  |   | TBD                     | \$2,463,000                             | \$ 21,790.00                    |                                      |                                 |
|  |   | TOTALS                  | \$2,463,000                             | \$ 21,790.00                    |                                      |                                 |
| Platform expansion project   |   | TBD                     |   |                                 |                                      |                                 |

## TRACK & INFRASTRUCTURE PROJECTS

| Project & Code   | Description  | Task (s)  | Task Description (s)   | Project Manager | Board Item Number       | % of Total Task Completion | Calendar Completion Date (Est.)  |
|--|--|---|--|-----------------|-------------------------|----------------------------|--|
| L'Enfant Station Wayside Power   |  |   | TO for Completion of Specifications and Construction Support Services  | Norine Walker   | N/A                     | 0%                         | 9/1/15   |
|  |  | Wayside Power Construction                                | Construction of wayside power for stored train sets  | Norine Walker   | N/A                     | 30%                        | 2nd Quarter 2015   |
|  |  | Switch & Signalization Design                             | Design of storage track switches and signals   | Norine Walker   | 9B-06-2011              | 100%                       | 2nd Quarter 2015   |
| 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, Construction Eng. Support, & CM | Environmental Analysis and Final Design, Engineering Support through construction, CM Services through Project closeout. | Kip Foster      | 9D-06-2010 & 9G-09-2013 | 100% and 70%               | Design Completed 2nd Quarter 2013. CM est. completion 4th Quarter 2015 |
|  |  | Third Track Signal Design                                 | CSX Signal design and engineering support  | Kip Foster      | 9E-06-2012              | 100%                       | 1st Quarter 2014   |
|  |  | Track & Signal Construction                               | CSX Construction of Signals and Track  | Kip Foster      | 9H-09-2013              | 75%                        | 4th Quarter 2015   |
|  |  | Track Work & Structures                                   | Abernathy Construction of Civil, Track, & Structures   | Kip Foster      | 9C-06-2013              | 67%                        | Phase 1 4th Quarter 2014 Phase 2 3rd Quarter 2015                      |

## PLANNING, COMMUNICATIONS & INFORMATION TECHNOLOGY PROJECTS

| Project & Code                           | Description   | Task  | Task Description   | Project Manager    | Board Item Number  | % of Total Task Completion | Calendar Completion Date (Est.) |
|--|---|---|--|--------------------|--|----------------------------|---------------------------------|
| Gainesville Haymarket Expansion Planning | Expansion of VRE Service to Gainesville & Haymarket, VA     | G/H Expansion Analysis (Feasibility)                        | Develop expansion alternatives for VRE Service to G/H  | Christine Hoeffner | 9D-12-2007   | Complete                   | Complete                        |
|  |   | G/H Expansion Project Development, Environmental and Design | Perform planning and project development activities, environmental analysis and engineering design | Christine Hoeffner | 9B-03-2015 (A/E contract award) 8E-04-2014 (Auth. For RFP) | 0%                         | 9/30/17                         |
|  |   | Construction (Future)                                       | Future Track Construction  | TBD                |  | 0%                         | TBD                             |
| Mobile Ticketing                         | Development and Implementation of a Mobile Ticketing System |   |  | Chris Henry        | 8H-09-2013   | 30.1%                      | 6/30/16                         |
| System Planning                          | Prepare system plan to cover 20+ year planning horizon      |   |  | Christine Hoeffner | 9F-04-2013   | 100%                       | Complete                        |

| Status   | Change Order, Budget & Schedule Change Notes & Updates  | Vendor                      | Total Adopted CIP Budget Thru FY15 (\$) | Total Board Approved Funds (\$) | Contractual Commitments To-Date (\$) | Total Expenditures To-Date (\$) |
|--|---|-----------------------------|---|---------------------------------|--------------------------------------|---------------------------------|
| Will advertise to GEC VI contract holders  |   | TBD                         |   |                                 |                                      |                                 |
| Construction agreement amendment signed and CSXT has begun ordering long lead time items, expect delivery of them in April/May time frame. PEPCO sent notice of fees. Board item for sole source NTE \$110,000 at March Meeting. |   | NVE                         |   | \$ -                            | \$ 688,480                           | \$ 208,390                      |
| Anticipate construction to begin in Spring 2015 and 12-16 weeks to complete, as per CSXT   |   | CSX Trans.                  |   | \$ 250,000                      | \$ 225,000                           | \$ 171,912                      |
| <b>TOTALS</b>  |   |                             | <b>\$ 4,283,619</b>                     | <b>\$ 250,000</b>               | <b>\$ 913,480</b>                    | <b>\$ 380,302</b>               |
| Design Completed 2nd Quarter 2013. Construction Engineering Services and Support through completion of construction. CM services ongoing for duration of construction and through project closeout.                              |   | STV                         |   | \$ 1,750,743                    | \$ 1,544,198                         | \$ 1,275,000                    |
| Signal Design for Phase 1 and Phase 2 complete. Design checked by CSX. Signal Construction underway.   |   | CSX Trans.                  |   | \$ 1,009,800                    | \$ 917,400                           | \$ 940,853                      |
| Signal Construction over 50 % complete. CSX Track Construction scheduled to begin in January 2015.   |   | CSX Trans.                  | \$ 32,500,000                           | \$ 20,522,611                   | \$ 20,522,611                        | \$ 7,250,000                    |
| Phase 1 work complete (other than coordination with CSX for Track Installation). Phase 2 scheduled for completion fall 2015.   | CA # 1 - Access from Crossroads Pkwy \$112,715<br>CA # 2 - Load Test for Microtunnel \$47,900<br>CA # 3 - Subgrade Stabilization \$86,583<br>CA # 4 S&N 12' Water Extension - time only<br>CA # 6 - Proposed Station Size FH \$155,899 CA # 7 - Underdrain \$17,400<br>CA # 10 - Pipe Extension PP Conflict \$299,973<br>CA # 11 CSX Excavations and Unexcavated Credits \$42,295<br>CA # 13 M.O.T. Devices CA # 15 LS Foundation SWAP<br>CA # 16 Slope Stabilization VEP (\$230,239) | Abernathy Construction Corp |   | \$ 8,880,073                    | \$8,556,727                          | \$5,796,735                     |
| <b>TOTALS</b>  |   |                             | <b>\$ 32,500,000</b>                    | <b>\$ 32,163,227</b>            | <b>\$ 31,540,936</b>                 | <b>\$ 15,262,588</b>            |

| Status   | Change Order, Budget & Schedule Change Notes & Updates  | Vendor      | Total Adopted CIP Budget Thru FY15 (\$) | Total Board Approved Funds (\$) | Contractual Commitments To-Date (\$) | Total Expenditures To-Date (\$) |
|--|---|-------------|---|---------------------------------|--------------------------------------|---------------------------------|
| Feasibility Study Completed on 9/28/2009   | Aerial Survey Deferred to NEPA/PE. Revised Consultant Responsibility for Cost Estimating from Belstar to VHB/DMJM   | VHB         |   | \$ 1,537,338                    | \$ 1,397,338                         | \$ 1,042,749                    |
| AECOM selected as consultant; contract award awaiting Commission authority to execute REF grant (funding source)     | \$1,500,000 allocated in FY14 NVTA regional funding; project agreement approved by NVTA 7/24/14. Amendment of REF grant 76509-02 pending DRPT/VRE execution; increases project funding by \$2,785,714 to \$4,485,714 when combined with NVTA funds as local match to state grant. | TBD         | \$ 5,823,052                            | \$ 4,365,163                    | \$ 3,968,330                         | \$ -                            |
| Future Construction Related to Expansion   | Funding Sources TBD   | TBD         |   | \$ -                            | \$ -                                 | \$ -                            |
| <b>TOTALS</b>  |   |             | <b>\$ 5,823,052</b>                     | <b>\$ 5,902,501</b>             | <b>\$ 5,365,668</b>                  | <b>\$ 1,042,749</b>             |
| Alpha version released 02/10/15. Beta test with live transactions and limited passenger use will begin in mid-March. |   | GlobeSherpa |   | \$ 3,510,627                    | \$ 969,310                           | \$ 969,310                      |
| <b>TOTALS</b>  |   |             | <b>\$ -</b>                             | <b>\$ 3,510,627</b>             | <b>\$ 969,310</b>                    | <b>\$ 969,310</b>               |
| VRE Ops Board adopted plan 1/17/14. Project complete.  | GEC task order (\$35,000) for supplemental public outreach/communications support issued 9/30/13  | P.B.        | \$ 185,000                              | \$ 150,000                      | \$ 185,000                           | \$ 183,593                      |
| <b>TOTALS</b>  |   |             | <b>\$ 185,000</b>                       | <b>\$ 150,000</b>               | <b>\$ 185,000</b>                    | <b>\$ 183,593</b>               |



## YARD PROJECTS

| Project & Code  | Description  | Task   | Task Description   | Project Manager | Board Item Number | % of Total Task Completion | Calendar Completion Date (Est.) |
|---|--|--|--|-----------------|-------------------|----------------------------|---------------------------------|
| Broad Run Yard Train Wash and Crossroads Yard Warehouse | Design and construction of Broad Run Yard train wash and Crossroads Yard warehouse.                      | Crossroads Warehouse Design  | Conceptual and final design of new Crossroads warehouse.   | Eric Johnson    | 10D-04-2012       | 100%                       | Completed 4th Quarter 2012      |
|   |  | Crossroads Warehouse Construction  | Construction of new Crossroads warehouse.  | Eric Johnson    | 11E-04-2011       | 100%                       | Completed 2nd Quarter 2013      |
|   |  | Broad Run Train Wash Design  | Conceptual and final design and construction administration for Broad Run train wash   | Norine Walker   | 9D-06-2012        | 90%                        | TBD                             |
|   |  | Broad Run Train Wash Construction  | Future Construction/Installation Work related to Broad Run train wash  | TBD             | TBD               | n/a                        | n/a                             |
| Crossroads Lifecycle Overhaul and Upgrade Facility      | Engineering, Environmental and Construction Services for a Lifecycle Overhaul and Upgrade (LOU) Facility | PE, environmental, final design, construction docs and limited construction services | LCM facility includes ability to remove, repair and reinstall main engines, head end power units, trucks, cart bodies, main generators, auxiliary generators, traction motors, etc. And associated track work. | Norine Walker   | 9G-09-2014        | 0%                         | TBD                             |

## ROLLING STOCK PROJECTS

| Project & Code                | Description   | Task   | Task Description   | Project Manager | Board Item Number | % of Total Task Completion | Calendar Completion Date (Est.) |
|-------------------------------|---|--|--|-----------------|-------------------|----------------------------|---------------------------------|
| Passenger Railcar Procurement | To Acquire Fifteen (20) 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       | 95%                        | 3rd Quarter 2016                |
|                               |   | New Railcar Manufacture (7 cars)                       | Option Order of 7 New Passenger railcars   | Rich Dalton     | 8B-11-2013        | 22%                        | 1st Quarter 2018                |
|                               |   | New Railcar Manufacture (5 cars)                       | Option Order of 5 New Passenger railcars   | Rich Dalton     | 9F-09-2014        | 0%                         | 4th Quarter 2018                |
|                               |   | New Railcars Engineering Oversight (7 Cars)            | On site engineering through warranty administration under MEC V task order STV-0038 under MEC V                                      | Rich Dalton     | 10A-01-2014       | 3%                         | 1st Quarter 2018                |
|                               |   | New Railcars Engineering Oversight (8 Cars)            | On site engineering through warranty administration under MEC V task order STV-0017 under MEC V                                      | Rich Dalton     | 9E-02-2012        | 85%                        | 3rd Quarter 2016                |
| 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 2015                |
|                               |   | 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 2015                |

| Status   | Change Order, Budget & Schedule Change Notes & Updates  | Vendor                           | Total Adopted CIP Budget Thru FY15 (\$) | 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 2013.  | 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 Broad Run train wash 90% design completed. Plan submission to Prince William County and City of Manassas on hold while seeking additional construction funding. VRE submitted comments to STV on Crossroads Train Wash report. Find and provide as-builts to STV and schedule field trip for them to review operations prior to finalizing the report. | Supplement No. 1 - Increased contract amount by \$3,864 for third party construction cost estimate.   | STV/RWA                          |   | \$ 307,513                      | \$ 283,421                           | \$ 174,875                      |
|  |   | TBD                              |   | \$ -                            | \$ -                                 | \$ -                            |
| <b>TOTALS</b>  |   |                                  | <b>\$ 5,723,959</b>                     | <b>\$ 3,536,761</b>             | <b>\$ 2,995,119</b>                  | <b>\$ 2,919,818</b>             |
| Ad February 6. Pre-bid in Fredericksburg followed by yard site visit on February 24. Proposals due March 24. Short listed three firms for interviews to be held April 7, 2015. Board approval 4/17/2015  |   | TBD                              | \$22,500,000                            |                                 | \$ -                                 | \$ -                            |
| <b>TOTALS</b>  |   |                                  | <b>\$ 33,947,918</b>                    | <b>\$ 3,536,761</b>             | <b>\$ 2,995,119</b>                  | <b>\$ 2,919,818</b>             |

| Status  | Change Order, Budget & Schedule Change Notes & Updates  | Vendor                   | Total Adopted CIP Budget Thru FY15 (\$) | Total Board Approved Funds (\$) | Contractual Commitments To-Date (\$) | Total Expenditures To-Date (\$) |
|---|---|--------------------------|---|---------------------------------|--------------------------------------|---------------------------------|
| Eight (8) base order cars are currently in revenue service. Warranty period ends 3rd Qtr 2016.  | The car numbers are designated as V820 - V827; the cars are in revenue service. Warranty expires in September 2016.   | Sumitomo - Nippon Sharyo | \$ 52,544,714                           | \$ 23,140,000                   | \$ 21,240,000                        | \$ 20,009,230                   |
| Contract Amendment Executed; preliminary delivery schedule submitted by SCOA/Project Kick Off meeting held on March 20, 2014; project status meetings on-going. | Contract Amendment Executed 12/19/2013 to increase the contract amount and number of cars. Progress meetings on going.  | Sumitomo - Nippon Sharyo |   | \$ 14,805,714                   | \$ 14,805,714                        | \$ -                            |
| Contract Amendment Executed; preliminary delivery schedule submitted by SCOA/Project Kick Off meeting held on October 28, 2014                                  | The car numbers are V835-V839. Contract Amendment Executed 10-27-14 to increase the contract amount.  | Sumitomo - Nippon Sharyo |   | \$ 10,545,200                   | \$ 10,545,200                        | \$ -                            |
| On-going project status meetings and document reviews; on-site manufacturing oversight to start in February 2015.   | The car numbers are designated as V828-V834. Piece parts are currently in production in Toyokawa and Rochelle. On site inspector starts in Rochelle in February 2015 for final assembly.  | STV                      |   | \$ 892,500                      | \$ 849,245                           | \$ 102,637                      |
| Warranty Oversight  | The second four (4) cars were delivered and placed into revenue service on 9-22-14. The two (2) year warranty period expires on 9-21-16.  | STV                      |   | \$ 1,474,000                    | \$ 1,250,000                         | \$ 1,151,473                    |
| <b>TOTALS</b>   |   |                          | <b>\$ 52,544,714</b>                    | <b>\$ 50,857,414</b>            | <b>\$ 48,690,159</b>                 | <b>\$ 21,263,340</b>            |
| Project Meetings On-going   | Contract executed for on-board equipment and installation January 2015.   | WRE                      | \$ 10,821,989                           | \$ 7,980,877                    | \$ 550,645                           | \$ 51,475                       |
| 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. | STV                      |   |                                 |                                      |                                 |
| <b>TOTALS</b>   |   |                          | <b>\$ 10,821,989</b>                    | <b>\$ 7,980,877</b>             | <b>\$ 550,645</b>                    | <b>\$ 51,475</b>                |



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**Virginia Railway  
Express**

John C. Cook  
Chairman

Gary Skinner  
Vice-Chairman

Paul Smedberg  
Secretary

Maureen Caddigan  
Treasurer

Sharon Bulova  
John Jenkins  
Matt Kelly  
Paul Milde  
Jennifer Mitchell  
Suhas Naddoni  
Martin Nohe  
J. Walter Tejada  
Bob Thomas  
Jonathan Way

#### **Alternates**

Marc Aveni  
Meg Boehmke  
Jay Fisette  
Frank Jones  
Jeanine Lawson  
Tim Lovain  
Michael May  
Jeff McKay  
Kevin Page  
Paul Trampe  
Billy Withers

Doug Allen  
Chief Executive Officer

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

# M I N U T E S

## VRE Operations Board Meeting PRTC Headquarters – Prince William County, Virginia April 17, 2015

| Members Present         | Jurisdiction          |
|-------------------------|-----------------------|
| Sharon Bulova (NVTC)    | Fairfax County        |
| Maureen Caddigan (PRTC) | Prince William County |
| John C. Cook (NVTC)     | Fairfax County        |
| John D. Jenkins (PRTC)* | Prince William County |
| Paul Milde (PRTC)       | Stafford County       |
| Jennifer Mitchell       | DRPT                  |
| Martin Nohe (PRTC)*     | Prince William County |
| Gary Skinner (PRTC)     | Spotsylvania County   |
| J. Walter Tejada (NVTC) | Arlington County      |
| Bob Thomas (PRTC)       | Stafford County       |
| Jonathan Way (PRTC)     | City of Manassas      |

| Members Absent       | Jurisdiction           |
|----------------------|------------------------|
| Matt Kelly (PRTC)    | City of Fredericksburg |
| Suhas Naddoni (PRTC) | City of Manassas Park  |
| Paul Smedberg (NVTC) | City of Alexandria     |

| Alternates Present   | Jurisdiction           |
|----------------------|------------------------|
| Billy Withers (PRTC) | City of Fredericksburg |

| Alternates Absent     | Jurisdiction          |
|-----------------------|-----------------------|
| Marc Aveni (PRTC)     | City of Manassas      |
| Meg Boehmke (PRTC)    | Stafford County       |
| Jay Fisette (NVTC)    | Arlington County      |
| Frank C. Jones (PRTC) | City of Manassas Park |
| Jeanine Lawson (PRTC) | Prince William County |
| Tim Lovain (NVTC)     | City of Alexandria    |
| Michael C. May (PRTC) | Prince William County |
| Jeff McKay (NVTC)     | Fairfax County        |
| Kevin Page            | DRPT                  |
| Paul Trampe (PRTC)    | Spotsylvania County   |

| Staff and General Public  |  |
|---|--|
| Doug Allen – VRE<br>Donna Boxer – VRE<br>Keyanna Conner – Senator Warner's staff<br>Kelley Coyner – NVTC staff<br>Rich Dalton – VRE<br>John Duque – VRE<br>Patrick Durany – Prince William County<br>Paul Garnett – Keolis<br>Rhonda Gilchrest – NVTC staff<br>Al Harf – PRTC staff<br>Chris Henry – VRE<br>Tom Hickey – VRE<br>Gerri Hill – VRE<br>Bryan Jungwirth – VRE | Calvin Lam – Fairfax County DOT<br>Lezlie Lamb – VRE<br>Bob Leibbrandt – Prince William County<br>Steve MacIsaac – VRE legal counsel<br>Eric Marx – PRTC<br>Dick Peacock – Citizen<br>Cynthia Porter-Johnson – PRTC staff<br>Alexis Rice – VRE<br>Lynn Rivers – Arlington County<br>Raymond Robinson – City of Alexandria<br>Scott Schenk – Free Lance-Star<br>Brett Shorter – VRE<br>Joe Swartz – VRE<br>Graydon Vann – Prince William County DOT |

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

Chairman Cook called the meeting to order at 9:48 A.M. Following the Pledge of Allegiance, Roll Call was taken.

### Approval of the Agenda – 3

Mr. Skinner moved, with a second by Mr. Thomas, to approve the Agenda. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Milde, Mitchell, Skinner, Tejada, Thomas, Way and Withers.

### Approval of the Minutes of the March 20, 2015 Operations Board Meeting – 4

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

### Chairman's Comments – 5

Chairman Cook reported the Management Audit Report was presented to the Commissions at their April meetings and they both voted to accept the report. The Operations Board will be discussing procurement authorization and approval thresholds later in the agenda. He also reported he, along with Mr. Allen and Ms. Coyner, met with Congressman Beyer. VRE is trying to meet with all the new Congressional delegation members so will also reach out to Barbara Comstock. He welcomed Keyanna Conner, Director of Government and Community Affairs, from Senator Warner's staff.

### Chief Executive Officer's Comments –6

Mr. Allen reported overall on-time performance for March was 94 percent and ridership increased to 19,800 average daily riders. He highlighted several safety and security initiatives, including unannounced operational safety compliance testing with the crews, emergency preparedness training with several jurisdictions, and an upcoming safety drill with Amtrak in the tunnel into Union Station.

Mr. Allen encouraged Board Members to participate in the Meet the Management events, which will start on April 29<sup>th</sup>. They will be held at the primary destination stations. It is a great way to meet VRE customers. VRE will also be conducting its annual Customer Satisfaction Survey on May 6<sup>th</sup>.

Mr. Allen announced all of VRE's requested capital projects have been included in the proposed Six-Year Improvement Program (SYIP) and VRE operating dollars are about the same as FY 2015 levels. VRE staff is drafting a letter to the Commonwealth Transportation Board (CTB) in support of the SYIP. Chairman Cook will provide testimony on behalf of VRE at the April 28<sup>th</sup> CTB public hearing in Northern Virginia and Mr. Skinner will give testimony at the April 30<sup>th</sup> hearing in Fredericksburg.

Mr. Allen stated the third track project from Arkendale to Powells Creek has been in the works for a number of years. VRE is working with DRPT, CSX, FRA and Amtrak to modify

the design at the Quantico Station to allow the station to be served by all three tracks. He reviewed some of the specific work being done and VRE's role to advance this.

[Mr. Jenkins arrived at 9:51 A.M.]

Mr. Allen reported he and Mr. Swartz went to Richmond yesterday to meet with DRPT staff to share observations about how the Rail Enhancement Fund (REF) has been beneficial to VRE and to discuss other related REF issues.

Mr. Allen reported beta testing of the Mobile Ticketing System began last week and is going well. Mid-May continues to be the target launch date.

Mr. Allen reported VRE conducted seven public hearings for the proposed fare increase. VRE also received comments by email, letter and fax. He stated there is general acceptance and understanding of the need for a fare increase. There were concerns expressed about the out-of-pocket costs to riders with the lower transit benefit. VRE continues to seek Congressional support of transit benefit parity. A summary of the comments are provided with Agenda Item #8A.

Chairman Cook announced the ceremony for the Operations Board Recognition Program is scheduled for May 16<sup>th</sup> at 9:00 A.M. at the Broad Run Station. This new program recognizes both past and present Operations Board Members who played a key role in establishing VRE service, were early or long tenured members, or whose extraordinary efforts contributed to its success, to be honored by having their names placed on the front of VRE locomotives. The following past and present Members will have their names placed on a VRE locomotive at the May ceremony:

- Edwin King – Prince William County (Original Member)
- James Hugh Payne, Sr. – City of Manassas (First Elected City of Manassas Member)
- Bernard Cohen – VA House of Delegates (Original Member)
- Bob Gibbons - Stafford County (First Elected Stafford Member)
- Sally H. Cooper – VDOT (Original Member)
- Sharon Bulova – Fairfax County (Original and Continuously Serving Member)
- John Jenkins – Prince William County (Long Serving Member)
- Hilda Barg – Prince William County (Long Serving Member)
- Elaine McConnell – Fairfax County (Long Serving Member - previously recognized)

Chairman Cook stated the Executive Committee has decided to implement an annual selection process each October. Mr. Milde further stated the selections will be limited to 1-2 names each year.

Mr. Skinner observed Keolis wrote 181 citations during March, which was 72 more than February. He asked if there is a reason for the increase. Mr. Henry replied Keolis had an initiative over the past month to step-up fare inspections, which could have resulted in the increase. Numbers were also down in February that may have exaggerated the difference. Mr. Skinner suggested including an article in the passenger newsletter to make people aware of the increased inspections.

### VRE Riders' and Public Comment – 7

Mr. Peacock asked when the Alexandria Tunnel project will be completed. Mr. Hickey replied the anticipated completion date is February 2017. Mr. Peacock also noted there will be a steam engine train at the 21<sup>st</sup> Annual Manassas Heritage Railway Festival on June 5<sup>th</sup>. He stated all Amtrak trains should stop at Woodbridge rather than Quantico because Woodbridge has better facilities. He stated it would be a cost-effective way to get more service to people.

### Authorization to Modify VRE's Tariff – 8A

Mr. Allen stated the VRE Operations Board is asked to authorize him to amend VRE's Tariff to increase fares by four percent and increase the cost of Amtrak Step-Up tickets from \$3 to \$5 beginning July 1, 2015, without any change to the current ticket discount structure. Resolution #8A-04-2015 would accomplish this.

In response to a question from Chairman Cook, Mr. Allen stated all the comments received, including those from the public hearings, will be preserved as part of the official record.

Mr. Skinner moved, with a second by Mr. Way, to approve Resolution #8A-04-2015. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Jenkins, Milde, Mitchell, Skinner, Tejada, Thomas, Way and Withers.

### Authorization to Execute the Second Option Year for the Custodial and Seasonal Services Contract – 8B

Mr. Allen stated the Operations Board is asked to authorize him to execute the second option year for the custodial and seasonal services contract with Fresh Air Duct Cleaning, LLC of Capitol Heights, Maryland in the amount of \$1,900,000 for a total contract amount not to exceed \$5,360,000. Resolution #8B-04-2015 would accomplish this.

Mr. Milde moved, with a second by Mr. Skinner, to approve Resolution #8B-04-2015. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Jenkins, Milde, Mitchell, Skinner, Tejada, Thomas, Way and Withers.

### Authorization to Execute the Second Option Year for the Facilities Maintenance Contract – 8C

Mr. Allen stated the VRE Operations Board is asked to authorize him to execute the second option year for the facilities maintenance contract with NV Enterprises of Herndon, Virginia in the amount of \$1,100,000 for a total contract amount not to exceed \$3,300,000. Resolution #8C-04-2015 would accomplish this.

Ms. Bulova moved, with a second by Ms. Caddigan, to approve Resolution #8C-04-2015.



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

Authorization to Amend the Contract for the Fare Collections System Equipment and software Maintenance – 8D

Mr. Allen stated the Operations Board is asked to authorize him to execute a contract amendment with Scheidt & Bachmann for maintenance of the Fare Collections System equipment and software. The term of the amendment is an additional year with two option years to be executed at the discretion of the CEO. The cost is \$660,480 per year plus a \$20,000 contingency per year for inventory replacement. An estimated escalation of 3.1 percent per year based on the Producer Price Index (PPI) will be added for the option years. The total amount of this amendment is \$2,103,499, bringing the total contract authorization amount from \$9,827,417 (October 2002 through June 2015) to \$11,930,916. Resolution #8D-04-2015 would accomplish this.

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

In response to a question from Mr. Way, Mr. Henry explained this amendment would extend the current agreement for another year, with option years, to give VRE flexibility if changes need to be made in the future. With Mobile Ticketing launching in May and the New Electronic Payments Program (NEPP) coming on line in the next two to three years, it may change what fare collection equipment VRE needs in the future. He stated VRE is not replacing the machines at the stations at this time, but there may need to be some software updates with new credit card features being offered to the public.

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

Authorization to Execute a Contract for Mechanical Engineering Consulting Services – 8E

Mr. Allen stated the VRE Operations Board is asked to authorize him to execute a contract with STV, Inc. of Fairfax, Virginia for the provision of Mechanical Engineering Consulting Services (MEC VI) for a period of no more than five years and not to exceed \$5,000,000. Resolution #8E-04-2015 would accomplish this.

Mr. Allen stated only one proposal was received. He reviewed the standard practices staff undertook to make sure the proposal was technically compliant and the price fair and reasonable. He stated VRE sent out RFP notices to 94 prospective offerors and had multiple firms attend the pre-bid meeting. VRE staff conducted a survey to determine why only a single proposal was received and is satisfied with the result.

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

Authorization to Execute a Sole Source Agreement for Electric Service at L'Enfant Siding – 8F

Mr. Allen reported the VRE Operations Board is asked to authorize him to execute a sole source agreement with Potomac Electric Power Company (Pepco) to extend electric service to L'Enfant Siding for an estimated amount of \$108,890, plus a ten percent contingency of \$10,889, for a total not to exceed \$119,779. Resolution #8F-04-2015 would accomplish this.

Mr. Allen stated VRE and CSX Transportation (CSXT) are collaborating to repurpose the existing L'Enfant Siding to serve as a midday storage track for VRE trains. Later this year, a VRE contractor will install wayside power to provide layover power to VRE trainsets stored on the siding. Concurrently, CSXT will install new powered turnouts and provide signal modifications necessary for remote operation of the siding.

Chairman Cook asked why this is a sole source contract. Mr. Allen replied that as the sole provider of commercial electric power in the subject area, Pepco requires its work forces construct the extension of electric power.

Mr. Milde moved, with a second by Ms. Caddigan, to approve Resolution #8F-04-2015. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Jenkins, Milde, Mitchell, Skinner, Tejada, Thomas, Way and Withers.

Authorization to Execute a Contract for Engineering Environmental Construction Services for the Lifecycle Overhaul and Upgrade Facility – 8G

Mr. Allen stated the VRE Operations Board is asked to authorize him to execute a contract with STV Group Incorporated of Fairfax, Virginia, for engineering, environmental and construction services for the Lifecycle Overhaul and Upgrade Facility project in the amount of \$2,860,366, plus a 10 percent contingency of \$286,037, for a total amount not to exceed \$3,146,403. Resolution #8G-04-2015 would accomplish this.

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

Mr. Milde asked if any of the firms who submitted proposals for this contract also attended the pre-bid conference for the Mechanical Engineering Contract (#8E). Ms. Hill stated staff would need to check the contract file. Ms. Bulova noted that seven firms submitted proposals for this contract. Mr. Allen stated that the work for this contract is very different than the work for the MEC VI contract. Mr. Way asked if this facility is capable of serving the entire fleet. Mr. Allen replied it was.

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

Authorization to Issue a Supplemental Task Order to AECOM Task Order #2 of GEC VI for Field Work for the Alexandria Station Pedestrian Tunnel Project – 8H

Mr. Allen stated the VRE Operations Board is asked to authorize him to issue a Supplemental Task Order to GEC VI AECOM Task Order #2. This Supplemental Task Order is for geotechnical field work for soils borings in support of the Alexandria Station Pedestrian Tunnel project, in an amount of \$45,405 plus a 10 percent contingency of \$4,540, for a total of \$49,909. The Supplemental Task Order amount of \$49,909 is in addition to the previously authorized amount of \$173,645, bringing the total amount authorized for AECOM Task Order #2 to \$223,554. Resolution #8H-04-2015 would accomplish this.

Ms. Bulova moved, with a second by Mr. Skinner, to approve Resolution #8H-04-2015. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Jenkins, Milde, Mitchell, Skinner, Tejada, Thomas, Way and Withers.

Closed Session – 9A

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

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A (7) of the Code of Virginia), the VRE Operations Board authorizes a Closed Session for the purpose of consultation with legal counsel and necessary staff concerning the contract with Abernathy Construction for the Fredericksburg to Crossroads improvements and Case No. CL-15001416 pending in the Circuit Court of Alexandria.

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

The Board entered into Closed Session at 10:18 A.M. Mr. Nohe arrived and joined the Closed Session discussion at 10:21 A.M. The Board returned to Open Session at 10:33 A.M.

Mr. Skinner moved, with a second by Mr. Way, the following certification:

The VRE Operations Board certifies that, to the best of each member's knowledge and with no individual member dissenting, at the just concluded Closed Session:

1. Only public business matters lawfully exempted from open meeting requirements under Chapter 37, Title 2.2 of the Code of Virginia were discussed; and
2. Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed or considered.

The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Jenkins, Milde, Mitchell, Nohe, Skinner, Tejada, Thomas, Way and Withers.

#### Management Audit Recommendation Update – 9B

Chairman Cook stated that the chart provided has been updated showing the Audit recommendations and status. There were no questions.

#### Meet the Management Schedule – 9C

Chairman Cook stated as discussed during the CEO report, VRE's Meet the Management program will start on April 29<sup>th</sup> at Union Station and will run through June 3<sup>rd</sup>. Board Members were encouraged to participate.

#### Discussion of Procurement Authorization and Approval Thresholds – 9D

Chairman Cook asked Mr. MacIsaac, as VRE's legal counsel, to give a briefing on procurement authorizations and approval thresholds. The Operations Board will be asked to take action at the May meeting.

Mr. MacIsaac stated the Operations Board has grown in responsibility for contracting over the years. The Commissions are the true legal bodies that own and operate VRE but they have delegated increasing amounts of responsibility to the Operations Board for managing the day-to-day contracts VRE needs to run its service.

Mr. MacIsaac reminded the Board that back in October 2014, the Board was briefed on the procurement processes, the Virginia Public Procurement Act, and conflicts related to statutes potentially implicit in the procurement process.

Mr. MacIsaac stated there have been questions from Board Members about what a member's vote means when approving a contract. He explained that their vote in favor means that they are accepting the recommendation of staff and implicitly in all the steps taken by staff prior to bringing it to the Board for action. Board Members do not play a role in the staff processes.

Chairman Cook suggested including this explanation in the language of future motions. Mr. MacIsaac stated that it can be included in the resolution language. Ms. Bulova agreed this is a good idea. In response to a question from Ms. Bulova, Mr. MacIsaac explained if individual Board Members were to insert themselves in the processes for which staff is responsible, it could result in liability. That is why he has always counseled Board Members to not have any contact with contractors. It is not the Board Member's responsibility to try to change the recommendation of the procurement award. Mr. Skinner agreed but stated he needs to make sure the process was done correctly and that is why he asks questions. Mr. Harf observed that a Procurement Policy and Procedures has already been endorsed by the Operations Board, which encompasses these issues being discussed today.

Chairman Cook directed staff to develop resolution language for the next meeting.

The Board then discussed the Management Audit recommendations for changing the procurement authorizations and thresholds, which were included in a chart provided to Board Members. Mr. MacIsaac stated action for the May meeting should be to recommend Commission approval of the procurement authorization and threshold changes.

Recognition of PRTC Executive Director

Chairman Cook announced Eric Marx will be serving as the Interim Executive Director for PRTC. Chairman Cook recognized that this is Mr. Harf's last Operations Board meeting before that transition. The Operations Board expressed their appreciation to Mr. Harf.

Board Members Time – 10

There were no comments.

Adjournment

Without objection, Chairman Cook adjourned the meeting at 10:52 A.M.

Approved this 19<sup>th</sup> day of June, 2015.

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John C. Cook  
Chairman

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Paul Smedberg  
Secretary

**CERTIFICATION**

This certification hereby acknowledges that the minutes for the April 17, 2015 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



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Rhonda Gilchrest

**Virginia Railway Express  
Operations Board**

**Resolution  
8A-04-2015**

**Authorization to Modify VRE's Tariff**

**WHEREAS**, during the FY 2016 budget process, the VRE Operations Board authorized a proposed fare increase of up to 4 percent and an increase in the cost of Amtrak Step-Up tickets from \$3 to \$5; and,

**WHEREAS**, as part of the FY 2016 VRE budget, VRE must increase revenue to cover increasing costs; and,

**WHEREAS**, fares were last raised July 1, 2013; and,

**WHEREAS**, VRE staff conducted an analysis of the proposed fare increase and found no disparate impact based on race, color, or national origin; or disproportionate burden on low-income populations; and,


**WHEREAS**, VRE staff recommends this increase be accomplished through an across the board increase in fares with no change or modification to the current ticket discount structure; and,

**WHEREAS**, VRE staff conducted public hearings in Washington, DC, Crystal City, Burke, Woodbridge, Manassas, Stafford and Fredericksburg on the proposed fare increase and has reported the comments received from the public via the hearings and through emails to the Operations Board with a summary of comments; and,

**WHEREAS**, if adopted by all jurisdictions as part of their FY 2016 budgets, the fare increase will become effective July 1, 2015;

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby authorize the Chief Executive Officer to amend the VRE Fare Tariff by increasing fares by 4 percent with no changes in the discount fare structure, and increasing the cost of Amtrak Step-Up tickets by \$2.

Approved this 17<sup>th</sup> day of April, 2015

  
Paul Smedberg  
Secretary

  
John C. Cook  
Chairman

**Virginia Railway Express  
Operations Board**

**Resolution  
8B-04-2015**

**Authorization to Execute the Second Option Year for  
Custodial and Seasonal Services Contract**

**WHEREAS**, VRE facilities require daily custodial and seasonal services including landscaping and snow removal; and,


**WHEREAS**, a procurement was completed in April 2013 to provide facilities custodial and seasonal services over a period of five years, to include a base year, plus four one-year renewal options; and,

**WHEREAS**, the VRE Operations Board approved execution of the first option year in April 2014; and,

**WHEREAS**, the current first option year is set to expire on May 19, 2015;

**NOW, THEREFORE, BE IT RESOLVED THAT**, The VRE Operations Board does hereby authorize the Chief Executive Officer to execute the second option year for the custodial and seasonal services contract with Fresh Air Duct Cleaning, LLC of Capitol Heights, MD in the amount of \$1,900,000 for a total contract amount not to exceed \$5,360,000.

Approved this 17<sup>th</sup> day of April 2015

  
Paul Smedberg  
Secretary

  
John C. Cook  
Chairman

**Virginia Railway Express  
Operations Board**

**Resolution  
8C-04-2015**

**Authorization to Execute the Second Option Year for  
Facilities Maintenance Contract**

**WHEREAS**, VRE facilities require routine and preventive maintenance; and,

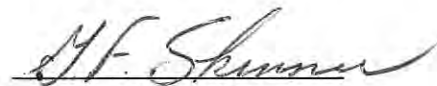
**WHEREAS**, a procurement was completed in April 2013 to provide facilities maintenance services over a period of five years, to include a base year, plus four one-year renewal options; and,

**WHEREAS**, the VRE Operations Board approved execution of the first option year in April 2014; and,

**WHEREAS**, the current first option year is set to expire on May 19, 2015;

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute the second option year for the facilities maintenance contract with NV Enterprises of Herndon, VA in the amount of \$1,100,000 for a total contract amount not to exceed \$3,300,000.

Approved this 17<sup>th</sup> day of April 2015

  
Paul Smedberg  
Secretary

  
John C. Cook  
Chairman



**Virginia Railway Express  
Operations Board**

**Resolution  
8D-04-2015**

**Authorization to Amend the Contract for Fare Collections  
Equipment and Software Maintenance**

**WHEREAS**, on June 16, 2000, the VRE Operations Board authorized a contract with Scheidt & Bachmann for the delivery of a new fare collection system; and,


**WHEREAS**, on October 31, 2002, the system was accepted and maintenance support began; and,

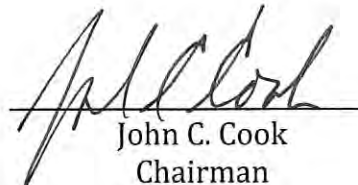
**WHEREAS**, the current maintenance agreement is set to expire on June 30, 2015; and,

**WHEREAS**, this proposed extension continues the support of two full-time technicians, while also including a software support module which has become necessary due to increasingly stringent requirements for data security and compliance with the Payment Card Industry (PCI) standards;

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a contract amendment with Scheidt & Bachmann for the maintenance of the Fare Collections system equipment and software in the amount of \$660,480 per year with a \$20,000 contingency per year for inventory replacement and estimated escalation of 3.1% per year based on the Produce Price Index (PPI). The term of the agreement is for an additional year with two option years to be executed at the discretion of the Chief Executive Officer. The total amount of the agreement is \$2,103,499, bringing the total contract authorization amount from \$9,827,417 to \$11,930,916.

Approved this 17<sup>th</sup> day of April 2015

  
Paul Smedberg  
Secretary

  
John C. Cook  
Chairman

**Virginia Railway Express  
Operations Board**

**Resolution  
8E-04-2015**

**Authorization to Execute a Contract for Mechanical  
Engineering Consultant Services**

**WHEREAS**, VRE requirements for mechanical engineering consulting services include both specific project work and system-wide improvements; and,

**WHEREAS**, use of a mechanical engineering consulting services has proven to be more efficient than executing numerous, separate procurements; and,

**WHEREAS**, MEC VI will include tasks to develop standards and maintain existing equipment in a state of good repair and support projects that expand capacity; and,

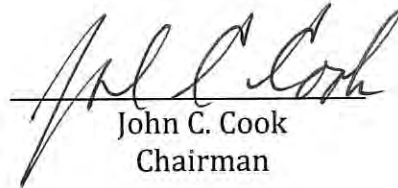
**WHEREAS**, funding to support the MEC services are budgeted in VRE's operating and capital budgets;

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a contract with STV, Inc. of Fairfax, VA for the provision of Mechanical Engineering Consulting Services (MEC VI) for a period of no more than five years in the amount not to exceed \$5,000,000.

Approved this 17<sup>th</sup> day of April 2015



Paul Smedberg  
Secretary

  
John C. Cook  
Chairman

**Virginia Railway Express  
Operations Board**

**Resolution  
8F-04-2015**

**Authorization to Execute a Sole Source Agreement for  
Electric Service at L'Enfant Siding**

**WHEREAS**, VRE and CSX Transportation are collaborating to repurpose L'Enfant Siding in the District of Columbia to serve as a midday storage track for VRE trainsets; and,

**WHEREAS**, it is necessary to extend electric service to L'Enfant Siding in order to provide wayside power to VRE trains laying over on L'Enfant Siding; and,


**WHEREAS**, the Potomac Electric Power Company (Pepco) is the sole provider of commercial electric power in the subject area and requires that its work force install conduit and cabling necessary to extend electric service L'Enfant Siding; and,


**WHEREAS**, this agreement will provide the requisite electric service that will result in the track activation; and,

**WHEREAS**, the cost of Pepco extending service are not expected to exceed the amount requested in their cost estimate of February 6, 2015;

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a sole source agreement with Pepco for the extension electric service to L'Enfant Siding for an estimated amount of \$108,890, plus a ten percent contingency of \$10,889, for a total not to exceed \$119,779.

Approved this 17<sup>th</sup> day of April 2015

  
Paul Smedberg  
Secretary

  
John C. Cook  
Chairman

**Virginia Railway Express  
Operations Board**

**Resolution  
8G-04-2015**

**Authorization to Execute a Contract for Engineering, Environmental and  
Construction Services for the Lifecycle Overhaul and Upgrade Facility**

**WHEREAS**, in January 2014, the VRE Operations Board adopted a life cycle maintenance strategy for VRE rolling stock; and,

**WHEREAS**, the basis of this strategy is to maintain VRE locomotives and passenger cars at the highest level of reliability throughout the life cycle of the equipment; and,

**WHEREAS**, VRE needs to add a new building designed and fitted to specifically perform this work and fully dedicated to these activities at the Crossroads Yard; and,


**WHEREAS**, the VRE Operations Board authorized a Request for Proposals (RFP) on September 19, 2014 for consultant services to assist in undertaking the Engineering, Environmental and Construction Services for the Lifecycle Overhaul and Maintenance Facility; and,

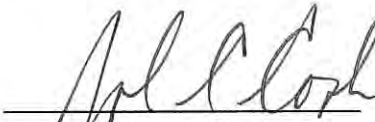
**WHEREAS**, on February 6, 2015 an RFP was issued and seven (7) responses were received on March 24, 2015; and,

**WHEREAS**, subsequent to a review by the Technical Evaluation Committee (TET), the TET unanimously recommends that the Operations Board award a contract to STV Group Incorporated.

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a contract with **STV Group Incorporated, of Fairfax, Virginia** for Engineering, Environmental and Construction services for the Lifecycle Overhaul and Maintenance project in the amount of **\$2,860,366**, plus a 10% contingency of **\$286,037** for a total amount not to exceed **\$3,146,403**.

Approved this 17<sup>th</sup> day of April 2015

  
Paul Smedberg  
Secretary

  
John C. Cook  
Chairman

**Virginia Railway Express  
Operations Board**

**Resolution  
8H-04-2015**

**Authorization to Issue a Supplemental Task Order to AECOM Task Order #2 of  
GEC VI for Field Work for the Alexandria Station Pedestrian Tunnel Project**

**WHEREAS**, in May of 2013 the CEO executed Task Order #2 to AECOM for \$49,941 under the GEC VI contract for mobilization management and to secure insurance for the project team; and,

**WHEREAS**, in October of 2013, VRE received Board approval to issue a supplemental task order to AECOM for \$29,380 under the GEC VI contract for additional WMATA permitting and insurance requirements; and,

**WHEREAS**, in April of 2014 VRE received Board approval to issue a second supplemental task order to AECOM for \$94,324 under the GEC VI contract for renewing WMATA permits, additional coordination, and performance of additional geotechnical testing; and,

**WHEREAS**, additional work and hours are required due to flagger availability, shifting fieldwork to weekends, and increased complexity driven by the specific locations of the soils borings (stipulated by Gannett Fleming) requiring two types of soils boring drilling apparatus and more complex testing to further understand the soils conditions, as a result of conceptual studies conducted by Gannett Fleming; and,

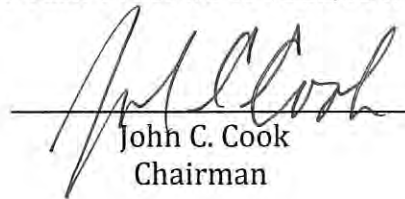
**WHEREAS**, this supplemental task order will allow the current field work to be completed without delaying the Alexandria Station Tunnel Project;

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue a Supplemental Task Order to GEC VI AECOM Task Order #2 for field work associated with the Alexandria King Street Station Pedestrian Tunnel project in an amount of \$45,405, plus a 10% contingency of \$4,540, which is in addition to the previously authorized amount of \$173,645, bringing the total amount authorized for Task Order #2 to \$223,554.

Approved this 17<sup>th</sup> day of April 2015



Paul Smedberg  
Secretary



John C. Cook  
Chairman

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VIRGINIA RAILWAY EXPRESS  
OPERATIONS BOARD

**Agenda Item 8-A**  
**Action Item**

**To: Chairman Cook and the VRE Operations Board**

**From: Doug Allen**

**Date: April 17, 2015**

**Re: Authorization to Modify VRE's Tariff**

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**Recommendation:**

The VRE Operations Board is asked to authorize the Chief Executive Officer to amend VRE's tariff to increase fares by 4 percent and increase the cost of Amtrak Step-Up tickets from \$3 to \$5 beginning July 1, 2015, without any change to the current ticket discount structure. Amendments are contingent on all jurisdictions adopting their FY 2016 Budget and including funding for the recommended VRE budget.

**Background:**

During the FY 2016 budget process, VRE staff recommended a fare increase of up to 4 percent. The Operations Board referred the FY 2016 Budget to the Commissions on December 19, 2014 for subsequent referral to the jurisdictions for their formal review and adoption, along with directing the CEO to get public comment on the proposed fare increase. VRE proposed an across the board increase of up to 4 percent, without any change to the current ticket discount structure, and an increase in cost of the Step-Up ticket from \$3 to \$5 per ticket. Public hearings were held in Washington, D.C., Crystal City, Burke, Woodbridge, Manassas, Stafford and Fredericksburg.

The fare increase was recommended primarily due to increased operating costs associated with Positive Train Control (PTC), increased costs for train operations, and scheduled increased costs for track access, along with reductions in State



Northern Virginia  
Transportation Commission  
2300 Wilson Blvd. #620  
Arlington, VA 22201  
703.524.3322



Virginia Railway Express  
1500 King Street, Suite 202  
Alexandria, VA 22314  
703.684.1001  
VRE.org



Polomac and Rappahannock  
Transportation Commission  
14700 Polomac Mills Road  
Woodbridge, VA 22192  
703.580.6121



Operating Assistance and no jurisdictional subsidy increase. In addition, plans are in place to open the Spotsylvania station and add an additional Fredericksburg Line train in summer 2015. The cost of Step-Up tickets is proposed to be increased due to the loss of the Commonwealth's \$2 subsidy per ticket, which expired December 31, 2014 concurrent with the opening of the I-95 HOT lanes.

The public comment period began on February 18, 2015 and ran through March 12, 2015. Comments were received via e-mail and through public hearings. The hearings were attended by 35 people (7 Fredericksburg, 6 L'Enfant, 4 PRTC, 9 Manassas, 6 Crystal City, 2 Burke and 1 Stafford). During the public hearings, there was general acceptance of the need for the proposed fare increase as riders understood the need to balance the budget through a fare increase. However, some participants stated their opposition to the fare increase as it is a direct out-of-pocket expense increase for them. In addition to comments received at the public hearings, 61 emails were received. Public comments received via email were varied, but were predominantly in opposition to the proposed fare increase.

A summary of the comments received is shown below:

| Summary of Comments   | Number of Comments |
|---|--------------------|
| Commented that the need to increase fares was understandable  | 11                 |
| Negative comments on proposed increased fare  | 35                 |
| Expressed concerns that fare increase should be used to improve on-time performance, services or capacity needs   | 13                 |
| Concerned about the decrease/limited federal commuter tax benefit and how it impacts affordability of VRE and/or likelihood to explore alternative commuting mode(s) due to fare increase | 29                 |

Note: Summary of comments here do not equate to the total number of people who attended the hearings and/or submitted e-mails. Not all citizens who attended hearings made comments and some who made comments by e-mail touched upon more than one topic.

Per VRE's Major Service Change/Fare Change Policy, staff analyzed the proposed fare increase and found no disparate impact based on race, color or national origin; or disproportionate burden on low-income populations.

After reviewing the comments, VRE staff is recommending fares be increased 4 percent and the cost of Amtrak Step-Up tickets be increased from \$3 to \$5. Reduced fares for seniors and persons with disabilities have also been recalculated per federal requirements. A change is not being recommended to the existing ticket discount structure. Attached are revised fare tables, summary comments from the public hearings, email correspondence, and a memorandum on the Major Service Change/Fare Change Policy analysis.



**Fiscal Impact:**

It is anticipated that the fare increase will generate \$1.1 million in additional fare revenue in FY 2016.

**Virginia Railway Express  
Operations Board**

**Resolution  
8A-04-2015**

**Authorization to Modify VRE's Tariff**

**WHEREAS**, during the FY 2016 budget process, the VRE Operations Board authorized a proposed fare increase of up to 4 percent and an increase in the cost of Amtrak Step-Up tickets from \$3 to \$5; and,

**WHEREAS**, as part of the FY 2016 VRE budget, VRE must increase revenue to cover increasing costs; and,

**WHEREAS**, fares were last raised July 1, 2013; and,

**WHEREAS**, VRE staff conducted an analysis of the proposed fare increase and found no disparate impact based on race, color, or national origin; or disproportionate burden on low-income populations; and,

**WHEREAS**, VRE staff recommends this increase be accomplished through an across the board increase in fares with no change or modification to the current ticket discount structure; and,

**WHEREAS**, VRE staff conducted public hearings in Washington, DC, Crystal City, Burke, Woodbridge, Manassas, Stafford and Fredericksburg on the proposed fare increase and has reported the comments received from the public via the hearings and through emails to the Operations Board with a summary of comments; and,

**WHEREAS**, if adopted by all jurisdictions as part of their FY 2016 budgets, the fare increase will become effective July 1, 2015;

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby authorize the Chief Executive Officer to amend the VRE Fare Tariff by increasing fares by 4 percent with no changes in the discount fare structure, and increasing the cost of Amtrak Step-Up tickets by \$2.

Approved this 17<sup>th</sup> day of April, 2015

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John C. Cook  
Chairman

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Paul Smedberg  
Secretary

## FY16 Fredericksburg Line Fares

|                                      |             | Zone 1<br>Union Station<br>L'Enfant | Zone 2<br>Crystal City<br>Alexandria | Zone 3<br>Franconia/<br>Springfield | Zone 4<br>Lorton | Zone 5<br>Woodbridge<br>Rippon | Zone 6<br>Quantico | Zone 7 | Zone 8<br>Brooke<br>Leeland Road |
|--------------------------------------|-------------|-------------------------------------|--------------------------------------|-------------------------------------|------------------|--------------------------------|--------------------|--------|----------------------------------|
| Zone 9<br>Fred'burg<br>Spotsylvania  | Single-Ride | 11.55                               | 10.85                                | 7.40                                | 6.75             | 6.05                           | 5.35               | 4.70   | 4.00                             |
|                                      | Ten-Trip    | 105.60                              | 99.30                                | 67.50                               | 61.20            | 54.80                          | 48.50              | 42.10  | 35.80                            |
|                                      | Five-Day    | 91.80                               | 86.20                                | 58.80                               | 53.20            | 47.70                          | 42.10              | 36.70  | 31.00                            |
|                                      | Monthly     | 318.10                              | 298.90                               | 203.50                              | 184.40           | 165.20                         | 146.00             | 126.90 | 107.70                           |
| Zone 8<br>Leeland Road<br>Brooke     | Single-Ride | 10.85                               | 10.20                                | 6.75                                | 6.05             | 5.35                           | 4.70               | 4.00   | 3.30                             |
|                                      | Ten-Trip    | 99.30                               | 92.90                                | 61.20                               | 54.80            | 48.50                          | 42.10              | 35.80  | 29.40                            |
|                                      | Five-Day    | 86.20                               | 80.80                                | 53.20                               | 47.70            | 42.10                          | 36.70              | 31.00  | 25.60                            |
|                                      | Monthly     | 298.90                              | 279.70                               | 184.40                              | 165.20           | 146.00                         | 126.90             | 107.70 | 88.70                            |
| Zone 7                               | Single-Ride | 10.20                               | 9.50                                 | 6.05                                | 5.35             | 4.70                           |                    |        |                                  |
|                                      | Ten-Trip    | 92.90                               | 86.50                                | 54.80                               | 48.50            | 42.10                          |                    |        |                                  |
|                                      | Five-Day    | 80.80                               | 75.30                                | 47.70                               | 42.10            | 36.70                          |                    |        |                                  |
|                                      | Monthly     | 279.70                              | 260.80                               | 165.20                              | 146.00           | 126.90                         |                    |        |                                  |
| Zone 6<br>Quantico                   | Single-Ride | 9.50                                | 8.80                                 | 5.35                                | 4.70             | 4.00                           |                    |        |                                  |
|                                      | Ten-Trip    | 86.50                               | 80.30                                | 48.50                               | 42.10            | 35.80                          |                    |        |                                  |
|                                      | Five-Day    | 75.30                               | 69.80                                | 42.10                               | 36.70            | 31.00                          |                    |        |                                  |
|                                      | Monthly     | 260.80                              | 241.70                               | 146.00                              | 126.90           | 107.70                         |                    |        |                                  |
| Zone 5<br>Rippon<br>Woodbridge       | Single-Ride | 8.80                                | 8.15                                 | 4.70                                | 4.00             | 3.30                           |                    |        |                                  |
|                                      | Ten-Trip    | 80.30                               | 73.80                                | 42.10                               | 35.80            | 29.40                          |                    |        |                                  |
|                                      | Five-Day    | 69.80                               | 64.30                                | 36.70                               | 31.00            | 25.60                          |                    |        |                                  |
|                                      | Monthly     | 241.70                              | 222.70                               | 126.90                              | 107.70           | 88.70                          |                    |        |                                  |
| Zone 4<br>Lorton                     | Single-Ride | 8.15                                | 7.40                                 | 4.00                                |                  |                                |                    |        |                                  |
|                                      | Ten-Trip    | 73.80                               | 67.50                                | 35.80                               |                  |                                |                    |        |                                  |
|                                      | Five-Day    | 64.30                               | 58.80                                | 31.00                               |                  |                                |                    |        |                                  |
|                                      | Monthly     | 222.70                              | 203.50                               | 107.70                              |                  |                                |                    |        |                                  |
| Zone 3<br>Franconia<br>Springfield   | Single-Ride | 7.40                                | 6.75                                 |                                     |                  |                                |                    |        |                                  |
|                                      | Ten-Trip    | 67.50                               | 61.20                                |                                     |                  |                                |                    |        |                                  |
|                                      | Five-Day    | 58.80                               | 53.20                                |                                     |                  |                                |                    |        |                                  |
|                                      | Monthly     | 203.50                              | 184.40                               |                                     |                  |                                |                    |        |                                  |
| Zone 2<br>Alexandria<br>Crystal City | Single-Ride | 6.75                                | 6.05                                 |                                     |                  |                                |                    |        |                                  |
|                                      | Ten-Trip    | 61.20                               | 54.80                                |                                     |                  |                                |                    |        |                                  |
|                                      | Five-Day    | 53.20                               | 47.70                                |                                     |                  |                                |                    |        |                                  |
|                                      | Monthly     | 184.40                              | 165.20                               |                                     |                  |                                |                    |        |                                  |
| Zone 1<br>L'Enfant<br>Union Station  | Single-Ride | 6.05                                |                                      |                                     |                  |                                |                    |        |                                  |
|                                      | Ten-Trip    | 54.80                               |                                      |                                     |                  |                                |                    |        |                                  |
|                                      | Five-Day    | 47.70                               |                                      |                                     |                  |                                |                    |        |                                  |
|                                      | Monthly     | 165.20                              |                                      |                                     |                  |                                |                    |        |                                  |

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## FY16 Fredericksburg Line Reduced Fares

|                                      |             | Zone 1<br>Union Station<br>L'Enfant | Zone 2<br>Crystal City<br>Alexandria | Zone 3<br>Franconia/<br>Springfield | Zone 4<br>Lorton | Zone 5<br>Woodbridge<br>Rippon | Zone 6<br>Quantico | Zone 7 | Zone 8<br>Brooke<br>Leeland Road |
|--------------------------------------|-------------|-------------------------------------|--------------------------------------|-------------------------------------|------------------|--------------------------------|--------------------|--------|----------------------------------|
| Zone 9<br>Fred'burg<br>Spotsylvania  | Single-Ride | 5.75                                | 5.40                                 | 3.70                                | 3.35             | 3.00                           | 2.65               | 2.35   | 2.00                             |
|                                      | Ten-Trip    | 52.80                               | 49.65                                | 33.75                               | 30.60            | 27.40                          | 24.25              | 21.05  | 17.90                            |
|                                      | Five-Day    | 45.90                               | 43.10                                | 29.40                               | 26.60            | 23.85                          | 21.05              | 18.35  | 15.50                            |
|                                      | Monthly     | 159.05                              | 149.45                               | 101.75                              | 92.20            | 82.60                          | 73.00              | 63.45  | 53.85                            |
| Zone 8<br>Leeland Road<br>Brooke     | Single-Ride | 5.40                                | 5.10                                 | 3.35                                | 3.00             | 2.65                           | 2.35               | 2.00   | 1.65                             |
|                                      | Ten-Trip    | 49.65                               | 46.45                                | 30.60                               | 27.40            | 24.25                          | 21.05              | 17.90  | 14.70                            |
|                                      | Five-Day    | 43.10                               | 40.40                                | 26.60                               | 23.85            | 21.05                          | 18.35              | 15.50  | 12.80                            |
|                                      | Monthly     | 149.45                              | 139.85                               | 92.20                               | 82.60            | 73.00                          | 63.45              | 53.85  | 44.35                            |
| Zone 7                               | Single-Ride | 5.10                                | 4.75                                 | 3.00                                | 2.65             | 2.35                           |                    |        |                                  |
|                                      | Ten-Trip    | 46.45                               | 43.25                                | 27.40                               | 24.25            | 21.05                          |                    |        |                                  |
|                                      | Five-Day    | 40.40                               | 37.65                                | 23.85                               | 21.05            | 18.35                          |                    |        |                                  |
|                                      | Monthly     | 139.85                              | 130.40                               | 82.60                               | 73.00            | 63.45                          |                    |        |                                  |
| Zone 6<br>Quantico                   | Single-Ride | 4.75                                | 4.40                                 | 2.65                                | 2.35             | 2.00                           |                    |        |                                  |
|                                      | Ten-Trip    | 43.25                               | 40.15                                | 24.25                               | 21.05            | 17.90                          |                    |        |                                  |
|                                      | Five-Day    | 37.65                               | 34.90                                | 21.05                               | 18.35            | 15.50                          |                    |        |                                  |
|                                      | Monthly     | 130.40                              | 120.85                               | 73.00                               | 63.45            | 53.85                          |                    |        |                                  |
| Zone 5<br>Rippon<br>Woodbridge       | Single-Ride | 4.40                                | 4.05                                 | 2.35                                | 2.00             | 1.65                           |                    |        |                                  |
|                                      | Ten-Trip    | 40.15                               | 36.90                                | 21.05                               | 17.90            | 14.70                          |                    |        |                                  |
|                                      | Five-Day    | 34.90                               | 32.15                                | 18.35                               | 15.50            | 12.80                          |                    |        |                                  |
|                                      | Monthly     | 120.85                              | 111.35                               | 63.45                               | 53.85            | 44.35                          |                    |        |                                  |
| Zone 4<br>Lorton                     | Single-Ride | 4.05                                | 3.70                                 | 2.00                                |                  |                                |                    |        |                                  |
|                                      | Ten-Trip    | 36.90                               | 33.75                                | 17.90                               |                  |                                |                    |        |                                  |
|                                      | Five-Day    | 32.15                               | 29.40                                | 15.50                               |                  |                                |                    |        |                                  |
|                                      | Monthly     | 111.35                              | 101.75                               | 53.85                               |                  |                                |                    |        |                                  |
| Zone 3<br>Franconia<br>Springfield   | Single-Ride | 3.70                                | 3.35                                 |                                     |                  |                                |                    |        |                                  |
|                                      | Ten-Trip    | 33.75                               | 30.60                                |                                     |                  |                                |                    |        |                                  |
|                                      | Five-Day    | 29.40                               | 26.60                                |                                     |                  |                                |                    |        |                                  |
|                                      | Monthly     | 101.75                              | 92.20                                |                                     |                  |                                |                    |        |                                  |
| Zone 2<br>Alexandria<br>Crystal City | Single-Ride | 3.35                                | 3.00                                 |                                     |                  |                                |                    |        |                                  |
|                                      | Ten-Trip    | 30.60                               | 27.40                                |                                     |                  |                                |                    |        |                                  |
|                                      | Five-Day    | 26.60                               | 23.85                                |                                     |                  |                                |                    |        |                                  |
|                                      | Monthly     | 92.20                               | 82.60                                |                                     |                  |                                |                    |        |                                  |
| Zone 1<br>L'Enfant<br>Union Station  | Single-Ride | 3.00                                |                                      |                                     |                  |                                |                    |        |                                  |
|                                      | Ten-Trip    | 27.40                               |                                      |                                     |                  |                                |                    |        |                                  |
|                                      | Five-Day    | 23.85                               |                                      |                                     |                  |                                |                    |        |                                  |
|                                      | Monthly     | 82.60                               |                                      |                                     |                  |                                |                    |        |                                  |

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## FY16 Manassas Line Fares

|   |             | Zone 1<br>Union Station<br>L'Enfant | Zone 2<br>Crystal City<br>Alexandria | Zone 3<br>Backlick<br>Road | Zone 4<br>Rolling Road<br>Burke Centre | Zone 5 | Zone 6<br>Manassas<br>Park<br>Broad Run |
|---|-------------|-------------------------------------|--------------------------------------|----------------------------|--|--------|---|
| Zone 6<br>Broad Run, Manassas,<br>Manassas Park | Single-Ride | 9.50                                | 8.80                                 | 5.35                       | 4.70                                   | 4.00   | 3.30                                    |
|   | Ten-Trip    | 86.50                               | 80.30                                | 48.50                      | 42.10                                  | 35.80  | 29.40                                   |
|   | Five-Day    | 75.30                               | 69.80                                | 42.10                      | 36.70                                  | 31.00  | 25.60                                   |
|   | Monthly     | 260.80                              | 241.70                               | 146.00                     | 126.90                                 | 107.70 | 88.70                                   |
| Zone 5  | Single-Ride | 8.80                                | 8.15                                 | 4.70                       | 4.00                                   | 3.30   |   |
|   | Ten-Trip    | 80.30                               | 73.80                                | 42.10                      | 35.80                                  | 29.40  |   |
|   | Five-Day    | 69.80                               | 64.30                                | 36.70                      | 31.00                                  | 25.60  |   |
|   | Monthly     | 241.70                              | 222.70                               | 126.90                     | 107.70                                 | 88.70  |   |
| Zone 4<br>Burke Centre,<br>Rolling Road         | Single-Ride | 8.15                                | 7.40                                 | 4.00                       | 3.30                                   |        |   |
|   | Ten-Trip    | 73.80                               | 67.50                                | 35.80                      | 29.40                                  |        |   |
|   | Five-Day    | 64.30                               | 58.80                                | 31.00                      | 25.60                                  |        |   |
|   | Monthly     | 222.70                              | 203.50                               | 107.70                     | 88.70                                  |        |   |
| Zone 3<br>Backlick Road                         | Single-Ride | 7.40                                | 6.75                                 |                            |  |        |   |
|   | Ten-Trip    | 67.50                               | 61.20                                |                            |  |        |   |
|   | Five-Day    | 58.80                               | 53.20                                |                            |  |        |   |
|   | Monthly     | 203.50                              | 184.40                               |                            |  |        |   |
| Zone 2<br>Alexandria,<br>Crystal City           | Single-Ride | 6.75                                | 6.05                                 |                            |  |        |   |
|   | Ten-Trip    | 61.20                               | 54.80                                |                            |  |        |   |
|   | Five-Day    | 53.20                               | 47.70                                |                            |  |        |   |
|   | Monthly     | 184.40                              | 165.20                               |                            |  |        |   |
| Zone 1<br>L'Enfant,<br>Union Station            | Single-Ride | 6.05                                |                                      |                            |  |        |   |
|   | Ten-Trip    | 54.80                               |                                      |                            |  |        |   |
|   | Five-Day    | 47.70                               |                                      |                            |  |        |   |
|   | Monthly     | 165.20                              |                                      |                            |  |        |   |

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## FY16 Manassas Line Reduced Fares

|   |             | Zone 1<br>Union Station<br>L'Enfant | Zone 2<br>Crystal City<br>Alexandria | Zone 3<br>Backlick<br>Road | Zone 4<br>Rolling Road<br>Burke Centre | Zone 5 | Zone 6<br>Manassas<br>Park<br>Broad Run |
|---|-------------|-------------------------------------|--------------------------------------|----------------------------|--|--------|---|
| Zone 6<br>Broad Run, Manassas,<br>Manassas Park | Single-Ride | 4.75                                | 4.40                                 | 2.65                       | 2.35                                   | 2.00   | 1.65                                    |
|   | Ten-Trip    | 43.25                               | 40.15                                | 24.25                      | 21.05                                  | 17.90  | 14.70                                   |
|   | Five-Day    | 37.65                               | 34.90                                | 21.05                      | 18.35                                  | 15.50  | 12.80                                   |
|   | Monthly     | 130.40                              | 120.85                               | 73.00                      | 63.45                                  | 53.85  | 44.35                                   |
| Zone 5  | Single-Ride | 4.40                                | 4.05                                 | 2.35                       | 2.00                                   | 1.65   |   |
|   | Ten-Trip    | 40.15                               | 36.90                                | 21.05                      | 17.90                                  | 14.70  |   |
|   | Five-Day    | 34.90                               | 32.15                                | 18.35                      | 15.50                                  | 12.80  |   |
|   | Monthly     | 120.85                              | 111.35                               | 63.45                      | 53.85                                  | 44.35  |   |
| Zone 4<br>Burke Centre,<br>Rolling Road         | Single-Ride | 4.05                                | 3.70                                 | 2.00                       | 1.65                                   |        |   |
|   | Ten-Trip    | 36.90                               | 33.75                                | 17.90                      | 14.70                                  |        |   |
|   | Five-Day    | 32.15                               | 29.40                                | 15.50                      | 12.80                                  |        |   |
|   | Monthly     | 111.35                              | 101.75                               | 53.85                      | 44.35                                  |        |   |
| Zone 3<br>Backlick Road                         | Single-Ride | 3.70                                | 3.35                                 |                            |  |        |   |
|   | Ten-Trip    | 33.75                               | 30.60                                |                            |  |        |   |
|   | Five-Day    | 29.40                               | 26.60                                |                            |  |        |   |
|   | Monthly     | 101.75                              | 92.20                                |                            |  |        |   |
| Zone 2<br>Alexandria,<br>Crystal City           | Single-Ride | 3.35                                | 3.00                                 |                            |  |        |   |
|   | Ten-Trip    | 30.60                               | 27.40                                |                            |  |        |   |
|   | Five-Day    | 26.60                               | 23.85                                |                            |  |        |   |
|   | Monthly     | 92.20                               | 82.60                                |                            |  |        |   |
| Zone 1<br>L'Enfant,<br>Union Station            | Single-Ride | 3.00                                |                                      |                            |  |        |   |
|   | Ten-Trip    | 27.40                               |                                      |                            |  |        |   |
|   | Five-Day    | 23.85                               |                                      |                            |  |        |   |
|   | Monthly     | 82.60                               |                                      |                            |  |        |   |

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## AGENDA ITEM #7: FY2016–FY2021 DRAFT SIX-YEAR IMPROVEMENT PROGRAM

**TO:** Chairman Snyder and NVTC Commissioners

**FROM:** Kelley Coyner and Scott Kalkwarf

**DATE:** April 30, 2015

**SUBJECT:** FY2016-FY2021 Draft Six-Year Improvement Program (SYIP)

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At the Commonwealth Transportation Board's (CTB) hearing on the Draft Six-Year Improvement Program (SYIP), NVTC Chairman David Snyder called for increased investment in Northern Virginia's regional transit network. He cited the strong relationship between high quality transit and economic vitality among other benefits of such an investment. With respect to HB2, he made a strong case for using person throughput to measure congestion mitigation in order to level the playing field for all modes of transportation. Mr. Snyder thanked the CTB for its continued support of WMATA and VRE, urged the Commonwealth to identify a stable, reliable and dedicated source of transit funding, and requested that the vision for VTrans2040 – Virginia's long-range transportation plan – focus on the movement of people as well as goods.

The Draft FY2016 SYIP includes state assistance, which was applied for by NVTC, for the jurisdictions' local and WMATA capital and operating needs totaling \$209 million, an increase of approximately \$4 million, or 1.9 percent from the FY2015 program. The increase in assistance is the result of an increase in needs, combined with a higher state participation percentage. Of special note is the inclusion of multi-year funding for WMATA's railcar expansion and "new start" operating assistance for the WMATA Silver Line. The SYIP also includes technical and capital assistance for the New Regional Fare Payment System, and funding to support the NVTC Fellows Program.

VRE state operating and capital assistance increased by 1.2 percent, to \$22.8 million in FY2016. This total includes the state assistance for the FY2016 track lease requirements, which is part of a multi-year funding agreement. An additional \$17.3 million in STP funds are included in the program for FY2016, which are provided at 50 percent of the track lease requirements. Also included in the SYIP is multi-year funding for the purchase of expansion rail cars, and Rail Enhancement Funding for VRE's Potomac Shores Station service expansion.

A copy of [NVTC's testimony](#) and [DRPT's SYIP presentation](#) as well as [tables prepared by NVTC staff summarizing the assistance requested through NVTC and included in the draft SYIP for its member jurisdictions and VRE](#) are attached.

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# **Northern Virginia Transportation Commission**

***Comments on the  
Draft FY2016-2021 Six-Year Improvement Program  
at the hearing of the Commonwealth Transportation Board***



**VDOT Northern Virginia District Office  
4975 Alliance Drive  
Fairfax, VA 22030  
April 28, 2015  
6:00 p.m.**

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## **Northern Virginia Transportation Commission**

### **Comments on FY2015-FY2021 Six-Year Improvement Program**

Good evening. I am David Snyder, chairman of the Northern Virginia Transportation Commission. I appreciate the opportunity to come before you tonight and share NVTC's regional perspective. But, before doing so, I would like to thank each of you – Secretary Layne, Director Mitchell and members of the Commonwealth Transportation Board – for your ongoing commitment to investments in high-quality, high-capacity transit infrastructure and service throughout Northern Virginia.

As you well know, in Northern Virginia transit connects people to jobs and relieves congestion. Each work day in Northern Virginia, transit accounts for a half million trips. Every person who travels to work on VRE, local or commuter bus, or Metro eases the commute a bit for those who drive. By taking almost 20,000 daily trips off the roads, VRE alone frees up one lane of rush-hour traffic on I-66 and I-95/395.

Northern Virginians rely on transit to get to work and travel throughout the National Capital Region. A strong transit system is key to our ability – at both the regional and state levels – to compete for and retain businesses. Recently, here and across the country, companies such as Marriot, State Farm, Kaiser Permanente, and Amazon have announced that access to transit is a necessity when considering where to locate their businesses.

Next week, we will release a new report by researchers at George Mason University that details why a strong network of transit service is key to the region's ability to compete globally for new businesses and new jobs. We will discuss this new research on May 8th at NVTCs Forum: *Transit Means Business!* I hope you will join us as we learn from business leaders and researchers how transit is a key ingredient in our economic success. We are excited that Secretary Layne will kick off this discussion.

Northern Virginia's transit network is the product of a strong regional partnership and a commitment from the Commonwealth to provide a range of transportation options to a rapidly growing and increasingly diverse populace. To meet the evolving transportation needs of our communities, it is essential that the CTB implement policies for both project selection and long-range planning that result in sound transit investments in this region and throughout Virginia. Let me highlight five key areas where we must work together to ensure that we have the strong transit system required for continued economic growth.

1. **Continue support of WMATA through PRIIA and other state assistance to localities**

The \$50 million in matching funds that you provide annually to WMATA under PRIIA is essential to maintaining timely service, safe operations and a state of good repair. Those funds, in combination with other state and local assistance, help ensure that Metro can meet its capital and operating expenses.

2. **Fund VRE Track Lease & Support the VRE System Plan**

The five-year funding agreement put in place last year provides much-needed support for track leases with Amtrak, CSX and Norfolk Southern. NVTC and PRTC look forward to working with you to support implementation of Phase I of the VRE system plan including the vital Gainesville-Haymarket extension.

3. **Adopt policy guidance that recognizes transit's contribution to congestion relief and to other outcomes identified in HB2.**

Transit has an essential role to play in relieving congestion, improving accessibility and fostering economic development. Through the adoption of the policy guide for HB2, the CTB has a historic opportunity to establish a rating system that brings transparency to the project selection process and establishes a level playing field for all modes of transportation. We have submitted detailed comments about how to achieve these objectives.

4. **Focus the vision of VTrans2040 to include the movement of people as well as goods**

The vision for a multimodal transportation system that will benefit Virginia's businesses and communities should focus on the movement of both people and goods. Because VTrans2040 will establish the long-range vision and goals for transportation in the Commonwealth, coordination with localities and regional agencies is key.

5. **Identify a stable and reliable source of funding for transit**

The passage of HB 1887 provides \$40 million in transit assistance statewide. It is a first step to filling the funding gap expected in 2018. We ask that the Commonwealth continue to work to identify a stable, reliable and dedicated source of funding going forward.

On behalf of NVTC, I ask that the CTB continue to give top priority to Northern Virginia's transit funding needs. When you consider the growing demand for transit and the record of NVTC jurisdictions in providing quality transit service, it is clear that the region merits your continued support. The economic health of the Commonwealth depends on it.

# DRPT Draft FY 2016 – 2021 Six-Year Improvement Program

Steve Pittard, CFO  
April 14, 2015



Virginia Department of Rail and Public Transportation

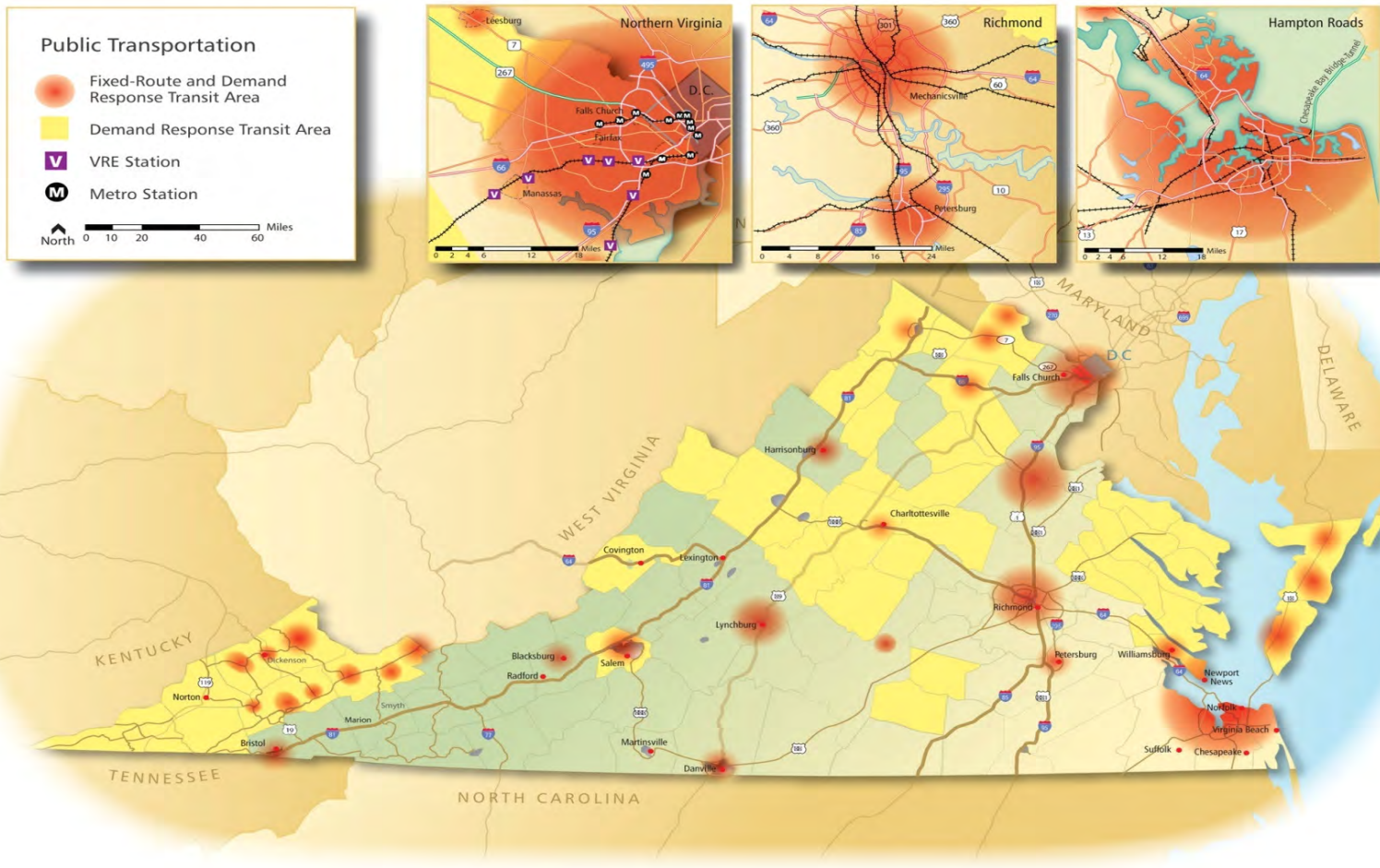
# Five Year Comparison of SYIP Allocations

(\$ in millions)

|                | FY 12 - 17 | FY 13 - 18 | FY 14 - 19 | Revised<br>FY 15 - 20 | Draft<br>FY 16 - 21 |
|----------------|------------|------------|------------|-----------------------|---------------------|
| Public Transit | \$2,014    | \$2,092    | \$2,532    | \$2,730               | \$2,811             |
| Rail           | 213        | 240        | 448        | 502                   | 569                 |
| Total          | \$2,227    | \$2,332    | \$2,980    | \$3,232               | \$3,380             |



# Transit Programs





# Transit SYIP by Program

(\$ in millions)

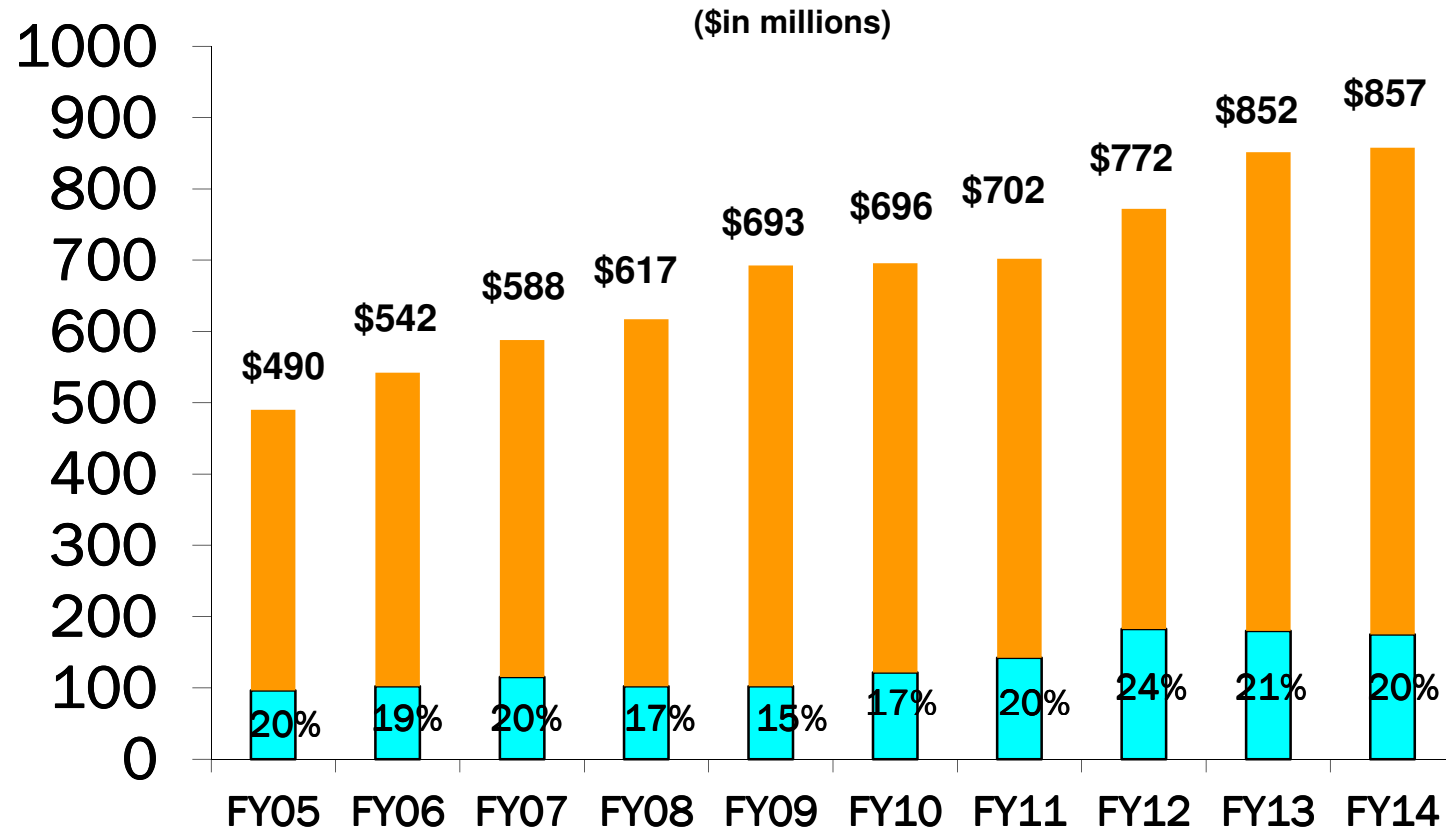
|              | FY 2016      | FY 2017      | FY 2018      | FY 2019      | FY 2020      | FY 2021      | FY 16-21<br>Total | Percentage |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|------------|
| Operating    | \$205        | \$206        | \$211        | \$217        | \$222        | \$227        | \$1,288           | 46%        |
| Capital      | 239          | 257          | 300          | 279          | 239          | 159          | 1,473             | 52%        |
| Other        | 6            | 8            | 9            | 9            | 9            | 9            | 50                | 2%         |
| <b>Total</b> | <b>\$450</b> | <b>\$471</b> | <b>\$520</b> | <b>\$505</b> | <b>\$470</b> | <b>\$395</b> | <b>\$2,811</b>    |            |



Virginia Department of Rail and Public Transportation



# Transit Operating Funding 10 Year Trend

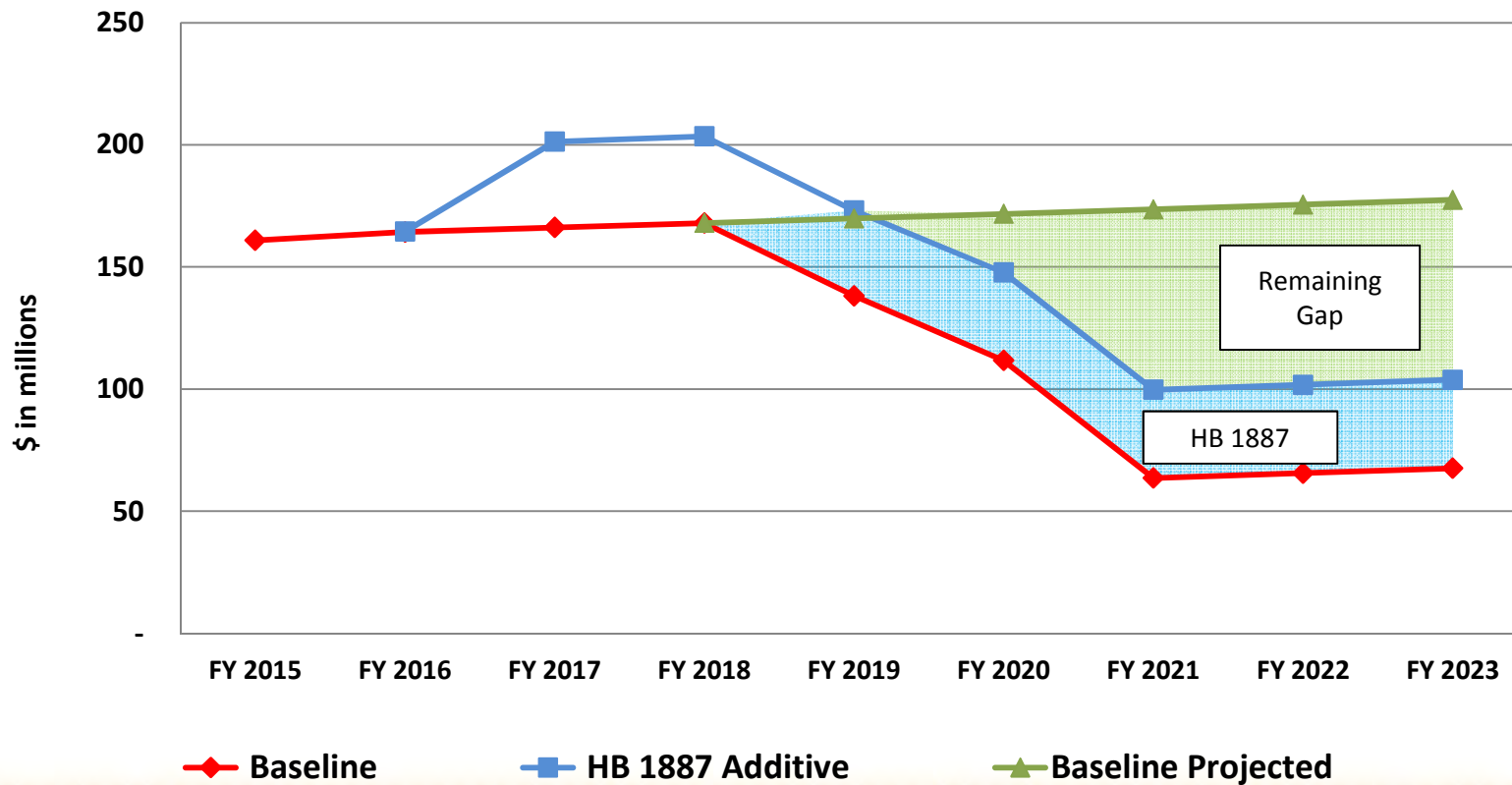


■ State Funds ■ Non-State



Virginia Department of Rail and Public Transportation

# Projected Transit Capital Revenues: Impact of HB1887



# Transit Capital Program: Highlights

- Capital program uses a tiered prioritization process; projected state match ratios obtained
  - Tier 1 at 68% State Share
    - Rolling stock for replacement or expansion and related items
  - Tier 2 at 34% State Share
    - Infrastructure and facilities
  - Tier 3 at 17% State Share
    - Support vehicles, shop equipment, spare parts, etc.



# Transit Capital Program Highlights

## (cont'd)

- Multi-Year Funding Agreements
  - VRE Track Lease Payments: \$18.6M State, \$27.4M Flexible STP
  - GRTC BRT project: \$17.6M State, \$24.9M USDOT TIGER Grant
  - WMATA 8-car train expansion program: \$60.8M State and FHWA
  - Blacksburg Transit Facility: \$5.0M State, \$25.6M Flexible STP
  - Rolling Stock Replacement: \$30.3M State, \$4.9M Flexible STP
- WMATA PRIIA Match: \$50M/year through 2020



Virginia Department of Rail and Public Transportation



# Rail Programs



Virginia Department of Rail and Public Transportation

# Rail SYIP Allocations by Program

(\$ in millions)

|              | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 16-21<br>Total | Percentage |
|--------------|---------|---------|---------|---------|---------|---------|-------------------|------------|
| Enhancement  | \$36    | \$38    | \$21    | \$8     | \$0     | \$25    | \$128             | 22%        |
| Passenger    | 62      | 84      | 84      | 71      | 47      | 59      | \$407             | 72%        |
| Preservation | 11      | 7       | 6       | 4       | 3       | 3       | \$34              | 6%         |
| Total        | \$109   | \$129   | \$111   | \$83    | \$50    | \$87    | \$569             |            |



# Rail Program Highlights

- Allocations over six year period increased by \$67M
- Focus on passenger rail corridors, including I-95 corridor and Rt. 29 service
- New freight rail projects in REF
  - CSX Branchville Siding
  - Norfolk Southern Crewe Intermodal yard
  - Norfolk Southern Manassas Line improvements
- Elliston Intermodal facility pushed to FY21



# Rail Program Highlights (cont.)

- Beginning in FY 2017, revenues in REF are reduced by 1/3 or approx. \$9 M per year
- Impacts of revenue reduction:
  - Some project allocations pushed to later years
  - Some projects received decreased state participation
- CTB Rail Committee reviewing REF as requested by General Assembly





# Items for Review in Final SYIP

- Set Transit Reserve balance levels
- Roll unobligated balances as of FY2015 3Q into plan
- Complete Project Mgmt and Administration Budget
  - Limited to 3.5% of program funds
- Complete detailed schedule of future transit capital needs vs. available revenues
- Review information on certain rail projects with project sponsors



# SYIP Hearing Schedule

|   |  |   |
|---|--|---|
| <b>Tuesday, April 21, 2015</b><br><b>Blue Ridge Community College,</b><br><b>Plecker Center for Continuing</b><br><b>Education,</b><br><b>One College Lane,</b><br><b>Weyers Cave, VA 24486</b> | <b>Wednesday, April 22, 2015</b><br><b>Holiday Inn Downtown</b><br><b>601 Main Street</b><br><b>Lynchburg, VA 24504</b>  | <b>Thursday, April 23, 2015</b><br><b>Hampton Roads Planning District</b><br><b>Commission</b><br><b>723 Woodlake Drive</b><br><b>Chesapeake, VA 23320</b>  |
| <b>Tuesday, April 28, 2015</b><br><b>VDOT Northern Virginia District Office</b><br><b>4975 Alliance Drive</b><br><b>Fairfax, VA 22030</b>   | <b>Wednesday, April 29, 2015</b><br><b>Northside High School</b><br><b>6758 Northside High School Road</b><br><b>Roanoke, VA 24019</b>   | <b>Thursday, April 30, 2015</b><br><b>Germanna Community College</b><br><b>Center for Workforce &amp; Community</b><br><b>Education</b><br><b>10000 Germanna Point Drive</b><br><b>Fredericksburg, VA 22408</b> |
| <b>Monday, May 4, 2015</b><br><b>Southwest Virginia Higher Education</b><br><b>Center</b><br><b>One Partnership Circle</b><br><b>Abingdon, VA 24210</b>   | <b>Tuesday, May 5, 2015</b><br><b>Thomas J. Fulghum Conference Center</b><br><b>Chesterfield Career &amp; Technical Center</b><br><b>at Hull Street Road</b><br><b>13900 Hull Street Road</b><br><b>Midlothian, VA 23112</b> | <b>Monday, May 11, 2015</b><br><b>Germanna Community College</b><br><b>Daniel Technology Center</b><br><b>18121 Technology Drive</b><br><b>Culpeper, VA 22701</b>   |



# Questions?



Virginia Department of Rail and Public Transportation

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**NORTHERN VIRGINIA TRANSPORTATION COMMISSION  
STATE TRANSIT ASSISTANCE APPLIED FOR THROUGH NVTC  
FY 2015 Final Six-Year Program and FY 2016 Draft Six-Year Program**

|                                      | FY 2015          |                    | FY 2016          |                    | Increase (Decrease) |                |
|--------------------------------------|------------------|--------------------|------------------|--------------------|---------------------|----------------|
|                                      | State Assistance | Effective State %* | State Assistance | Effective State %* | \$                  | %              |
| <b>NVTC</b>                          |                  |                    |                  |                    |                     |                |
| <b>Capital Assistance</b>            |                  |                    |                  |                    |                     |                |
| WMATA (schedule A)                   |                  |                    |                  |                    |                     |                |
| Tier 1 - 68%                         | \$ 13.465        | 85.2%              | \$ 10.298        | 83.9%              |                     |                |
| Tier 2 - 34%                         | 25.264           | 62.4%              | 34.194           | 85.6%              |                     |                |
| Tier 3 - 17%                         | 3.338            | 27.1%              | 2.893            | 23.6%              |                     |                |
| Metro 2025 - 36% / 50%               | 9.000            | 36.0%              | 15.940           | 50.0%              |                     |                |
| Total WMATA                          | 51.067           | 54.5%              | 63.325           | 65.7%              | 12.258              | 24.0%          |
| Local (schedule B)                   |                  |                    |                  |                    |                     |                |
| Tier 1 - 68% (total cost)            | 17.612           | 68.0%              | 7.633            | 68.0%              |                     |                |
| Tier 2 - 34% (total cost)            | 16.110           | 34.0%              | 17.508           | 34.0%              |                     |                |
| Tier 3 - 17% (total cost)            | 0.177            | 17.0%              | 0.520            | 17.0%              |                     |                |
| Total Local                          | 33.899           | 45.6%              | 25.660           | 39.0%              | (8.239)             | -24.3%         |
| Regional (schedule B)                |                  |                    |                  |                    |                     |                |
| Tier 2 - 34% (total cost)            | -                | 0.0%               | 0.821            | 34.0%              | 0.821               |                |
| <b>Total Capital</b>                 | <b>84.966</b>    | <b>50.6%</b>       | <b>89.806</b>    | <b>54.6%</b>       | <b>4.839</b>        | <b>5.7%</b>    |
| <b>Operating Assistance</b>          |                  |                    |                  |                    |                     |                |
| WMATA (schedule C)                   |                  |                    |                  |                    |                     |                |
| Traditional Formula                  | 56.191           |                    | 56.251           |                    | 0.060               |                |
| Performance Based Formula            | 35.199           |                    | 34.432           |                    | (0.767)             |                |
| New Start Formula (Silver Line)      | 8.217            |                    | 8.211            |                    | (0.005)             |                |
| Total WMATA                          | 99.189           | 21.6%              | 98.894           | 19.1%              | (0.712)             | -0.7%          |
| Local (schedule D)                   |                  |                    |                  |                    |                     |                |
| Traditional Formula                  | 14.155           |                    | 13.246           |                    | (0.910)             |                |
| Performance Based Formula            | 6.501            |                    | 6.426            |                    | (0.076)             |                |
| Total Local                          | 20.657           | 20.5%              | 19.671           | 18.5%              | (0.985)             | -4.8%          |
| <b>Total Operating</b>               | <b>119.845</b>   | <b>21.4%</b>       | <b>118.566</b>   | <b>19.0%</b>       | <b>(1.697)</b>      | <b>-1.4%</b>   |
| <b>Other Assistance (schedule E)</b> | <b>0.040</b>     | <b>80.0%</b>       | <b>0.883</b>     | <b>50.9%</b>       | <b>0.843</b>        | <b>2107.9%</b> |
| <b>Total NVTC Assistance</b>         | <b>\$ 204.85</b> |                    | <b>\$ 209.25</b> |                    | <b>\$ 3.99</b>      | <b>1.9%</b>    |
| <b>VRE</b>                           |                  |                    |                  |                    |                     |                |
| Capital Assistance (schedule F)      |                  |                    |                  |                    |                     |                |
| Tier 1 - 68%                         | \$ 3.48          | 80.0%              | \$ 3.98          | 91.3%              |                     |                |
| Tier 2 - 34%                         | 9.960            | 73.1%              | 9.642            | 71.8%              |                     |                |
| Tier 3 - 17%                         | -                |                    | 0.032            | 80.0%              |                     |                |
| Total                                | 13.437           | 74.8%              | 13.655           | 76.6%              | 0.219               | 1.6%           |
| Operating Assistance                 |                  |                    |                  |                    |                     |                |
| Traditional Formula                  | 6.617            |                    | 6.405            |                    | (0.212)             |                |
| Performance Based Formula            | 2.408            |                    | 2.726            |                    | 0.318               |                |
| Total                                | 9.025            | 19.1%              | 9.131            | 17.8%              | 0.106               | 1.2%           |
| <b>Total VRE Assistance</b>          | <b>\$ 22.46</b>  |                    | <b>\$ 22.79</b>  |                    | <b>\$ 0.22</b>      | <b>1.0%</b>    |

**Notes:**

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

**NVTC**  
**APPLICATION FOR STATE CAPITAL GRANT ASSISTANCE**  
**WMATA CAPITAL SUBSIDIES**  
**FY 2016**

**SCHEDULE A**

|   | <u>Alexandria</u> | <u>Arlington</u> | <u>Fairfax City</u> | <u>Fairfax County</u> | <u>Falls Church</u> | <u>Total</u>   | <u>State Assistance</u> |                       |                       |                      | <u>Total</u>  |
|---|-------------------|------------------|---------------------|-----------------------|---------------------|----------------|-------------------------|-----------------------|-----------------------|----------------------|---------------|
|   |                   |                  |                     |                       |                     |                | <u>68%<br/>Tier 1</u>   | <u>34%<br/>Tier 2</u> | <u>17%<br/>Tier 3</u> | <u>50%<br/>8-Car</u> |               |
| FY 16 CIP Program (a)                         |                   |                  |                     |                       |                     |                |                         |                       |                       |                      |               |
| Total Cost                                    | \$ 26,323,899     | \$ 49,696,956    | \$ 1,510,744        | \$ 86,066,213         | \$ 1,858,541        | \$ 165,456,353 |                         |                       |                       |                      |               |
| Federal Share                                 | 16,617,443        | 31,372,113       | 953,685             | 54,330,872            | 1,173,239           | 104,447,352    |                         |                       |                       |                      |               |
| Non-Federal Share                             | 9,706,456         | 18,324,843       | 557,059             | 31,735,341            | 685,302             | 61,009,001     | 10,297,748              | 33,285,742            | 2,753,138             |                      | 46,336,628    |
| 8 Car Expansion (Metro 2025) (b)              | 5,094,245         | 9,479,814        | 291,981             | 16,654,601            | 359,473             | 31,880,114     |                         |                       |                       | 15,940,057           | 15,940,057    |
| Total CIP                                     | 14,800,701        | 27,804,657       | 849,040             | 48,389,942            | 1,044,775           | 92,889,115     |                         |                       |                       |                      |               |
| WMATA Debt Service (c)                        | -                 | -                | -                   | -                     | -                   | -              |                         |                       |                       |                      | -             |
| Metro Matters Program (d)                     | -                 | -                | -                   | -                     | 52,936              | 52,936         |                         | 17,998                |                       |                      | 17,998        |
| Jurisdiction Debt Service -<br>MM Opt Out (e) | 1,013,171         | 1,604,161        | -                   | -                     | -                   | 2,617,332      |                         | 889,893               |                       |                      | 889,893       |
| Project Development (f)                       | 133,000           | 261,000          | 6,000               | 417,000               | 8,000               | 825,000        |                         |                       | 140,250               |                      | 140,250       |
| Reimbursable Projects (g)                     | -                 | -                | -                   | -                     | -                   | -              |                         |                       |                       |                      |               |
| Total   | \$ 15,946,872     | \$ 29,669,818    | \$ 855,040          | \$ 48,806,942         | \$ 1,105,711        | \$ 96,384,383  | \$ 10,297,748           | \$ 34,193,633         | \$ 2,893,388          | \$ 15,940,057        | \$ 63,324,826 |

(a) Virginia Compact members' share of FY16 Capital Improvement Program included in the Capital Funding Agreement eligible to be funded by DRPT, excluding PRIIA matching funds which are contracted directly with WMATA. 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) Included in draft SYIP as "Multi-Year Funding Capital Projects", with DRPT funds totaling \$60.750M at 50% participation. This schedule shows only the FY16 costs and funding as reflected in the SYIP.

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

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

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

(f) Project Development - a regional reimbursable capital program stated separately from the FY16 CIP

(g) Reimbursable projects - 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.

NVTC

STATE CAPITAL GRANT ASSISTANCE

FY 2016

**SCHEDULE B**

| FY 2016   |                   |      | Costs         |               |              |               | State Funding |               |            |               |
|---|-------------------|------|---------------|---------------|--------------|---------------|---------------|---------------|------------|---------------|
|   | Non-Federal Costs | TIER | 68% Tier 1    | 34% Tier 2    | 17% Tier 3   | Total         | 68% Tier 1    | 34% Tier 2    | 17% Tier 3 | Total         |
| LOCAL CAPITAL                                       |                   |      |               |               |              |               |               |               |            |               |
| CITY OF ALEXANDRIA                                  |                   |      |               |               |              |               |               |               |            |               |
| Hybrid Bus and Trolley Battery Pack Replaceme       | \$ 200,000        | 3    | \$ -          | \$ -          | \$ 200,000   | \$ 200,000    | \$ -          | \$ -          | \$ 34,000  | \$ 34,000     |
| West End Transitway                                 | 2,400,000         | 2    | -             | 2,400,000     | -            | 2,400,000     | -             | 816,000       | -          | 816,000       |
| DASH Transit Technology Program                     | -                 | -    | -             | -             | -            | -             | -             | -             | -          | -             |
| Purchase Replacement Buses 40-ft (8)                | 3,600,000         | 1    | 3,600,000     | -             | -            | 3,600,000     | 2,448,000     | -             | -          | 2,448,000     |
| Total   | 6,200,000         |      | 3,600,000     | 2,400,000     | 200,000      | 6,200,000     | 2,448,000     | 816,000       | 34,000     | 3,298,000     |
| CITY OF FAIRFAX                                     |                   |      |               |               |              |               |               |               |            |               |
| Purchase Replacement Buses 35-ft (6)                | 3,000,000         | 1    | 3,000,000     | -             | -            | 3,000,000     | 2,040,000     | -             | -          | 2,040,000     |
| Total   | 3,000,000         |      | 3,000,000     | -             | -            | 3,000,000     | 2,040,000     | -             | -          | 2,040,000     |
| FAIRFAX COUNTY                                      |                   |      |               |               |              |               |               |               |            |               |
| Bus Construction Admin/Maint Facility - Springfie   | 3,200,000         | 2    | -             | 3,200,000     | -            | 3,200,000     | -             | 1,088,000     | -          | 1,088,000     |
| Bus Construction Admin/Maint Facility - Stringfel   | 6,100,000         | 2    | -             | 6,100,000     | -            | 6,100,000     | -             | 2,074,000     | -          | 2,074,000     |
| Bus Construction Maint Facility - West Ox Bus C     | 9,500,000         | 2    | -             | 9,500,000     | -            | 9,500,000     | -             | 3,230,000     | -          | 3,230,000     |
| Bus Rehab/Renovation of Maint Facility - Herndc     | 6,000,000         | 2    | -             | 6,000,000     | -            | 6,000,000     | -             | 2,040,000     | -          | 2,040,000     |
| Bus Rehab/Renovation of Maint Facility - Hunting    | 1,200,000         | 2    | -             | 1,200,000     | -            | 1,200,000     | -             | 408,000       | -          | 408,000       |
| Construction of Rail Related Facilities - Innovatic | 5,500,000         | 2    | -             | 5,500,000     | -            | 5,500,000     | -             | 1,870,000     | -          | 1,870,000     |
| Construction of Rail Related Facilities - Lorton V  | 2,500,000         | 2    | -             | 2,500,000     | -            | 2,500,000     | -             | 850,000       | -          | 850,000       |
| Construction of Rail Related Facilities - Herndon   | 5,500,000         | 2    | -             | 5,500,000     | -            | 5,500,000     | -             | 1,870,000     | -          | 1,870,000     |
| RT.1 BRT Study & Design*                            | -                 | -    | -             | -             | -            | -             | -             | -             | -          | -             |
| Information Technology Systems (ITS) Phase II       | 2,100,000         | 3    | -             | -             | 2,100,000    | 2,100,000     | -             | -             | 357,000    | 357,000       |
| Purchase Passenger Shelters                         | 1,000,000         | 2    | -             | 1,000,000     | -            | 1,000,000     | -             | 340,000       | -          | 340,000       |
| Purchase Shop Equipment                             | 250,000           | 3    | -             | -             | 250,000      | 250,000       | -             | -             | 42,500     | 42,500        |
| Total   | 42,850,000        |      | -             | 40,500,000    | 2,350,000    | 42,850,000    | -             | 13,770,000    | 399,500    | 14,169,500    |
| ARLINGTON   |                   |      |               |               |              |               |               |               |            |               |
| Bus Construction Admin/Maint Facility - ART Ho      | 2,385,837         | 2    | -             | 2,385,837     | -            | 2,385,837     | -             | 811,185       | -          | 811,185       |
| Extension of Crustal City Potomac Yard Transitw     | 500,000           | 2    | -             | 500,000       | -            | 500,000       | -             | 170,000       | -          | 170,000       |
| Bus Overhaul  | 725,000           | 1    | 725,000       | -             | -            | 725,000       | 493,000       | -             | -          | 493,000       |
| Crystal City Metro Station East Entrance            | 150,000           | 2    | -             | 150,000       | -            | 150,000       | -             | 51,000        | -          | 51,000        |
| Bus Stop and Shelters Program                       | 458,000           | 2    | -             | 458,000       | -            | 458,000       | -             | 155,720       | -          | 155,720       |
| Ballston-MU West Entrance                           | 5,100,000         | 2    | -             | 5,100,000     | -            | 5,100,000     | -             | 1,734,000     | -          | 1,734,000     |
| Transit ITS and Security Program                    | 273,000           | 3    | -             | -             | 273,000      | 273,000       | -             | -             | 46,410     | 46,410        |
| TDP and Asset Plan*                                 | -                 | -    | -             | -             | -            | -             | -             | -             | -          | -             |
| Purchase of NABI Buses                              | 3,899,384         | 1    | 3,899,384     | -             | -            | 3,899,384     | 2,651,581     | -             | -          | 2,651,581     |
| Purchase Shop Equipment                             | 235,000           | 3    | -             | -             | 235,000      | 235,000       | -             | -             | 39,950     | 39,950        |
| Total   | 13,726,221        |      | 4,624,384     | 8,593,837     | 508,000      | 13,726,221    | 3,144,581     | 2,921,905     | 86,360     | 6,152,846     |
| CITY OF FALLS CHURCH                                |                   |      |               |               |              |               |               |               |            |               |
|   | -                 | -    | -             | -             | -            | -             | -             | -             | -          | -             |
| Total   | -                 |      | -             | -             | -            | -             | -             | -             | -          | -             |
| TOTAL LOCAL CAPITAL                                 | \$ 65,776,221     |      | \$ 11,224,384 | \$ 51,493,837 | \$ 3,058,000 | \$ 65,776,221 | \$ 7,632,581  | \$ 17,507,905 | \$ 519,860 | \$ 25,660,346 |

\*Note - Fairfax County RT.1 BRT Study & Design shown in SYIP under Fairfax County (not NVTC-Fairfax). Arlington County TDP and Asset Plan moved to technical assistance.

**REGIONAL CAPITAL**

NVTC

|                                  |              |   |      |              |      |              |      |            |      |            |
|----------------------------------|--------------|---|------|--------------|------|--------------|------|------------|------|------------|
| New Regional Fare Payment System | \$ 2,413,700 | 2 | \$ - | \$ 2,413,700 | \$ - | \$ 2,413,700 | \$ - | \$ 820,658 | \$ - | \$ 820,658 |
|----------------------------------|--------------|---|------|--------------|------|--------------|------|------------|------|------------|

|                               |                     |  |             |                     |             |                     |             |                   |             |                   |
|-------------------------------|---------------------|--|-------------|---------------------|-------------|---------------------|-------------|-------------------|-------------|-------------------|
| <b>TOTAL REGIONAL CAPITAL</b> | <b>\$ 2,413,700</b> |  | <b>\$ -</b> | <b>\$ 2,413,700</b> | <b>\$ -</b> | <b>\$ 2,413,700</b> | <b>\$ -</b> | <b>\$ 820,658</b> | <b>\$ -</b> | <b>\$ 820,658</b> |
|-------------------------------|---------------------|--|-------------|---------------------|-------------|---------------------|-------------|-------------------|-------------|-------------------|



**NVTC  
OPERATING FORMULA ASSISTANCE  
FY 2016**

**SCHEDULE C**

|   | <b>WMATA</b>             |                               |                              |                                |                                    |                           |
|---|--------------------------|-------------------------------|------------------------------|--------------------------------|------------------------------------|---------------------------|
|   | <b><u>Alexandria</u></b> | <b><u>City of Fairfax</u></b> | <b><u>Fairfax County</u></b> | <b><u>Arlington County</u></b> | <b><u>City of Falls Church</u></b> | <b><u>Total</u></b>       |
| <b>FY 2016 Application</b>                |                          |                               |                              |                                |                                    |                           |
| FY 2014 Actual Operating Expenses         | 70,057,801               | 4,390,813                     | 241,088,622                  | 130,661,735                    | 4,807,606                          | 451,006,577               |
| Additional Expenses for New Start Funding | <u>9,955,508</u>         | <u>719,204</u>                | <u>34,111,266</u>            | <u>20,226,282</u>              | <u>655,201</u>                     | <u>65,667,461</u>         |
|   | <u><u>80,013,309</u></u> | <u><u>5,110,017</u></u>       | <u><u>275,199,888</u></u>    | <u><u>150,888,017</u></u>      | <u><u>5,462,807</u></u>            | <u><u>516,674,038</u></u> |
| <b>FY 2016 Draft SYIP Funding</b>         |                          |                               |                              |                                |                                    |                           |
| Traditional Formula                       | 8,737,799                | 547,634                       | 30,069,228                   | 16,296,487                     | 599,618                            | 56,250,766                |
| Performance Based Formula                 | 5,348,561                | 335,216                       | 18,405,903                   | 9,975,366                      | 367,037                            | 34,432,083                |
| New Start Formula (Silver Line)           | <u>1,275,514</u>         | <u>79,942</u>                 | <u>4,389,403</u>             | <u>2,378,906</u>               | <u>87,530</u>                      | <u>8,211,295</u>          |
|   | <u><u>15,361,874</u></u> | <u><u>962,792</u></u>         | <u><u>52,864,534</u></u>     | <u><u>28,650,759</u></u>       | <u><u>1,054,185</u></u>            | <u><u>98,894,144</u></u>  |
| <b>FY 2015 Application</b>                |                          |                               |                              |                                |                                    |                           |
| 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> |
| <b>FY 2015 Approved SYIP Funding</b>      |                          |                               |                              |                                |                                    |                           |
| Traditional Formula                       | 8,728,460                | 547,049                       | 30,037,088                   | 16,279,068                     | 598,977                            | 56,190,642                |
| Performance Based Formula                 | 5,402,832                | 338,618                       | 18,592,668                   | 10,076,586                     | 370,761                            | 34,781,465                |
| New Start Formula (Silver Line)           | <u>1,262,026</u>         | <u>77,818</u>                 | <u>4,459,009</u>             | <u>2,332,495</u>               | <u>85,236</u>                      | <u>8,216,584</u>          |
|   | <u><u>15,393,318</u></u> | <u><u>963,485</u></u>         | <u><u>53,088,765</u></u>     | <u><u>28,688,149</u></u>       | <u><u>1,054,974</u></u>            | <u><u>99,188,691</u></u>  |

**NVTC**  
**APPLICATION FOR OPERATING FORMULA ASSISTANCE**  
**FY 2016**

**SCHEDULE D**

|                                      | <b>LOCAL SYSTEMS</b>     |                               |                              |                                |                           |
|--------------------------------------|--------------------------|-------------------------------|------------------------------|--------------------------------|---------------------------|
|                                      | <b><u>Alexandria</u></b> | <b><u>City of Fairfax</u></b> | <b><u>Fairfax County</u></b> | <b><u>Arlington County</u></b> | <b><u>Total</u></b>       |
| <b>FY 2016 Application</b>           |                          |                               |                              |                                |                           |
| FY 2014 Actual Operating Expenses    | <u>15,875,556</u>        | <u>2,919,668</u>              | <u>76,175,336</u>            | <u>11,230,415</u>              | <u><b>106,200,975</b></u> |
| <b>FY 2016 Draft SYIP Funding</b>    |                          |                               |                              |                                |                           |
| Traditional Formula                  | 1,980,043                | 364,149                       | 9,500,795                    | 1,400,688                      | <b>13,245,675</b>         |
| Performance Based Formula            | <u>1,169,487</u>         | <u>225,439</u>                | <u>4,140,843</u>             | <u>889,995</u>                 | <u><b>6,425,764</b></u>   |
|                                      | <u>3,149,530</u>         | <u>589,588</u>                | <u>13,641,638</u>            | <u>2,290,683</u>               | <u>19,671,439</u>         |
| <b>FY 2015 Application</b>           |                          |                               |                              |                                |                           |
| 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><b>100,393,136</b></u> |
| <b>FY 2015 Approved SYIP Funding</b> |                          |                               |                              |                                |                           |
| Traditional Formula                  | 2,108,451                | 424,935                       | 10,058,307                   | 1,563,549                      | <b>14,155,242</b>         |
| Performance Based Formula            | <u>1,197,147</u>         | <u>241,174</u>                | <u>4,253,211</u>             | <u>809,824</u>                 | <u><b>6,501,356</b></u>   |
|                                      | <u>3,305,598</u>         | <u>666,109</u>                | <u>14,311,518</u>            | <u>2,373,373</u>               | <u>20,656,598</u>         |

**NVTC****SCHEDULE E****OTHER STATE ASSISTANCE****FY 2016**

|  | <b><u>Costs</u></b>            | <b><u>State<br/>Funding</u></b> | <b><u>State %</u></b>      |
|--|--------------------------------|---------------------------------|----------------------------|
| <b>Technical Assistance</b>                          |                                |                                 |                            |
| NVTC - New Regional Fare Payment System              | 886,315                        | 443,158                         | 50.0%                      |
| TDP/Columbia Pike/Crystal City/Potomac<br>Yard Study | 800,000                        | 400,000                         | 50.0%                      |
| <b>Training and Intern Assistance</b>                |                                |                                 |                            |
| NVTC - Fellows Program                               | <u>50,000</u>                  | <u>40,000</u>                   | <u>80.0%</u>               |
| <b>Total</b>   | <b><u><u>1,736,315</u></u></b> | <b><u><u>883,158</u></u></b>    | <b><u><u>50.9%</u></u></b> |

NVTC  
VRE  
STATE CAPITAL ASSISTANCE  
FOR FY 2016

**SCHEDULE F**

|                                    | Total Cost        | Federal*          | Non-Federal       | Draft SYIP        |                   |                   | TIER | State Funds       |
|------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|------|-------------------|
|                                    |                   |                   |                   | Cost              | Federal           | Non-Federal       |      |                   |
| Facilities Infrastructure          | 5,420,000         | 4,336,000         | 1,084,000         | 5,420,000         | 4,336,000         | 1,084,000         | 2    | 867,200           |
| Rolling Stock (Multi-Year Project) | 23,625,000        | 6,615,000         | 17,010,000        | 4,725,000         | 1,323,000         | 3,402,000         | 1    | 3,213,000         |
| Equipment Storage                  | 8,256,000         | 6,604,800         | 1,651,200         | 8,256,000         | 6,604,800         | 1,651,200         | 2    | 1,320,960         |
| Equipment Life Cycle Maintenance   | 1,900,000         | 1,520,000         | 380,000           | 1,900,000         | 1,520,000         | 380,000           | 1    | 304,000           |
| APC - Passengers                   | 2,900,000         | 2,320,000         | 580,000           | 2,900,000         | 2,320,000         | 580,000           | 1    | 464,000           |
| APC - Parking Lots                 | 750,000           | 600,000           | 150,000           | 750,000           | 600,000           | 150,000           | 2    | 120,000           |
| Transit Enhancements               | 100,000           | 80,000            | 20,000            | 100,000           | 80,000            | 20,000            | 3    | 16,000            |
| Security Enhancements              | 100,000           | 80,000            | 20,000            | 100,000           | 80,000            | 20,000            | 3    | 16,000            |
| Train Wash                         | 473,000           | 378,400           | 94,600            | 473,000           | 378,400           | 94,600            | 2    | 75,680            |
| Access Fees (Multi-Year Project)   | 34,650,000        | 17,325,000        | 17,325,000        | 18,241,000        | 9,120,500         | 9,120,500         | 2    | 6,201,940         |
| Debt Service - 11 Cabcars          | 1,931,357         | 1,545,086         | 386,271           | 1,931,357         | 1,545,086         | 386,271           | 2    | 309,017           |
| Debt Service - 60 Railcars         | 4,673,071         | 3,738,457         | 934,614           | 4,673,071         | 3,738,457         | 934,614           | 2    | 747,691           |
|                                    | <b>84,778,428</b> | <b>45,142,742</b> | <b>39,635,686</b> | <b>49,469,428</b> | <b>31,646,242</b> | <b>17,823,186</b> |      | <b>13,655,488</b> |

**Multi-Year Funding Capital Projects**

| Project Description                     | Funding Source      | Previous Funding | FY16              | FY17              | FY18              | FY19             | FY20             | FY21     |
|---|---------------------|------------------|-------------------|-------------------|-------------------|------------------|------------------|----------|
| Track Lease Payments - Amtrak           | State MTTF          | -                | 2,053,260         | 2,217,521         | 2,394,923         | 2,586,516        | 2,793,437        | -        |
|   | Flexible STP        | -                | 3,019,500         | 3,261,060         | 3,521,945         | 3,803,700        | 4,107,997        | -        |
|   | Local               | -                | 966,240           | 1,043,539         | 1,127,022         | 1,217,185        | 1,314,559        | -        |
|   | <b>Total</b>        | <b>-</b>         | <b>6,039,000</b>  | <b>6,522,120</b>  | <b>7,043,890</b>  | <b>7,607,401</b> | <b>8,215,993</b> | <b>-</b> |
| Track Lease Payments - CSX              | State MTTF          | 2,173,450        | 3,013,760         | -                 | -                 | -                | -                | -        |
|   | Flexible STP        | 3,196,250        | 4,432,000         | -                 | -                 | -                | -                | -        |
|   | Local               | 1,022,800        | 1,418,240         | -                 | -                 | -                | -                | -        |
|   | <b>Total</b>        | <b>6,392,500</b> | <b>8,864,000</b>  | <b>-</b>          | <b>-</b>          | <b>-</b>         | <b>-</b>         | <b>-</b> |
| Track Lease Payments - Norfolk Southern | State MTTF          | 1,091,400        | 1,134,920         | 1,180,480         | 1,227,740         | -                | -                | -        |
|   | Flexible STP        | 1,605,000        | 1,669,000         | 1,736,000         | 1,805,500         | -                | -                | -        |
|   | Local               | 513,600          | 534,080           | 555,520           | 577,760           | -                | -                | -        |
|   | <b>Total</b>        | <b>3,210,000</b> | <b>3,338,000</b>  | <b>3,472,000</b>  | <b>3,611,000</b>  | <b>-</b>         | <b>-</b>         | <b>-</b> |
| <b>Total Track Leases</b>               | <b>State MTTF</b>   | <b>3,264,850</b> | <b>6,201,940</b>  | <b>3,398,001</b>  | <b>3,622,663</b>  | <b>2,586,516</b> | <b>2,793,437</b> | <b>-</b> |
|   | <b>Flexible STP</b> | <b>4,801,250</b> | <b>9,120,500</b>  | <b>4,997,060</b>  | <b>5,327,445</b>  | <b>3,803,700</b> | <b>4,107,997</b> | <b>-</b> |
|   | <b>Local</b>        | <b>1,536,400</b> | <b>2,918,560</b>  | <b>1,599,059</b>  | <b>1,704,782</b>  | <b>1,217,185</b> | <b>1,314,559</b> | <b>-</b> |
|   | <b>Total</b>        | <b>9,602,500</b> | <b>18,241,000</b> | <b>9,994,120</b>  | <b>10,654,890</b> | <b>7,607,401</b> | <b>8,215,993</b> | <b>-</b> |
| Purchase Expansion Rail Cars (9)        | State Bonds         | -                | 3,213,000         | 12,852,000        | -                 | -                | -                | -        |
|   | Other Federal       | -                | 1,323,000         | 5,292,000         | -                 | -                | -                | -        |
|   | Local               | -                | 189,000           | 756,000           | -                 | -                | -                | -        |
|   | <b>Total</b>        | <b>-</b>         | <b>4,725,000</b>  | <b>18,900,000</b> | <b>-</b>          | <b>-</b>         | <b>-</b>         | <b>-</b> |

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## AGENDA ITEM #8: FY2014 NVTC ANNUAL TRANSIT PERFORMANCE UPDATE

**TO:** Chairman Snyder and NVTC Commissioners

**FROM:** Kelley Coyner and Claire Randall

**DATE:** April 30, 2015

**SUBJECT:** FY2014 NVTC Annual Transit Performance Update

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Overall, transit ridership declined in Northern Virginia between FY2013 and FY2014. Several transit agencies, notably Arlington's ART and Loudoun County Transit (LCT) commuter bus experienced ridership increases. The changes in ridership may be attributed to a number of factors, including the government shutdown of October 2013, a decrease in the commuter tax benefits in January 2014, and – in the case of LCT's growth – the acquisition of new bus route not previously reported.

For the past 13 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. Each system provides narrative summaries of their performance for the year. Attached is the [FY14 NVTC Annual Transit Performance Update, covering the period from July 1, 2013 to June 30, 2014.](#)

### Major findings for the FY14 update:

- From FY13 to FY14, there was a 2.1% overall ridership loss across all systems in NoVa. ART ridership grew 7.3% for the year. Ridership was flat for Metrobus (Virginia), Fairfax Connector, and DASH.
- Loudoun County Transit (LCT) ridership grew 32.6% in part due to the absorption of certain local bus routes in Loudoun County previously operated by Virginia Regional Transit (VRT). LCT commuter bus ridership grew 5.8% from FY13 to FY14.
- Overall Metrorail ridership (Weekday, Saturday, and Sunday) was down 3.5% for the year in NoVa.
- Metrorail weekday ridership was down across all jurisdictions in NoVa. Total annual weekday ridership fell 4.0%. Both core and end-of-line stations experienced declines in weekday ridership. Braddock Road and Dunn Loring stations only experienced slight ridership gains.

- Overall, Metrorail weekend ridership in NoVa was up. Annual Saturday ridership grew 1.1% and annual Sunday ridership grew 3.5%.
- Metrorail's Orange Line stations, including Vienna, Dunn Loring, and West Falls Church stations, experienced significant weekend ridership gains. East Falls Church station experienced significant weekend ridership losses.
- Overall Metrobus ridership was up 0.7% for the year in NoVa. Total annual weekday ridership stayed the same (0.0%), Saturday ridership grew 5.6%, and Sunday ridership grew 2.7%.

#### Changes for the FY14 update:

- Loudoun County Transit (LCT) has taken over certain local bus routes in Loudoun County from Virginia Regional Transit (VRT). LCT is now reporting both commuter and local bus service to NTD.

#### FY14 NoVa System Trends:

The following constitutes a compilation of trends information provided to NVTC by some of Northern Virginia's regional transit service providers. It is important to note that some providers expressed that the following information is anecdotal and not based on any detailed analysis, and that a number of factors may be at play which influence ridership.

#### **WMATA**

Excerpts from the September 11, 2014 FY2014 Operating Budget Performance Report:  
Key Highlights:

- FY2014 revenue was flat compared to FY2013 at \$853 million, but approximately \$39 million below budget. Metrorail fare revenue is the source of this variance, due both to one-time impacts (including the October government shutdown, the winter weather closures, and the delay of the Silver Line) and to overall weakness in rail ridership due in part to the reduction in the federal transit benefit.

#### Revenue and Ridership

Rail ridership and revenue were both down compared to budget by about seven percent. Bus ridership was up almost two percent and revenue was up three percent over budget. MetroAccess ridership was also up about five percent, while revenue was essentially flat, due in part to the implementation of the fare calculator, which lowered average fares. Parking revenue was at budget, in part due to an accounting change this year which credits some unused fare media revenue to parking. Finally, non-passenger revenue was above budget, in part due to a one-time insurance payment that was received in October 2013.

FY2014 was a positive year for Metrobus and MetroAccess ridership and a challenging year for Metrorail, for the reasons already discussed (i.e., one time impacts including the

October government shutdown, the winter weather closures, and the delay of the Silver Line, as well as overall weakness compared to last year due in part to the reduction in the federal transit benefit). However, Metro is seeing some positive indicators in the beginning of FY2015. There also were bright spots in FY2014 on rail – the second half of the year showed some modest improvement in weekend ridership, and stations with strong surrounding development (like U Street and Dunn Loring) showed good ridership gains despite the headwinds.

Metrobus continues to grow, partly due to the DC Kids Ride Free program, and also more broadly. All three jurisdictions (DC, Maryland, and Virginia) saw ridership growth over last year, and weekends in particular have seen very strong growth, continuing what is now a five year trend. Metro's regional routes have also been performing well, which is where the investments in reliability and on-time performance through the Better Bus Initiative have been made.

Finally, as indicated during the fare policy discussions earlier this year, MetroAccess ridership has come off its plateau and started to increase again, largely due to an increase in registrants. Staff continues to monitor this growth, and Metro is looking forward to the kickoff of the District's taxi pilot in October, which will encourage DC residents traveling for kidney dialysis to take a subsidized taxi trip rather than MetroAccess.

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## **ART**

ART uses many forms of collected data, comments, public forums, surveys, as well as observation to analyze its system. ART continually tries to improve within the existing budget. Its population demands good service and more service. ART has tweaked, recalculated schedules, and maximized its fleet for best ridership. Although not in the FY2014 figures, due to heavy loads on its most productive routes, ART has added 8 40' buses, the first of this size to try to accommodate the overcrowding. ART has 8 more on order which will arrive early FY2016 (after July 1, 2015) which it needs. It also has totally converted its fleet to CNG; ART has no more diesels. Planned construction beginning late spring which will ultimately add ART's own CNG fueling site, a wash bay, a light duty maintenance facility as well as redoing another one of its lots for bus parking.

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## **PRTC**

FY2014 was a relatively stable year for PRTC, service-wise. Three commuter trips were added to relieve overcrowding and one new route from Gainesville to DC was introduced, with corresponding reductions in service on two other western district routes in anticipation of riders shifting to the new route. PRTC average daily ridership dropped in FY 2014 for reasons described below, by service type.

### **OmniRide Commuter Service**

Management attributes the continued lower ridership to several factors, including: reduced monthly SmartBenefits (which fell from \$245 to \$130 on January 1st); lower fuel prices (which have fallen between \$0.35 and \$0.50/gallon



since mid-2013); a fare increase (implemented July 1, 2013); and perhaps increased teleworking in light of a significant federal program push.

#### OmniLink Local Service

The reduced ridership appears to be a combination of some of the factors impacting the OmniRide reduction (increased fares, lower fuel prices) plus a drop in the number of off-route trips (the result of tightened parameters for serving such trips in an attempt to improve on-time performance).

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### **CUE**

CUE ridership continued to decline slightly in FY2014. The City recently completed a Transit Study with GMU to look at both the CUE service and the Mason Shuttle service and identify areas for improvement on both systems. While the study did analyze the CUE ridership decreases, there was no definitive conclusion as to why this is occurring. The study identified ways for the City to better market the CUE service. Increasing awareness of CUE routes and schedules through real-time passenger information may yield a more informed and satisfied rider base. It may also have the added benefit of decreasing the misperception that travel times are too long, again increasing ridership satisfaction and ultimately increasing unlinked passenger trips.

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### **DASH**

In FY2014, total DASH ridership was relatively flat with a nominal 0.8% percent decrease from FY2013. The bulk of the ridership decrease was from January and February due to severe inclement weather, which resulted in a total monthly ridership decrease of -5.3% and -5.6% respectively. Outside of these months, ridership has remained flat, following a system-wide ridership decrease (fixed route, excluding King Street Trolley) of -5.8% in FY2013. DASH attributed the decline to the regional economic downturn, the federal government shutdown, reduction of federal transit subsidy levels, increase of parking subsidy, and declining gas prices. The free King Street Trolley, on the other hand, has seen growth in ridership between FY2013 and FY2014 of 1.6%, with 791,526 riders in FY14.

In FY2015, DASH is continuing to see positive indicators of ridership growth, with an overall system ridership increase of 1.6% YTD. DASH anticipates further ridership increases with continued service improvements and expansion, including the implementation of the new AT9 crosstown route, and frequency improvements to the AT6 and AT8. In addition, the recent implementation of the Plan Ahead, Pay it Forward initiative which eliminated adding value to a SmarTrip card onboard DASH buses, has already started to improve service reliability and on-time performance, along with customer satisfaction. In the immediate future, DASH plans to improve frequency on the King Street Trolley and AT1 routes to accommodate overcrowded conditions, which is expected to further increase ridership. The DASH Long Range Expansion Plan also includes peak period frequency improvements and the introduction of new Circulator services in the Eisenhower Valley, Old Town, and the West End to provide service and connections to new development areas.

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**LCT**

With the opening of the Silver Line Metrorail Stations in Reston and Tysons Corner, Loudoun County purchased five transit-style buses. These buses will be used to transport passengers from park and ride lots within Loudoun County to the Wiehle-Reston East and Spring Hill Metrorail Stations. These buses were delivered late in FY14 and put into service with the opening of the Silver Line in July 2014.

During FY14, Loudoun County Transit increased ridership despite not operating for five days due to inclement weather and OPM closing and the Federal Government shutdown from October 1 through October 16, 2013.

In October 2013, Loudoun County Transit issued an emergency contract to Virginia Regional Transit (VRT) to continue operating the local fixed route service through June 30, 2014. The FTA urban/rural boundary changed in Loudoun which affected the federal funding (5311) received by VRT and ultimately which property would operate/manage the local service. In the spring of 2014 Loudoun County issued a request for proposal for firms to compete for the local fixed route service. MV Transportation was awarded the contract and began operating the local fixed route service on September 1, 2014.

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# FY 2014 TRANSIT PERFORMANCE UPDATE

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**Figure 1: Public Transit Systems Operating in Northern Virginia  
Operating Statistics and Performance Indicators, FY 2014**

|  | <a href="#">Fairfax Connector</a> | Potomac and<br>Rappahannock<br>Transportation<br>Commission | <a href="#">Virginia Railway<br/>Express (VRE)</a> | <a href="#">Alexandria<br/>DASH **</a> | <a href="#">City of Fairfax<br/>CUE</a> | <a href="#">Arlington Transit<br/>(ART)</a> | Loudoun County Transit       |   | Washington Metropolitan Area<br>Transit Authority |   |
|--|-----------------------------------|---|--|--|---|---|------------------------------|---|---|---|
|  |                                   | <a href="#">Omni Ride /<br/>Omni Link</a>                   |  |  |   |   | <a href="#">Commuter Bus</a> | <a href="#">Local Fixed Route<br/>Bus</a> | <a href="#">Metrobus (Northern<br/>Virginia)</a>  | <a href="#">Metrorail<br/>(Northern<br/>Virginia)</a> |
| Unlinked Passenger<br>Trips (UPT)                                | 10,655,021                        | 3,174,804   | 4,431,671  | 4,238,784                              | 826,747                                 | 2,837,023                                   | 1,402,239                    | 354,709                                   | 21,379,404  | 103,601,441   |
| Vehicle Revenue<br>Miles (VRM)                                   | 9,993,953                         | 3,292,469   | 2,090,084  | 1,530,544                              | 443,650                                 | 1,092,224                                   | 1,731,545                    | 682,321                                   | 10,416,177  | 28,474,412  |
| Vehicle Revenue<br>Hours (VRH)                                   | 639,987                           | 162,879   | 66,704   | 179,684                                | 33,887                                  | 109,343                                     | 50,567                       | 41,977                                    | 909,310   | 1,161,199   |
| Passenger Miles<br>Traveled (PMT)                                | 80,209,004                        | 58,500,516  | 132,623,590  | 9,537,264                              | 3,058,964                               | 5,759,154                                   | 46,708,581                   | 3,013,904                                 | 67,713,396  | 584,143,633   |
| Fleet Size (Vehicles<br>Available for Annual<br>Maximum Service) | 272                               | 154   | 112  | 79                                     | 8                                       | 53  | 71                           | 25  | 1493*   | 1124*   |
| Average Fleet Age<br>(years)                                     | 4.8                               | 7.5   | 14   | 8.4                                    | 9.0                                     | 4.36  | 7.48                         | 3   | 7.5*  | 23.9*   |
| Average Weekday<br>Unlinked Trips                                | 37,048                            | 12,184  | 18,334   | 14,237                                 | 2,943                                   | 10,142                                      | 5,776                        | 1,812                                     | 74,038  | 312,552   |
| Average Trip Length<br>(miles)                                   | 9.77                              | 18.40   | 29.20  | 2.25                                   | 3.70                                    | 2.03  | 33.31                        | N/A                                       | 3.14*   | 5.64*   |
| On Time<br>Performance   | 96.77%                            | N/A   | 93.0%  | 91.6%                                  | 87.4%                                   | 97.25%                                      | 95.0%                        | 95.0%                                     | 78.2%*  | 91.5%*  |
| Operating Costs  | \$76,305,161                      | \$31,217,978  | \$87,621,311                                       | \$14,585,357                           | \$3,445,054                             | \$6,771,829                                 | \$10,377,924                 | \$2,283,271                               | 136,508,337                                       | \$298,866,490   |

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

\* WMATA systemwide data.

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

| <b>System</b>                                  | <b>Average Weekday<br/>Passenger Trips,<br/>FY 2013</b> | <b>Average Weekday<br/>Passenger Trips,<br/>FY 2014</b> | <b>Annual Passenger<br/>Trips, FY 2013</b> | <b>Annual Passenger<br/>Trips, FY 2014</b> |
|--|---|---|--|--|
| <a href="#">Metrorail Virginia</a>             | 326,761   | 312,552   | 107,323,104                                | 103,601,441                                |
| <a href="#">Metrobus Virginia</a>              | 73,032  | 74,038  | 21,238,430                                 | 21,379,404                                 |
| <a href="#">Fairfax Connector</a>              | 37,614  | 37,048  | 10,650,401                                 | 10,655,021                                 |
| <a href="#">VRE</a>                            | 18,878  | 18,334  | 4,550,062                                  | 4,431,671                                  |
| <a href="#">DASH</a>                           | 14,507  | 14,237  | 4,265,417                                  | 4,238,784                                  |
| <a href="#">PRTC Omni Ride /<br/>Omni Link</a> | 13,307  | 12,184  | 3,287,153                                  | 3,174,804                                  |
| <a href="#">CUE</a>                            | 3,074   | 2,943   | 850,809                                    | 826,747                                    |
| <a href="#">ART</a>                            | 9,426   | 10,142  | 2,644,933                                  | 2,837,023                                  |
| <a href="#">Loudoun County Transit</a>         | 5,479   | 7,588   | 1,325,176                                  | 1,756,948                                  |
| <b>Total</b>                                   | 502,078   | 489,065   | 156,135,485                                | 152,901,843                                |

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

Figure 3: FY 2013-FY2014 Metrorail Ridership Summary  
Average Daily Passenger Trips by Station

|                             | Station                   | Weekday<br>FY 2013 | Saturday<br>FY 2013 | Sunday<br>FY 2013 | Weekday<br>FY 2014 | Saturday<br>FY 2014 | Sunday<br>FY 2014 |
|-----------------------------|---------------------------|--------------------|---------------------|-------------------|--------------------|---------------------|-------------------|
| Stations in Alexandria*     |                           |                    |                     |                   |                    |                     |                   |
|                             | Blue/Yellow Line Stations |                    |                     |                   |                    |                     |                   |
|                             | Braddock Road             | 8,606              | 3,469               | 2,254             | 8,694              | 3,645               | 2,363             |
|                             | Van Dorn Street           | 6,820              | 3,064               | 1,927             | 6,476              | 3,189               | 2,105             |
|                             | Eisenhower Avenue         | 3,883              | 2,382               | 1,460             | 3,620              | 2,397               | 1,347             |
|                             | King Street               | 17,627             | 9,610               | 6,475             | 17,131             | 9,787               | 6,668             |
|                             | Total Alexandria:         | 36,937             | 18,526              | 12,115            | 35,921             | 19,018              | 12,483            |
| Stations in Arlington       |                           |                    |                     |                   |                    |                     |                   |
|                             | Orange Line Stations      |                    |                     |                   |                    |                     |                   |
|                             | East Falls Church         | 8,241              | 5,231               | 3,052             | 7,785              | 4,081               | 2,452             |
|                             | Ballston                  | 23,239             | 10,327              | 6,138             | 22,511             | 10,378              | 5,963             |
|                             | Virginia Square           | 7,495              | 2,814               | 1,678             | 7,341              | 3,024               | 1,818             |
|                             | Clarendon                 | 9,558              | 5,882               | 2,910             | 8,989              | 5,917               | 2,944             |
|                             | Courthouse                | 15,049             | 6,412               | 3,755             | 14,799             | 6,501               | 3,875             |
|                             | Rosslyn                   | 31,123             | 12,540              | 8,795             | 30,065             | 12,887              | 9,610             |
|                             | Blue/Yellow Line Stations |                    |                     |                   |                    |                     |                   |
|                             | Arlington Cemetery        | 2,649              | 4,170               | 3,662             | 2,523              | 4,252               | 3,726             |
|                             | Pentagon                  | 32,579             | 4,841               | 3,009             | 30,766             | 4,854               | 3,015             |
|                             | Pentagon City             | 31,216             | 21,994              | 14,421            | 29,814             | 21,002              | 14,169            |
|                             | Crystal City              | 25,324             | 11,062              | 7,511             | 23,472             | 10,401              | 7,153             |
|                             | National Airport          | 12,283             | 8,111               | 11,726            | 11,925             | 8,102               | 11,755            |
|                             | Total Arlington:          | 198,757            | 93,383              | 66,657            | 189,990            | 91,400              | 66,481            |
| Stations in Fairfax County* |                           |                    |                     |                   |                    |                     |                   |
|                             | Orange Line Stations      |                    |                     |                   |                    |                     |                   |
|                             | Vienna                    | 26,372             | 9,556               | 5,313             | 24,970             | 10,985              | 6,118             |
|                             | Dunn Loring               | 9,919              | 3,783               | 2,146             | 10,022             | 4,505               | 2,584             |
|                             | West Falls Church         | 20,707             | 4,784               | 2,777             | 19,852             | 5,605               | 3,382             |
|                             | Blue/Yellow Line Stations |                    |                     |                   |                    |                     |                   |
|                             | Huntington                | 17,078             | 6,809               | 4,509             | 15,978             | 6,787               | 4,442             |
|                             | Franconia-Springfield     | 16,992             | 7,560               | 4,783             | 15,818             | 7,763               | 4,415             |
|                             | Total Fairfax:            | 91,068             | 32,492              | 19,528            | 86,640             | 35,645              | 20,941            |
|                             | Total Virginia:           | 326,761            | 144,401             | 98,301            | 312,552            | 146,063             | 99,905            |

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

**Figure 3A: FY 2013-2014 Metrorail Ridership Summary**  
**Average Daily Passenger Trips by Station (Weekday)**

| Station                            | Weekday<br>FY 2013 | Weekday<br>FY 2014 | Total Change<br>FY 13-14 | Percentage<br>Change<br>FY 13-14 |
|------------------------------------|--------------------|--------------------|--------------------------|----------------------------------|
| <b>Stations in Alexandria*</b>     |                    |                    |                          |                                  |
| Blue/Yellow Line Stations          |                    |                    |                          |                                  |
| Braddock Road                      | 8,606              | 8,694              | 88                       | 1.0%                             |
| Van Dorn Street                    | 6,820              | 6,476              | -344                     | -5.0%                            |
| Eisenhower Avenue                  | 3,883              | 3,620              | -263                     | -6.8%                            |
| King Street                        | 17,627             | 17,131             | -496                     | -2.8%                            |
| <b>Total Alexandria:</b>           | <b>36,937</b>      | <b>35,921</b>      | <b>-1,015</b>            | <b>-2.7%</b>                     |
| <b>Stations in Arlington</b>       |                    |                    |                          |                                  |
| Orange Line Stations               |                    |                    |                          |                                  |
| East Falls Church                  | 8,241              | 7,785              | -457                     | -5.5%                            |
| Ballston                           | 23,239             | 22,511             | -728                     | -3.1%                            |
| Virginia Square                    | 7,495              | 7,341              | -154                     | -2.1%                            |
| Clarendon                          | 9,558              | 8,989              | -569                     | -6.0%                            |
| Courthouse                         | 15,049             | 14,799             | -250                     | -1.7%                            |
| Rosslyn                            | 31,123             | 30,065             | -1,058                   | -3.4%                            |
| Blue/Yellow Line Stations          |                    |                    |                          |                                  |
| Arlington Cemetery                 | 2,649              | 2,523              | -125                     | -4.7%                            |
| Pentagon                           | 32,579             | 30,766             | -1,813                   | -5.6%                            |
| Pentagon City                      | 31,216             | 29,814             | -1,402                   | -4.5%                            |
| Crystal City                       | 25,324             | 23,472             | -1,852                   | -7.3%                            |
| National Airport                   | 12,283             | 11,925             | -358                     | -2.9%                            |
| <b>Total Arlington:</b>            | <b>198,757</b>     | <b>189,990</b>     | <b>-8,767</b>            | <b>-4.4%</b>                     |
| <b>Stations in Fairfax County*</b> |                    |                    |                          |                                  |
| Orange Line Stations               |                    |                    |                          |                                  |
| Vienna                             | 26,372             | 24,970             | -1,402                   | -5.3%                            |
| Dunn Loring                        | 9,919              | 10,022             | 103                      | 1.0%                             |
| West Falls Church                  | 20,707             | 19,852             | -855                     | -4.1%                            |
| Blue/Yellow Line Stations          |                    |                    |                          |                                  |
| Huntington                         | 17,078             | 15,978             | -1,100                   | -6.4%                            |
| Franconia-Springfield              | 16,992             | 15,818             | -1,173                   | -6.9%                            |
| <b>Total Fairfax:</b>              | <b>91,068</b>      | <b>86,640</b>      | <b>-4,428</b>            | <b>-4.9%</b>                     |
| <b>Total Virginia:</b>             | <b>326,761</b>     | <b>312,552</b>     | <b>-14,210</b>           | <b>-4.3%</b>                     |

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



**Figure 3B: FY 2013-2014 Metrorail Ridership Summary  
Average Daily Passenger Trips by Station (Saturday)**

| Station                            | Saturday<br>FY 2013 | Saturday<br>FY 2014 | Total Change<br>FY 13-14 | Percentage<br>Change<br>FY 13-14 |
|------------------------------------|---------------------|---------------------|--------------------------|----------------------------------|
| <b>Stations in Alexandria*</b>     |                     |                     |                          |                                  |
| Blue/Yellow Line Stations          |                     |                     |                          |                                  |
| Braddock Road                      | 3,469               | 3,645               | 176                      | 5.1%                             |
| Van Dorn Street                    | 3,064               | 3,189               | 124                      | 4.1%                             |
| Eisenhower Avenue                  | 2,382               | 2,397               | 14                       | 0.6%                             |
| King Street                        | 9,610               | 9,787               | 178                      | 1.9%                             |
| <b>Total Alexandria:</b>           | <b>18,526</b>       | <b>19,018</b>       | <b>492</b>               | <b>2.7%</b>                      |
| <b>Stations in Arlington</b>       |                     |                     |                          |                                  |
| Orange Line Stations               |                     |                     |                          |                                  |
| East Falls Church                  | 5,231               | 4,081               | -1,149                   | -22.0%                           |
| Ballston                           | 10,327              | 10,378              | 51                       | 0.5%                             |
| Virginia Square                    | 2,814               | 3,024               | 210                      | 7.5%                             |
| Clarendon                          | 5,882               | 5,917               | 35                       | 0.6%                             |
| Courthouse                         | 6,412               | 6,501               | 89                       | 1.4%                             |
| Rosslyn                            | 12,540              | 12,887              | 347                      | 2.8%                             |
| Blue/Yellow Line Stations          |                     |                     |                          |                                  |
| Arlington Cemetery                 | 4,170               | 4,252               | 82                       | 2.0%                             |
| Pentagon                           | 4,841               | 4,854               | 14                       | 0.3%                             |
| Pentagon City                      | 21,994              | 21,002              | -992                     | -4.5%                            |
| Crystal City                       | 11,062              | 10,401              | -661                     | -6.0%                            |
| National Airport                   | 8,111               | 8,102               | -9                       | -0.1%                            |
| <b>Total Arlington:</b>            | <b>93,383</b>       | <b>91,400</b>       | <b>-1,984</b>            | <b>-2.1%</b>                     |
| <b>Stations in Fairfax County*</b> |                     |                     |                          |                                  |
| Orange Line Stations               |                     |                     |                          |                                  |
| Vienna                             | 9,556               | 10,985              | 1,430                    | 15.0%                            |
| Dunn Loring                        | 3,783               | 4,505               | 722                      | 19.1%                            |
| West Falls Church                  | 4,784               | 5,605               | 821                      | 17.2%                            |
| Blue/Yellow Line Stations          |                     |                     |                          |                                  |
| Huntington                         | 6,809               | 6,787               | -22                      | -0.3%                            |
| Franconia-Springfield              | 7,560               | 7,763               | 203                      | 2.7%                             |
| <b>Total Fairfax:</b>              | <b>32,492</b>       | <b>35,645</b>       | <b>3,153</b>             | <b>9.7%</b>                      |
| <b>Total Virginia:</b>             | <b>144,401</b>      | <b>146,063</b>      | <b>1,662</b>             | <b>1.2%</b>                      |

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

**Figure 3C: FY 2013-2014 Metrorail Ridership Summary**  
**Average Daily Passenger Trips by Station (Sunday)**

| Station                            | Sunday<br>FY 2013 | Sunday<br>FY 2014 | Total Change<br>FY 13-14 | Percentage<br>Change<br>FY 13-14 |
|------------------------------------|-------------------|-------------------|--------------------------|----------------------------------|
| <b>Stations in Alexandria*</b>     |                   |                   |                          |                                  |
| Blue/Yellow Line Stations          |                   |                   |                          |                                  |
| Braddock Road                      | 2,254             | 2,363             | 110                      | 4.9%                             |
| Van Dorn Street                    | 1,927             | 2,105             | 179                      | 9.3%                             |
| Eisenhower Avenue                  | 1,460             | 1,347             | -113                     | -7.7%                            |
| King Street                        | 6,475             | 6,668             | 192                      | 3.0%                             |
| <b>Total Alexandria:</b>           | <b>12,115</b>     | <b>12,483</b>     | <b>368</b>               | <b>3.0%</b>                      |
| <b>Stations in Arlington</b>       |                   |                   |                          |                                  |
| Orange Line Stations               |                   |                   |                          |                                  |
| East Falls Church                  | 3,052             | 2,452             | -600                     | -19.7%                           |
| Ballston                           | 6,138             | 5,963             | -175                     | -2.9%                            |
| Virginia Square                    | 1,678             | 1,818             | 140                      | 8.3%                             |
| Clarendon                          | 2,910             | 2,944             | 35                       | 1.2%                             |
| Courthouse                         | 3,755             | 3,875             | 120                      | 3.2%                             |
| Rosslyn                            | 8,795             | 9,610             | 815                      | 9.3%                             |
| Blue/Yellow Line Stations          |                   |                   |                          |                                  |
| Arlington Cemetery                 | 3,662             | 3,726             | 64                       | 1.8%                             |
| Pentagon                           | 3,009             | 3,015             | 6                        | 0.2%                             |
| Pentagon City                      | 14,421            | 14,169            | -252                     | -1.7%                            |
| Crystal City                       | 7,511             | 7,153             | -359                     | -4.8%                            |
| National Airport                   | 11,726            | 11,755            | 30                       | 0.3%                             |
| <b>Total Arlington:</b>            | <b>66,657</b>     | <b>66,481</b>     | <b>-176</b>              | <b>-0.3%</b>                     |
| <b>Stations in Fairfax County*</b> |                   |                   |                          |                                  |
| Orange Line Stations               |                   |                   |                          |                                  |
| Vienna                             | 5,313             | 6,118             | 805                      | 15.1%                            |
| Dunn Loring                        | 2,146             | 2,584             | 439                      | 20.4%                            |
| West Falls Church                  | 2,777             | 3,382             | 605                      | 21.8%                            |
| Blue/Yellow Line Stations          |                   |                   |                          |                                  |
| Huntington                         | 4,509             | 4,442             | -67                      | -1.5%                            |
| Franconia-Springfield              | 4,783             | 4,415             | -369                     | -7.7%                            |
| <b>Total Fairfax:</b>              | <b>19,528</b>     | <b>20,941</b>     | <b>1,413</b>             | <b>7.2%</b>                      |
| <b>Total Virginia:</b>             | <b>98,301</b>     | <b>99,905</b>     | <b>1,604</b>             | <b>1.6%</b>                      |

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

**Figure 4: FY 2013-2014 Metrorail Ridership Summary**  
**Annual Passenger Trips by Station**

| Station                            | Weekday<br>FY 2013 | Saturday<br>FY 2013 | Sunday<br>FY 2013 | Weekday<br>FY 2014 | Saturday<br>FY 2014 | Sunday<br>FY 2014 |
|------------------------------------|--------------------|---------------------|-------------------|--------------------|---------------------|-------------------|
| <b>Stations in Alexandria*</b>     |                    |                     |                   |                    |                     |                   |
| Blue/Yellow Line Stations          |                    |                     |                   |                    |                     |                   |
| Braddock Road                      | 2,237,148          | 179,971             | 113,880           | 2,268,645          | 189,534             | 122,116           |
| Van Dorn Street                    | 1,773,552          | 159,370             | 97,343            | 1,690,949          | 166,880             | 107,812           |
| Eisenhower Avenue                  | 1,010,139          | 122,972             | 74,665            | 945,835            | 124,039             | 69,382            |
| King Street                        | 4,582,439          | 499,964             | 328,343           | 4,473,946          | 509,786             | 344,992           |
| <b>Total Alexandria:</b>           | <b>9,603,279</b>   | <b>962,276</b>      | <b>614,231</b>    | <b>9,379,375</b>   | <b>990,238</b>      | <b>644,303</b>    |
| <b>Stations in Arlington</b>       |                    |                     |                   |                    |                     |                   |
| Orange Line Stations               |                    |                     |                   |                    |                     |                   |
| East Falls Church                  | 2,143,079          | 272,742             | 154,384           | 2,031,850          | 212,356             | 126,527           |
| Ballston                           | 6,040,274          | 534,544             | 308,448           | 5,874,093          | 536,559             | 308,126           |
| Virginia Square                    | 1,947,480          | 147,052             | 85,304            | 1,915,953          | 156,928             | 93,907            |
| Clarendon                          | 2,484,083          | 306,619             | 147,132           | 2,346,776          | 308,136             | 152,208           |
| Courthouse                         | 3,911,813          | 334,043             | 189,702           | 3,862,622          | 337,916             | 199,605           |
| Rosslyn                            | 8,092,084          | 651,212             | 443,681           | 7,847,608          | 669,108             | 492,890           |
| Blue/Yellow Line Stations          |                    |                     |                   |                    |                     |                   |
| Arlington Cemetery                 | 690,697            | 217,641             | 184,966           | 661,676            | 221,209             | 190,557           |
| Pentagon                           | 8,468,948          | 250,370             | 151,757           | 8,029,334          | 251,863             | 154,629           |
| Pentagon City                      | 8,116,862          | 1,142,593           | 733,621           | 7,783,914          | 1,090,504           | 733,027           |
| Crystal City                       | 6,583,327          | 573,680             | 380,018           | 6,127,479          | 540,041             | 367,090           |
| National Airport                   | 3,197,651          | 418,652             | 593,754           | 3,112,764          | 422,988             | 610,727           |
| <b>Total Arlington:</b>            | <b>51,676,299</b>  | <b>4,849,148</b>    | <b>3,372,766</b>  | <b>49,594,069</b>  | <b>4,747,609</b>    | <b>3,429,293</b>  |
| <b>Stations in Fairfax County*</b> |                    |                     |                   |                    |                     |                   |
| Orange Line Stations               |                    |                     |                   |                    |                     |                   |
| Vienna                             | 6,856,756          | 499,752             | 272,528           | 6,518,186          | 571,364             | 315,374           |
| Dunn Loring                        | 2,578,785          | 197,813             | 110,325           | 2,615,047          | 234,537             | 133,476           |
| West Falls Church                  | 5,383,206          | 250,040             | 143,127           | 5,181,687          | 291,188             | 174,820           |
| Blue/Yellow Line Stations          |                    |                     |                   |                    |                     |                   |
| Huntington                         | 4,441,261          | 353,344             | 228,940           | 4,171,052          | 352,756             | 229,784           |
| Franconia-Springfield              | 4,420,591          | 392,720             | 240,663           | 4,131,338          | 401,137             | 228,005           |
| <b>Total Fairfax:</b>              | <b>23,680,598</b>  | <b>1,693,668</b>    | <b>995,585</b>    | <b>22,617,310</b>  | <b>1,850,981</b>    | <b>1,081,460</b>  |
| <b>TOTAL VIRGINIA:</b>             | <b>84,960,176</b>  | <b>7,505,092</b>    | <b>4,982,582</b>  | <b>81,590,755</b>  | <b>7,588,829</b>    | <b>5,155,057</b>  |

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

**Figure 4A: FY 2013-2014 Metrorail Ridership Summary**  
**Annual Passenger Trips by Station (Weekday)**

| Station                            | Weekday<br>FY 2013 | Weekday<br>FY 2014 | Total Change<br>FY 13-14 | Percentage<br>Change<br>FY 13-14 |
|------------------------------------|--------------------|--------------------|--------------------------|----------------------------------|
| <b>Stations in Alexandria*</b>     |                    |                    |                          |                                  |
| Blue/Yellow Line Stations          |                    |                    |                          |                                  |
| Braddock Road                      | 2,237,148          | 2,268,645          | 31,497                   | 1.4%                             |
| Van Dorn Street                    | 1,773,552          | 1,690,949          | -82,603                  | -4.7%                            |
| Eisenhower Avenue                  | 1,010,139          | 945,835            | -64,305                  | -6.4%                            |
| King Street                        | 4,582,439          | 4,473,946          | -108,492                 | -2.4%                            |
| <b>Total Alexandria:</b>           | <b>9,603,279</b>   | <b>9,379,375</b>   | <b>-223,903</b>          | <b>-2.3%</b>                     |
| <b>Stations in Arlington</b>       |                    |                    |                          |                                  |
| Orange Line Stations               |                    |                    |                          |                                  |
| East Falls Church                  | 2,143,079          | 2,031,850          | -111,229                 | -5.2%                            |
| Ballston                           | 6,040,274          | 5,874,093          | -166,181                 | -2.8%                            |
| Virginia Square                    | 1,947,480          | 1,915,953          | -31,528                  | -1.6%                            |
| Clarendon                          | 2,484,083          | 2,346,776          | -137,306                 | -5.5%                            |
| Courthouse                         | 3,911,813          | 3,862,622          | -49,191                  | -1.3%                            |
| Rosslyn                            | 8,092,084          | 7,847,608          | -244,476                 | -3.0%                            |
| Blue/Yellow Line Stations          |                    |                    |                          |                                  |
| Arlington Cemetery                 | 690,697            | 661,676            | -29,021                  | -4.2%                            |
| Pentagon                           | 8,468,948          | 8,029,334          | -439,614                 | -5.2%                            |
| Pentagon City                      | 8,116,862          | 7,783,914          | -332,949                 | -4.1%                            |
| Crystal City                       | 6,583,327          | 6,127,479          | -455,848                 | -6.9%                            |
| National Airport                   | 3,197,651          | 3,112,764          | -84,888                  | -2.7%                            |
| <b>Total Arlington:</b>            | <b>51,676,299</b>  | <b>49,594,069</b>  | <b>-2,082,230</b>        | <b>-4.0%</b>                     |
| <b>Stations in Fairfax County*</b> |                    |                    |                          |                                  |
| Orange Line Stations               |                    |                    |                          |                                  |
| Vienna                             | 6,856,756          | 6,518,186          | -338,569                 | -4.9%                            |
| Dunn Loring                        | 2,578,785          | 2,615,047          | 36,262                   | 1.4%                             |
| West Falls Church                  | 5,383,206          | 5,181,687          | -201,519                 | -3.7%                            |
| Blue/Yellow Line Stations          |                    |                    |                          |                                  |
| Huntington                         | 4,441,261          | 4,171,052          | -270,208                 | -6.1%                            |
| Franconia-Springfield              | 4,420,591          | 4,131,338          | -289,253                 | -6.5%                            |
| <b>Total Fairfax:</b>              | <b>23,680,598</b>  | <b>22,617,310</b>  | <b>-1,063,288</b>        | <b>-4.5%</b>                     |
| <b>Total Virginia:</b>             | <b>84,960,176</b>  | <b>81,590,755</b>  | <b>-3,369,421</b>        | <b>-4.0%</b>                     |

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

**Figure 4B: FY 2013-2014 Metrorail Ridership Summary**  
**Annual Passenger Trips by Station (Saturday)**

| Station                            | Saturday<br>FY 2013 | Saturday<br>FY 2014 | Total Change<br>FY 13-14 | Percentage<br>Change<br>FY 13-14 |
|------------------------------------|---------------------|---------------------|--------------------------|----------------------------------|
| <b>Stations in Alexandria*</b>     |                     |                     |                          |                                  |
| Blue/Yellow Line Stations          |                     |                     |                          |                                  |
| Braddock Road                      | 179,971             | 189,534             | 9,563                    | 5.3%                             |
| Van Dorn Street                    | 159,370             | 166,880             | 7,510                    | 4.7%                             |
| Eisenhower Avenue                  | 122,972             | 124,039             | 1,067                    | 0.9%                             |
| King Street                        | 499,964             | 509,786             | 9,822                    | 2.0%                             |
| <b>Total Alexandria:</b>           | <b>962,276</b>      | <b>990,238</b>      | <b>27,962</b>            | <b>2.9%</b>                      |
| <b>Stations in Arlington</b>       |                     |                     |                          |                                  |
| Orange Line Stations               |                     |                     |                          |                                  |
| East Falls Church                  | 272,742             | 212,356             | -60,386                  | -22.1%                           |
| Ballston                           | 534,544             | 536,559             | 2,015                    | 0.4%                             |
| Virginia Square                    | 147,052             | 156,928             | 9,876                    | 6.7%                             |
| Clarendon                          | 306,619             | 308,136             | 1,518                    | 0.5%                             |
| Courthouse                         | 334,043             | 337,916             | 3,873                    | 1.2%                             |
| Rosslyn                            | 651,212             | 669,108             | 17,896                   | 2.7%                             |
| Blue/Yellow Line Stations          |                     |                     |                          |                                  |
| Arlington Cemetery                 | 217,641             | 221,209             | 3,569                    | 1.6%                             |
| Pentagon                           | 250,370             | 251,863             | 1,493                    | 0.6%                             |
| Pentagon City                      | 1,142,593           | 1,090,504           | -52,089                  | -4.6%                            |
| Crystal City                       | 573,680             | 540,041             | -33,639                  | -5.9%                            |
| National Airport                   | 418,652             | 422,988             | 4,336                    | 1.0%                             |
| <b>Total Arlington:</b>            | <b>4,849,148</b>    | <b>4,747,609</b>    | <b>-101,539</b>          | <b>-2.1%</b>                     |
| <b>Stations in Fairfax County*</b> |                     |                     |                          |                                  |
| Orange Line Stations               |                     |                     |                          |                                  |
| Vienna                             | 499,752             | 571,364             | 71,612                   | 14.3%                            |
| Dunn Loring                        | 197,813             | 234,537             | 36,724                   | 18.6%                            |
| West Falls Church                  | 250,040             | 291,188             | 41,148                   | 16.5%                            |
| Blue/Yellow Line Stations          |                     |                     |                          |                                  |
| Huntington                         | 353,344             | 352,756             | -589                     | -0.2%                            |
| Franconia-Springfield              | 392,720             | 401,137             | 8,418                    | 2.1%                             |
| <b>Total Fairfax:</b>              | <b>1,693,668</b>    | <b>1,850,981</b>    | <b>157,313</b>           | <b>9.3%</b>                      |
| <b>Total Virginia:</b>             | <b>7,505,092</b>    | <b>7,588,829</b>    | <b>83,737</b>            | <b>1.1%</b>                      |

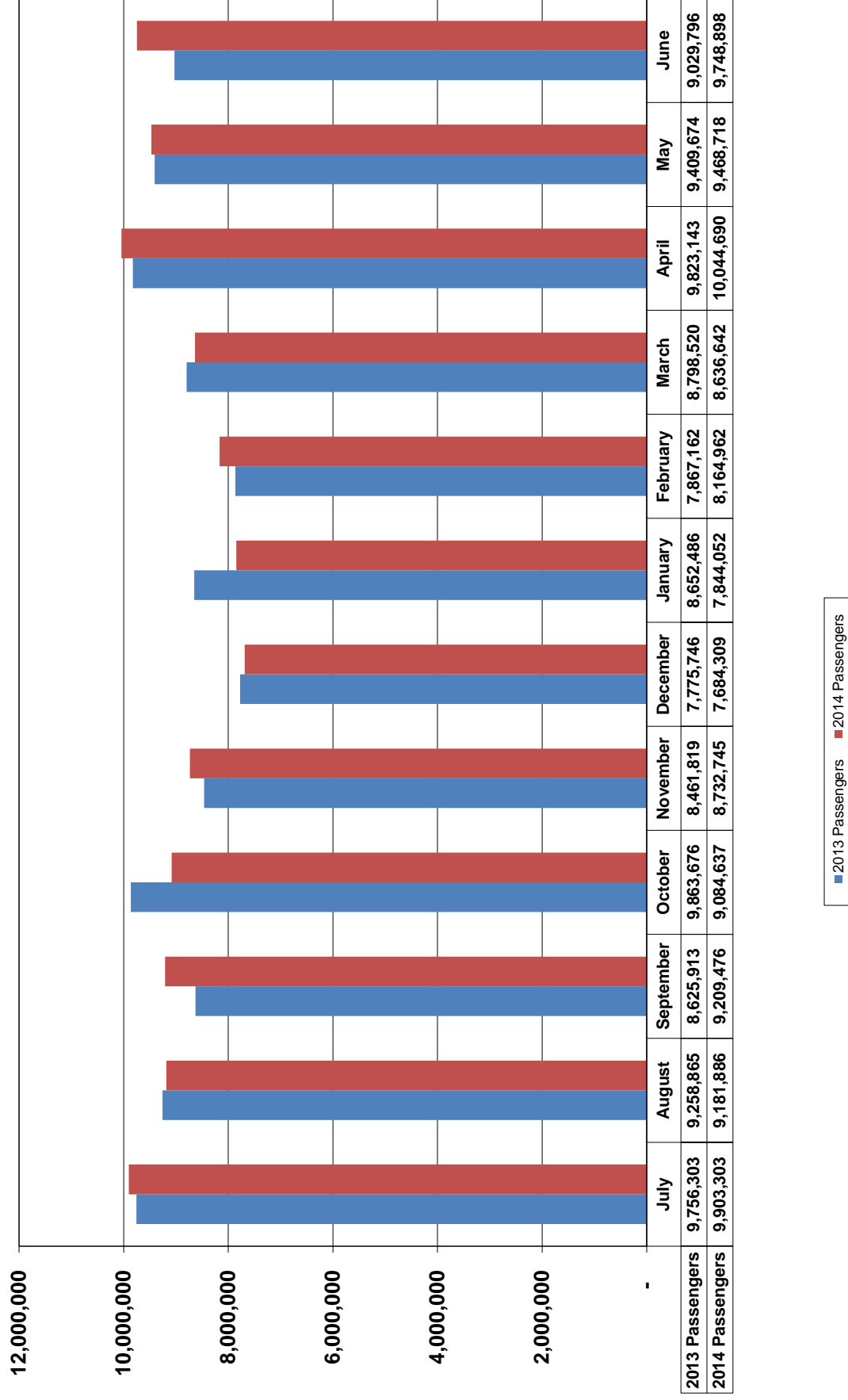
\*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

**Figure 4C: FY 2013-2014 Metrorail Ridership Summary**  
**Annual Passenger Trips by Station (Sunday)**

| Station                            | Sunday<br>FY 2013 | Sunday<br>FY 2014 | Total Change<br>FY 13-14 | Percentage<br>Change<br>FY 13-14 |
|------------------------------------|-------------------|-------------------|--------------------------|----------------------------------|
| <b>Stations in Alexandria*</b>     |                   |                   |                          |                                  |
| Blue/Yellow Line Stations          |                   |                   |                          |                                  |
| Braddock Road                      | 113,880           | 122,116           | 8,237                    | 7.2%                             |
| Van Dorn Street                    | 97,343            | 107,812           | 10,469                   | 10.8%                            |
| Eisenhower Avenue                  | 74,665            | 69,382            | -5,282                   | -7.1%                            |
| King Street                        | 328,343           | 344,992           | 16,649                   | 5.1%                             |
| <b>Total Alexandria:</b>           | <b>614,231</b>    | <b>644,303</b>    | <b>30,073</b>            | <b>4.9%</b>                      |
| <b>Stations in Arlington</b>       |                   |                   |                          |                                  |
| Orange Line Stations               |                   |                   |                          |                                  |
| East Falls Church                  | 154,384           | 126,527           | -27,857                  | -18.0%                           |
| Ballston                           | 308,448           | 308,126           | -321                     | -0.1%                            |
| Virginia Square                    | 85,304            | 93,907            | 8,603                    | 10.1%                            |
| Clarendon                          | 147,132           | 152,208           | 5,076                    | 3.4%                             |
| Courthouse                         | 189,702           | 199,605           | 9,904                    | 5.2%                             |
| Rosslyn                            | 443,681           | 492,890           | 49,209                   | 11.1%                            |
| Blue/Yellow Line Stations          |                   |                   |                          |                                  |
| Arlington Cemetery                 | 184,966           | 190,557           | 5,591                    | 3.0%                             |
| Pentagon                           | 151,757           | 154,629           | 2,872                    | 1.9%                             |
| Pentagon City                      | 733,621           | 733,027           | -595                     | -0.1%                            |
| Crystal City                       | 380,018           | 367,090           | -12,928                  | -3.4%                            |
| National Airport                   | 593,754           | 610,727           | 16,973                   | 2.9%                             |
| <b>Total Arlington:</b>            | <b>3,372,766</b>  | <b>3,429,293</b>  | <b>56,527</b>            | <b>1.7%</b>                      |
| <b>Stations in Fairfax County*</b> |                   |                   |                          |                                  |
| Orange Line Stations               |                   |                   |                          |                                  |
| Vienna                             | 272,528           | 315,374           | 42,846                   | 15.7%                            |
| Dunn Loring                        | 110,325           | 133,476           | 23,151                   | 21.0%                            |
| West Falls Church                  | 143,127           | 174,820           | 31,692                   | 22.1%                            |
| Blue/Yellow Line Stations          |                   |                   |                          |                                  |
| Huntington                         | 228,940           | 229,784           | 844                      | 0.4%                             |
| Franconia-Springfield              | 240,663           | 228,005           | -12,658                  | -5.3%                            |
| <b>Total Fairfax:</b>              | <b>995,585</b>    | <b>1,081,460</b>  | <b>85,875</b>            | <b>8.6%</b>                      |
| <b>Total Virginia:</b>             | <b>4,982,582</b>  | <b>5,155,057</b>  | <b>172,475</b>           | <b>3.5%</b>                      |

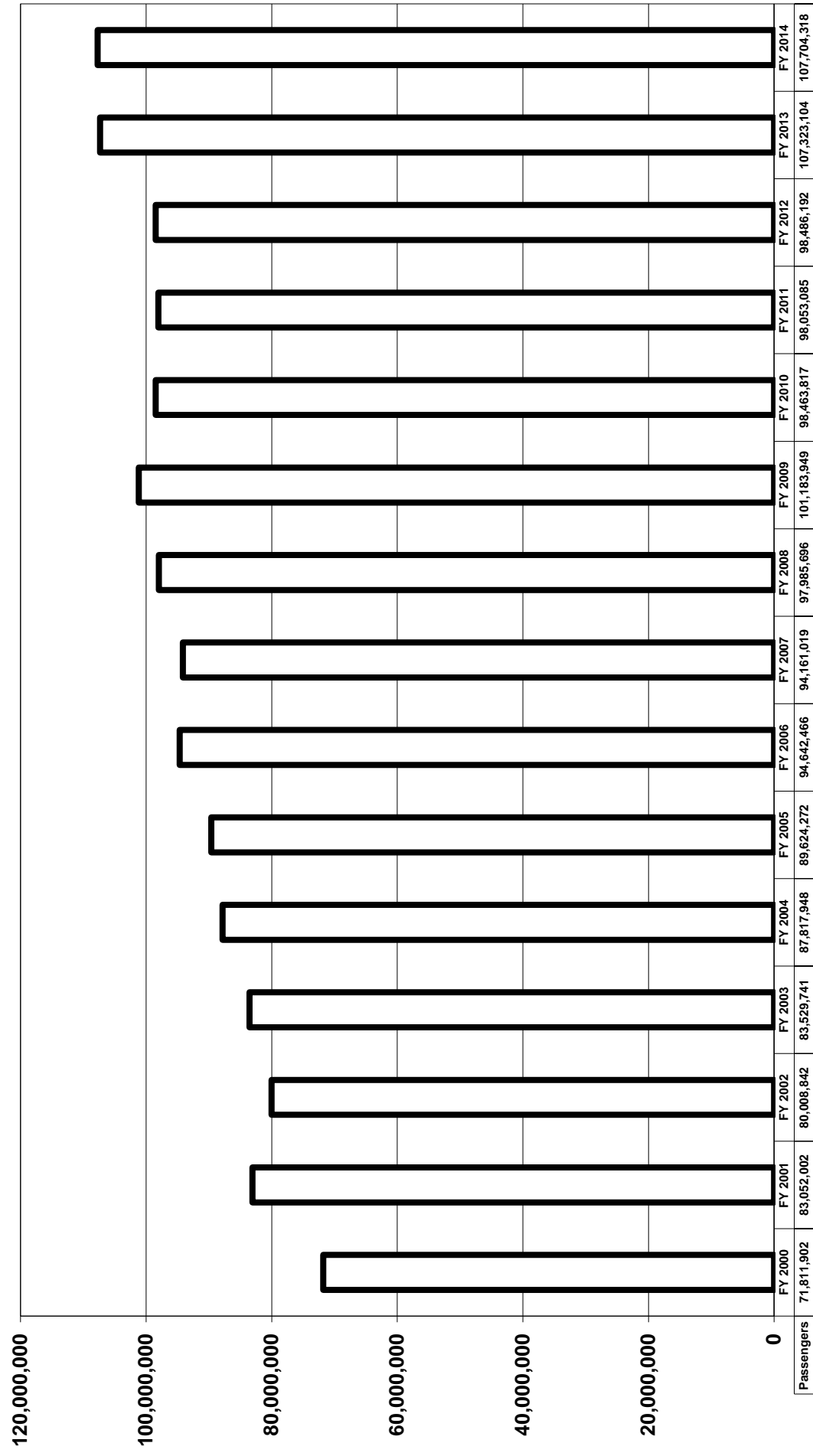
\*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

Figure 5: Metrorail Monthly Northern Virginia Passenger Trips, FY 2013 - FY2014



**Figure 6: Metrorail Annual Northern Virginia Passenger Trips, FY 2000 - 2014**

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





**Figure 7: VRE Monthly Passenger Trips, FY 2013 - 2014**

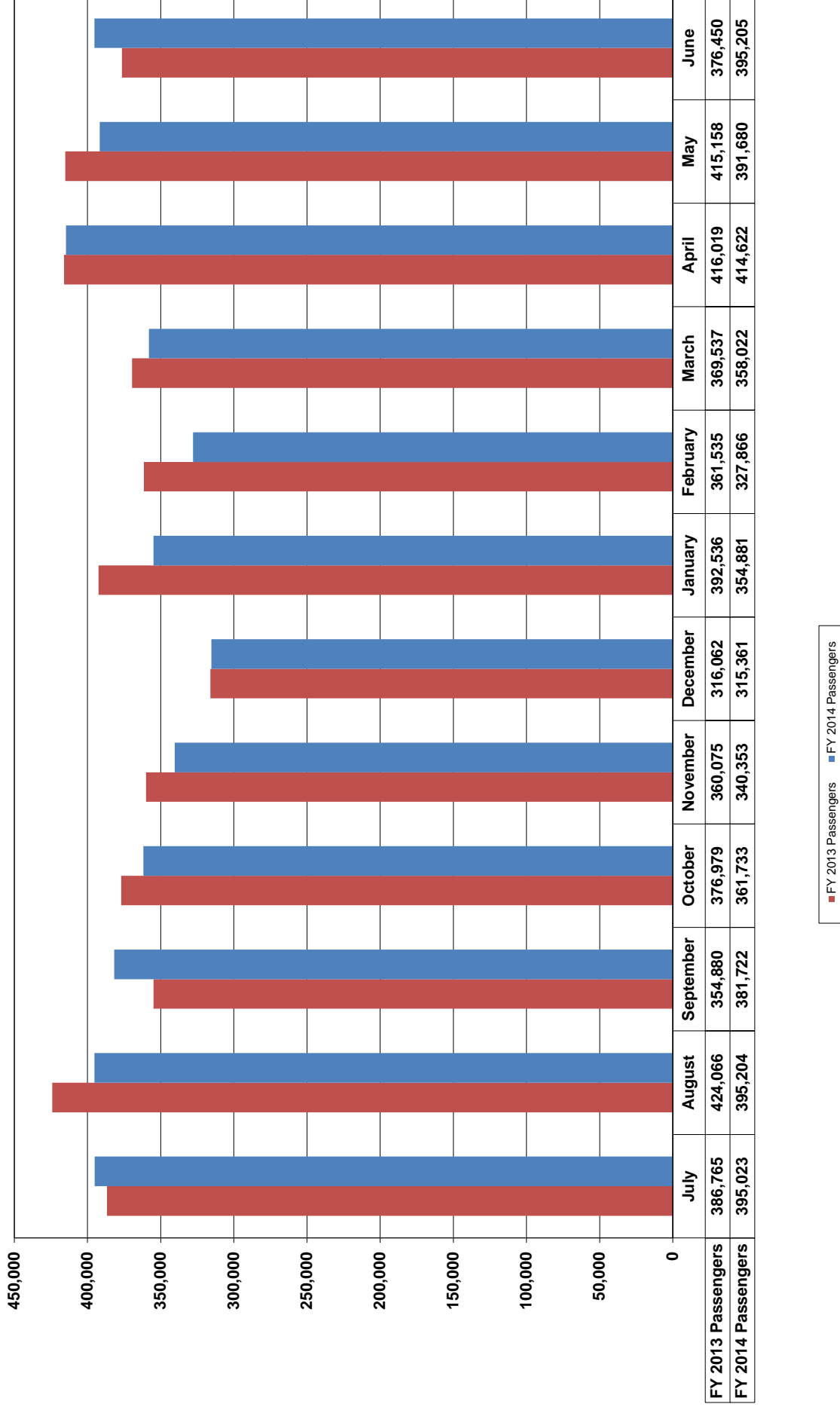
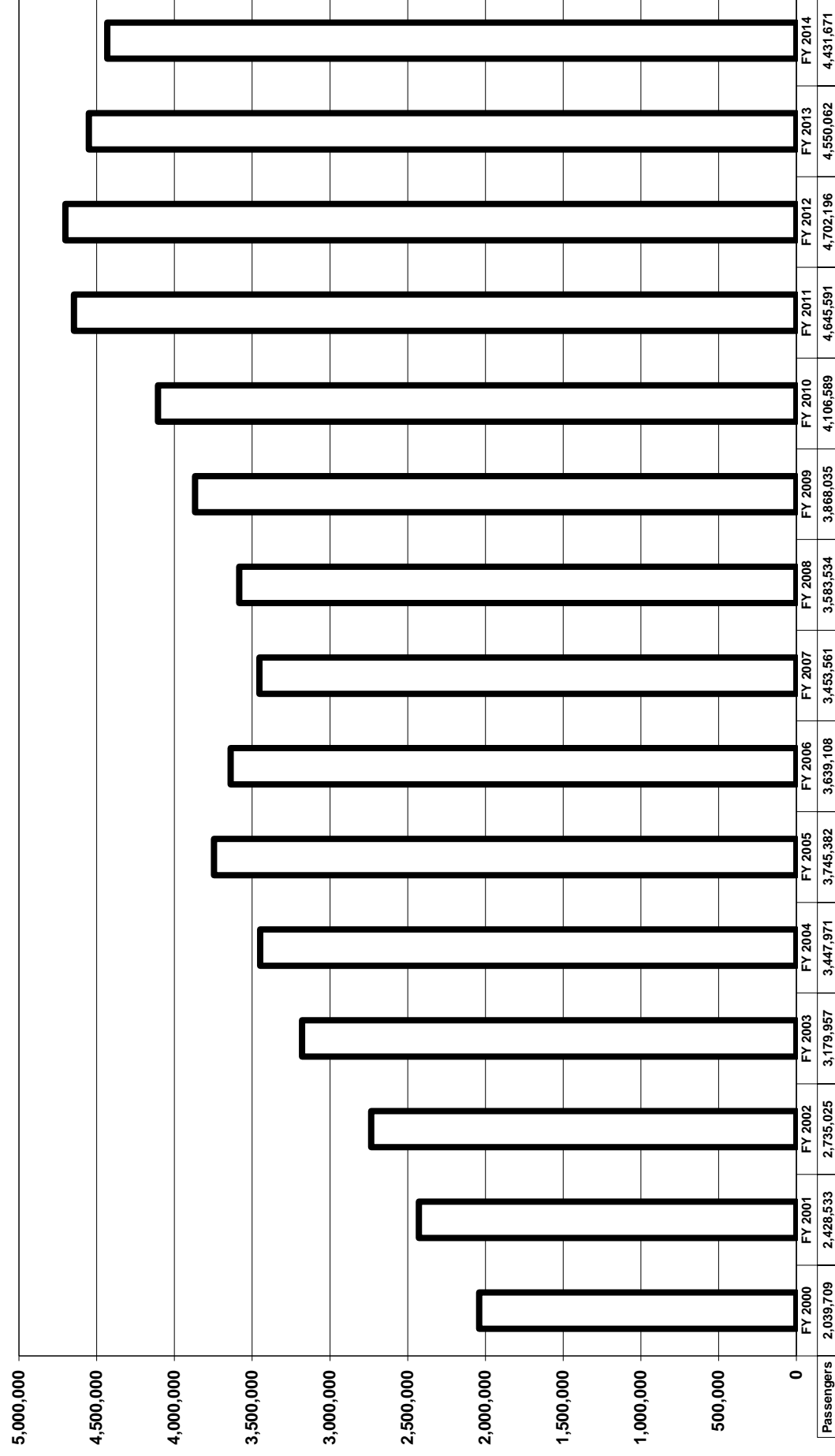


Figure 8: VRE Annual Passenger Trips, FY 2000 - FY 2014



| <b>Figure 9: Northern Virginia Metrobus Average Daily Passenger Trips, FY 2013 - FY 2014</b> |                          |                           |                         |                          |                           |                         |
|--|--------------------------|---------------------------|-------------------------|--------------------------|---------------------------|-------------------------|
|  | <b>Weekday<br/>FY 13</b> | <b>Saturday<br/>FY 13</b> | <b>Sunday<br/>FY 13</b> | <b>Weekday<br/>FY 14</b> | <b>Saturday<br/>FY 14</b> | <b>Sunday<br/>FY 14</b> |
| <b><i>Ballston Terminal Services</i></b>   |                          |                           |                         |                          |                           |                         |
| 1A,B,C, E,F,Z  | 4,501                    | 2,825                     | 1,785                   | 4,596                    | 2,970                     | 2,039                   |
| 2A,B,C,G   | 3,399                    | 1,894                     | 689                     | 3,808                    | 1,859                     | 677                     |
| 10B  | 2,317                    | 1,609                     | 914                     | 2,454                    | 1,711                     | 1,085                   |
| 22A,B  | 1,338                    | 505                       |                         | 1,494                    | 491                       |                         |
| 23A,C  | 3,775                    | 2,408                     | 1,424                   | 3,941                    | 2,495                     | 1,506                   |
| 25A,C,D,E<br>(also serve Pentagon Terminal)  | 1,346                    | 353                       | 373                     | 1,346                    | 385                       | 364                     |
| 25B  | 1,314                    | 551                       |                         | 1,286                    | 610                       |                         |
| 38B  | 3,718                    | 2,206                     | 1,597                   | 3,785                    | 2,323                     | 1,701                   |
| Subtotal   | 21,707                   | 12,352                    | 6,783                   | 22,709                   | 12,845                    | 7,373                   |
| <b><i>Rosslyn Terminal Services</i></b>  |                          |                           |                         |                          |                           |                         |
| 3A,B,E   | 2,474                    | 1,011                     | 493                     | 2,349                    | 1,019                     | 528                     |
| 4A,B,E,H   | 1,955                    | 739                       | 411                     | 1,816                    | 744                       | 427                     |
| 5A   | 1,219                    | 795                       | 765                     | 1,252                    | 793                       | 796                     |
| Subtotal   | 5,648                    | 2,544                     | 1,668                   | 5,416                    | 2,556                     | 1,751                   |
| <b><i>Pentagon Terminal Services</i></b>   |                          |                           |                         |                          |                           |                         |
| 7A,B,C,E,F,H,P,W,X, Y  | 4,945                    | 1,610                     | 1,119                   | 4,820                    | 1,494                     | 963                     |
| 7M   | 1,802                    |                           |                         | 1,623                    |                           |                         |
| 8S,W,X,Z   | 1,141                    |                           |                         | 1,165                    |                           |                         |
| 9A,E   | 1,620                    | 1,075                     | 706                     | 1,628                    | 1,105                     | 707                     |
| 10A,E,R,S  | 2,343                    | 1,298                     | 810                     | 2,228                    | 1,293                     | 789                     |
| 13F,G  |                          | 124                       | 90                      |                          | 121                       | 70                      |
| 16A,B,D,E,J,P  | 5,858                    | 4,202                     | 2,871                   | 5,852                    | 4,381                     | 2,997                   |
| 16L  | 196                      |                           |                         | 170                      |                           |                         |
| 16G,H,K  | 3,634                    | 2,444                     | 1,482                   | 3,792                    | 2,552                     | 1,524                   |
| 17 Series  | 1,580                    |                           |                         | 1,515                    |                           |                         |
| 18 Series  | 1,640                    |                           |                         | 1,621                    |                           |                         |
| 21A,D  | 534                      |                           |                         | 574                      |                           |                         |
| 28F,G  | 513                      |                           |                         | 535                      |                           |                         |
| 29C,E,G,H,X  | 1,088                    |                           |                         | 1,098                    |                           |                         |
| Subtotal   | 26,894                   | 10,752                    | 7,078                   | 26,619                   | 10,947                    | 7,049                   |
| <b><i>Other Terminal Services</i></b>  |                          |                           |                         |                          |                           |                         |
| REX  | 3,402                    | 2,138                     | 885                     | 3,395                    | 2,203                     | 891                     |
| 11Y  | 482                      |                           |                         | 457                      |                           |                         |
| 15K,L  | 452                      |                           |                         | 434                      |                           |                         |
| 15M  | 172                      |                           |                         | 217                      |                           |                         |
| 24T  | 173                      |                           |                         | 155                      |                           |                         |
| TAGS Shuttle   | 368                      |                           |                         | 322                      |                           |                         |
| 28A,X  | 5,300                    | 4,122                     | 3,271                   | 5,734                    | 4,577                     | 3,516                   |
| 29K,N  | 2,338                    | 1,119                     |                         | 2,225                    | 1,192                     |                         |
| 2T   | 785                      | 474                       | 254                     | 667                      | 493                       | 252                     |
| 3T   | 698                      | 287                       |                         | 738                      | 244                       |                         |
| 3Y   | 428                      |                           |                         | 444                      |                           |                         |
| 9S   | 1,133                    |                           |                         | 1,070                    |                           |                         |
| 16X (was 16F)  | 939                      |                           |                         | 924                      |                           |                         |
| 16Y  | 1,509                    |                           |                         | 1,686                    |                           |                         |
| 26A  |                          |                           |                         | 180                      |                           |                         |
| 28T  | 606                      |                           |                         | 645                      |                           |                         |
| Subtotal   | 18,783                   | 8,141                     | 4,411                   | 19,294                   | 8,710                     | 4,659                   |
| <b><u>Metrobus Total-Virginia*</u></b>   | <b>73,032</b>            | <b>33,789</b>             | <b>19,940</b>           | <b>74,038</b>            | <b>35,058</b>             | <b>20,832</b>           |

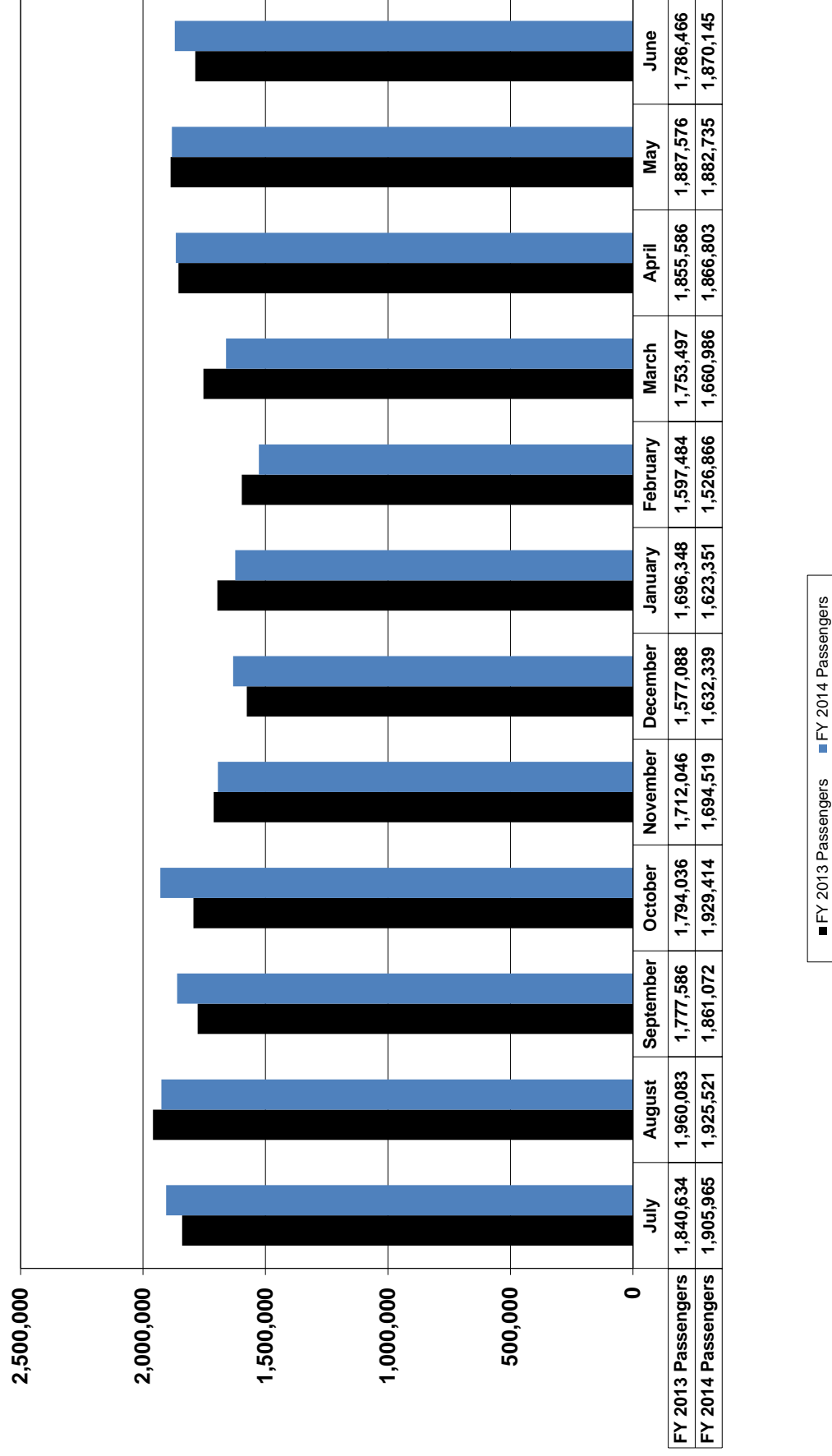
\* Excludes Holidays

**Figure 10: Northern Virginia Metrobus Annual Passenger Trips, FY 2013 - FY 2014**

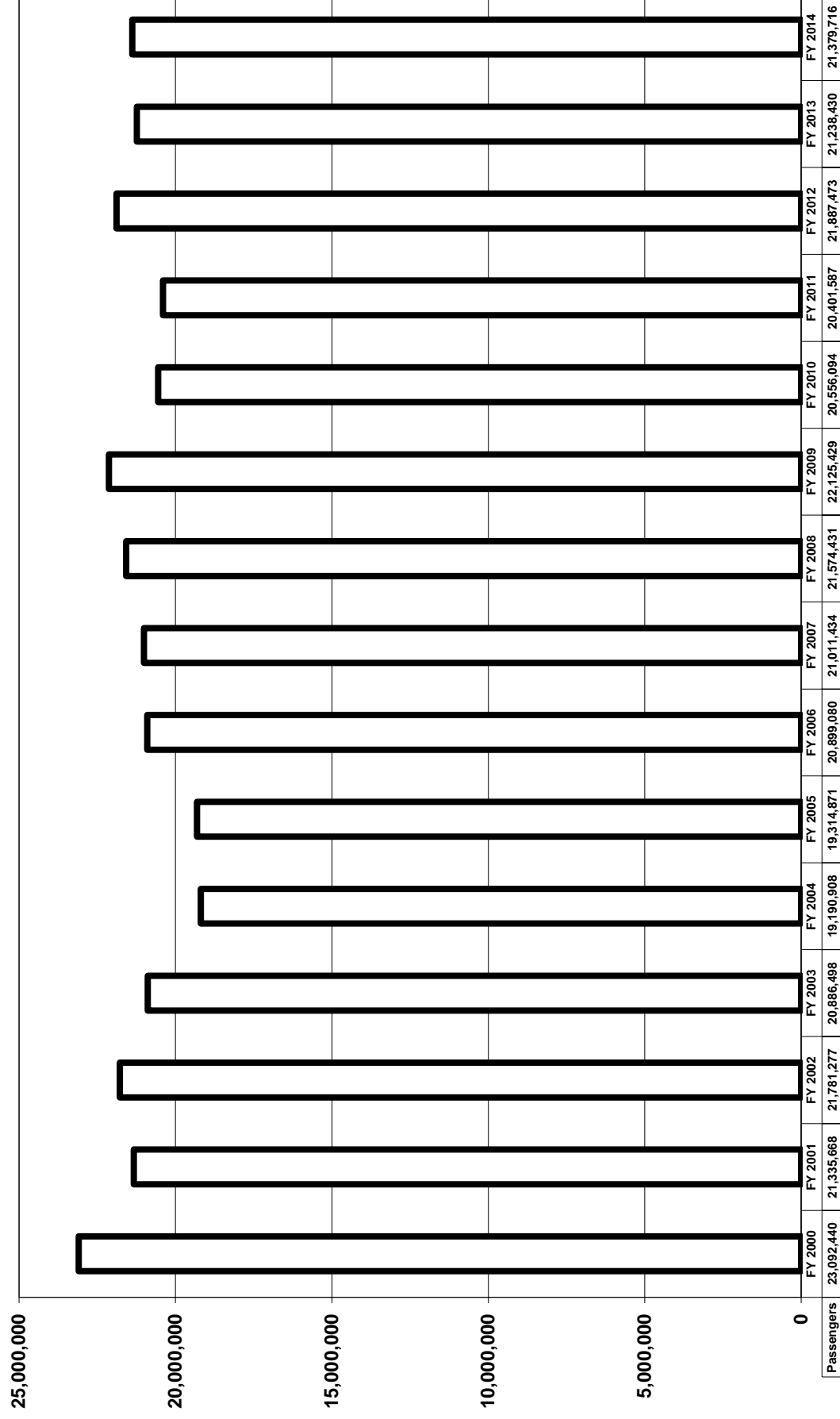
|   | <b>Weekday<br/>FY 13</b> | <b>Saturday<br/>FY 13</b> | <b>Sunday<br/>FY 13</b> | <b>Weekday<br/>FY 14</b> | <b>Saturday<br/>FY 14</b> | <b>Sunday<br/>FY 14</b> |
|---|--------------------------|---------------------------|-------------------------|--------------------------|---------------------------|-------------------------|
| <b><i>Ballston Terminal Services</i></b>    |                          |                           |                         |                          |                           |                         |
| 1A,B,C, E,F,Z                               | 1,120,660                | 158,201                   | 103,530                 | 1,135,197                | 169,262                   | 116,241                 |
| 2A,B,C,G                                    | 846,321                  | 106,089                   | 39,983                  | 840,995                  | 105,974                   | 38,578                  |
| 10B   | 576,925                  | 90,102                    | 53,027                  | 606,066                  | 97,541                    | 61,869                  |
| 22A,B                                       | 333,094                  | 28,293                    |                         | 369,075                  | 27,980                    |                         |
| 23A,C                                       | 940,029                  | 134,820                   | 82,589                  | 973,343                  | 142,242                   | 85,840                  |
| 25A,C,D,E<br>(also serve Pentagon Terminal) | 335,095                  | 19,757                    | 21,644                  | 332,424                  | 21,957                    | 20,750                  |
| 25B   | 327,080                  | 30,881                    |                         | 317,675                  | 34,794                    |                         |
| 38B   | 925,834                  | 123,544                   | 92,652                  | 934,838                  | 132,415                   | 96,964                  |
| Subtotal                                    | 5,405,038                | 691,687                   | 393,425                 | 5,509,613                | 732,165                   | 420,242                 |
| <b><i>Rosslyn Terminal Services</i></b>     |                          |                           |                         |                          |                           |                         |
| 3A,B,E                                      | 616,060                  | 56,598                    | 28,569                  | 580,088                  | 58,058                    | 30,099                  |
| 4A,B,E,H                                    | 486,745                  | 41,376                    | 23,819                  | 448,504                  | 42,416                    | 24,358                  |
| 5A  | 303,518                  | 44,516                    | 44,366                  | 309,147                  | 45,206                    | 45,369                  |
| Subtotal                                    | 1,406,323                | 142,490                   | 96,754                  | 1,337,739                | 145,680                   | 99,826                  |
| <b><i>Pentagon Terminal Services</i></b>    |                          |                           |                         |                          |                           |                         |
| 7A,B,C,E,F,H,P,W,X, Y                       | 1,231,275                | 90,531                    | 64,904                  | 1,190,483                | 85,394                    | 54,886                  |
| 7M  | 448,783                  |                           |                         | 400,876                  |                           |                         |
| 8S,W,X,Z                                    | 284,149                  |                           |                         | 287,649                  |                           |                         |
| 9A,E  | 403,268                  | 60,188                    | 40,944                  | 402,056                  | 63,013                    | 40,315                  |
| 10A,E                                       | 583,370                  | 72,688                    | 46,974                  | 550,340                  | 73,718                    | 44,950                  |
| 13F,G                                       |                          | 6,929                     | 5,245                   |                          | 6,918                     | 3,977                   |
| 16A,B,D,E,J,P                               | 1,458,634                | 235,292                   | 166,499                 | 1,445,367                | 249,725                   | 170,828                 |
| 16L   | 48,775                   |                           |                         | 41,950                   |                           |                         |
| 16G,H,K                                     | 904,928                  | 136,853                   | 85,941                  | 936,600                  | 145,459                   | 86,850                  |
| 17 Series                                   | 393,367                  |                           |                         | 374,143                  |                           |                         |
| 18 Series                                   | 408,302                  |                           |                         | 400,301                  |                           |                         |
| 21A,D                                       | 132,997                  |                           |                         | 141,703                  |                           |                         |
| 28F,G                                       | 127,803                  |                           |                         | 132,050                  |                           |                         |
| 29C,E,G,H,X                                 | 271,023                  |                           |                         | 271,256                  |                           |                         |
| Subtotal                                    | 6,696,674                | 602,481                   | 410,507                 | 6,574,774                | 624,227                   | 401,806                 |
| <b><i>Other Terminal Services</i></b>       |                          |                           |                         |                          |                           |                         |
| REX   | 847,153                  | 119,731                   | 51,351                  | 838,582                  | 125,594                   | 50,796                  |
| 11Y   | 120,126                  |                           |                         | 112,853                  |                           |                         |
| 15K,L                                       | 112,588                  |                           |                         | 107,197                  |                           |                         |
| 15M   | 42,767                   |                           |                         | 53,620                   |                           |                         |
| 24T   | 42,967                   |                           |                         | 38,295                   |                           |                         |
| TAGS Shuttle                                | 91,637                   |                           |                         | 79,553                   |                           |                         |
| 28A,X                                       | 1,319,614                | 230,850                   | 189,739                 | 1,416,352                | 260,914                   | 200,390                 |
| 29K,N                                       | 582,072                  | 62,687                    |                         | 549,642                  | 67,968                    |                         |
| 2T  | 195,346                  | 26,553                    | 14,739                  | 164,735                  | 28,086                    | 14,366                  |
| 3T  | 173,686                  | 16,096                    |                         | 182,329                  | 13,936                    |                         |
| 3Y  | 106,466                  |                           |                         | 109,629                  |                           |                         |
| 9S  | 282,142                  |                           |                         | 264,252                  |                           |                         |
| 16X (was 16F)                               | 233,769                  |                           |                         | 228,347                  |                           |                         |
| 16Y   | 375,705                  |                           |                         | 416,502                  |                           |                         |
| 26A   |                          |                           |                         | 44,515                   |                           |                         |
| 28T   | 150,996                  |                           |                         | 159,234                  |                           |                         |
| Subtotal                                    | 4,677,034                | 455,917                   | 255,829                 | 4,765,637                | 496,498                   | 265,552                 |
| <b><u>Metrobus Total-Virginia*</u></b>      | <b>18,185,069</b>        | <b>1,892,575</b>          | <b>1,156,515</b>        | <b>18,187,763</b>        | <b>1,998,570</b>          | <b>1,187,426</b>        |

\* Excludes Holidays

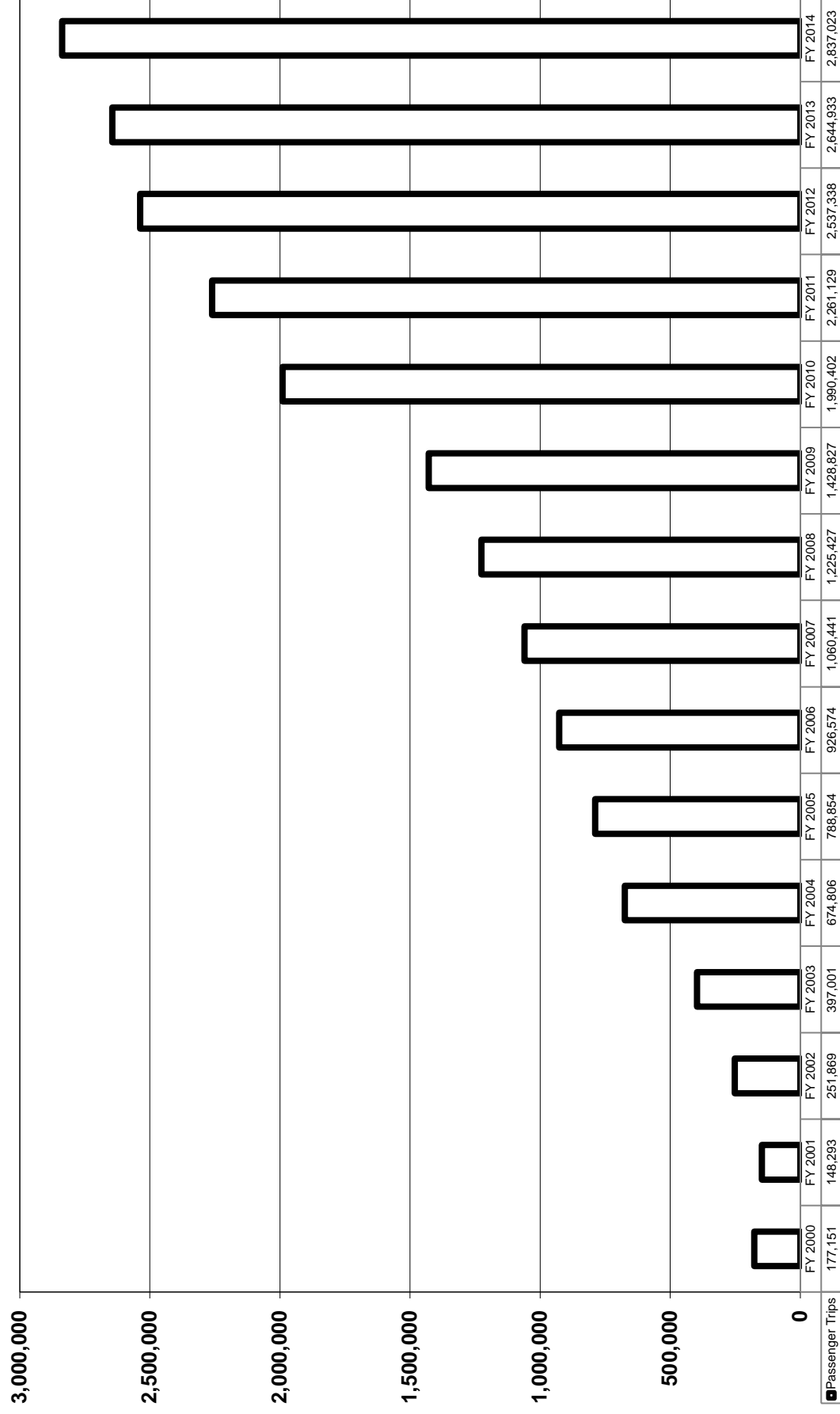
**Figure 11: Metrobus Northern Virginia Passenger Trips  
Monthly Totals, FY 2013 - 2014**



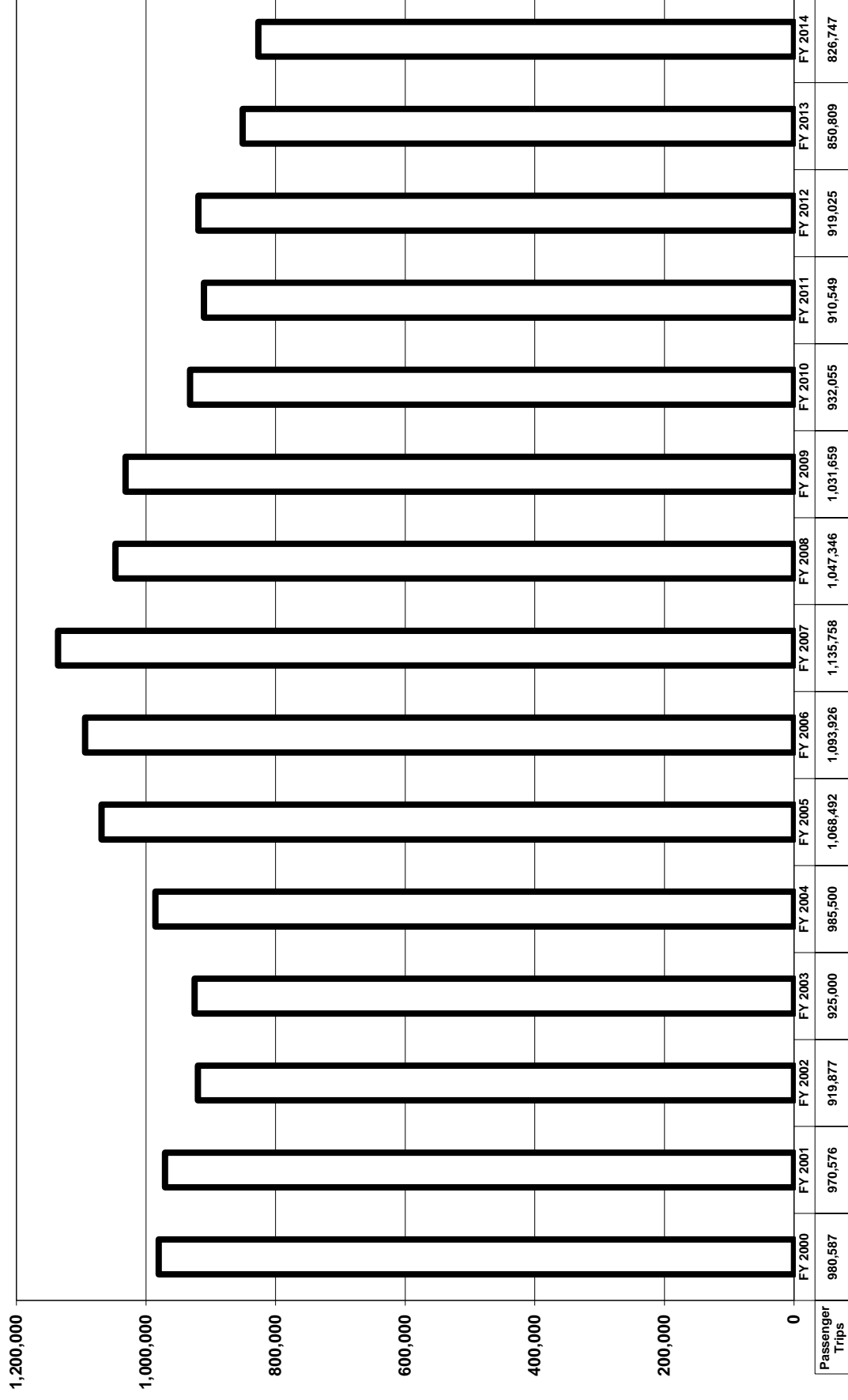
**Figure 12: Metrobus Northern Virginia Annual Passenger Trips,  
FY 2000 - FY 2014**



**Figure 13: ART Annual Passenger Trips, FY 2000 - FY 2014**



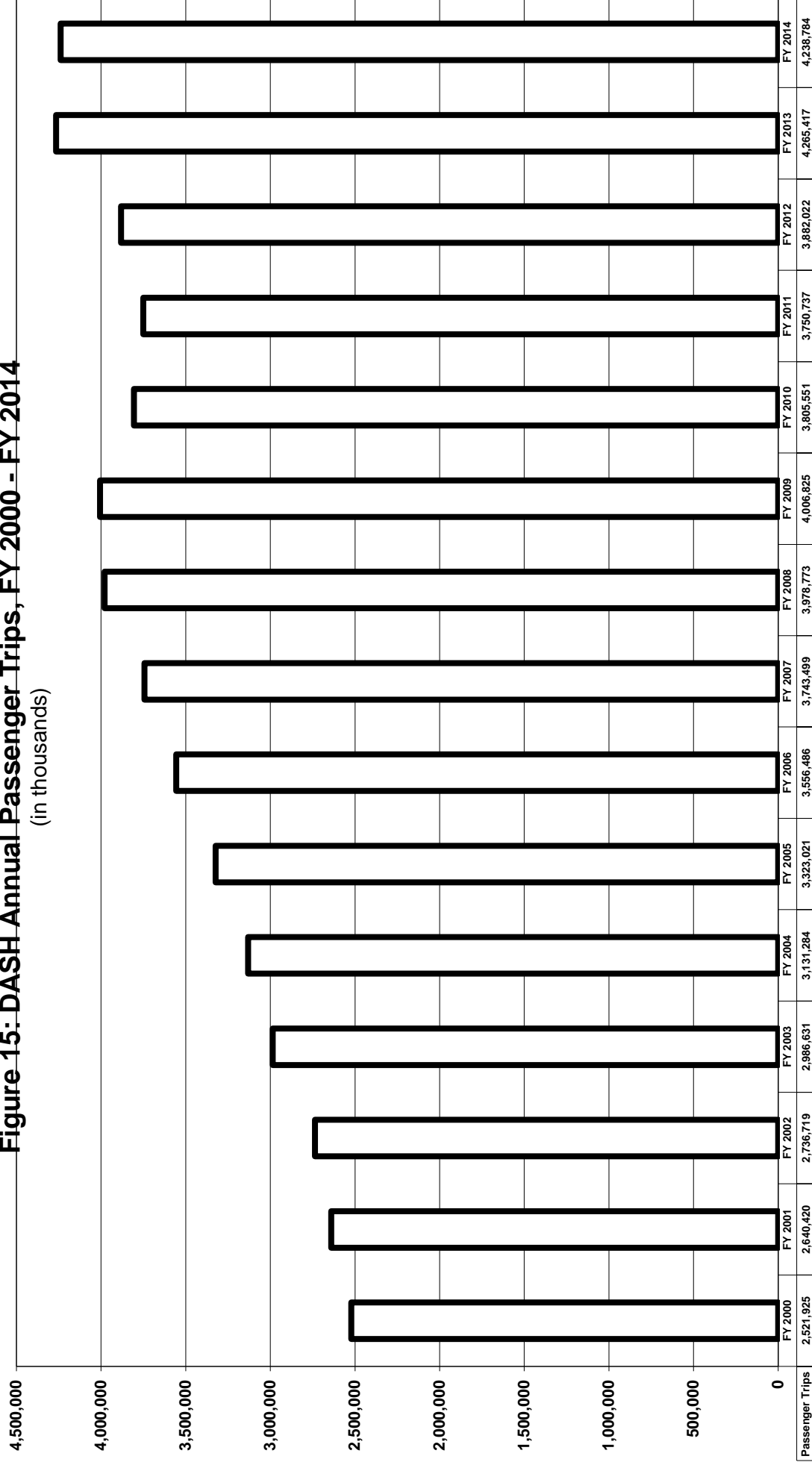
**Figure 14: CUE Annual Passenger Trips, FY 2000 - FY 2014**





**Figure 15: DASH Annual Passenger Trips, FY 2000 - FY 2014**

(in thousands)



**Figure 16: Fairfax Connector Annual Passenger Trips, FY 2000- FY 2014**

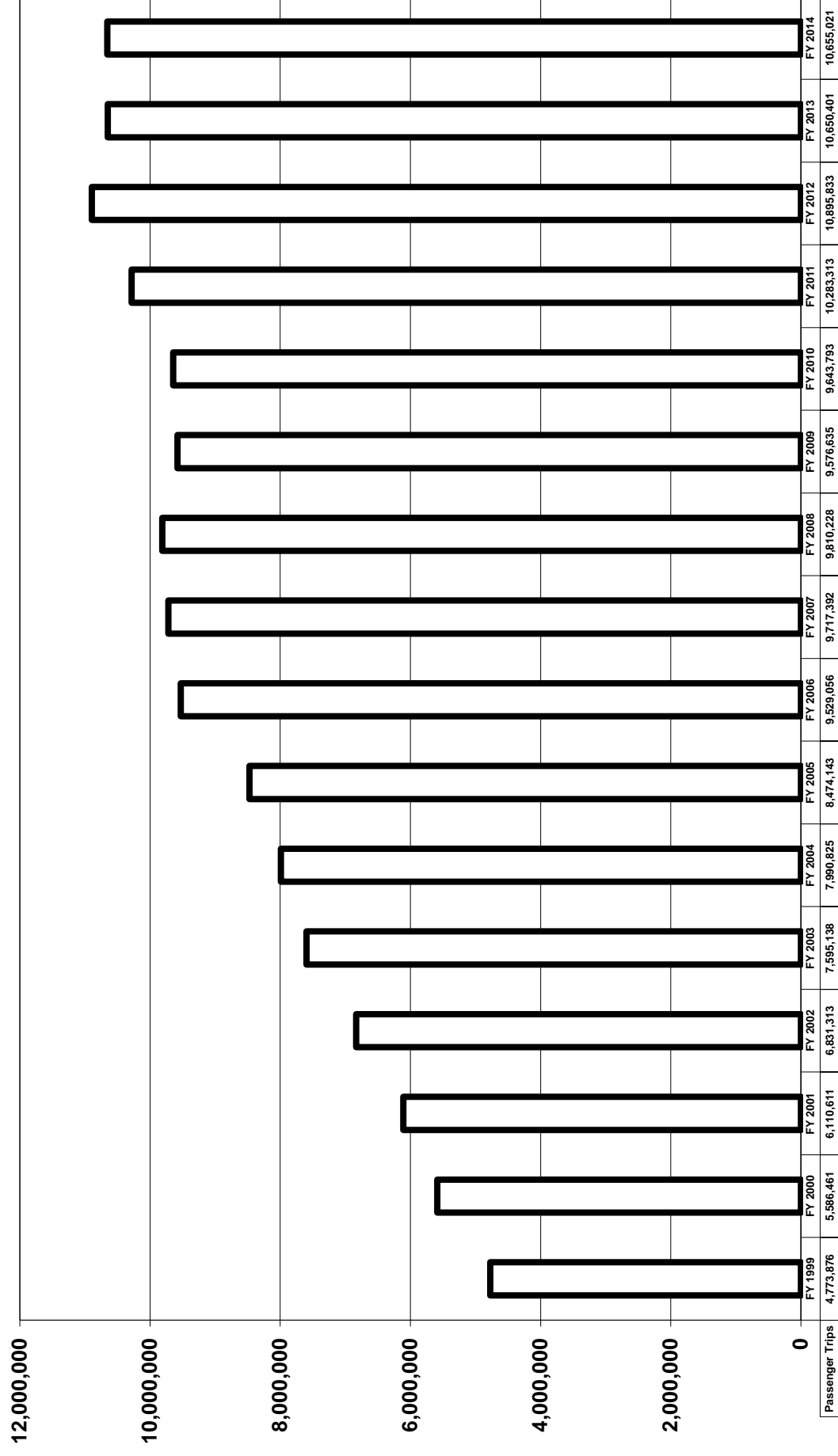
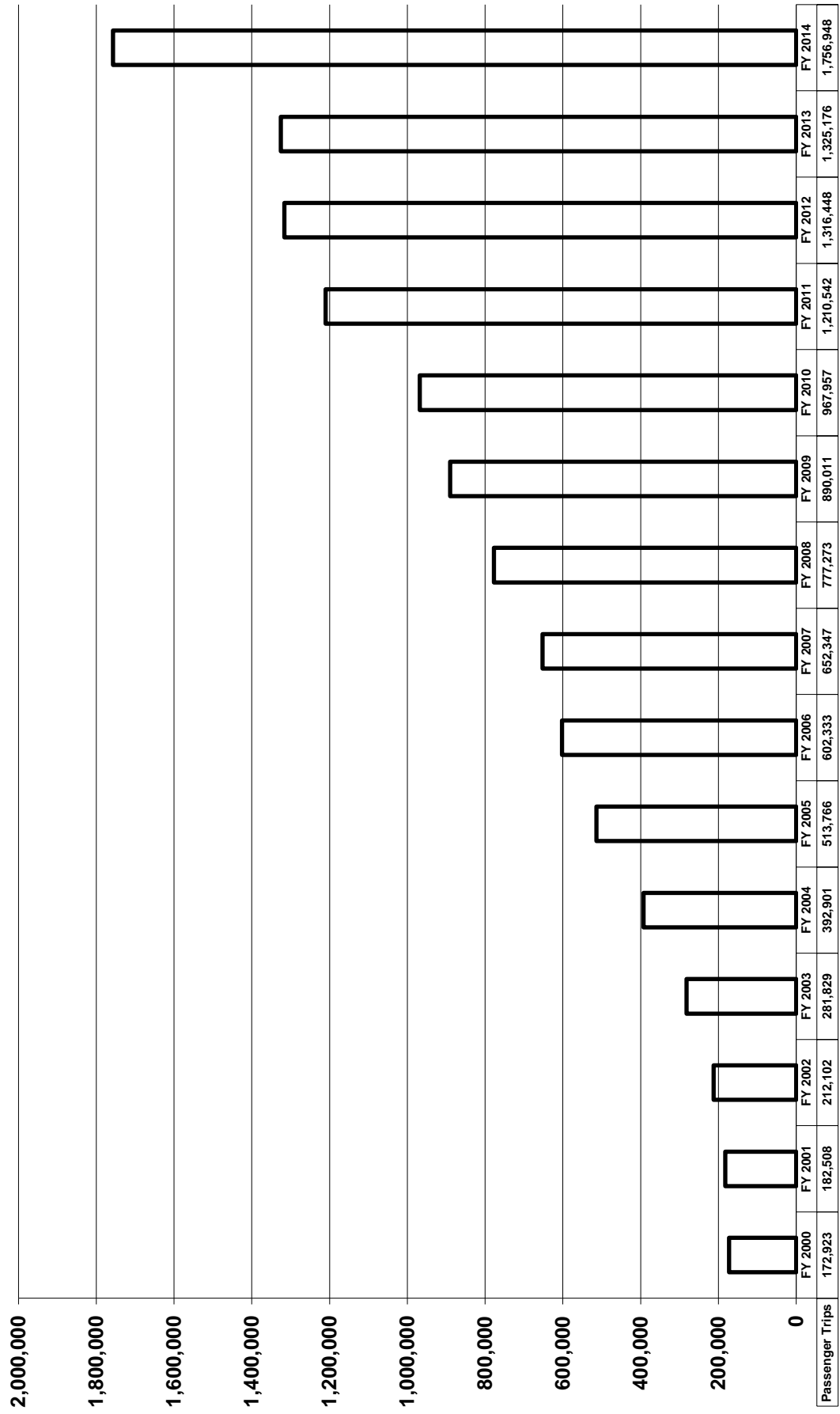
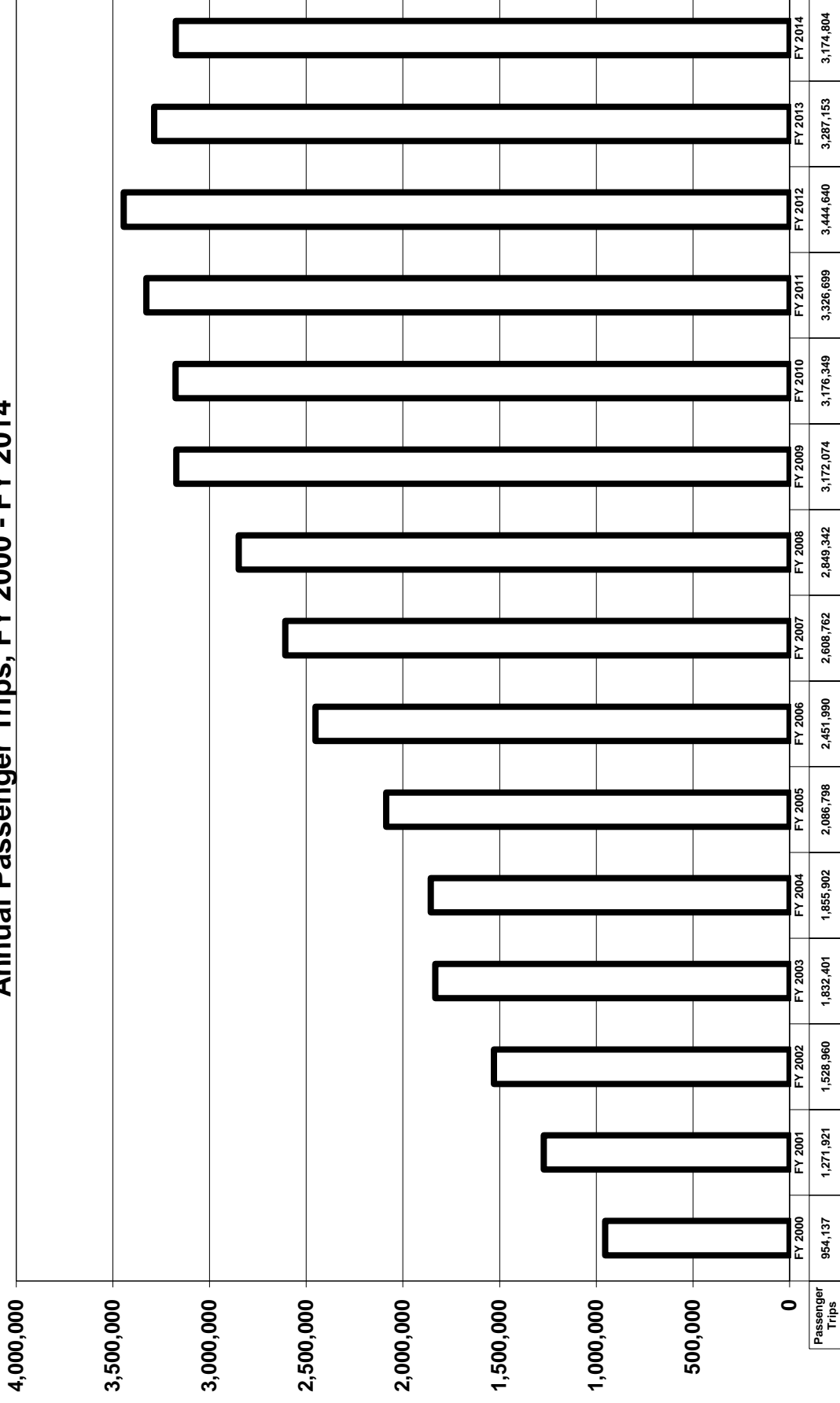


Figure 17: Loudoun County Transit Annual Passenger Trips, FY 2000 - FY 2014



**Figure 18: PRTC Omni Ride / Omni Link (Combined)  
Annual Passenger Trips, FY 2000 - FY 2014**



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## AGENDA ITEM #9: NVTC FY2015 3<sup>RD</sup> QUARTER RIDERSHIP REPORT

**TO:** Chairman Smedberg and NVTC Commissioners

**FROM:** Kelley Coyner and Claire Randall

**DATE:** April 30, 2015

**SUBJECT:** NVTC FY2015 3<sup>rd</sup> Quarter Ridership Report

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The following chart details ridership for 1<sup>st</sup> through 3<sup>rd</sup> Quarters FY2015 for Northern Virginia's transit systems:

| Ridership in Virginia by System<br>3rd Quarter FY2014-FY2015 |                    |                    |                             |
|--|--------------------|--------------------|-----------------------------|
| System   | FY14 YTD           | FY15 YTD           | Percent Change<br>FY14-FY15 |
| Fairfax County Connector                                     | 7,823,242          | 7,260,977          | -7.2%                       |
| PRTC Omni Ride & Omni Link                                   | 2,339,609          | 2,291,869          | -2.0%                       |
| Virginia Railway Express (VRE)                               | 3,230,166          | 3,334,975          | 3.2%                        |
| Alexandria DASH  | 3,090,275          | 3,143,584          | 1.7%                        |
| Fairfax City CUE   | 620,342            | 587,721            | -5.3%                       |
| Arlington Transit (ART)                                      | 2,167,266          | 2,167,149          | 0.0%                        |
| Loudoun County Transit (LCT)                                 | 1,245,813          | 1,295,393          | 4.0%                        |
| Metrobus   | 15,760,033         | 15,552,522         | -1.3%                       |
| Metrorail  | 78,442,012         | 80,442,805         | 2.6%                        |
| <b>Total</b>   | <b>114,718,758</b> | <b>116,076,995</b> | <b>1.2%</b>                 |

| Average Weekday Ridership in Virginia<br>3rd Quarter FY2015 |         |         |          |          |          |         |
|---|---------|---------|----------|----------|----------|---------|
| System  | Q1 FY15 | Q2 FY15 | Jan FY15 | Feb FY15 | Mar FY15 | Q3 FY15 |
| Metrorail   | 342,911 | 321,318 | 299,774  | 306,738  | 318,030  | 308,181 |
| Metrobus  | 75,554  | 69,973  | 64,908   | 67,352   | 69,820   | 67,360  |

Attached is a [detailed breakdown of ridership by Metrorail station in Virginia for 1<sup>st</sup> through 3<sup>rd</sup> Quarters FY2014 and FY2015.](#)

| Line/Station | Year | Q1 Total | Q2 Total | January | February | March | Q3 Total | Percent Change<br>YTD FY14-15 |
|--------------|------|----------|----------|---------|----------|-------|----------|-------------------------------|
| 101          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 102          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 103          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 104          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 105          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 106          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 107          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 108          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 109          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 110          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 111          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 112          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 113          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 114          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 115          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 116          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 117          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 118          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 119          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 120          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 121          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 122          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 123          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 124          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 125          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 126          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 127          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 128          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 129          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 130          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 131          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 132          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 133          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 134          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 135          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 136          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 137          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 138          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 139          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 140          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 141          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 142          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 143          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 144          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 145          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 146          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 147          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 148          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 149          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 150          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 151          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |
| 152          | 2014 | 100      | 100      | 100     | 100      | 100   | 300      | 0%                            |



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## AGENDA ITEM #10: NVTC ANNUAL AGENDA

**TO:** Chairman Snyder and NVTC Commissioners

**FROM:** Kelley Coyner

**DATE:** April 30, 2015

**SUBJECT:** NVTC Annual Agenda

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The 2015 Annual Commission Agenda provides a calendar of major issues to be addressed by the Commission at its monthly meetings. We will update it each month. In addition, the Annual Agenda will be updated to reflect the budget process as adopted. This budget process is included as an action item in this month's agenda.



Northern Virginia Transportation Commission

## 2015 ANNUAL COMMISSION AGENDA

### JANUARY 2015

- Board Reorganization
- Public Comment
- Acceptance of NVTC Implementation Plan
- NVTC FY2016 G&A Budget
- Work Session: Route 7 Alternatives Analysis
- New Electronic Payments Program (NEPP)
- Update: Status of Pilot and Funding
- WMATA Report\*
- VRE Report and Action Items
- Approve VRE FY2016 Budget
- NVTC Financial Report

\* Monthly WMATA Report includes:

- Budget
- Capital Funding Agreement (CFA)
- Safety and Related Issues
- Financials (Dashboard)
- Financial Management Oversight (FMO)
- Key WMATA Milestones/Dates

### FEBRUARY 2015

- Submission of State Assistance Request to DRPT
- General Assembly Update
- Comments: I-66 Outside the Beltway
- WMATA Report\*
- VRE Report and Action Items
- NVTC Financial Report

### MARCH 2015 – Meeting Cancelled

- VRE Management Audit
- I-66 Multimodal Corridor Projects
- Consideration of FY2016 NVTC G&A Budget<sup>1</sup>
- 2<sup>nd</sup> Quarter Ridership Report
- Legislative and Policy Issues
  - General Assembly Update
  - Federal Legislation
  - State Planning and Legislative Implementation Items
- Contract for NVTC Financial Auditing Services
- WMATA Report\*
- VRE Report and Action Items
- NVTC Financial Report

### APRIL 2015

- WMATA Budget Session (Scheduled Annually before Adoption of WMATA Budget)
- VRE Management Audit
- I-66 Multimodal Corridor Projects
- Consideration of FY2016 NVTC G&A Budget<sup>1</sup>
- 2<sup>nd</sup> Quarter Ridership Report
- Legislative and Policy Issues
  - General Assembly Update
  - Federal Legislation
  - State Planning and Legislative Implementation Items
- Contract for NVTC Financial Auditing Services
- WMATA Report\*
- VRE Report and Action Items
- NVTC Financial Report

<sup>1</sup>Annual calendar to be updated to reflect approved NVTC G&A budget process.



## 2015 ANNUAL COMMISSION AGENDA

### MAY 2015

- NVTC FY2015 3rd Quarter Ridership Report
- Annual Transit Performance Data
- Adopt Annual Budget Process
- Tiger Grant Endorsements
- High-Speed Rail Presentation
- WMATA Report\*
- VRE Report and Action Items
- NVTC Financial Report

### JUNE 2015

- VRE Mobile Ticketing Demonstration
- VTRANS Update and Comment
- WMATA Report\*
  - Quarterly WMATA System Performance (Vital Signs) – prepared by NVTC
- VRE Report and Action Items
- NVTC Financial Report

### JULY 2015

- Work Session: Draft Regional Bus Agenda
- I-66 Framework Agreement
- WMATA Report\*
- VRE Report and Action Items
- NVTC Financial Report

### AUGUST 2015 – No Commission Meeting

- (Executive Committee Meeting - FY2017 Budget<sup>1</sup>)

### SEPTEMBER 2015

- Emergency Preparedness and Transit
- NVTC FY2015 4<sup>th</sup> Quarter Ridership Report
- WMATA Report\*
  - Quarterly WMATA System Performance (Vital Signs) – prepared by NVTC
- VRE Report and Action Items
- NVTC Financial Report

### OCTOBER 2015

- Work Session: Route 7
- Approve Pre-Allocation Testimony to the Commonwealth Transportation Board (CTB)
- Notice of Direct Contributions to Jurisdictions
- FY2017 NVTC G&A Budget Work Session (dates/time TBD)<sup>1</sup>
- WMATA Report\*
- VRE Report and Action Items
  - Forward VRE Budget to Jurisdictions
- NVTC Financial Report



## 2015 ANNUAL COMMISSION AGENDA

### NOVEMBER 2015

- FY2017 Budget Presented for Approval
- Approve NVTC Legislative and Policy Agenda
- NVTC FY2016 1<sup>st</sup> Quarter Ridership Report
- WMATA Report\*
- VRE Report and Action Items
  - Approve VRE Legislative Agenda
- NVTC Financial Report

### DECEMBER 2015

- NVTC and VRE Audit Presentations and Acceptance
- General Assembly Legislative Briefing
- Approve 2016 NVTC Meeting Schedule
- WMATA Report\*
  - Quarterly WMATA System Performance (Vital Signs) – prepared by NVTC
- VRE Report and Action Items
- NVTC Financial Report

## AGENDA ITEM #11: FINANCIAL ITEMS FOR MARCH 2015

**TO:** Chairman Snyder and NVTC Commissioners  
**FROM:** Kelley Coyner, Scott Kalkwarf and Colethia Quarles  
**DATE:** April 30, 2015  
**SUBJECT:** Financial Items

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The financial items for March 2015 are provided for your information.

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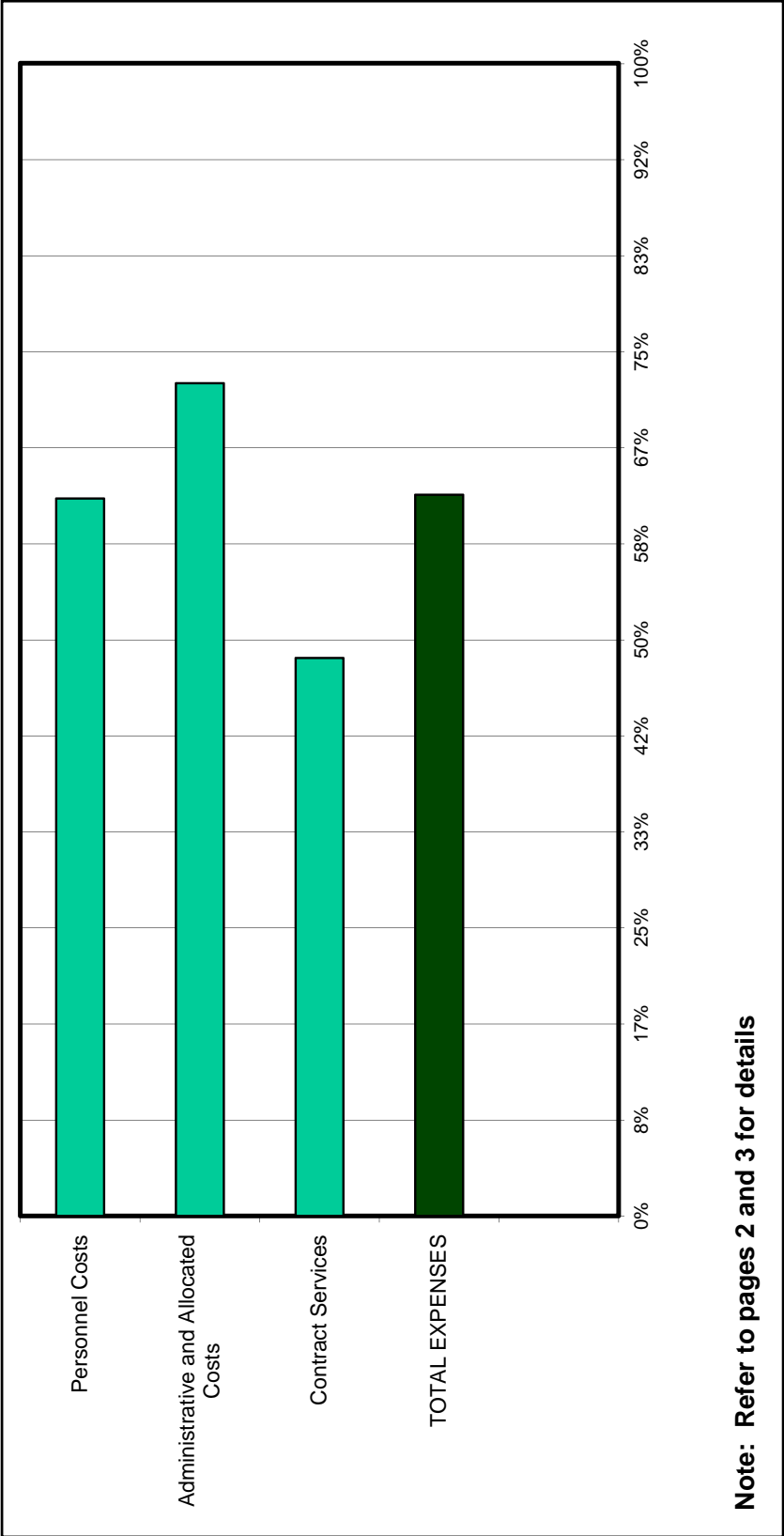
# Northern Virginia Transportation Commission

Financial Reports

March, 2015



Percentage of FY 2015 NVTC Administrative Budget Used  
March 2015  
(Target 75% or less)



**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**G&A BUDGET VARIANCE REPORT**  
**March, 2015**

|                                       | <u>Current<br/>Month</u> | <u>Year<br/>To Date</u> | <u>Annual<br/>Budget</u> | <u>Balance<br/>Available</u> | <u>Balance<br/>%</u> |
|---------------------------------------|--------------------------|-------------------------|--------------------------|------------------------------|----------------------|
| <u>Personnel Costs</u>                |                          |                         |                          |                              |                      |
| Salaries and Contract Wages           | \$ 80,222.29             | \$ 704,945.05           | \$ 1,051,000.00          | \$ 346,054.95                | 32.9%                |
| Temporary Employee Services           | -                        | -                       | -                        | -                            |                      |
| Total Personnel Costs                 | 80,222.29                | 704,945.05              | 1,051,000.00             | 346,054.95                   | 32.9%                |
| <u>Benefits</u>                       |                          |                         |                          |                              |                      |
| Employer's Contributions:             |                          |                         |                          |                              |                      |
| FICA                                  | 4,968.88                 | 44,276.63               | 70,300.00                | 26,023.37                    | 37.0%                |
| Group Health Insurance                | 3,568.25                 | 28,775.20               | 143,700.00               | 114,924.80                   | 80.0%                |
| Retirement                            | 6,705.00                 | 61,865.00               | 84,900.00                | 23,035.00                    | 27.1%                |
| Workmans & Unemployment Compensation  | 38.91                    | 3,912.18                | 4,000.00                 | 87.82                        | 2.2%                 |
| Life Insurance                        | 167.03                   | 1,626.21                | 4,450.00                 | 2,823.79                     | 63.5%                |
| Long Term Disability Insurance        | 268.34                   | 3,121.66                | 5,050.00                 | 1,928.34                     | 38.2%                |
| Total Benefit Costs                   | 15,716.41                | 143,576.88              | 312,400.00               | 168,823.12                   | 54.0%                |
| <u>Administrative Costs</u>           |                          |                         |                          |                              |                      |
| Commissioners Per Diem                | 250.00                   | 6,185.12                | 11,000.00                | 4,814.88                     | 43.8%                |
| <u>Rents:</u>                         |                          |                         |                          |                              |                      |
| Office Rent                           | 17,501.62                | 153,142.78              | 214,200.00               | 61,057.22                    | 28.5%                |
| Parking & Transit Benefits            | 16,969.62                | 147,513.78              | 200,100.00               | 52,586.22                    | 26.3%                |
|                                       | 532.00                   | 5,629.00                | 14,100.00                | 8,471.00                     | 60.1%                |
| <u>Insurance:</u>                     |                          |                         |                          |                              |                      |
| Public Official Bonds                 | 600.00                   | 3,700.00                | 6,100.00                 | 2,400.00                     | 39.3%                |
| Liability and Property                | 300.00                   | 1,000.00                | 2,300.00                 | 1,300.00                     | 56.5%                |
|                                       | 300.00                   | 2,700.00                | 3,800.00                 | 1,100.00                     | 28.9%                |
| <u>Travel:</u>                        |                          |                         |                          |                              |                      |
| Conference / Professional Development | 154.82                   | 20,167.67               | 21,400.00                | 1,232.33                     | 5.8%                 |
| Non-Local Travel                      | -                        | 4,965.16                | 7,800.00                 | 2,834.84                     | 36.3%                |
| Local Meetings & Related Expenses     | -                        | 3,638.55                | 1,800.00                 | (1,838.55)                   | -102.1%              |
|                                       | 154.82                   | 11,563.96               | 11,800.00                | 236.04                       | 2.0%                 |
| <u>Communication:</u>                 |                          |                         |                          |                              |                      |
| Postage                               | 695.55                   | 6,068.08                | 11,000.00                | 4,931.92                     | 44.8%                |
| Telephone and Data                    | 210.00                   | 1,096.76                | 2,900.00                 | 1,803.24                     | 62.2%                |
|                                       | 485.55                   | 4,971.32                | 8,100.00                 | 3,128.68                     | 38.6%                |
| <u>Publications &amp; Supplies</u>    |                          |                         |                          |                              |                      |
| Office Supplies                       | 494.08                   | 13,162.61               | 15,800.00                | 2,637.39                     | 16.7%                |
| Duplication and Paper                 | -                        | 1,557.03                | 2,800.00                 | 1,242.97                     | 44.4%                |
| Public Information                    | 494.08                   | 5,496.34                | 7,500.00                 | 2,003.66                     | 26.7%                |
|                                       | -                        | 6,109.24                | 5,500.00                 | (609.24)                     | -11.1%               |

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**G&A BUDGET VARIANCE REPORT**  
**March, 2015**

|  | <u>Current<br/>Month</u> | <u>Year<br/>To Date</u> | <u>Annual<br/>Budget</u> | <u>Balance<br/>Available</u> | <u>Balance<br/>%</u> |
|--|--------------------------|-------------------------|--------------------------|------------------------------|----------------------|
| <i>Operations:</i>                       |                          |                         |                          |                              |                      |
| Furniture and Equipment (Capital)        | 711.75                   | 17,495.41               | 24,800.00                | 7,304.59                     | 29.5%                |
| Repairs and Maintenance                  | -                        | 13,043.77               | 17,000.00                | 3,956.23                     | 23.3%                |
| Computer Operations                      | -                        | -                       | 1,000.00                 | 1,000.00                     | 100.0%               |
|  | 711.75                   | 4,451.64                | 6,800.00                 | 2,348.36                     | 34.5%                |
| <i>Other General and Administrative:</i> |                          |                         |                          |                              |                      |
| Subscriptions                            | 822.41                   | 5,765.85                | 8,100.00                 | 2,334.15                     | 28.8%                |
| Memberships                              | -                        | -                       | -                        | -                            | 0.0%                 |
| Fees and Miscellaneous                   | 79.67                    | 792.69                  | 1,300.00                 | 507.31                       | 39.0%                |
| Advertising (Personnel/Procurement)      | 376.49                   | 3,676.91                | 5,600.00                 | 1,923.09                     | 34.3%                |
| Total Administrative Costs               | 366.25                   | 1,296.25                | 1,200.00                 | (96.25)                      | -8.0%                |
|  | <u>21,230.23</u>         | <u>225,687.52</u>       | <u>312,400.00</u>        | <u>86,712.48</u>             | <u>27.8%</u>         |
| <u>Contracting Services</u>              |                          |                         |                          |                              |                      |
| Auditing                                 | -                        | 15,520.00               | 22,500.00                | 6,980.00                     | 31.0%                |
| Research and Analytic Support            | 9,062.98                 | 72,811.82               | 160,000.00               | 87,188.18                    | 54.5%                |
| Legal                                    | -                        | -                       | -                        | -                            | 0.0%                 |
| Total Contract Services                  | <u>9,062.98</u>          | <u>88,331.82</u>        | <u>182,500.00</u>        | <u>94,168.18</u>             | <u>51.6%</u>         |
| Total Gross G&A Expenses                 | <u>\$ 126,231.91</u>     | <u>\$ 1,162,541.27</u>  | <u>\$ 1,858,300.00</u>   | <u>\$ 695,758.73</u>         | <u>37.4%</u>         |

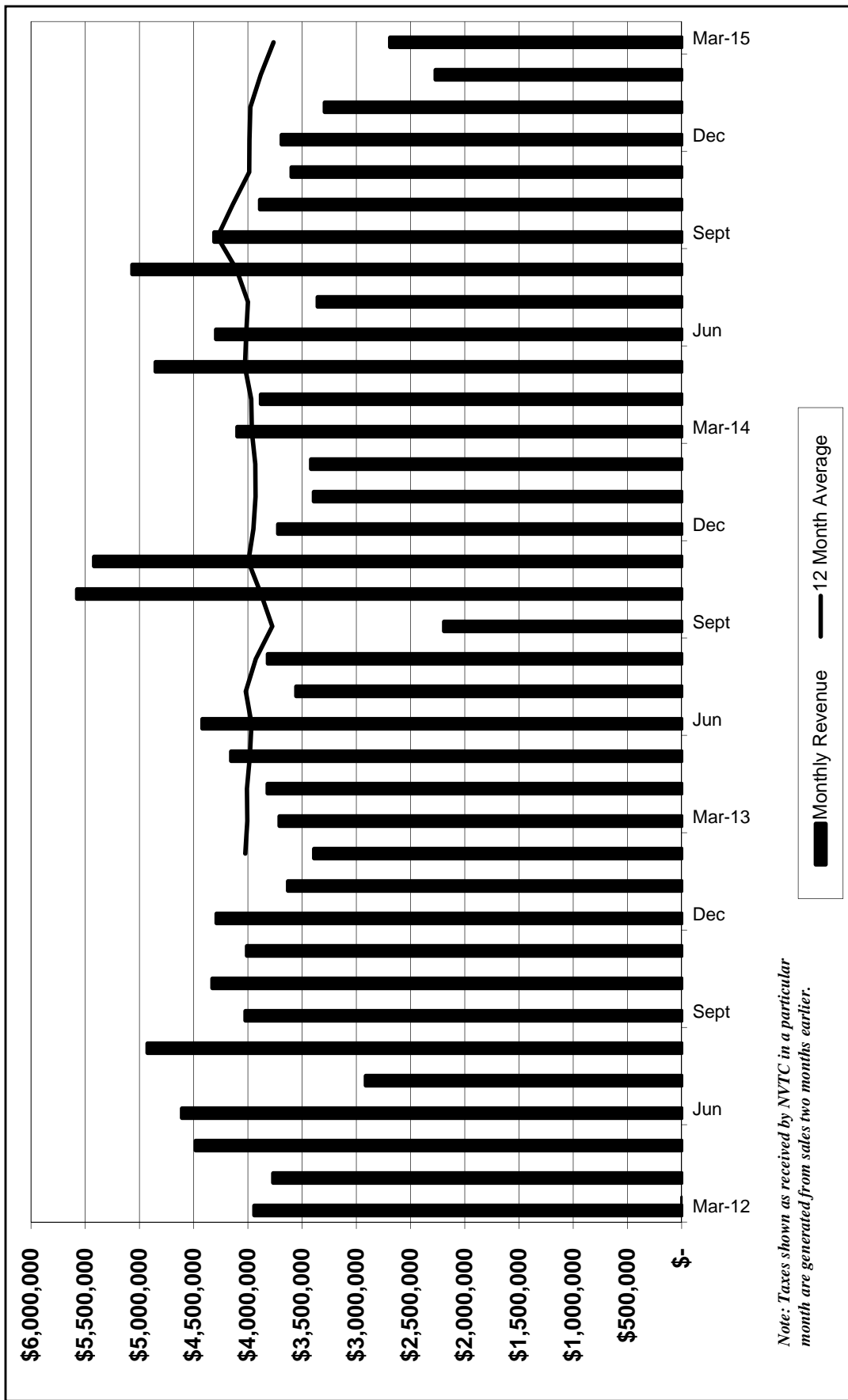
**NVTC**  
**RECEIPTS and DISBURSEMENTS**  
**March, 2015**

| Date                              | Payer/<br>Payee      | Purpose                           | Wells Fargo<br>(Checking) | Wells Fargo<br>(Savings) | G&A / Project   | VA LGIP<br>Trusts |
|-----------------------------------|----------------------|-----------------------------------|---------------------------|--------------------------|-----------------|-------------------|
| RECEIPTS                          |                      |                                   |                           |                          |                 |                   |
| 3                                 | DMV                  | Motor Vehicle Fuels sales tax     |                           |                          |                 | \$ 2,267,749.43   |
| 6                                 | DRPT                 | Grant receipt - Falls Church      |                           |                          | 3,989.00        |                   |
| 6                                 | DRPT                 | Grant receipt - NEPP              |                           |                          | 11,000.00       |                   |
| 11                                | DRPT                 | Operating assistance - WMATA      |                           |                          |                 | 8,265,724.00      |
| 13                                | FTA                  | Grant receipt - Falls Church      |                           |                          | 15,956.00       |                   |
| 17                                | DRPT                 | Capital grant receipt - Arlington |                           |                          |                 | 2,250,622.00      |
| 17                                | DRPT                 | Capital grant receipt             |                           |                          |                 | 49,189.00         |
| 19                                | DRPT                 | Capital grant receipt - Arlington |                           |                          |                 | 143,038.00        |
| 19                                | DRPT                 | Grant receipt - NEPP              |                           |                          | 5,000.00        |                   |
| 24                                | DMV                  | Motor Vehicle Fuels sales tax     |                           |                          |                 | 1,602.00          |
| 24                                | DRPT                 | Capital grant receipt             |                           |                          |                 | 35,063.00         |
| 25                                | DRPT                 | Capital grant receipt             |                           |                          |                 | 9,582,133.00      |
| 27                                | VRE                  | Staff support                     |                           | 20,394.03                |                 |                   |
| 30                                | DMV                  | Motor Vehicle Fuels sales tax     |                           | 3.05                     | 58.36           | 2,685,613.96      |
| 31                                | Banks                | Interest income                   | -                         | 20,397.08                | 36,003.36       | 18,590.33         |
|                                   |                      |                                   |                           |                          |                 |                   |
| DISBURSEMENTS                     |                      |                                   |                           |                          |                 |                   |
| 1-31                              | Various              | G&A expenses                      | (106,341.45)              |                          |                 |                   |
| 4                                 | Loudoun County       | Other operating                   |                           |                          |                 | (4,663,997.00)    |
| 4                                 | Loudoun County       | Other capital                     |                           |                          |                 | (2,419,924.70)    |
| 11                                | City of Fairfax      | Other operating                   |                           |                          |                 | (197.56)          |
| 11                                | City of Falls Church | Costs incurred                    |                           |                          |                 | (3,989.00)        |
| 12                                | Kimley-Horn          | Consulting - NEPP                 | (22,000.00)               |                          |                 | (15,956.00)       |
| 13                                | City of Falls Church | Costs incurred                    |                           |                          |                 |                   |
| 18                                | Kimley-Horn          | Consulting - NEPP                 | (10,000.00)               |                          |                 |                   |
| 31                                | Banks                | Service fees                      | (53.02)                   | (22.10)                  |                 |                   |
|                                   |                      |                                   | (138,394.47)              | (22.10)                  | -               | (7,104,064.26)    |
|                                   |                      |                                   |                           |                          |                 |                   |
| TRANSFERS                         |                      |                                   |                           |                          |                 |                   |
| 23                                | Transfer             | From LGIP to checking             | 150,000.00                |                          | (150,000.00)    |                   |
|                                   |                      |                                   | 150,000.00                | -                        | (150,000.00)    | -                 |
|                                   |                      |                                   |                           |                          |                 |                   |
|                                   |                      |                                   | \$ 11,605.53              | \$ 20,374.98             | \$ (113,996.64) | \$ 18,195,260.46  |
| NET INCREASE (DECREASE) FOR MONTH |                      |                                   |                           |                          |                 |                   |

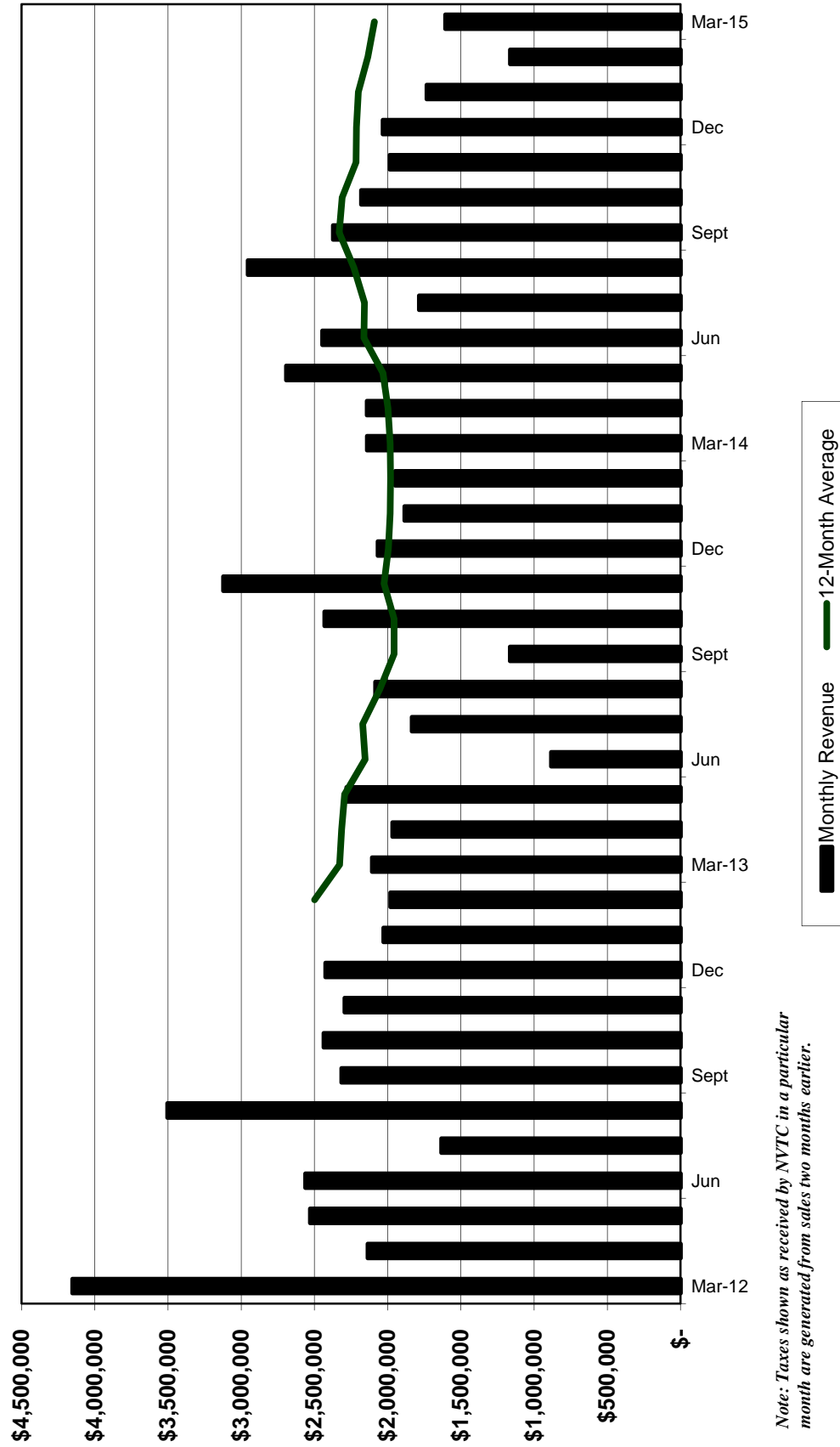
**NVTC**  
**INVESTMENT REPORT**  
**March, 2015**

| <u>Type</u>                            | <u>Rate</u> | <u>Balance</u><br><u>2/28/2015</u> | <u>Increase</u><br><u>(Decrease)</u> | <u>Balance</u><br><u>3/31/2015</u> | <u>NVTC</u><br><u>G&amp;A/Project</u> | <u>Jurisdictions</u><br><u>Trust Fund</u> | <u>Loudoun</u><br><u>Trust Fund</u> |
|--|-------------|------------------------------------|--------------------------------------|------------------------------------|---------------------------------------|---|-------------------------------------|
| <b><u>Cash Deposits</u></b>            |             |                                    |                                      |                                    |                                       |   |                                     |
| Wells Fargo: NVTC Checking             | N/A         | \$ 103,238.17                      | \$ 11,605.53                         | \$ 114,843.70                      | \$ 114,843.70                         | \$ -                                      | \$ -                                |
| Wells Fargo: NVTC Savings              | 0.200%      | 178,035.90                         | 20,374.98                            | 198,410.88                         | 198,410.88                            | -   | -                                   |
| <b><u>Investments - State Pool</u></b> |             |                                    |                                      |                                    |                                       |   |                                     |
| Bank of America - LGIP                 | 0.120%      | 176,163,587.10                     | 18,081,263.82                        | 194,244,850.92                     | 472,347.43                            | 173,135,939.88                            | 20,636,563.61                       |
|  |             | <u>\$ 176,444,861.17</u>           | <u>\$ 18,203,668.56</u>              | <u>\$ 194,558,105.50</u>           | <u>\$ 785,602.01</u>                  | <u>\$ 173,135,939.88</u>                  | <u>\$ 20,636,563.61</u>             |

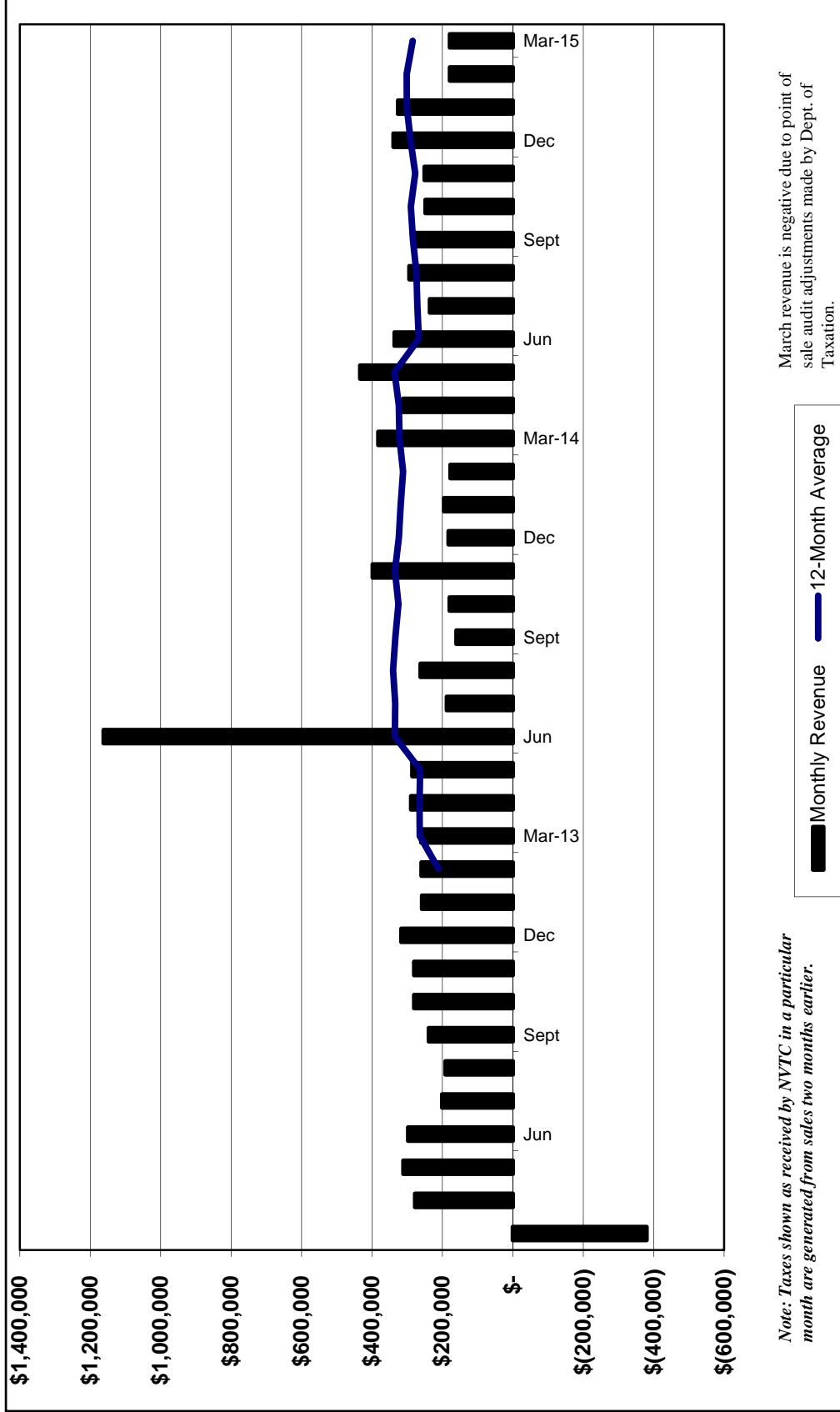
# NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2012-2015



# NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2012-2015

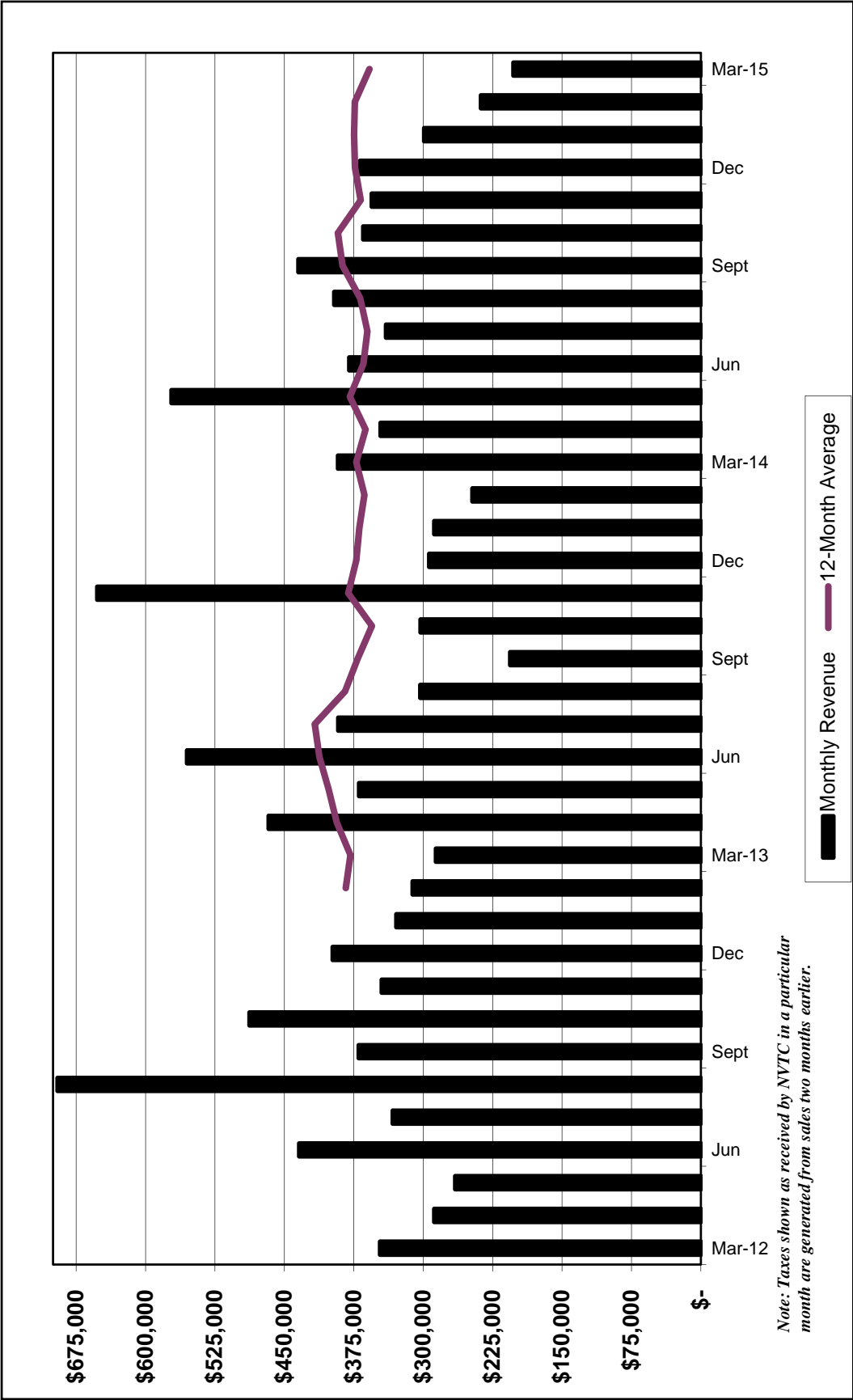


## FISCAL YEARS 2012-2015

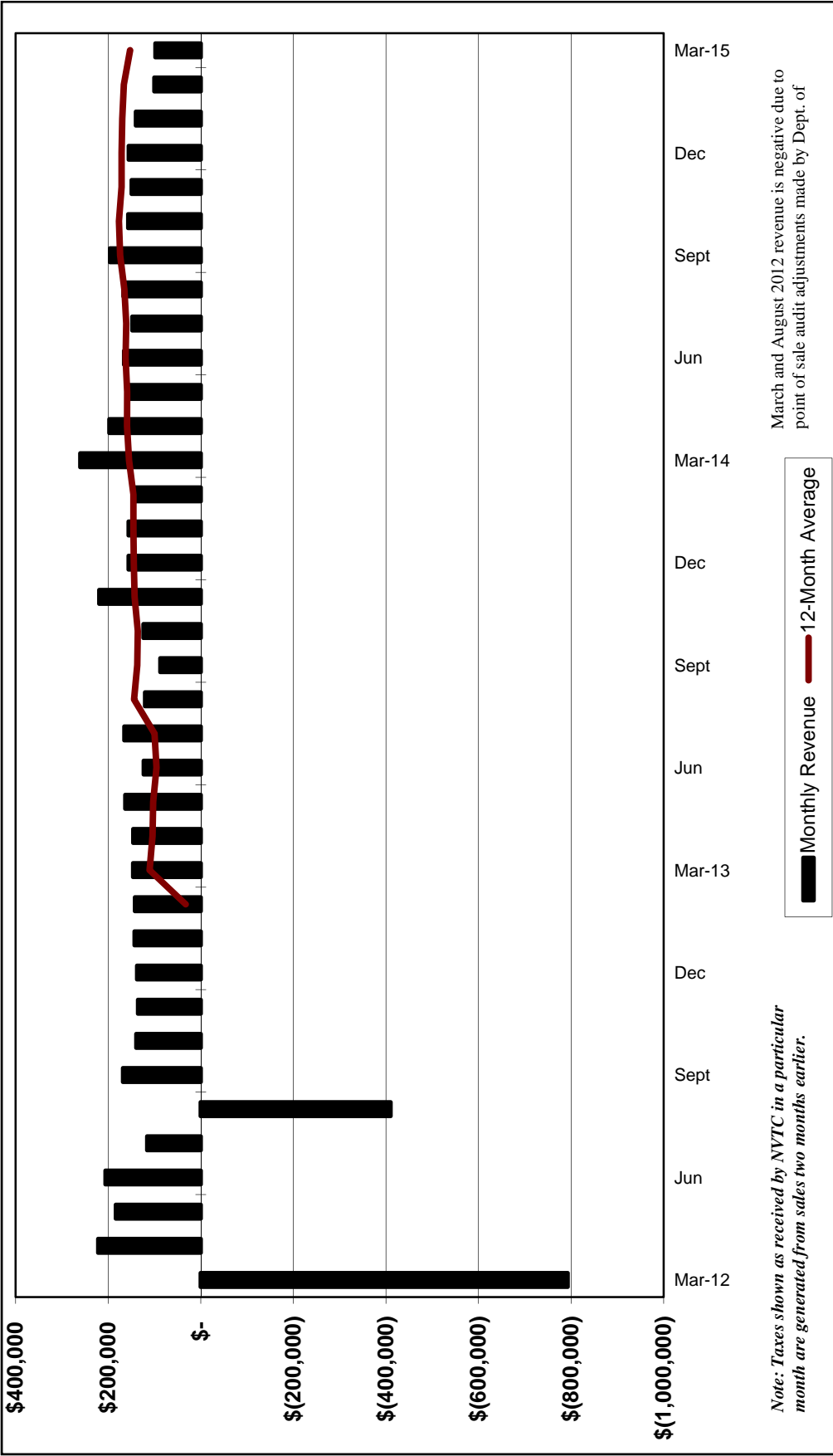




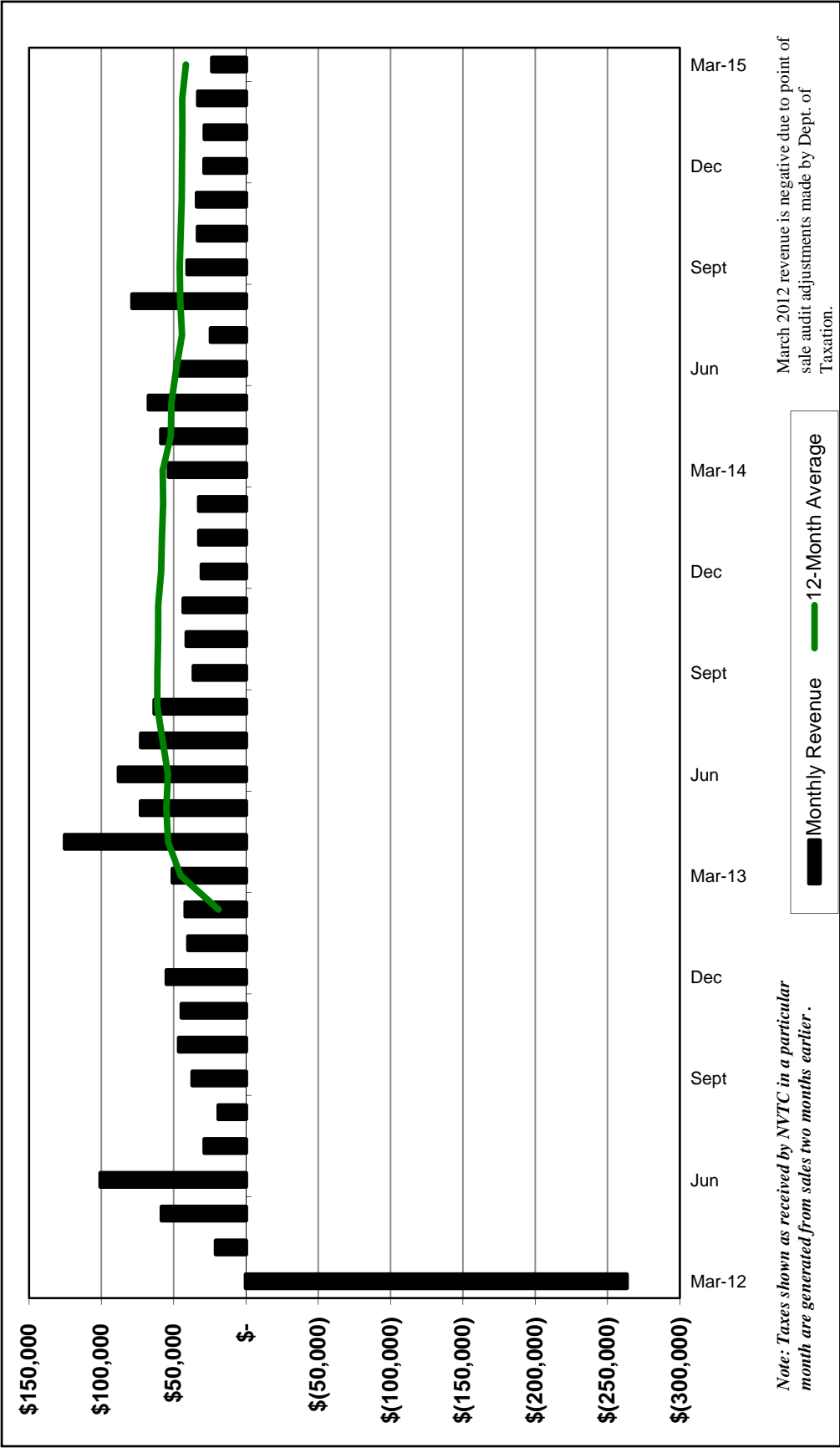
# NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2012-2015



# NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2012-2015



# NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2012-2015



# NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2012-2015

