



MONTHLY COMMISSION MATERIALS

January 2016

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**NVTC COMMISSION MEETING
WEDNESDAY, JANUARY 7, 2016
MAIN FLOOR CONFERENCE ROOM
2300 Wilson Blvd.
Arlington, VA 22201**

8:00 P.M.

7:00 P.M. NVTC's Executive Committee (dinner is available at that time)

AGENDA

1. Opening Remarks
2. ACTION ITEM: Approve the Minutes of the NVTC Meeting of December 3, 2015 and the Meeting Summary of the December 10, 2015 Joint NVTC-PRTC Federal and State Legislative and Policy Briefing
3. ACTION ITEM: Approve the **CONSENT AGENDA** (subject to approval by the Chairman)
 - A. Resolution #2293: Approve NVTC's Official Signatories and Employees' Pension Trustees
 - B. Authorize the Chair to Send a Letter to WMATA Regarding Regional Equity in Regional Funding of Metro Core Capacity
 - C. Authorize the Chair to Send a Letter to the Congressional Delegation Regarding Federal Legislative Issues
4. ACTION ITEM: Election of NVTC Officers for 2016
5. ACTION ITEM: Recognition of Service of 2015 Chairman David Snyder
6. ACTION ITEM: Resolution #2294 Selection of NVTC Representatives to Various Boards
7. Executive Director Report

8. Public Comment

9. WMATA

- A. Presentation by the WMATA General Manager/CEO Paul Wiedefeld
- B. WMATA Response to Request for Information on NEPP
- C. Report of the Virginia Members of the WMATA Board of Directors
 - 1. Safety and Related Issues
 - 2. Financial Management
 - 3. Budget and Finance
 - 4. WMATA Virginia Ridership and Parking Facility Utilization
 - 5. A Look Ahead at 2016

10. ACTION ITEM: Resolution #2295: Recommendations to WMATA Regarding Safety, Reliability, Affordability and Customer Service

11. INFORMATION ITEM: Northern Virginia Transportation Authority (NVTA) Report

- A. Presentation on TransAction
- B. NVTA Key Issues

12. Virginia Railway Express

- A. VRE CEO Report and Minutes
- B. ACTION ITEM: Resolution #2296: Adopt and Refer the VRE Revised FY2016 and FY2017 Operating and Capital Budgets to the Jurisdictions
- C. ACTION ITEM: Resolution #2297: Authorize a Property Lease Agreement with Norfolk Southern Railway Company
- D. INFORMATION ITEM: Roles and Responsibilities of NVTC Commissioners with Regards to VRE
- E. INFORMATION ITEM: 2016 VRE Operations Board Officers
- F. INFORMATION ITEM: Update on VRE Gainesville-Haymarket Extension

13. INFORMATION ITEM: DRPT's Commonwealth Report

14. INFORMATION ITEM: Commonwealth Transportation Board (CTB) Report

15. INFORMATION ITEM: Transportation Planning Board (TPB) Report

16. INFORMATION ITEM: Financial Items for November 2015

17. CLOSED SESSION



AGENDA ITEM #2

MINUTES
NVTC COMMISSION MEETING – DECEMBER 3, 2015
NAVY LEAGUE BUILDING – FIRST FLOOR CONFERENCE ROOM
ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Vice-Chairman Fisette at 8:17 P.M.

Members Present

Richard Black
Sharon Bulova
John Cook
Jim Corcoran
William Euille
Jay Fisette
John Foust
Catherine Hudgins
Mary Hynes
David LaRock
James LeMunyon
Tim Lovain (Alternate, City of Alexandria)
Jeff McKay
David Meyer (Alternate, City of Fairfax)
J. Randall Minchew
Jennifer Mitchell (Alternate, Commonwealth of Virginia)
Karen Oliver (Alternate, City of Falls Church)
Ken Reid
Thomas D. Rust
J. Walter Tejada
Jennifer Wexton

Members Absent

Jeff Greenfield
Paul Smedberg
David F. Snyder

Staff Present

Karen Finucan Clarkson
Kelley Coyner
Rhonda Gilchrest
Dan Goldfarb
Scott Kalkwarf
David Koch
Kate Mattice
Aimee Perron-Seibert
Melissa Walker
Steve MacIsaac (Legal Counsel)
Doug Allen (VRE)
Joe Swartz (VRE)

Chairman's Remarks

Vice-Chairman Fisette recognized four Commissioners who are departing NVTC and tonight is their last meeting. Collectively, they have given 28 years of service to NVTC. Vice-Chairman Fisette presented Mr. Tejada, Mrs. Hynes, Mr. Reid and Mr. Euille with a letter of recognition and a framed poster highlighting NVTC's first 50 years, as each has been a tremendous contributor to the organization.

Vice-Chairman Fisette recognized Walter Tejada, current Vice-Chairman of the Arlington County Board, who has served on NVTC since 2014 as a Commissioner and member of the VRE Operations Board. Mr. Tejada has dedicated his political career to increasing and diversifying civic participation in transportation in the region. He advocated for traveler information in multiple languages on VRE, Metro and the region's bus systems. He was instrumental in the translation of VRE's Passenger Safety and Security material into Spanish, ensuring that vital emergency information is available to a greater number of passengers. In local, regional and state initiatives, such as NVTC's Envision Route 7 study and the new I-395 efforts, he set the bar high when it comes to involving communities in the decision making process so that they are well served by the resulting investments. Commissioners thanked Mr. Tejada for his service.

Vice-Chairman Fisette recognized Ken Reid who joined NVTC in 2012. As a Commissioner and Loudoun County Board Supervisor, Mr. Reid has worked hard to hold WMATA accountable, ensure NVTC is a trusted steward of public funds, and find cost-effective ways to advance commuter bus options for Loudoun County riders. He has been a steadfast supporter of equity in state transportation funding for the region, especially with respect to allocation of state capital and operating assistance to local and regional transit systems. Commissioners thanked Mr. Reid for his service.

Vice-Chairman Fisette stated Mary Hynes, current Chair of the Arlington County Board, has served on NVTC since 2008. She is also a member of the WMATA Board of Directors. She has worked hard to advance transit in the region through all channels, be they policies or programs, financial management or funding, planning, research and analysis or communication and outreach. She has insisted on holding WMATA accountable for providing fiscally sound, reliable and safe service. Vice-Chairman Fisette also noted Mrs. Hynes appreciation of the importance of data – its analysis and visualization – and her vision for harnessing its power as a planning tool that will help realize the promise of NVTC's Regional Bus Agenda. She has been a consistent voice for creating dedicated lanes, understands the need to create and protect dedicated transitways to better connect the region in years to come. Commissioners thanked Mrs. Hynes for her service.

Vice-Chairman Fisette acknowledged Mr. Euille, current Mayor of the City of Alexandria, for his service on NVTC since 2000. He has also served on the WMATA Board of Directors. Mr. Euille has been a leader at NVTC with a consistent voice for common sense and fair public policy. He also has an ability to cut to the essence of an issue and turn principle into practice. Mayor Euille's passion for transportation issues and appreciation of their significance to our communities invigorated discussions and crystalized issues before the Commission. Whether the venue was a Bus Rodeo, city council meeting, or gathering of the Virginia Municipal League or Virginia Transit

Association, he helped everyone understand and realize the promise of high-capacity, high-quality transit. Commissioners thanked Mr. Euille for his service.

Vice Chairman announced that Delegate Rust will also be leaving NVTC and will be recognized at a later meeting.

Minutes of the November 5, 2015 NVTC Meeting

Mr. Reid moved, with a second by Mrs. Bulova, to approve the minutes. The vote in favor was cast by Commissioners Black, Bulova, Cook, Fisette, Foust, Hudgins, Hynes, LaRock, Lovain, McKay, Meyer, Minchew, Reid, Rust, Tejada and Wexton. Commissioners Corcoran, Euille, LeMunyon and Oliver abstained.

Mr. Reid asked to amend the minutes on Page 5 to change his comment about the escalators on the Silver Line to *"Mr. Reid asked if there is a reason some stations on the Silver Line only have escalators that only go up to the platform and escalators that only go down, thus requiring passengers to walk up or down from the platform via steps at least one way."* There were no objections to Mr. Reid's request.

Consent Agenda

In introducing the Consent Agenda, Ms. Coyner noted that NVTC staff has evaluated and ranked the proposals for a new copier lease, and recommends the highest ranked firm, Capital Office Solutions, NVTC's current vendor. Commissioners were provided with an updated memorandum on the copier lease.

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

- A. Authorize the Executive Director to Execute a Five-Year Lease and Services Agreement for a Multifunction Copier with Capital Office Solutions

The vote in favor was cast by Commissioners Black, Bulova, Cook, Corcoran, Euille, Fisette, Foust, Hudgins, Hynes, LaRock, LeMunyon, Lovain, McKay, Meyer, Minchew, Oliver, Reid, Rust, Tejada and Wexton.

NVTC Financial Items

FY2015 Audit. Ms. Coyner stated that Mike Garber, partner at PBMares, is present to discuss the results of the annual audit. Following Mr. Garber's presentation, the Commission will be asked to accept the FY2015 Audited Financial Statements and Compliance Reports and to authorize staff to release the information to member jurisdictions, regulatory agencies and the public.

Mr. Garber reviewed the three documents which were provided to Commissioners. Earlier this evening Mr. Garber met with the Executive Committee, acting in its capacity as the Audit Committee, to discuss the audit in detail.

Mr. Garber reported that all three opinions are unmodified or “clean” opinions. The management letter includes one suggestion for management to focus on during FY2016. In response to a question from Delegate LeMunyon, Mr. Garber explained that the suggestion is in regards to cyber security and cyber insurance policies. PBMares has included this as a standard recommendation in other management letters, including VRE’s.

Delegate Minchew asked if language on Page 64 “...do not express an opinion on effectiveness of the Commission’s internal control and compliance” is standard. Mr. Garber replied that it is standard audit language. Auditors do a sampling of transactions, but cannot test every transaction all year long. From the sampling it looks like NVTC’s internal controls are functioning correctly. He explained that an auditor cannot offer an opinion that they are functioning 100 percent of the time.

Mrs. Bulova moved, with a second by Mr. Corcoran, to accept the FY2015 Audited Financial Statements and Compliance Reports and to authorize staff to release the information to member jurisdictions, regulatory agencies and the public. The vote in favor was cast by Commissioners Black, Bulova, Cook, Corcoran, Euille, Fisette, Foust, Hudgins, Hynes, LaRock, LeMunyon, Lovain, McKay, Meyer, Minchew, Oliver, Reid, Rust, Tejada and Wexton.

Mrs. Bulova recognized NVTC staff, especially Scott Kalkwarf, for their outstanding financial work.

NVTC Financial Items. Commissioners were provided with a copy of NVTC Financial Items for October, 2015. Vice-Chairman Fisette observed that gas tax revenues continue to decline. There were no questions from Commissioners.

Executive Director Report

Ms. Coyner reported that the Executive Committee is serving as the Nominating Committee for 2016 officers and board appointments. Commissioners are encouraged to submit nominations.

Ms. Coyner announced upcoming events including a Joint Federal and State Legislative and Policy Briefing hosted by NVTC and PRTC on December 10th. The briefing will cover WMATA, VRE and Regional Bus issues. It is an event to engage with Northern Virginia legislators, both federal and state. NVTC is also hosting two regional forums on WMATA on December 16th at Wakefield High School and December 17th at Wiehle-Reston Station Plaza. WMATA’s new General Manager/CEO has been invited to make a presentation followed by roundtable discussions with the public and stakeholders. Commissioners were encouraged to participate in these events.

In response to a question from Mr. Reid, Mr. MacIsaac noted that the statutes require NVTC members to be members of the governing bodies appointing them to NVTC. WMATA Board members must also serve on NVTC.

Emergency Preparedness

Ms. Coyner explained that Chairman Snyder had specifically requested this discussion. She suggested postponing this to a future meeting when Mr. Snyder can be present. There were no objections.

Memorandum of Agreement: Transform 66 Inside the Beltway

Vice-Chairman Fisette stated Resolution #2291 would authorize the Executive Director to sign the Memorandum of Agreement: Transform 66 Inside the Beltway (MOA). He explained that before the Commission considers the resolution, there will be three presentations from Assistant Secretary of Transportation Nick Donohue, NVTC Executive Director Kelley Coyner, and NVTC Legal Counsel Steve MacIsaac. Vice-Chairman Fisette noted that Mr. Donohue has another engagement tonight and cannot stay for the entire discussion.

Mr. Donohue noted the Memorandum of Agreement (MOA) was drafted cooperatively by the Commonwealth and NVTC and deals with only one aspect of the Transform 66 Inside the Beltway Project, which is how the toll revenues are used for multimodal improvement projects. He understands there are strong views on all sides of the I-66 issue. The I-66 corridor is one of the most contested and negotiated 10-miles of interstate in the entire country. The Commonwealth is moving forward with the project that was developed based on the McDonald Administration's I-66 Multimodal Study. Toll revenues will be used to enhance carpooling, transit and other improvements that will help move people through this corridor.

Mr. Donohue stated that the authority to implement the Transform 66 Inside the Beltway Project rests squarely with the Commonwealth Transportation Board (CTB). He stated Secretary Layne strongly believes that decisions regarding transit and TDM's improvements are best made at the regional level. As such, over the last six months the Commonwealth has been working with NVTC on the MOA that would provide the toll revenues to NVTC, as long as certain criteria are met, and NVTC can determine which projects will be funded. The MOA presented to NVTC is not about the overall project and the decision to toll or not toll is not a decision this body will make. It is the sole decision of CTB. The decision NVTC is voting on is whether NVTC wants to partner with the Commonwealth in recommending and identifying transit and other TDM improvements to be funded by toll revenues.

Mr. Donohue conveyed Secretary Layne's regrets that he was not able to attend tonight's meeting and the Secretary asked him to communicate that the Commonwealth Transportation Board is looking for NVTC to take action tonight. CTB will be considering action at its December 8-9 meeting. If NVTC determines it does not wish to participate or

to defer action, the resolution brought before the CTB will name DRPT as the agency that will program the multimodal improvements. The Secretary strongly believes that this is the only solution that is balanced, pragmatic and implementable that will make a difference to a corridor that effectively has remained unchanged since it opened to traffic in 1982.

Ms. Coyner gave a brief overview of the project of the development of the Framework Agreement known as the Memorandum of Agreement Transform 66: Inside the Beltway Project. Last March Secretary Layne designated, at the recommendation of Fairfax County, Arlington County and Falls Church, NVTC as the Commonwealth's partner in implementing the multimodal component of this project. Subsequently, NVTC worked with the Commonwealth and each of the jurisdictions to identify key issues and to insure that the MOA addressed them. In September, NVTC received an initial draft of the Framework Agreement (now called the "MOA") from the Commonwealth which was made available to all the member jurisdictions. At the request of Chairman Snyder, the mayors and chairs of the jurisdictions appointed staff and counsel to serve on a Working Group, which was convened to address the concerns from the individual jurisdictions. The Working Group met consistently throughout the process commenting on drafts from the Commonwealth. The MOA charges NVTC to developing and implementing a project selection process, including a prioritization process; providing financial management of the excess toll revenues; managing and ensuring compliance of all federal and state laws; establishing measures of effectiveness for the assessment at five years; and reporting regularly thereafter.

Mr. MacIsaac stated that the jurisdictions worked together to identify concerns and negotiate with the Commonwealth on the MOA. He reviewed the principal areas of concern and how they were addressed in the MOA, including clarifying how toll revenue will be used and what would flow to NVTC; enhancing the ability for NVTC to use this revenue stream to pay debt service which would enable NVTC to issue debt to fund multimodal projects, instead of just funding pay-go projects; and determining the nature of the components that could be funded. While the document is by no means perfect, from the perspective of NVTC staff and the Working Group it is greatly improved from the initial draft.

Mr. MacIsaac stated another focus was on the certainty of the projects selected by NVTC would be approved by the CTB. The MOA now has language that delegates NVTC the authority to select projects as long as NVTC meets the criteria, then the CTB shall approve the funding. The last area of concern was metrics by which the widening determination would be made. He reviewed how the toll revenues would be used. The MOA includes a provision for initial multimodal projects funded from a loan from the revolving toll account. NVTC can use up to \$10 million as an advanced allocation of funding to begin multimodal improvements.

Mrs. Bulova moved, with a second by Delegate Rust, to approve Resolution #2291.

Mrs. Bulova asked to speak to her motion. She stated that this body is not approving the Transform 66 Project. The action before the Commission is whether or not NVTC agrees to work with the Commonwealth and the CTB with NVTC having the major role in selecting

projects that would be funded with toll revenues should CTB approve the Transform 66 Project. The question is does NVTC want to be at the table to make the decisions about which projects should be submitted for funding.

Vice-Chairman Fisette asked if Commissioners had specific questions for Mr. Donohue before he has to leave.

Mr. Cook asked if there are limits to the amount of money that could be used for widening. Fairfax DOT staff's opinion is that NVTC will not be able to bond. He asked Mr. Donohue if he agrees that it would be problematic to use tolls for bonding. He also asked if NVTC votes no or defers action, would the 40 percent limit be applied to DRPT or would DRPT be permitted to use 100 percent for widening. Mr. Donohue stated that he can't speak to Fairfax DOT's opinion but believes it refers to the Commission's ability to sell bonds. The Commonwealth is confident in its ability to sell bonds and confident 40 percent is sufficient to cover bonds for widening. The 40 percent would apply the same to DRPT.

Mr. Reid stated that he has heard estimates of \$100 million for widening of the four mile section between the Dulles Connector Road and Ballston. He asked where this estimate comes from and why is it so high. Mr. Donohue stated that the cost estimates were prepared by engineers who compared similar spot improvements done on I-66 where additional lanes were added.

Delegate LeMunyon asked Mr. Donohue to walk through the process, timeframe and triggers for widening. Mr. Donohue reminded Commissioners that all this MOA does is deal with toll revenues. It does say that the Commonwealth can use toll revenues to widen I-66 eastbound based on an evaluation, which would take place five years after tolling begins (2022 projected). Actual widening would take 2-3 years after that to complete. Delegate LeMunyon observed that additional eastbound lane would not be available for public use until the 2024-2025 timeframe.

Mr. Foust observed that nothing in the MOA would preclude the Commonwealth from widening I-66 separately outside of the use of toll revenues. Mr. Donohue agreed that this is an accurate statement.

In response to a question from Delegate Minchew, Mr. Donohue reviewed the two triggers for widening. After five years, the facility will be evaluated. For a period of 180-days, speeds will be evaluated. If the eastbound lanes of I-66 between the Dulles Connector Road and Exit 71 (Ballston) are operating at an average speed of less than 50 miles per hour for more than 10 percent of the time between the hours of 5:00am and 10:00am on weekdays, it would trigger widening. The second trigger deals with parallel roadways (Route 50 from I-495 to Route 120 (Glebe Road); Route 29 from I-495 to Route 120 (Glebe Road); Route 237 (Washington Boulevard) from Route 29 to Route 120 (Glebe Road); and Route 7 from I-66 to Route 50). If average travel times increase by 10 percent or more, it will trigger widening. If the triggers are not met, then there would be no widening and it would be reevaluated after two years.

In response to a question from Vice-Chairman Fisette, Mr. Donohue explained that there are very strict legal requirements so that any toll revenue generated on I-66 Inside the

Beltway must be used to benefit the toll paying users. This would be the case regardless if NVTC or DRPT is the organization determining how toll revenues would be used.

Delegate Rust gave a brief explanation why he seconded the motion. NVTC is faced with a simple question -- do we want to be a part of the decision making of how this toll revenue will be used or not? If we choose to not go forward with this agreement then we are in essence giving that authority back to Richmond. NVTC and the region are in a better position to make these decisions. It gives NVTC the opportunity to set standards of how projects are chosen. He believes that NVTC is the appropriate body to make these decisions.

Senator Wexton asked if there is anything in this agreement that moves up widening in terms of priority. She referenced an earlier version that had some different language. Mr. Donohue explained that if the triggers are met, the very next draw of revenue would be the 40 percent to widen the road. It would become a high priority. Senator Wexton asked what assurances are there that once the facility is built and tolls are implemented that the Commonwealth would not extend the period of time. Mr. Donohue stated he could only speak to this Administration, but they are committed to this intent. Senator Black observed that since the triggers are evaluated five years after tolls begin, the current Administration will no longer be in office, so it becomes a non-binding promise. Mr. Donohue disagreed and stated that the MOA is an independent document between the CTB and NVTC and only can be amended by mutual agreement between both organizations.

In reply to a question from Mr. Corcoran, Mr. Donohue stated the MOA does not place any restrictions on the Commonwealth's ability to modify tolling hours and expansion in the future but it does bind the Commonwealth with the existing toll revenues to widen the road.

Mr. Donohue left the meeting and did not return.

Mr. Reid moved to amend Section II.A.4.C of the MOA to change "40 percent" to "70 percent." Senator Black seconded the motion.

In response to a question from Vice-Chairman Fisette, Mr. MacIsaac stated that it is not out of order to make a motion to amend the agreement but it is conditioning the potential approval of the MOA by the CTB. If the Commonwealth Transportation Board is unwilling to accept the amendment, then NVTC would not be part of the agreement. Vice-Chairman Fisette noted that this document has been negotiated by the Commonwealth and the jurisdictions. NVTC would be modifying it at its own risk.

The Commission then voted on the motion. The vote in favor was cast by Commissioners Black, Cook, LeMunyon, Minchew, Reid and Wexton. The vote in opposition was cast by Commissioners Bulova, Corcoran, Euille, Fisette, Foust, Hudgins, Hynes, LaRock, Lovain, McKay, Meyer, Oliver, Rust and Tejada. The motion did not pass.

Mr. Reid moved, with a second by Delegate LeMunyon, to amend NVTC Resolution #2291 to add the following "Whereas, NVTC will not support tolls during the current HOV period without the addition of additional lane capacity from Ballston to the Toll Road."

Those voting in favor of the motion were Commissioners LaRock, LeMunyon, Minchew, Reid and Wexton. Those voting against the motion were Commissioners Bulova, Cook, Corcoran, Euille, Fisette, Foust, Hudgins, Hynes, Lovain, McKay, Meyer, Oliver, Rust, and Tejada. Senator Black abstained. The motion did not pass.

Delegate LeMunyon expressed concern and stated it is unfortunate that the Commonwealth is saying this is the way it's going to be, either NVTC approves it or DPRT will be chosen. It is not so much what the MOA does, but what it doesn't do. It doesn't fix the intersection of the Dulles Connection Road; it doesn't make it easier to connect to the West Falls Metrorail station; and it doesn't add the capacity the road really needs. He suggested the best course of action would be to start over and come up with a plan that solves the congestion problems.

Delegate Minchew stated that it has been said that the approval of the MOA should not be construed as NVTC endorsing tolls. He believes this is a bit ingenuous. Secondly, a toll increase commensurate with an increase in capacity is fair; a toll increase without a commensurate increase in capacity is not fair. While this document is far better than what he expected, he will not support it.

Mr. McKay stated that it was made clear in Mr. Donohue's remarks that at any point and time the Commonwealth can do what it wants. He agreed with Delegate Rust about what NVTC is actually voting on tonight – which agency will get to decide what projects will be funded. At any point in time it does not preclude other projects from happening. He stated that it is inconceivable that anyone would think the long-term solution to I-66 is the absence of additional transit. Not enough lanes can be built to solve the problem and transit has to be part of the equation. Local elected officials, as members of NVTC, in Northern Virginia are being invited to the table to help decide where that revenue goes. This is an invitation that we haven't gotten before. He realizes his perspective is a little different and thanked the Commonwealth for partnering with the organization that deals in transit in Northern Virginia, to help prioritize and invest in transit on I-66, and to ultimately move more people.

Mr. McKay observed that this agreement has come a long way and is far more acceptable than the original agreement. In his opinion, the Commonwealth has listened to the local governments, particularly members of NVTC, to come to this point. Transit needs to be part of the solution and this is the way to make sure it happens. That didn't happen with the I-395 toll lane project.

Mr. Cook stated that he does not agree that the only issue is whether NVTC has a role or not. If the MOA is not agreed to then what happens to the toll revenue is an unknown. The agreement was compromised so much that now none of it works. The amount of toll revenue available for multimodal projects is relatively small (about \$8 million a year). After taking out expenses and other costs, the region is left with very little for multimodal improvements. When the triggers are met, the amount dips to approximately \$3 million. He is not sure you can bond \$100 million to widen I-66 with only that amount. He agrees with Mr. McKay that we need more transit as well as widening, connections and improvements to other roadways. He agrees with Delegate LeMunyon that we need it

done differently. Let the Commonwealth come up with a better solution, hopefully seeking assistance from the General Assembly.

Ms. Coyner stated that VDOT has estimated \$8 million/year for the toll revenue is the net amount expected to be available for the multimodal projects after VDOT pays for the toll facility maintenance; the total toll revenue from the facility is higher.

Mr. Reid moved to amend the MOA regarding evaluation to determine widening to replace the reference to “five years” to “within three years after the commencement of tolling the facility.” He explained that Mr. Donohue stated it would be closer to 2-3 years rather than five to widen I-66. Delegate Minchew seconded the motion.

Vice-Chairman Fisette stated that he believes Mr. Donohue said it would be 2-3 years after the five years of monitoring, not after tolling begins. Mr. Reid stated he stands corrected, but does not want to withdraw his motion.

The Commission then voted on the motion and it failed. The vote in favor of the motion was cast by Commissioners LeMunyon, Minchew, Reid and Wexton. The vote in opposition was cast by Commissioners Bulova, Corcoran, Eulle, Fisette, Foust, Hudgins, Hynes, Lovain McKay, Meyer, Oliver, Rust, and Tejada. Commissioners Black, Cook and LaRock abstained.

Mrs. Hynes stated she is comfortable with moving forward with the MOA and saying to the region that we choose to partner with the Commonwealth to bring money to our region to improve this corridor. Arlington County can live with the widening. She noted those organization in Arlington County who have supported this, including the Arlington Chamber of Commerce, Arlington County Transportation Commission, Coalition for Smarter Growth, and the Sierra Club. As the terminus for all the traffic that has to go over the bridge, the county understands what it means to have lots of people move through their boundaries. Everyone came to the table and in the end the MOA “moves the ball” to do better for our residents and commerce in the region. She agreed that it is not perfect, but doing nothing is not an option.

Mr. Reid stated that he speaks on behalf of his constituents and for those that are being ignored by this issue. Fifty-eight percent of people going eastbound on I-66 are from Fairfax County, 18 percent from Loudoun County, 11 percent from West Virginia, and five percent from Prince William County. They will have to pay tolls as much as \$17 a day, but drivers going westbound, including residents from the District of Columbia, will not be tolled. This will put more traffic on the side roads; it will create a situation where people won’t be able to slug; and there is not going to be enough toll revenue generated to fund anything except pay-go projects. He strongly encouraged other members to not support this.

Delegate LeMunyon observed that the General Assembly raised taxes two and a half years ago to bring more than \$200 million to Northern Virginia through NVTa for the region’s transportation needs. That money is bondable and can be used for any of the projects discussed. For the region to go through the complexity and process of this project for a relatively small amount of toll revenue to be used for multimodal projects

borders on the absurd. He suggested going to the NVTa to get these projects funded that way.

Delegate LaRock made a substitute motion to delay the vote to the April meeting. Mr. Reid seconded the motion.

Mrs. Bulova stated that a vote to delay means NVTC misses the opportunity to be at the table and she will not support the motion to defer. Delegate LeMunyon stated he will support the motion if only to allow the General Assembly to come up with another solution. Mr. Euille stated that it took 23 years for the General Assembly to pass a funding bill for transportation. No one wants to wait that long to solve the problems on I-66.

The Commission then voted on the substitute motion and it failed. The vote in favor of the motion was cast by Commissioners Black, LaRock, LeMunyon, Minchew and Reid. The vote in opposition was cast by Commissioners Bulova, Cook, Corcoran, Euille, Fisette, Foust, Hudgins, Hynes, Lovain, McKay, Meyer, Oliver, Rust, Tejada and Wexton.

Vice-Chairman Fisette spoke to the main motion to approve Resolution #2291. He sees this MOA as a long, well-worked, hard-fought compromise. He agreed that it is not a perfect document. However, the Commonwealth has made a commitment to move more people through the corridor and not just move vehicles. He agrees with Delegate LeMunyon that these toll revenues alone are not going to make the difference. NVTa has a responsibility to step up and help make it work. He believes it is the most cost efficient approach to try to solve the problems on I-66 Inside the Beltway, to give these multimodal improvements a chance at getting multiple people into vehicles and buses, as well as improve air quality. It's exciting to see the Commonwealth embrace a philosophy of not just adding asphalt as the solution, but encouraging high occupancy vehicles. If it doesn't work, then there are triggers in place and widening will happen.

The Commission then voted on the main motion to approve Resolution #2291. The vote in favor was cast by Commissioners Bulova, Corcoran, Euille, Fisette, Foust, Hudgins, Hynes, Lovain, McKay, Meyer, Oliver, Rust and Tejada. The vote in opposition was cast by Commissioners Black, Cook, LaRock, LeMunyon, Minchew, Reid and Wexton. The final vote was 13-7 in favor. (A copy of the resolution is attached.)

Senator Black left the room and did not return.

WMATA

Mr. Corcoran stated that WMATA's new General Manager/CEO Paul Wiedefeld, began work on November 30th. Mr. Corcoran reported that the audit results will be released soon. There will be some recommendations because the corrective recommendations to the FY2014 audit were made after the close of FY2015 so there will be some carryover. He also reported that the WMATA Board heard initial findings from the Management Audit and will receive the full report in two weeks.

Mrs. Hynes explained authorization is being sought to send a letter to WMATA regarding core capacity improvements. In 2002, WMATA released its Core Capacity Study outlining the critical system improvements needed to keep transportation viable in the region. Although Rosslyn was deemed a core station and should have received regional support, but funding was not available. Arlington County moved forward with the critical improvements. Three high-speed elevators, an underground station mezzanine and passageway connection, and an emergency stairway were fully funded by Arlington County as a reimbursable project. Virginia is still entitled to a station to be funded. The letter would request that WMATA acknowledge the Crystal City Metrorail station as a core station for the purposes of core capacity investments.

Mrs. Hynes moved, with a second by Mrs. Hudgins, to authorize NVTC's Chairman to send the letter.

Mrs. Bulova asked if Commissioners would see the letter before it was sent. Vice-Chairman Fisette suggested staff draft the letter and bring it back to the Commission at the next meeting. There were no objections and the motion was taken off the table.

Mr. Corcoran thanked Mr. Euille and Mrs. Hynes for their service on the WMATA Board of Directors. The entire Commission thanked them with applause.

Mrs. Hynes stated that a draft letter has been prepared to send to WMATA requesting data and analysis underlying the new electronic payments program so that systems of NVTC and PRTC can make sound decisions about participating in the regional implementation of NEPP.

Mrs. Hynes moved, with a second by Mr. McKay, to authorize NVTC's Chairman to send the letter to WMATA.

Mr. Reid observed that Loudoun County has nine new buses scheduled for delivery over the next year and there are no fareboxes to install. He asked that the letter include a bullet point asking WMATA to clarify the cost and time for an interim solution to bridge SmarTrip and NEPP. Mrs. Hynes accepted this suggestion as a friendly amendment. Mr. McKay agreed.

The Commission then voted on the amended motion and it passed. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Euille, Fisette, Foust, Hudgins, Hynes, LaRock, LeMunyon, Lovain, McKay, Meyer, Minchew, Oliver, Reid, Rust, Tejada and Wexton.

Mrs. Hynes stated that on November 30th WMATA release the General Manager's proposed FY2017 Operating and Capital Budgets. Currently no fare increase, no service reductions and no subsidy increases are included in the proposed budget. Several fare passes are being proposed, including a University pass and a combined rail/bus pass. There is also a proposal to cap rail fare at \$5, but this could have implications for jurisdictional payments for long-haul riders. Mrs. Hynes stated that she proposed a Freedom Pass where a person would pick their commute and pay upfront for 36-38 trips.

Virginia Railway Express

Report from the VRE Chief Executive Officer. Mr. Allen gave a brief report on the Spotsylvania Station opening and the new train service that started November 30th on the Fredericksburg Line. He also announced that federal legislation was passed to extend the Positive Train Control (PTC) to December 2018. However, VRE is not slowing down on implementing PTC.

VRE Audit. Ms. Bulova moved, with a second by Mr. Meyer, to approve Resolution #2292, which would accept VRE's FY2015 Comprehensive Annual Financial Report and the associated information from the auditors and authorize VRE's Chief Executive Officer to forward these documents to interested groups, firms and members of the public. VRE's audit, which was conducted by PBMares, LLC. They issued an unmodified (clean) opinion.

The vote in favor of the motion was cast by Commissioners Bulova, Cook, Corcoran, Euille, Fisette, Foust, Hudgins, Hynes, LaRock, LeMunyon, Lovain, McKay, Meyer, Minchew, Oliver, Rust, Tejada and Wexton. Mr. Reid abstained. (A copy of the resolution is attached.)

Commonwealth and Regional Agency Reports

Ms. Mitchell encouraged Commissioners to read the written DRPT report. There were no questions or comments.

Adjournment

On a motion by Mr. Reid and a second by Mr. McKay, the Commission unanimously voted to adjourn. Vice-Chairman Fisette adjourned the meeting at 10:19 P.M.

Approved this 7th day of January 2016.

Chairman

Secretary-Treasurer



RESOLUTION #2291

- SUBJECT:** Authorize the Executive Director to Execute the Memorandum of Agreement for the Transform 66: Inside the Beltway Multimodal Project
- WHEREAS:** The Interstate 66 (I-66) corridor is a crucial, regional, multimodal corridor in Northern Virginia, that includes the Metrorail Orange and Silver Lines, Arlington Boulevard, Lee Highway, Route 7 and other important facilities that connect people and businesses to economic opportunity across the region;
- WHEREAS:** The Virginia Department of Rail and Public Transportation (DRPT) in its 2009 *Transportation Demand Management/Transit Report* and the Virginia Department of Transportation (VDOT) in its June 2012 *Final Report of the I-66 Multimodal Study Inside the Beltway* and August 2013 *Supplemental Report* identified transportation improvements to the roadways and associated transportation and transit facilities in the vicinity of I-66 through a multiphase project now called *Transform 66: Inside the Beltway*;
- WHEREAS:** Based on the recommendations made in the studies, the Commonwealth Transportation Board (CTB), VDOT and DRPT initiated a multimodal transportation program, Transform 66, which includes the *Transform 66: Inside the Beltway Project*, beginning at the intersection of I-66 and I-495 (the "Beltway") and ending at U.S. Route 29 in the Rosslyn area of Arlington County, Virginia;
- WHEREAS:** The *Transform 66: Inside the Beltway Project* consists of dynamic tolling, conversion from HOV-2-to-HOV-3, transit service, technology upgrades and infrastructure improvements that increase the number of people traveling in the corridor; an evaluation of their effectiveness on I-66 and its related arterials; and funding for the widening of I-66 if objective criteria are met;
- WHEREAS:** Revenue from the tolling component of the *Transform 66: Inside the Beltway Project* will fund projects that benefit those using I-66, including crucial transit services; technology upgrades; roadway, intersection and park-and-ride lot improvements; carpools and vanpools; and other improvements that will move more people by better connecting transportation systems, improving transit services and travel options, and reducing roadway congestion;
- WHEREAS:** On October 21, 2015, the National Capital Region Transportation Planning Board adopted the Constrained Long Range Plan (CLRP), which includes the *Transform 66: Inside the Beltway Project* and requires "the Commonwealth Transportation Board adopt a policy that: (1) ensures toll revenues are used to support multimodal improvements that benefit the users of the corridor, and (2) that the widening component of such project would only take place after an evaluation of the effectiveness of the tolling and multimodal components, and the performance of the facility including parallel roadways, to be conducted no sooner than two years after conversion to HOV-3;"
- WHEREAS:** To ensure that the investments funded by toll revenues benefit the toll payers and reflect the Region's priorities, the Commonwealth proposes a partnership with the Northern Virginia Transportation Commission (NVTC), a regional body charged with ensuring that high-quality, high-capacity transit connects people and business to economic opportunity;

- WHEREAS:** NVTC is comprised of 20 Commissioners, representing the counties of Arlington, Fairfax and Loudoun, the cities of Alexandria, Fairfax and Falls Church, and the Commonwealth; two rail systems, Metrorail and the Virginia Railway Express, which it co-owns with the Potomac Rappahannock Transportation Commission; local and regional bus systems, including DASH, ART, CUE, Fairfax Connector, Loudoun County Transit, and Metrobus; and the Vanpool Alliance;
- WHEREAS:** NVTC – through funding, planning, programming and financing – supports all forms of transit and related activities, including express and commuter bus, local bus, bus rapid transit, commuter rail, Metrorail, vanpool and carpool programs, technology, design standards and roadway investments that maximize the person throughput of existing infrastructure, and investments that provide transit customers safe, affordable and reliable service;
- WHEREAS:** The Commonwealth proposes that VDOT control and manage tolling on I-66 Inside the Beltway, with toll revenues being used and distributed according to the attached Memorandum of Agreement to support the tolling operations and tolling maintenance of I-66 Inside the Beltway and fund components selected by NVTC and approved by the CTB;
- WHEREAS:** In addition, the CTB intends to finance the widening of the I-66 between Exits 67 and 71 from I-66 toll revenues, subject to the conditions in the Memorandum of Agreement;
- WHEREAS:** Secretary of Transportation Aubrey Layne, in his letter of March 25, 2015, designated NVTC as the regional authority to identify and help deliver the multimodal components of this project to maximize the transportation benefits of this project, as measured by the number of persons that are able to travel through the corridor;
- WHEREAS:** NVTC shall have the responsibility for component selection; financing and financial management; compliance, including evaluation, reporting, and quality assurance; and providing information to the public; and
- WHEREAS:** This delegation to NVTC shall not constitute approval by NVTC of the Commonwealth's actions to impose tolling along the Facility.
- NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission hereby authorizes the Executive Director to execute the attached *Memorandum of Agreement Transform 66: Inside the Beltway Project*.

Approved this third day of December 2015.



Jeffrey McKay
Secretary-Treasurer



David F. Snyder
Chairman



RESOLUTION #2292

SUBJECT: Accept and Authorize Distribution of VRE's FY2015 Comprehensive Annual Financial Report (CAFR)

WHEREAS: The VRE Operations Board has contracted with the firm of PBMares, LLC for the audit of its financial statements;

WHEREAS: The audit of VRE's FY2015 financial statements has been completed;

WHEREAS: The auditors have issued an unqualified opinion that VRE's statements, in all material respects, fairly and accurately present the financial position of the commuter rail operation;

WHEREAS: The VRE Operations Board accepts the FY 2014 Comprehensive Annual Financial Report (CAFR) and associated information from the auditors; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby accepts VRE's FY 2015 Comprehensive Annual Financial Report (CAFR) and associated information from the auditors and authorizes the VRE Chief Executive Officer to forward these documents to interested groups, firms and members of the public.

Approved this third day of December 2015.



Jeffrey McKay
Secretary-Treasurer



David F. Snyder
Chairman



MEETING SUMMARY

Joint Federal and State Legislative and Policy Briefing
Hosted by the Northern Virginia Transportation Commission
and the Potomac and Rappahannock Transportation Commission

December 10, 2015
Homewood Suites – Springfield, Virginia

NVTC Members Present

John Cook
Jim Corcoran
Jay Fisette
Jeff McKay
Thomas D. Rust
David F. Snyder

PRTC Members Present

John Jenkins
Jeanine Lawson
Martin Nohe
Jonathan Way

NVTC Staff Present

Karen Finucan Clarkson
Kelley Coyner
Rhonda Gilchrest
Dan Goldfarb
Scott Kalkwarf
Laurel Hammig
Kate Mattice
Aimee Perron Seibert
Carol Sinclair

PRTC Staff

Gina Altis
Althea Evans
Eric Marx
Betsy Massie
Chuck Steigerwald

VRE Staff

Doug Allen (VRE)
Bryan Jungwirth (VRE)
Joe Swartz (VRE)

The Joint Federal and State Legislative and Policy Briefing of the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission started at 10:15 A.M.

PRTC Interim Executive Director Eric Marx announced that this meeting is the first annual Joint NVTC/PRTC Legislative and Policy Briefing. He introduced NVTC and PRTC Commissioners.

PRTC Chairman John Jenkins welcomed legislators and legislative staff. He reviewed the membership of NVTC and PRTC.

NVTC Executive Director Kelley Coyner introduced NVTC's Chairman, David Snyder. NVTC Chairman Snyder stated that a key message is that transit supports business in

Northern Virginia, which in turn supports the rest of the Commonwealth. Transit also contributes to overall improvements in air quality. He announced that for the first time the region is in full compliance with ozone requirements.

Mr. Jeff McKay, Co-Chair of NVTC's Legislative and Policy Committee, stated that it is important as a region to stick together to deal with challenges and opportunities. It is notable that this briefing takes place the day after the Commonwealth Transportation Board approved a partnership with NVTC to implement a comprehensive program to address congestion on I-66 and days after Secretary Layne announced plans to expand express lanes on I-395 with new transit and TDM plans to be developed in partnership with NVTC and PRTC. Mr. McKay also reviewed challenges and opportunities at the federal level. It is essential for Congress to pass commuter benefits parity legislation if the region is to rebuild ridership on Metro and other systems. WMATA ridership has declined by at least 10 percent due to the reduced commuter benefit. Part of the federal funding bill includes the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), which provides \$150 million annually for transit in this region. This funding is important for much needed safety and infrastructure funding for transit.

Mr. Marty Nohe, PRTC Commissioner and Northern Virginia Transportation Authority's Chairman, stated that everyone knows traffic is a major problem in Northern Virginia. It is critical that the Commonwealth and the federal government invest in high-capacity, high-quality bus service across the region. A key issue that needs to be resolved is making sure that express buses running on HOT lanes get credit in the federal transit funding program. The change in FTA policy has cost PRTC close to \$1 million annually in capital and maintenance funding. Repealing this policy is important, especially as the HOT lane network is expanding on I-66 and I-395. Mr. Nohe noted that at the state level, the General Assembly needs to pass legislation that would establish a floor for the regional gas tax. Since 2013, the region has experienced as much as a 40 percent decrease in motor fuels tax collections due to falling fuel prices, because there is no floor on the regional gas tax like there is for the statewide gas tax.

Mr. Jim Corcoran, NVTC Commissioner and WMATA Board Member, reviewed WMATA issues, including safety, service reliability and financial stability. He stated WMATA's new General Manager/CEO, Paul Wiedefeld, recently met with Governor McAuliffe to discuss WMATA issues. Guaranteed funding for Metro is vital; WMATA needs a dependable source of revenue.

Mr. John Cook, NVTC Commissioner and VRE Operations Board Chairman, reviewed VRE legislative issues. VRE's 2040 System Plan will grow ridership from 20,000 to 50,000 daily rides by the year 2040. To do this, there is a tremendous need for growth of the system and funding is needed for mid-day storage, equipment, Long Bridge, third track, and new stations. If VRE continues the status quo, it will be out of business by 2033. VRE needs a reliable source of funding. VRE's natural growth scenario requires an additional \$30 million annually. To reach 50,000 riders, VRE needs an additional \$40-60 million a year.

NVTC Chairman Snyder recognized Delegate Tom Rust for his service to NVTC and the General Assembly, where he served as Chairman of the House Transportation

Committee. He also served on the Northern Virginia Transportation Authority and the Dulles Area Transportation Association. Delegate Rust was instrumental in helping get Virginia's landmark transportation funding legislation (HB2313) passed. Delegate Rust's many achievements, knowledge, and expertise have helped Virginia implement best practices in transportation planning, design, construction and operations. NVTC Chairman Snyder presented Delegate Rust with a framed poster highlighting NVTC's first 50 years, as he has been a tremendous contributor to the organization.

Delegate Rust stated the HB2313 legislation was a significant piece of legislation. He enjoyed his tenure and believes the General Assembly collectively accomplished a great deal. He became a transit convert and now believes that if transit is not part of the solution, this regional will stall. Much progress has been made, but there is still a long way to go. He encouraged his colleagues in the General Assembly to fix the regional gas tax floor; create a sustainable funding mechanism for WMATA, which is the only system in the country that doesn't have a dedicated funding source; and support the I-66 project. He acknowledged there are many different views on the I-66 project, and he encouraged General Assembly members to do the right thing on I-66 and rethink their positions. The I-66 Inside the Beltway Toll Road is actually an initiative of former Governor McDonald. Delegate Rust stated that he hopes to stay involved at some level and he wishes legislators the best for the upcoming General Assembly Session. Delegate Rust received a standing ovation.

Ms. Coyner thanked everyone for coming and the meeting concluded at 11:12 A.M.

Approved this 7th day of January 2016.

Chairman

Secretary-Treasurer

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TO: Chairman Snyder and NVTC Commissioners

FROM: Kelley Coyner

DATE: December 30, 2015

SUBJECT: Consent Agenda

A. ACTION ITEM: Resolution #2293: Approve NVTC's Official Signatories and Employees' Pension Trustees

The Commission each January authorizes its Executive Director, Director of Finance and Administration and the newly elected Secretary-Treasurer to serve as signatories for financial transactions exceeding \$5,000. These persons plus the NVTC Assistant Financial Officer are selected to serve as NVTC's employees' pension trustees.

B. ACTION ITEM: Authorize the Chair to Send a Letter to WMATA Regarding Regional Equity in Regional Funding of Metro Core Capacity

The Commission is asked to authorize the Chair to send a letter to WMATA requesting that Virginia receive equitable designation and investment in core stations and other core capacity investments. As the Board takes action on investing in essential core infrastructure capacity needs of the system, NVTC requests that a core station in each of the jurisdictions (Virginia, Maryland, and the District of Columbia) be included in regional funding core capacity investments. The letter will be provided to Commissioners prior to the January 7th meeting.

C. ACTION ITEM: Authorize the Chair to Send a Letter to the Congressional Delegation Regarding Federal Legislative Issues

The Commission is asked to authorize the Chair to send a letter to the Northern Virginia Congressional delegation applauding their recent action to enact a multi-year surface transportation bill with substantial increases in funding for transit, full FY2016 PRIIA funding to WMATA under the FY2016 appropriations, and establishing permanent parity for transit commuter tax benefits with parking tax benefits.

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RESOLUTION #2293

SUBJECT: Designation of NVTC Signatories and Pension Trustees.

WHEREAS: The Honorable _____ has been elected Secretary-Treasurer of NVTC for 2016; and

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

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

Hon. _____
Kelley Coyner
Scott C. Kalkwarf

Secretary-Treasurer
Executive Director
Director of Finance and Administration

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

Approved this 7th day of January, 2016.

Chairman

Secretary-Treasurer

January 8, 2015

DRAFT

Dear Senator XXXX: (Similar letter to be sent to Representatives)

On behalf of the Northern Virginia Transportation Commission, I write to thank you for your efforts to complete a long-term surface transportation bill, fully-fund WMATA's annual appropriations under PRIIA, support funding for USDOT discretionary grant programs, and make permanent the transit commuter tax benefit at parity to the parking tax benefit.

Your commitment to increase overall investment in public transportation and provide dedicated revenues to the Highway Trust Fund for transit programs through the FAST Act will not only help to moving people, but will bring about economic development and growth, support access to jobs leading to more equality of opportunity, and help create a healthier environment. The passage of the FAST Act demonstrates the power of bipartisan leadership in keeping this country moving forward.

We greatly appreciate your continued commitment to supporting state of good repair needs of WMATA. Through the FY 2016 Omnibus Appropriations Act, you have provided the fully-authorized annual funding of \$150 million for WMATA's state of good repair program under PRIIA (Passenger Rail Investment and Improvement Act). This annual investment is key to supporting the state of good repair needs of WMATA.

We also appreciate your renewed support for discretionary transit funding opportunities, both with the restoration of FTA's Bus Discretionary program in the FAST Act as well annual appropriations support for the USDOT TIGER program. These programs provide access to funds that allow communities to build much-needed strategic infrastructure projects, such as the Potomac Yard Metro station, that would take years to fund through formula-based funding program.

Finally, NVTC applauds you for your support of increasing the commuter transit tax benefit and making it permanently aligned with the parking benefit. Through your action, not only will transit commuters receive an increase in their tax benefit up to \$255/month in 2016, this benefit will be permanently tied to the tax benefit increases adjusted each year. Commute-based trips are the cornerstone of many of the Northern Virginia transit providers. This policy change will make a huge different in the access to transit across the region.

Long-term investment in our nation's transportation systems creates jobs and provides the underpinning for a healthy dynamic economy in the years ahead. Thanks to your dedication and commitment to public transit, 2016 will be a great year for Northern Virginia.

Again, thank you for making these legislative victories possible. As always, please contact us if you need additional information or have questions about transit in your district.

Sincerely,

Jay Fisette
Chairman

**Agenda Item #4: Election of NVTC Officers
for 2016**



TO: Chairman Snyder and NVTC Commissioners

FROM: Kelley Coyner

DATE: December 30, 2015

SUBJECT: Election of NVTC Officers for 2016

RECOMMENDED ACTION: Elect NVTC Officers for 2016

NVTC's Executive Committee serves as the Nominating Committee and will recommend a slate of officers for 2016 at the January 7th meeting.

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**Agenda Item #5: Recognition of Service of
2015 Chairman David Snyder**



TO: Chairman Snyder and NVTC Commissioners
FROM: Kelley Coyner
DATE: December 30, 2015
SUBJECT: Recognition of Service of 2015 Chairman David Snyder

ACTION ITEM: Approve the Resolution of Commendation for 2015 Chairman David Snyder

Outgoing Chairman David Snyder will be recognized for his outstanding leadership during 2015.

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Agenda Item #6: Selection of NVTC Representatives to Various Boards



TO: Chairman Snyder and NVTC Commissioners

FROM: Kelley Coyner

DATE: December 30, 2015

SUBJECT: Selection of NVTC Representatives to Various Boards

ACTION ITEM: Resolution #2294: Selection of NVTC Representatives to Various Boards

The Chairman will announce NVTC nominations to serve on the WMATA, VRE and VTA Boards to be acted upon by the Commission. The resolution also reaffirms the appointments of James Corcoran and Catherine Hudgins to the WMATA Board to continue their terms. WMATA Board Member terms are subject to the *Code of Virginia* §33.2-1907.4. A membership list of NVTC's Committees, including Executive Committee, Legislative and Policy Committee, and Governance Committee will be provided at the meeting. NVTC's Chairman selects the members of the Legislative and Policy Committee and NVTC's By-Laws determine the members of the Executive Committee. Some of these actions may be contingent on subsequent action by local boards and councils as their nominees may not be known by January 7, 2016. There are also requirements in the Code of Virginia (Section 33.2-1907) for the WMATA Board appointments.

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DRAFT



DRAFT

RESOLUTION #2294

SUBJECT: Selection of NVTC Representatives to Various Boards.

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

WHEREAS: Some of NVTC's jurisdictions may not formally appoint their NVTC members prior to NVTC's January meeting and some may not be ready with recommendations for appointment to various boards;

WHEREAS: Secretary Aubrey Layne designated James Corcoran to be the Secretary's designee on NVTC and the WMATA Board to fill the unexpired term of James W. Dyke, Jr., which expires January 9, 2018 and that appointment became effective February 1, 2015;

WHEREAS: Catherine M. Hudgins was appointed to the WMATA Board for a three-year term which expires January 9, 2017; and

WHEREAS: James Corcoran and Catherine M. Hudgins will continue to serve their terms on the WMATA Board.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby appoints the following persons to serve as Alternates to the WMATA Board, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2016 and their recommendations for members of the various boards:

WMATA Board:

Alternates

(Incumbent – Mary Hynes)

4-year term (expires January 2, 2020)

(Incumbent – William Euille)

1-year term (expires January 7, 2017)

BE IT FURTHER RESOLVED that NVTC hereby appoints the following persons to serve on the VRE Operations Board, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2016 and their recommendations for members of the various boards:

VRE Operations Board:

Principals

Sharon Bulova
John C. Cook
Paul D. Smedberg

Alternates

Jeffrey C. McKay

Timothy Lovain
Jay Fisette

BE IT FURTHER RESOLVED that NVTC hereby appoints the following persons to serve on the Virginia Transit Association Board, subject to possible subsequent action by NVTC's jurisdictions that alters their NVTC members for 2016 and their recommendations for members of the various boards:

VTA Board:

Principals

David F. Snyder
Kelley Coyner

Alternates

Jeffrey C. McKay

Approved this 7th day of January, 2016.

Chairman

Secretary-Treasurer

Code of Virginia Title 33.2. Highways and Other Surface Transportation Systems
Chapter 19. Transportation District Act of 1964
§ 33.2-1907. Members of transportation district commissions

...

B. Any appointed member of the Northern Virginia Transportation Commission and the Secretary or his designee is authorized to serve as a member of the board of directors of the Washington Metropolitan Area Transit Authority (§ 33.2-3100 et seq.) and while so serving the provisions of § 2.2-2800 shall not apply to such member. In appointing Virginia members of the board of directors of the Washington Metropolitan Area Transit Authority (WMATA), the Northern Virginia Transportation Commission shall include the Secretary or his designee as a principal member on the board of directors of WMATA. Any designee serving as the principal member must reside in a locality served by WMATA.

In selecting from its membership those members to serve on the board of directors of WMATA, the Northern Virginia Transportation Commission shall comply with the following requirements:

1. A board member shall not have been an employee of WMATA within one year of appointment to serve on the board of directors.
2. A board member shall have (i) experience in at least one of the fields of transit planning, transportation planning, or land use planning; transit or transportation management or other public sector management; engineering; finance; public safety; homeland security; human resources; or the law or (ii) knowledge of the region's transportation issues derived from working on regional transportation issue resolution.
3. A board member shall be a regular patron of the services provided by WMATA.
4. Board members shall serve a term of four years with a maximum of two consecutive terms. A board member's term or terms must coincide with his term on the body that appointed him to the Northern Virginia Transportation Commission. Any vacancy created if a board member cannot fulfill his term because his term on the appointing body has ended shall be filled for the unexpired term in the same manner as the member being replaced was appointed within 60 days of the vacancy. The initial appointments to a four-year term will be as follows: the Secretary, or his designee, for a term of four years; the second principal member for a term of three years; one alternate for a term of two years; and the remaining alternate for a term of one year. Thereafter, board members shall be appointed for terms of four years. Service on the WMATA board of directors prior to July 1, 2012, shall not be considered in determining length of service. Any person appointed to an initial one-year or two-year term, or appointed to an unexpired term in which two years or less is remaining, shall be eligible to serve two consecutive four-year terms after serving the initial or unexpired term.
5. Members may be removed from the board of directors of WMATA if they attend fewer than three-fourths of the meetings in a calendar year; if they are conflicted due to employment at WMATA; or if they are found to be in violation of the State and Local Government Conflict of Interests Act (§ 2.2-3100 et seq.). If a board member is removed during a term, the vacancy shall be filled pursuant to the provisions of subdivision 4.

6. Each member of the Northern Virginia Transportation Commission appointed to the board of directors of WMATA shall file semiannual reports with the Secretary's office beginning July 1, 2012. The reports shall include (i) the dates of attendance at WMATA board meetings, (ii) any reasons for not attending a specific meeting, and (iii) dates and attendance at other WMATA related public events. Any entity that provides compensation to a WMATA board member for his service on the 2 12/17/2015 WMATA board shall be required to submit on July 1 of each year to the Secretary the amount of that compensation. Such letter will remain on file with the Secretary's office and be available for public review.

C. When the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission enter into an agreement to operate a commuter railway, the agreement governing the creation of the railway shall provide that the Chairman of the Commonwealth Transportation Board or his designee shall have one vote on the oversight board for the railway. For each year in which the state contribution to the railway is greater than or equal to the highest contribution from an individual locality, the total annual subsidy as provided by the member localities used to determine vote weights shall be recalculated to include the Commonwealth contributing an amount equal to the highest contributing locality. The vote weights shall be recalculated to provide the Chairman of the Commonwealth Transportation Board or his designee the same weight as the highest contributing locality. The revised vote weights shall be used in determining the passage of motions before the oversight board. 1964, c. 631, § 15.1-1348; 1966, c. 419; 1973, c. 231; 1975, c. 179; 1977, c. 137; 1986, c. 438; 1987, c. 441; 1993, c. 867; 1997, c. 587, § 15.1-4507; 2000, cc. 439, 443; 2004, c. 1000; 2011, c. 515; 2012, c. 377; 2013, c. 589; 2014, cc. 655, 721, 805

Executive Director Report

January 2016



Throughout 2015, NVTC built on its long record of excellence in financial management and creation of regional transit systems by establishing key programmatic areas and leading innovation in transit finance and funding. NVTC had another year of exemplary financial management and exponentially expanded our public engagement. We have three new programs: regional bus, multimodal investment, and transit means business.

This special Executive Director's Report provides a brief guide to our programs and cross-cutting functions, the first monthly update on the Transform 66 Multimodal Program and status reports on other key work.

I am excited by the opportunities NVTC has to transform transportation in Northern Virginia for the 500,000 daily transit riders and one million plus commuters in the region, from Spotsylvania to Loudoun. Multimodal solutions make the ride better for everyone and are more cost effective.

[Kelley Coyner](#)
Executive Director

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2016 Commission
Annual Agenda**

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New Member Orientation](#)



Northern Virginia Transportation Commission
2300 Wilson Blvd., Ste. 620
Arlington, VA 22201
info@nvtc.org
www.novatransit.org

Financial/Grants Management

Strong financial management is a core function of NVTC. NVTC manages state assistance for local transit systems and WMATA. NVTC administers a 2.1 percent regional gas tax, dedicated for WMATA operating and capital requirements. NVTC is the grantee and recipient of Virginia's financial assistance to VRE. As a designated recipient of FTA funds, NVTC acts on behalf of its jurisdictions, ensuring compliance with federal requirements. NVTC manages proprietary, governmental and fiduciary funds.

2015 Highlights

- A clean audit
- \$200 million in state transit assistance
- \$37.9 million in regional gas tax funds
- Multiyear audit contract for VRE, NVTC and PRTC
- Grant applicant for HB2 capital/operating assistance, and construction funds
- A new budget process

Transform 66 Multimodal Project: January Update

After a special public comment session on December 9, the [Commonwealth Transportation Board \(CTB\) unanimously approved a Memorandum of Agreement \(MOA\) establishing a partnership with the Northern Virginia Transportation Commission on the Transform 66 Multimodal Program](#). At the December 8 CTB hearing, the Commonwealth reported that HB599 and cost-effectiveness assessments of two proposals for I-66 showed that the multimodal project, inclusive of widening, is three times more effective in addressing congestion and six times more cost-effective than widening without other multimodal investments.

In a related action, the CTB approved funding for the **Initial Multimodal Program**. Project selection is slated for spring 2016. NVTC and VDOT have worked jointly with the jurisdictions of Planning District 8 to identify projects that can be in place by toll-day one in the summer of 2017.

The Memorandum of Agreement between NVTC and the CTB sets out the respective roles and responsibilities, triggers for widening and the categories of eligible activities, and determines the minimum percentages of excess toll revenues to be available for multimodal projects (20%) and the widening project (40%). With respect to the Multimodal Components, NVTC will be responsible for a project selection and prioritization process, managing excess toll revenues, and evaluating the effectiveness of the multimodal project components. The CTB will approve the selected project components, provided that the components meet the requirements of the MOA and applicable federal and state law. The Commonwealth is further responsible for implementing widening on the eastbound lanes of I-66 between Exit 67 and Exit 71 at such time as agreed-upon triggers are met on either I-66 or on the adjacent roadways.

NVTC's next steps in implementing the Transform 66 Multimodal Project include public outreach and approval of the selection and prioritization process by the Commission. At the January Commission meeting, NVTC staff will present a public outreach plan, including the launch of a new informational web page, slated for the end of January, and opportunities for public comment on component selection. This plan will build on the public comment and stakeholder outreach NVTC has supported since March 2015.

Milestones in the coming month include:

- Work sessions on evaluation criteria and the selection process
- Briefings for entities eligible to apply for funding of multimodal components
- Report to the Transportation Planning Board on the final Memorandum of Agreement
- [Public hearings on the design of the tolling facility to be held on January 25, 26 and 27](#)



Transform 66 Resources

[Draft Agreement between NVTC and CTB](#)

[NVTC Resolution supporting Agreement \(December 3, 2015\)](#)

[CTB Resolution supporting Agreement with NVTC \(December 9, 2015\)](#)

[Commonwealth's Presentation to the CTB on Transform66 \(December 8, 2015\)](#)

NVTC Programs and Projects

Virginia Railway Express

NVTC co-owns VRE, Virginia's only commuter rail system. The Fredericksburg and Manassas lines together provide 20,000+ daily trips, saving the equivalent of a rush-hour lane mile on I-66 and I-95. NVTC and PRTC provide governance and oversight of VRE directly and through their appointments to and support of the VRE Operations Board. The Commissions manage local, state and federal funding and regional planning activities.



2015 Highlights

Managed state assistance, ridership verification and Operations Board staffing

Expanded technical support on regional funding and planning activities, including HB2 grant application, I-66 EIS, DC2RVA EIS, Gainesville-Haymarket EIS and funding strategy, and federal grants

[Opened a new station in Spotsylvania](#) and [added a train on the Fredericksburg Line](#)

Financial Plan

Long Bridge Study

METRO

NVTC was founded to establish WMATA's Metrorail system. Today, NVTC promotes safe, reliable and cost-effective service. NVTC manages assistance from the Commonwealth and appoints the Virginia Members of the WMATA Board of Directors. NVTC supports member jurisdictions with capital-funding planning, budget analysis, and system performance and safety.



Expanded staffing of Loudoun, Falls Church and City of Fairfax on Metro matters

Supported capital-funding planning, budget analysis, system performance, and safety concerns

[Expanded reporting](#) on funding, financial management, safety, and planning

Provided technical support of Metrorail eight-car trains, WMATA budget, CIP and CFA

Held [regional public forums](#) on safety, reliability, and financial sustainability

Funding

NVTC's mission, to provide high-quality, high-capacity transit to Northern Virginia, requires sustained federal and state funding. NVTC ensures such funding by performing financial analyses of transit projects, documenting project needs, and developing new sources of funding. NVTC helps local transit agencies identify options for funding transit projects.

Provided technical assistance on FTA funding programs

Analyzed impact of HB1886

Updated gap analysis in light of bond gap in 2018

Convened roundtable on the opportunities for public-private partnerships in transit

Analyzed impact of reduced motor fuels tax on regional gas tax receipts

Next Generation Fare System

NVTC leads a regional multiyear, multi-million dollar technical-assistance program to procure and implement an open-source New Electronic Payment Program.

Assessed needs and analyzed options for procurement

Requested that WMATA serve as Regional Partners' agent

Assessed Accenture pilot and pricing proposals

Requested and assessed interim solution

Convened Northern Virginia Regional Partners, including Loudoun County Transit, OmniLink and OmniRide, Fairfax Connector, ART, DASH, CUE and VRE

Emergency Planning

NVTC's regional emergency preparedness program ensures that local transit system are able to move thousands of riders from the 25 stations in Virginia in the event of an emergency on the Metrorail system.

2015 Highlights

Formed a working group including NVTC's member jurisdictions, regional and local transit providers, emergency management at WMATA, and each jurisdiction's emergency managers and fire and law enforcement leadership

Prioritized the development or update of plans at 25 stations

Piloted planning for above- and below-ground stations

Bus Agenda

NVTC brings the region together to ensure that Virginians are served by a strong, coordinated network of bus systems. [The Regional Bus Agenda articulates cross-cutting strategies](#) in the areas of quality, accessibility, efficiency, safety, and financial management.

In addition to cross-cutting strategies, work began on:

Performance metrics to establish a baseline that will show bus service gaps and opportunities for the region

Regional GIS analysis that will be available as a tool for localities, regional partners, and policymakers

A regional bus investment strategy

Transit Means Business

The Transit Means Business program includes research, a partnership with regional business organizations, and a program of regional and local forums.



Hosted a major conference and 10 follow-on activities

Produced/sponsored a dozen policy and economic research products and research focused on both developing the business case for transit and securing dedicated, sustainable transit funding

Supported formation of a Transit Means Business Partnership

Envision Route 7

NVTC manages Envision Route 7 to identify financially sustainable new transit for 14.5 miles along U.S. Route 7 from Alexandria to Tysons.



Kicked off Phase II of the Route 7 study, managing the consultant and advisory committee and providing technical review of work products

Conducted outreach to engage and inform a wide range of stakeholders and [launched a website](#) with comment options

Held three public meetings

Completed ridership and cost analyses, showing that new transit would serve 9,000 new riders

Multimodal Planning

Transform 66, MWCOG/TPB planning studies, DC2RVA High Speed Rail, Gainesville Haymarket, HB2, and VTRANS, and Transaction are among many multimodal planning activities in which NVTC engages. 2016 will mark the beginning of the I-66 Multimodal Program and new I-395 TDM and Transit Study.

[Approval of the MOA on Transform 66 Inside the Beltway](#)

Designated as partner on I-395 TDM and Transit Study

TSDAC representation

Peer review of HB599's application to transit

Provided comments on the HB2 project prioritization process.

Provided technical guidance for Vtrans2040 and TransAction, as well as technical input to further their goals

Public Engagement

NVTC's commitment to public engagement resulted in...

50 Outreach Events on Route 7, I-66, Transit and Economic Competitiveness, Metro and Transportation Funding and Finance

Transit Means Business Forum with two dozen research and business partners

Joint NVTC/PRTC Legislative Briefing

George Mason Policy Series: P3s and Transit

2 Regional Forums on WMATA

Transit Issue Briefs

Transit and Legislative Maps

2 New Websites

www.NoVaTransit.org

www.EnvisionRoute7.org

Research & Analysis

NVTC is building a transit research network and manages the NVTC Transit Fellows Program. In 2015, NVTC's research included:

[Transit and Access to Jobs in NoVa](#)

[Contribution of Transit Services to the NoVa Economy](#)

[Transit Means Business Case Profiles](#)

[National Transit Data System Reporting](#)

Mode Share on I-66 Inside the Beltway

[Transit Access to Jobs, Transit Routes, and Activity Centers Maps](#)

[P3 and Transit Reference Guide](#)

Application of HB 599/TRANSIMS Model to Transit Projects

[Transit by the Numbers for each State Highway District](#)

Federal Transit News

In year-end action, Congress increased transit funding and reinstated important commuter benefit. NVTC worked closely with the Congressional Delegation on these issues. Take a look at the details:

[Congress approves permanent commuter benefit](#)

[Five-Year Reauthorization increases Transit funding](#)

[Congress fully funds PRIIA at \\$150 million](#)

[\\$500 million for USDOT TIGER program in FY 2016](#)

Mark Your Calendar

Jan. 7	NVTC Meeting
Jan. 13	NVTC BRT Forum
Jan. 25	VTA Day in Richmond
Jan. 25-27	I-66 Toll Design Hearings
Jan. 27	VML Day at the Capitol
Feb. 11	NVTC/PRTC Meeting in Richmond

Calendar, 1st Quarter, 2016

BRT Best Practices Roundtable

NVTC will host a roundtable discussion at NVTC's offices on the afternoon of **January 13th** to share best practices for implementing and operating bus rapid transit systems. Join national experts in the field of bus rapid transit planning, design, engineering and funding to discuss BRT opportunities and challenges.

**Joint PRTC/NVTC Meeting**

Save the Date

**Joint NVTC/PRTC Commission Meeting on
Thursday, February 11 in Richmond**

Meeting will coincide with
[VACO's County Government Day at the General Assembly](#)

VTA Legislative Briefing

Register Now for...

**The Virginia Transit Association's
Public Transportation Legislative Briefing**



[January 25th in Richmond](#)



TO: Chairman Snyder and NVTC Commissioners

FROM: Kelley Coyner

DATE: December 30, 2015

SUBJECT: Public Comment

All NVTC meetings are open to the public. At the January 7th Commission meeting, the Chairman will ask if anyone in the audience wishes to address the Commission. At that time, any interested parties may step forward to the podium. Speakers must state their name and address for the record and will be provided three (3) minutes to speak.

Speakers may also submit a written statement for the record. If they wish for a written statement to be distributed to the Commissioners, speakers should provide twenty-five (25) copies to NVTC staff prior to the start of the meeting. Audio-visual equipment is not available for public use.

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TO: Chairman Snyder and NVTC Commissioners
FROM: Kelley Coyner and Laurel Hammig
DATE: December 30, 2015
SUBJECT: WMATA

A. Presentation by the WMATA General Manager and Chief Executive Officer

WMATA's newly appointed General Manager and Chief Executive Officer, Paul Wiedefeld, will attend the January Commission Meeting to share his priorities for WMATA.

B. WMATA Response to Request for Information on NEPP

At its December meeting, NVTC requested that WMATA provide information on cost effectiveness and regional pricing by December 17, 2015. [Chairman Snyder's letter is attached](#). On December 29th, [Mr. Wiedefeld responded](#), in part, as follows:

"With the pilot phase of NEPP now concluded, I have requested that staff conduct a comprehensive review of NEPP, with the ultimate purpose of evaluating all aspects, including the benefits, program costs and maintenance requirements. While staff takes this time to review the program elements, I have directed the project team to work with NVTC and our other regional partners to address your specific data requests."

C. Report of the Virginia Members of the WMATA Board of Directors

Key WMATA related developments this month include:

- On December 16th, FTA issued Safety Directive 16-2 to WMATA requiring the transit agency to take corrective action to resolve 217 open safety findings.
- WMATA plans to expand the Confidential Close Call Transit Safety Reporting System to bus employees.
- Metro Transit Police noted a number of improvements to security of Metro riders, employees and properties during 2015.
- On December 17th, the Board accepted the FY2015 audit of WMATA's financial statements.
- The WMATA Board approved [revising the Adopted Regional System to add the Potomac Yard Station which concludes the WMATA Compact public hearing process](#).

1. Safety and Related Issues

FTA Issues New Safety Directive

FTA this week issued [Safety Directive 16-2](#) to WMATA requiring the transit agency to take corrective action to resolve 217 open safety findings. These safety findings were previously issued by the Tri-State Oversight Committee (TOC), the existing State Safety Oversight Agency for WMATA Metrorail, but will now be under FTA's direct safety oversight. Once WMATA develops, and FTA approves, a corrective action plan, these items will be added to a [tracking chart](#) that lists the status of each required action so anyone can monitor WMATA's progress in addressing safety deficiencies.

Expansion of Close Call Program

The WMATA Safety and Security Committee was briefed on [WMATA's plans to expand the Confidential Close Call Transit Safety Reporting System](#) to bus employees. Since the Close Call Program was launched in 2013, WMATA has received numerous preventive safety actions to address concerns by rail and transit infrastructure employees. WMATA is expanding the program in early 2016 to include bus employees.

Metro Transit Police Reports on Security Improvements

In its [update on security to the WMATA Safety and Security Committee](#), the Metro Transit Police (MTPD) highlighted security enhancements including technical advances at their Operations Control Center, training of more than 6,000 regional first responders and Metro employees, execution of three regional table top and three full scale exercises, and the addition of a fire/rescue liaison position to the Rail Operations Control Center.

National Transportation Safety Board (NTSB): L'Enfant Plaza Accident

WMATA submitted its own proposed findings of the cause of the smoke and electrical arcing accident at L'Enfant Plaza Station in November 2015. The final NTSB report is expected to be published in spring 2016. In the interim, WMATA is addressing four NTSB recommendations related to the January incident. The recommendations ([R-15-008](#), [R-15-009](#), [R-15-010](#) and [R-15-025](#)) call for WMATA to assess its tunnel ventilation system, develop and train staff in emergency tunnel ventilation procedures, and ensure that all power cable connector assemblies are properly constructed and installed in accordance with engineering design specifications.

Metro Safety Commission

[Secretary Foxx directed the Federal Transit Administration \(FTA\) to assume enhanced, independent safety oversight authority over Metrorail](#) relieving the Tri-State Oversight Commission of its direct oversight.

The members of the region's Congressional delegation are pursuing legislation that would allow for funding of this special effort by reallocating funding that has been designated for a new independent regional safety organization. FTA is working with WMATA and the Virginia Department of Rail and Public Transportation (DRPT) to institute this change. This new entity, known as the Metro Safety Commission (MSC), will replace the Tri-State Oversight Commission (TOC). The MSC will be financially independent of WMATA and have investigative and enforcement authority. Establishment of the MSC is essential if the region is to receive \$4.5 million in federal grants. Under the expanded FTA safety oversight,

the TOC will remain until the MSC is in place. (Note: NVTC's Federal and State Legislative and Policy Agenda calls for approval of this legislation.)

Derailment Investigation

On October 14th, WMATA submitted the final derailment report to the Federal Transit Administration on the August derailment of a non-passenger train near Smithsonian Station. The document will become public after FTA completes its review. There is no estimated timeline for this, at this time. On September 3rd the WMATA Safety Committee examined the General Manager's operational investigation report of the August derailment. Board members reviewed [technical issues](#) related to failure to correct a track condition "wide gauge" where the running rails are wider than the specified distance with a track geometry vehicle. The General Manager briefed them on immediate safety actions including a system-wide track inspection and steps to detect critical safety data.

FTA Safety Audit

FTA website provides information on the status of [WMATA implementation progress on the Corrective Action Plan \(CAP\)](#).

WMATA submits weekly deliverables to FTA on the status of the issues raised in the [FTA Safety Management Inspection Report](#), namely improved compliance with WMATA's own safety program; adequate and timely safety training and certification for WMATA employees; and a better balance between safety-critical track work and passenger service. The master schedule shows all CAPs will be completed by September 2019.

Wireless Service on Metrorail Platforms and Tunnels

WMATA has reached an agreement in principle with four major cellular carriers to improve cellular access across the Metrorail system. WMATA, MWCOC and Metrorail jurisdictions are working with the Cellular Carrier Team to pursue rapid reinstatement and an accelerated build of the Neutral Host System to improve cellular access across the Metrorail system. The importance of improved connectivity was highlighted following the January 12, 2015 incident when riders, stuck in a tunnel, were unable to reach 911 via cellphone. This work began in 2008 but faltered when a contractor hired by the wireless companies filed bankruptcy in 2013 before completing its work in Metro's tunnels. Under the new agreement, WMATA will wire the tunnels and receive reimbursement from the carriers. It is expected to take five years to complete.

2. Financial Management

Financial Audit

On December 17th, the [WMATA Audits and Investigations Committee received an unmodified audit opinion on the FY2015 financial statements](#). RSM, the independent auditor of WMATA's financial statements, reported on the Single Audit which is qualified related to two items, payroll and equipment/property management. There were five "material weaknesses," five "significant deficiencies," and five matters of non-compliance. Although many of the findings were similar to those identified in the FY2014 audit, four of the fifteen findings were new this year.

Financial Management Oversight

WMATA submitted ten deliverables on time between October 30 and November 30 as part of the FTA for Financial Management (FMO) Correction Action Plan (CAP) testing and validation plan reviews. In order for WMATA to be removed from restricted drawdown, FTA identified action items, due dates, testing completion goals and the testing process itself.

3. Budget and Finance

FY2017 Operating and Capital Budget

On Monday, November 30th, WMATA released the [General Manager's FY2017 Proposed Operating and Capital Budgets](#). The proposed operating budget maintains current fares and service levels while requiring no increase in overall jurisdictional operating subsidy. The proposed CIP maintains current levels of planned capital funding at about \$6 billion over six years. The planned funding for the CIP will come from federal formula and PRIIA grants; required state/local matching funds for those federal grants; and additional system performance and/or debt funding from the jurisdictions.

The WMATA Board will continue to meet to discuss the budget in the coming weeks and prior to the commencement of public hearings. It is anticipated that the final FY2017 operating and capital budgets will be approved in April 2016.

Capital Funding Agreement (CFA)

In the beginning of December, staff reengaged discussions on the renewal of the CFA, which expires on June 30, 2016. Key areas of the CFA include additional buses, Metrobus Priority Corridor Network, replacement and expansion of railcars and power upgrades, and station access/capacity improvements. Staff is targeting the execution of the renewed CFA in April 2016. The April deadline coincides with the adoption of the FY2017 Annual Work Plan (AWP) and Capital Improvement Program (CIP).

A CFA working group completed most of the work on the administrative portion of the new CFA. Staff of WMATA Compact members along with Loudoun County and NVTC and DRPT staff participated in this working group.

Financial Dashboard

The following financial reports for FY2015 are now available. The April through June FY2015 reports are not yet available.

- [January FY2015](#)
- [February FY2015](#)
- [March FY2015](#)
- [July FY2015](#)
- [August FY2015](#)
- [September FY2015](#)
- [October FY2015](#)
- [November FY2015](#)
- [December FY2015](#)

4. WMATA Virginia Ridership and Parking Facility Utilization

WMATA Virginia Ridership November 2014 – 2015			
	November 2014	November 2015	Percent Change
Metrorail			
Total	8,310,084	7,922,949	-4.9%
Weekday Average	318,741	299,022	-6.6%
Metrobus			
Total	1,598,945	1,609,856	0.7%
Weekday Average	70,261	69,567	-1.0%
MetroAccess			
Total	24,726	252,050	1.3%

WMATA Virginia Parking Facility Usage November 2014 – 2015				
Station/Lot	November 2014	Y-T-D FY15	November 2015	Y-T-D FY16
Huntington	70%	72%	68%	70%
West Falls Church	63%	71%	54%	56%
Dunn Loring	83%	87%	76%	77%
Vienna	87%	93%	78%	81%
Franconia	69%	72%	66%	69%
Van Dorn	108%	112%	107%	109%
East Falls Church	116%	119%	115%	121%
Wiehle-Reston East	77%	74%	87%	90%
Northern Virginia Total	77%	80%	73%	76%

5. A Look Ahead at 2016

January	Annual Security Report
February	Annual Vital Signs Report Annual Safety Report
April	Budget Adoption and Execution of the Renewed CFA
Spring	Final NTSB Report on the L'Enfant Plaza Incident Released
TBD	Final Report on the Non-Passenger Train Derailment



December 29, 2015

The Honorable David F. Snyder
Chairman
Northern Virginia Transportation Commission
2300 Wilson Boulevard, Suite 620
Arlington, VA 22201

Dear Chairman Snyder:

Thank you for your recent letter regarding the New Electronic Payments Program (NEPP). I appreciate the concerns for additional information and analysis for the localities, especially as it relates to costs for the project.

With the pilot phase of NEPP now concluded, I have requested that staff conduct a comprehensive review of NEPP, with the ultimate purpose of evaluating all aspects, including the benefits, program costs and maintenance requirements. While staff takes this time to review the program elements, I have directed the project team to work with NVTC and our other regional partners to address your specific data requests.

I recognize that the decisions made by WMATA have significant implications for our regional partners, both as funders of WMATA's operating and capital budgets and as local transit providers seeking an integrated fare payment system across the region. I am committed to the wise use of regional resources and assure you that the obligations placed on our regional partners will be an important factor as we proceed.

Thank you again for expressing your concerns. I look forward to further collaboration with NVTC.

Sincerely,

Paul J. Wiedefeld
General Manager and
Chief Executive Officer

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, DC 20001
202/962-1234

www.metroopensdoors.com

*A District of Columbia,
Maryland and Virginia
Transit Partnership*

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Hon. David Snyder

Vice Chairman:

Hon. Jay Fisetle

Secretary/Treasurer:

Hon. Jeffrey McKay

Commissioners:**City of Alexandria**

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Hon. David Snyder

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Hon. Kenneth Reid

Commonwealth of Virginia

Hon. Jim Corcoran

Virginia General Assembly

Sen. Richard Black

Sen. Jennifer Wexton

Del. David LaRock

Del. James LeMunyon

Del. J. Randall Minchew

Del. Thomas D. Rust

Executive Director:

Kelley Coyner

December 7, 2015

Mr. Paul Wiedefeld
General Manager
Washington Metropolitan Area Transit Authority
600 5th Street, NW
Washington, DC 20001

Dear Mr. Wiedefeld,

On behalf of the Northern Virginia Transportation Commission (NVTC), I am writing to request that WMATA provide the data and analysis underlying the proposed new electronic payments program so that the systems of the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation can make sound decisions about participating in the regional implementation of the New Electronic Payments Program (NEPP).

Specifically, we are renewing our request for data and analysis, with appropriate documentation, in four major areas:

- Lifecycle costs for implementation of NEPP, including ongoing operational costs
- Transition plan including a timeline and projected costs of the interim solution required to maintain SmarTrip functionality of the farebox alongside the new NEPP system
- Projected benefits of migrating from SmarTrip to NEPP
- Detailed cost estimates for implementation of NEPP
- Analysis showing the relationship between the base contract, including a detailed breakdown of the deliverables, and the additional regional scope

NVTC is the project manager on behalf of seven Northern Virginia transit systems (Arlington Transit, City of Alexandria, CUE, DASH, Fairfax Connector, Loudoun County Transit, and the Virginia Railway Express) and the Potomac and Rappahannock Transportation Commission (PRTC). We represent these partners with respect to technical development and the regional participation in the procurement.

The need for having this data and analyses gains increased urgency as localities have already prepared and submitted draft FY2017 budgets. We will advise the Virginia members of the WMATA Board that this vital information is essential to our jurisdictions and systems if they are to make sound decisions about participating in this effort.

We request a response by Thursday, December 17th. Please feel free to contact me or NVTC's Executive Director Kelley Coyner; she may be reached at 703-524-3322 or kelleycoyner@nvtcd.org . We look forward to working with you on this project in a manner that serves taxpayers and riders alike.

Sincerely,

A handwritten signature in blue ink, appearing to read 'D. Snyder', with a long horizontal flourish extending to the right.

David F. Snyder
Chairman

TO: Chairman Snyder and NVTC Commissioners

FROM: Kelley Coyner

DATE: December 30, 2015

SUBJECT: Recommendations to WMATA

ACTION ITEM: Resolution #2295: Recommendations to WMATA Regarding Safety, Reliability, Affordability and Customer Service

The Commission is asked to approve a resolution that articulates recommendations to WMATA on ways to improve the Metrorail and Metrobus systems. A draft of this resolution will be provided to the Commission in advance of the January meeting.

On December 16th & 17th, Metro riders made suggestions to WMATA General Manager/CEO Paul Wiedefeld about safety, reliability, affordability, and customer service at NVTC sponsored regional forums. Participants prioritized issues and solutions that will help the transit agency address challenges while noting that reliable service was the most important service quality to them. Stakeholders' comments at the forums and related meetings will be summarized, along with results from an online survey, in a report to be provided to Commissioners.

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TO: Chairman Snyder and NVTC Commissioners

FROM: Kelley Coyner

DATE: December 30, 2015

SUBJECT: Northern Virginia Transportation Authority (NVTA) Report

Executive Summary

At the January Commission meeting, NVTA's Executive Director Monica Backmon and staff will brief the Commission on the TransAction long range plan. This is the first presentation in a series of presentation to local jurisdictions and other stakeholders. In December, NVTA recently approved the TransAction goals and objectives and launched the new TransAction website. NVTA also approved a resolution in support for the I-66 Outside the Beltway project with a statement acknowledging the importance of the I-66 and Route 28 Interchange project that will be evaluated under the HB599 process.

A. Presentation on TransAction

NVTA's Executive Director Monica Backmon and staff will brief the Commission on the [TransAction](#) long range transportation plan for Northern Virginia. This in-depth planning process is expected to take approximately two years to complete, with a draft TransAction plan expected in spring 2017. NVTC staff continues to participate in the development of TransAction to ensure that the plan includes a regional funding strategy to support bus.

Earlier this fall, [NVTA released a survey of Northern Virginians' views on transportation issues](#) as the initial step in a multi-faceted effort to involve the public in updating the plan. In addition to other findings, survey participants responded that the building of the Silver Line to Tysons and Loudoun County was the most important transportation project for the region. In December, the Authority accepted the [goals and objectives](#) for the study; a review of the performance metrics will follow. As a resource, a literature review of other similar studies was conducted and used to help refine the goals and objectives and will be used to help refine the performance metrics for ranking projects.

The next steps in the study will be demographic analysis and review of jurisdiction and agency plans. Additional activities will be the discussion of corridors and regional project selection methodology. NVTC continues to be actively involved in the technical advisory committee. We are participating in the review of the technical methodology for project selection and evaluation, as well as supporting regional transit projects.

B. NVT A Key Issues

FY2017 Project Selection Process

On December 10th, the Authority [identified the FY2017 projects](#) to be considered for funding under HB2313. The FY2017 NVT A Program is the first in which all candidate projects – including highway and transit projects - will be evaluated under the [HB599 process](#). The preliminary estimate for available revenues for the FY2017 Program is \$220 million in “PayGo” funds, with the option for additional financing. Informal indications from jurisdictions and agencies suggest that approximately 25 candidate projects may be submitted for consideration, with an associated funding request of \$750 million.

Resolution on I-66 Outside the Beltway

[The Authority approved a resolution indicating that they will consider funding the I-66/Route 28 intersection project as a demonstration of support for the Commonwealth’s I-66 Outside the Beltway project.](#) The I-66 and Route 28 Interchange project is currently being evaluated under NVT A’s HB599 process for consideration in the FY2017 program.

Ongoing NVTC-NVT A Coordination

NVTC staff will continue to work with NVT A on issues concerning transit and the importance of multimodal regional connections. We will be coordinating with NVT A on many projects and issues including:

- Continued funding mechanisms for the Route 7 study. The current Phase II of the Route 7 study is funded by NVT A.
- Coordinating on NVTC’s Regional Bus Agenda, including incorporation of a regional investment strategy for bus within TransAction.
- Coordination on HB599 and how transit is represented in the evaluation process.
- Collaboration on the evaluation of projects submitted for funding under HB2313, including the assessment under HB599.

TO: Chairman Snyder and NVTC Commissioners

FROM: Kelley Coyner and Rhonda Gilchrest

DATE: December 30, 2015

SUBJECT: Virginia Railway Express

A. VRE CEO Report and Minutes

Mr. Allen will update the Commission on VRE highlights. The [VRE CEO December 2015 Report](#) is attached. The minutes of the December 18th Operations Board Meeting will be provided at the Commission meeting.

B. ACTION ITEM: [Resolution #2296](#): Adopt and Refer the VRE Revised FY2016 and FY2017 Operating and Capital Budgets to the Jurisdictions

The VRE Operations Board recommends that the Commissions adopt and refer [VRE's Revised FY2016 and FY2017 Operating and Capital Budgets](#) to the jurisdictions. More information is provided in the [VRE memorandum, FY2017 Proposed Budget Presentation and Executive Summary of the CAO Task Force Review/Recommendations](#).

VRE's recommended FY2017 Operating and Capital Budget totals \$130.5 million. A five percent increase to the jurisdictional subsidy is included, with no projected fare increase. The budget also includes a six-year financial forecast from FY2017 through FY2022, which includes a three percent fare increase in FY2018, FY2020 and FY2022. Future subsidy increases are three percent are forecasted for FY2019 and FY2021.

C. ACTION ITEM: [Resolution #2297](#): Authorize a Property Lease Agreement with Norfolk Southern Railway Company

The VRE Operations Board recommends the Commission authorize VRE's CEO to execute a property lease agreement, in a form approved by legal counsel, with Norfolk Southern (NS) for the purpose of installing a fence and gates adjacent to the Burke Centre VRE Station. The agreement would include a base rental fee of \$1,350 per year, as well as a one-time application fee of \$500. The base rental fee will be escalated annually by using the Consumer Price Index for All Urban Consumers (CPI-U) published three months prior to the anniversary date of the agreement. Funding is included in VRE's FY2016 budget. The attached [VRE memorandum provides additional information](#).

D. INFORMATION ITEM: Roles and Responsibilities of NVTC Commissioners with Regards to VRE

The Virginia Railway Express is wholly owned by the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission. As such, NVTC and PRTC appoint Commissioners to serve on the VRE Operations Board to monitor transit performance, agency finances, and compliance with local, state, and federal requirements on behalf of the Commissions and their member jurisdictions. In accordance with the [Delegation of Authority from Commissioners to Operations Board, effective July 1, 2008](#) and noted in [the VRE Management Audit, Phase II Final Report, published January 9, 2015](#) (excerpts attached), the following remains responsibilities of the Commission and its Commissioners:

- Amendments to the Master Agreement
- Hiring and termination of the Chief Executive Officer
- Statewide and federal grant applications
- Approval of legislative agendas
- Approval of strategic plan
- Sale or purchase of real property and equipment in the Commissions' name
- Other major policies such as terms for new entrants
- Other actions reserved for the Commissions by the Master Agreement, such as approving annual budgets/six-year financial plans
- Regional planning and regional funding

The Commission will include discussion of these roles in new member orientation as well as in the Member Manual to be provided to all members of the Commission.

E. INFORMATION ITEM: 2016 VRE Operations Board Officers

At its December 18th meeting, the VRE Operations Board elected the following slate of officers for 2016:

Chairman: Gary Skinner (PRTC)
 Vice Chairman: Paul Smedberg (NVTC)
 Secretary: Maureen Caddigan (PRTC)
 Treasurer: Sharon Bulova (NVTC)
 Immediate Past Chairman: John C. Cook (NVTC)

Installation of the 2016 VRE Officers will take place at the January 15, 2016 VRE Operations Board Meeting. According to the VRE Bylaws, each of the Commissions provide two officers from among its Operations Board Members. The office of Chairman is rotated each year between the two Commissions.

F. INFORMATION ITEM: Update on VRE Gainesville-Haymarket Extension Project

VRE staff will provide a [presentation on the VRE Gainesville-Haymarket Extension Project](#).

CEO REPORT

DECEMBER 2015



OUR MISSION

The Virginia Railway Express, a joint project of the Northern Virginia Transportation Commission and the Potomac Rappahannock Transportation Commission, will provide safe, cost-effective, accessible, reliable, convenient, and customer responsive commuter-oriented rail passenger service. VRE contributes to the economic vitality of its member jurisdictions as an integral part of a balanced, intermodal regional transportation system.

MESSAGE FROM THE CEO – DOUG ALLEN

November was a very exciting month for VRE. From a new station and an additional train on the Fredericksburg Line to the launch of our new website and moving forward on the Gainesville-Haymarket Extension study, there was much to celebrate.

On November 16, VRE opened Spotsylvania Station, our first line extension since we began operations in 1992. This new station is now the southern terminus for VRE operations of the Fredericksburg Line and consists of a 1,500-space parking lot, waiting area with restroom and a 700-foot platform with a covered canopy for riders. On November 30, we began operating a new train on the Fredericksburg Line to provide more capacity plus we updated our schedules on both lines to accommodate the new train.

We unveiled our redesigned website on November 6 to enhance the online and mobile experience for VRE passengers by providing easy access to the most requested service information and real-time alerts.

Looking towards the future, we have initiated a two-year study to evaluate an 11-mile extension that would bring VRE service to the Gainesville-Haymarket area. A series of meetings with elected officials, VRE member jurisdictions, regional agencies and members of the public were held in November to solicit initial input on the GHX study. Following the study, if the analysis supports continued project development and contingent upon Norfolk Southern's approval, the project would move into final design.

Thank you for your service and your guidance of VRE in 2015. It was a very special year for all of us and we are looking forward to continuing our success in 2016.



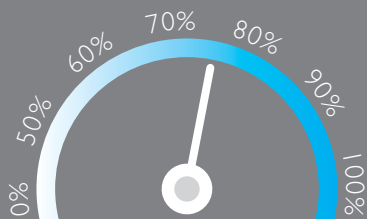
VIRGINIA RAILWAY EXPRESS
A better way. A better life.

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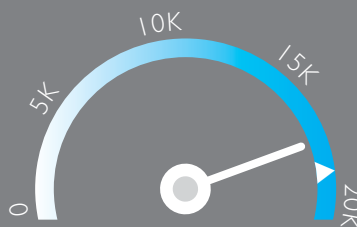
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SUCCESS AT-A-GLANCE



PARKING UTILIZATION

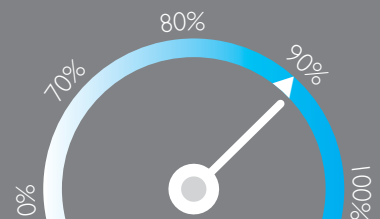
The total number of parking spaces used in the VRE system during the month, divided by the total number of parking spaces available.



AVERAGE DAILY RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings but excluding "S" schedule operating days.

▲ Same month, previous year.



ON-TIME PERFORMANCE

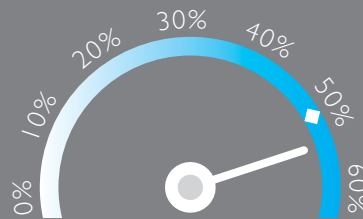
Percentage of trains that arrive at their destination within 5 minutes of the schedule.

▲ Same month, previous year.



SYSTEM CAPACITY

The percent of peak hour train seats occupied. The calculation excludes reverse flow and non-peak hour trains.



OPERATING RATIO

The monthly operating revenues divided by the monthly operating expenses which depicts the percent of operating costs paid by riders.

◆ Board-established goal.

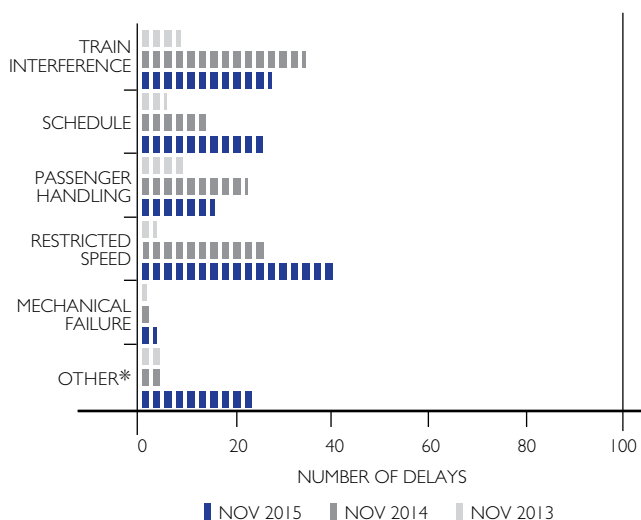
ON-TIME PERFORMANCE

OUR RECORD

	November 2015	October 2015	November 2014
Manassas Line	92%	90%	89%
Fredericksburg Line	90%	89%	92%
System Wide	91%	90%	90%

Restricted speed orders, train interference and schedule issues were the principal causes of delays and reduced overall OTP.

REASONS FOR DELAYS



In November, VRE operated 557 trains with 51 trains arriving over five minutes late to their final destinations. There were 25 late trains on the Manassas Line and 26 late trains on the Fredericksburg Line. There were a total of 133 delays during the month of November but only 51 late trains. An overall increase in delays, compared to same month in previous years, is primarily due to work authority and maintenance of way related to VRE's third track project on the Fredericksburg Line.

* Includes those trains that were delayed due to late turns, weather and maintenance of way.

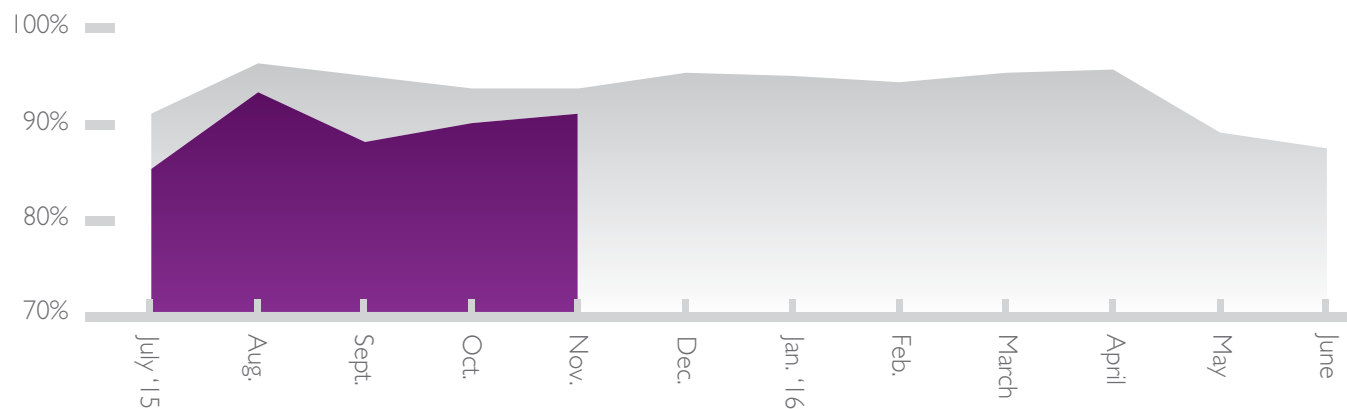
LATE TRAINS

	System Wide			Fredericksburg Line			Manassas Line		
	Sept.	Oct.	Nov.	Sept.	Oct.	Nov.	Sept.	Oct.	Nov.
Total late trains	78	63	51	47	31	26	31	32	25
Average minutes late	18	12	13	16	13	10	20	10	15
Number over 30 minutes	11	3	4	5	2	2	6	1	2
On-time performance	88%	90%	91%	84%	89%	90%	91%	90%	92%
Heat restriction days / total days	5/21	0/21	0/19	—	—	—	—	—	—

ON-TIME PERFORMANCE

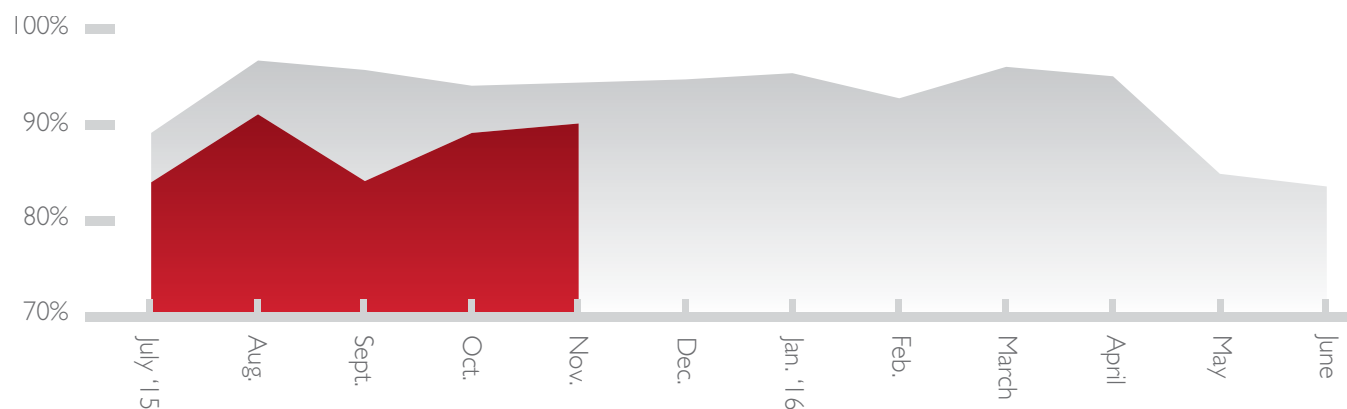
VRE SYSTEM

BOTH LINES ■ Current Stats ■ 3-Year Rolling Average

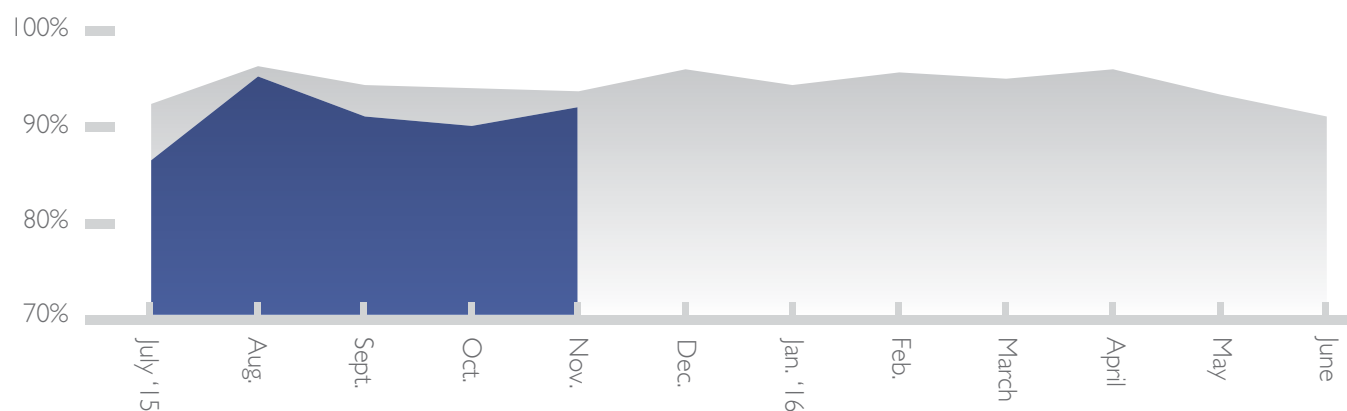


ON-TIME PERFORMANCE BY LINE

FREDERICKSBURG LINE ■ Current Stats ■ 3-Year Rolling Average



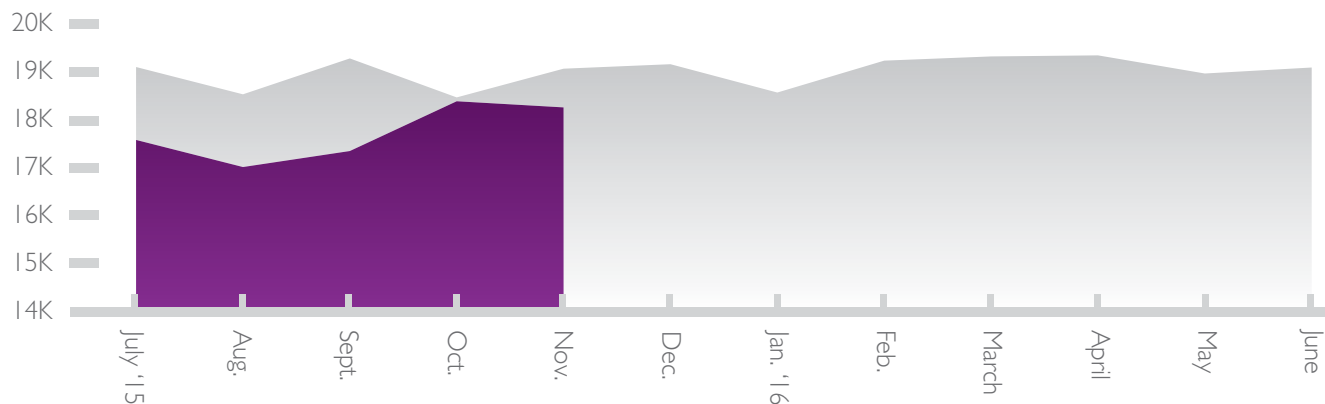
MANASSAS LINE ■ Current Stats ■ 3-Year Rolling Average



AVERAGE DAILY RIDERSHIP

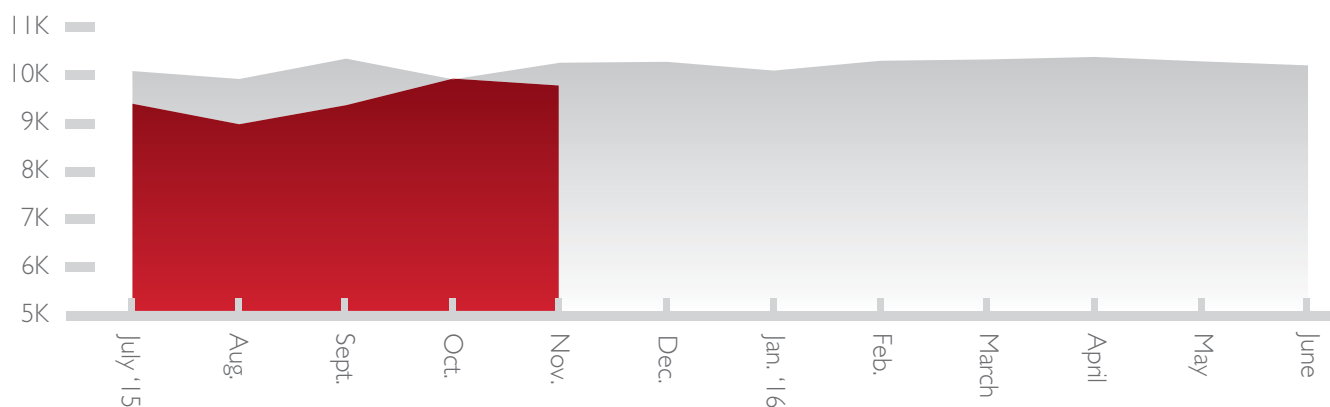
VRE SYSTEM

BOTH LINES ■ Current Stats ■ 3-Year Rolling Average

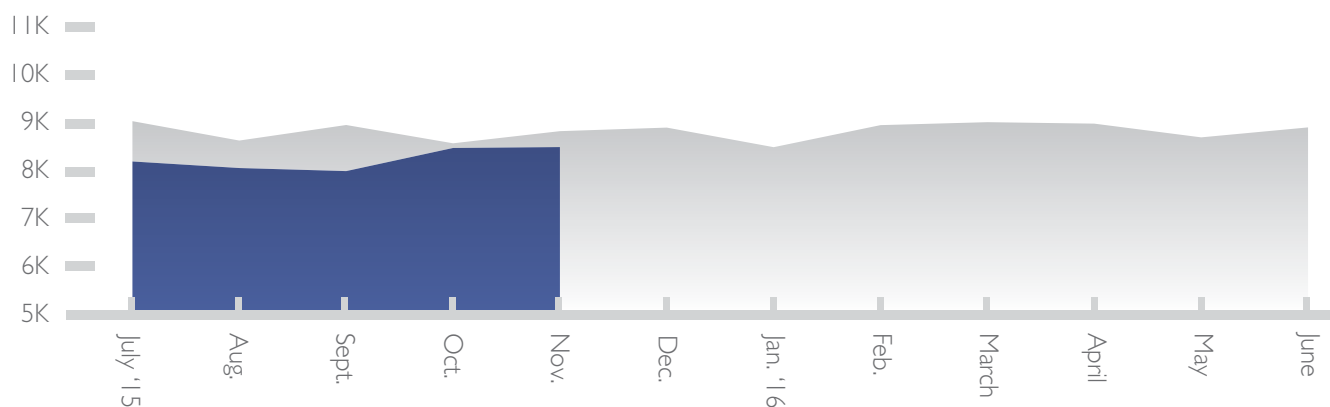


AVERAGE DAILY RIDERSHIP BY LINE

FREDERICKSBURG LINE ■ Current Stats ■ 3-Year Rolling Average



MANASSAS LINE ■ Current Stats ■ 3-Year Rolling Average



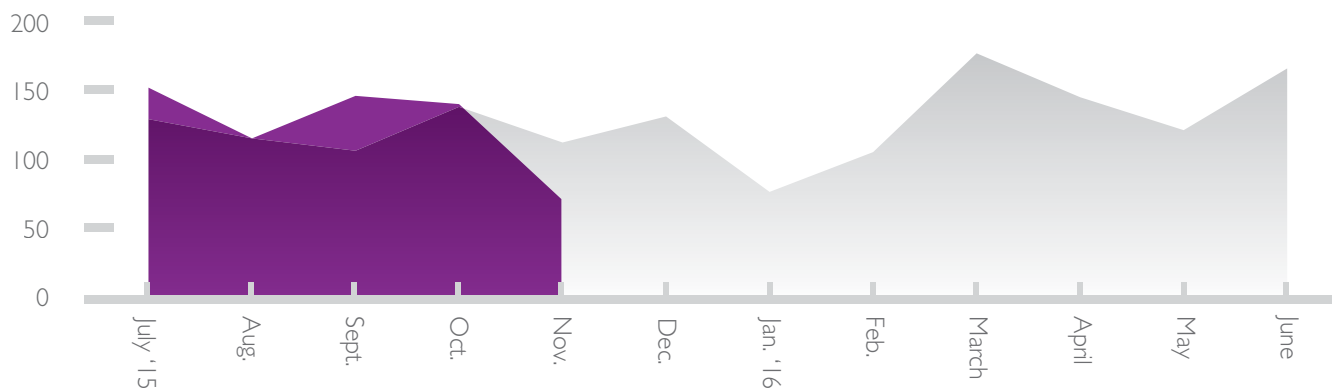
RIDERSHIP UPDATES



	Nov. 2015	Nov. 2014
Monthly Ridership	331,340	324,570
Average Daily Ridership	18,232	18,884
Full Service Days	18	17
"S" Service Days	1	1

CITATIONS

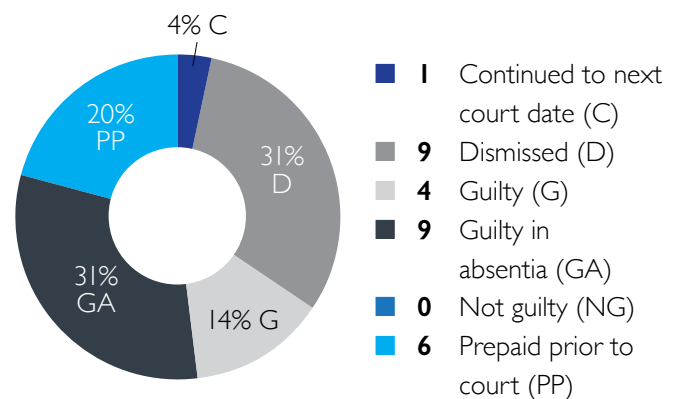
BOTH LINES ■ Current Stats ■ FY 2015



WAIVED CITATIONS

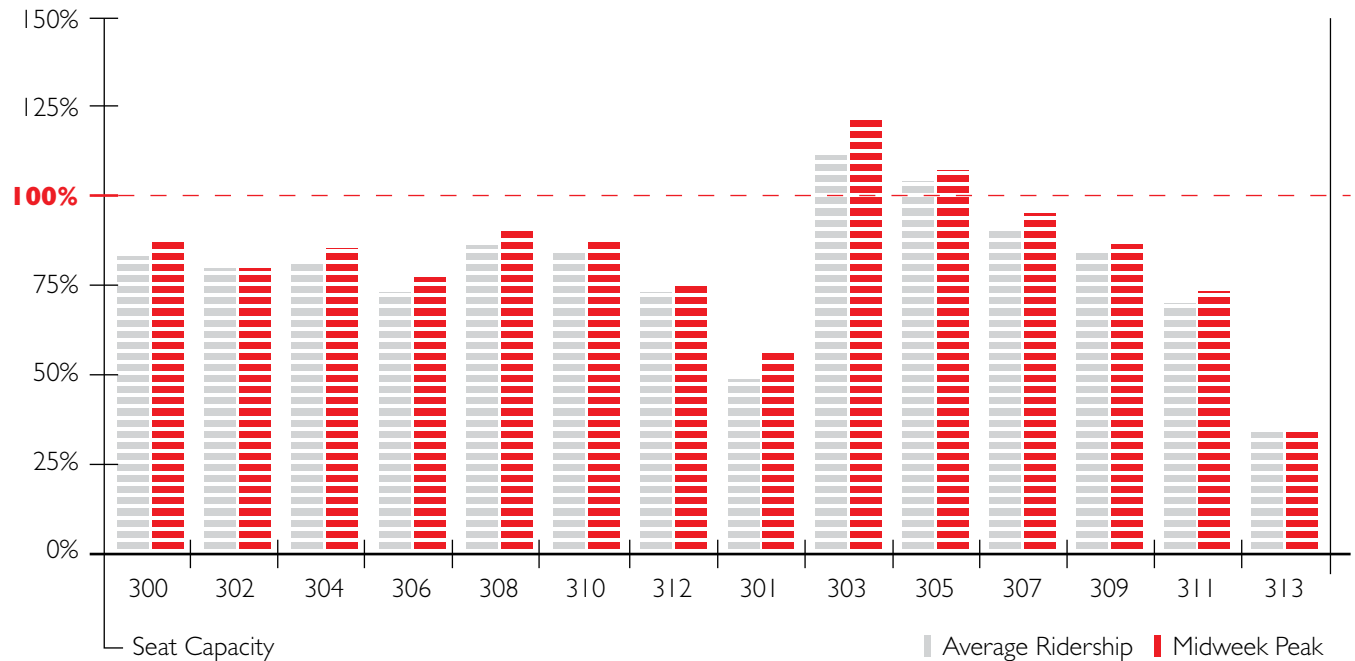
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	10
One-time courtesy	5
Per the request of the conductor	27
TVM error	0
Defective ticket	0
Per Ops Manager	0
Unique circumstances	0
Insufficient processing time	2
Insufficient information	0
Lost and found ticket	1
Other	0
Total Waived Citations	45

FARE EVASIONS COURT ACTIONS

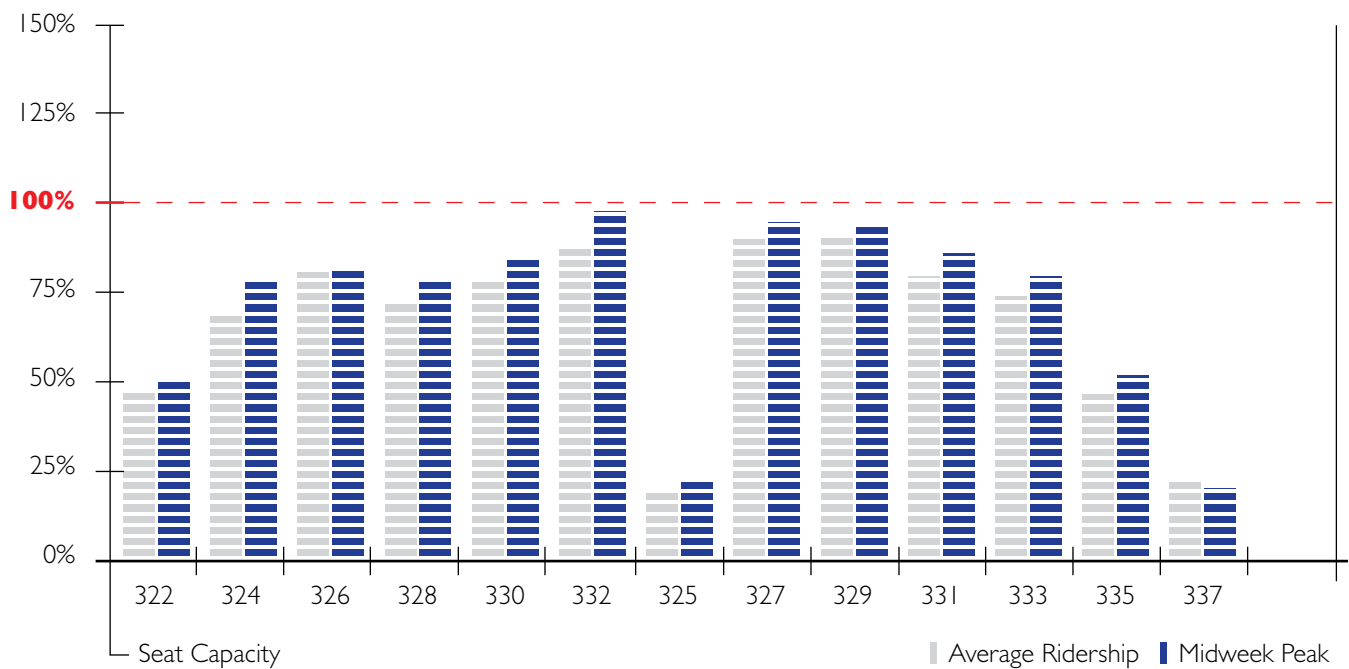


TRAIN UTILIZATION

FREDERICKSBURG LINE

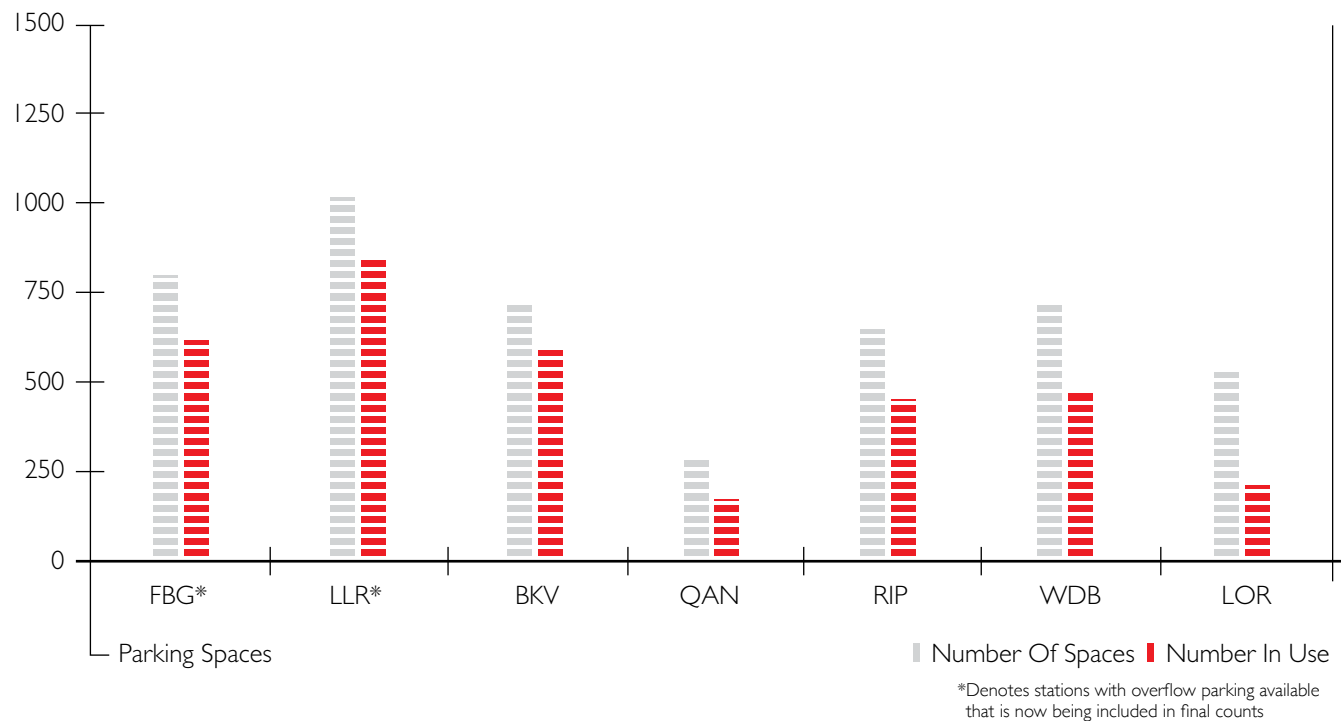


MANASSAS LINE

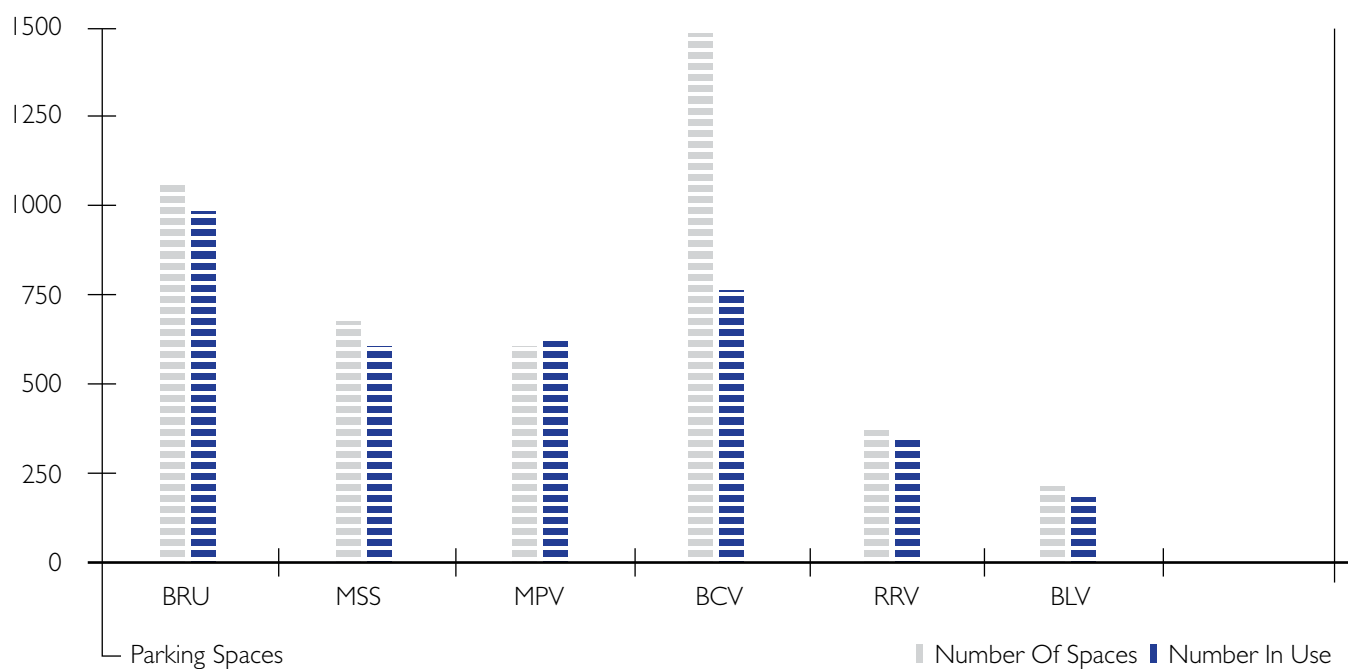


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FINANCIAL REPORT

Fare income for the month was \$127,220 below the budget – an unfavorable variance of 3.93 percent. The cumulative variance for the year is 5.4 percent or \$705,038 below the adopted budget. Revenue for the first four months of FY 2016 is down 1.7 percent compared to the same period in FY 2015. We intend to amend the FY 2016 budget as appropriate based on this trend.

The operating ratio is 52 percent. Our budgeted goal ratio for FY 2016 is 50 percent.

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

Please Note: These figures are preliminary and unaudited.

FY 2016 OPERATING BUDGET REPORT MONTH ENDED OCTOBER 31, 2015

	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY16 BUDGET
OPERATING REVENUE (\$)							
Passenger Ticket Revenue	3,113,613	3,240,833	12,412,621	13,117,659	(705,038)	-5.4%	38,890,000
Other Operating Revenue	33,452	13,750	78,503	55,655	22,848	41.1%	165,000
Subtotal Operating Revenue	3,147,065	3,254,583	12,491,124	13,173,313	(682,189)	-5.2%	39,055,000
Jurisdict. Subsidy (1)	–	–	8,379,297	8,379,297	–	0.0%	12,991,760
Federal/State/Other	1,326,872	1,805,900	7,940,602	7,776,505	164,098	2.1%	28,979,851
Jurisdict. Subsidy Appn. from Res.	–	–	–	–	–	0.0%	1,070,000
Interest Income	4,265	1,667	15,795	6,746	9,049	134.1%	20,000
Total Operating Revenue	4,478,202	5,062,150	28,826,818	29,335,861	(509,043)	-1.7%	82,116,611
OPERATING EXPENSES (\$)							
Deptml. Operating Expenses	5,151,706	6,022,124	23,884,478	27,232,156	3,347,678	12.3%	75,401,741
Debt Service	495	–	576,513	574,569	(1,944)	–	6,714,870
Other Non-Deptml. Expenses	–	–	137	–	(137)	–	–
Total Operating Expenses	5,152,201	6,022,124	24,461,128	27,806,725	3,345,597	12.0%	82,116,611
NET INC. (LOSS) FROM OPS (\$)	(673,999)	(959,974)	4,365,690	1,529,136	2,836,554	–	–
CALCULATED OPERATING RATIO	–	–	52%	48%	–	Goal	50%

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



CAPITAL PROJECTS UPDATES

VRE CEO Doug Allen and VRE Operations Board Vice Chairman Gary Skinner welcome passengers to the first train at the new Spotsylvania Station.

L'ENFANT STORAGE TRACK

With midday train storage at a premium in Washington, DC, this project will convert an existing siding into a midday storage track for a VRE train set immediately north of L'Enfant Station. CSX Transportation (CSXT) will install the necessary changes to track, turnouts, switches and signals, while VRE will install wayside power appliances on the storage track to permit heating and cooling of trains during layover without running the locomotive. The VRE Operations Board approved award of a contract to C3M Power Systems LLC for construction work. CSXT has other track and signal work in the immediate vicinity of the storage track for a stub track and a communications box.

The District of Columbia permit hearing, originally scheduled for December 2015, has been deferred until late January 2016. Accounting for this and other potential delays such as weather, the contractor's work cannot begin in earnest until temperatures allow for excavation and concrete work to be accomplished. The new track will be placed in service no sooner than the second quarter of 2016.

ALEXANDRIA UNION STATION PEDESTRIAN TUNNEL PROJECT

A new pedestrian tunnel at the Alexandria Union Station is planned to be constructed just north of and parallel to the original tunnel built in 1906, which will ultimately be removed from service and sealed. The new tunnel will be wider and longer than the existing tunnel and will connect directly to Metro's King Street station. The new tunnel will eliminate an at-grade crossing used by passengers between the station's east and west platforms. This access to the existing east platform will be the only access in compliance with the Americans with Disabilities Act.

The project will also widen the existing east platform allowing VRE and Amtrak trains to use Track 1 (the farthest track from the station), which is currently



The blower unit was mounted directly over the inlet opening at sidewalk level. Liquid smoke is a non-toxic petroleum based product. It was heated by the exhaust of a separate gas-driven blower motor to generate the smoke.

used almost exclusively by freight trains. By adding the tunnel with elevators and stairways, this project will greatly improve safety for passengers moving between the platforms and Metro, add operational flexibility for track usage and improve intermodal transfers between VRE and Metrorail, Metrobus and DASH buses.

Design coordination continues with the Virginia Department of Transportation (VDOT) helping to facilitate the Federal Highway Administration's partial funding of this project as a part of their at-grade railroad crossing elimination program. As such, VDOT design reviews at multiple levels are required for the project. VDOT is also providing the environmental documentation.

A Preliminary Archeological Assessment Response from Alexandria Archeology indicated that the proposed tunnel has a "...low likelihood for impacting significant historic or prehistoric resources..." which is largely a result of most of the construction being underground. Prior to progressing into the 60 percent design phase, VRE is seeking stakeholder consensus, as requested by VDOT. Both WMATA and Amtrak have formally agreed to continue to progress the tunnel design. A meeting between CSXT, VDOT and VRE will be conducted in December to reach consensus on the tunnel crossing.

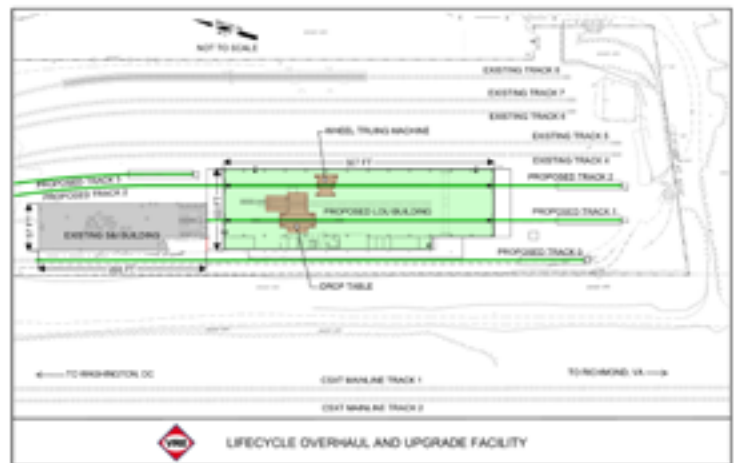


Smoke was expected to come up concentrated between the tracks but instead appeared dispersed along the length of Track 3, suggesting a blocked or collapsed pipe.

There are some concerns about existing drainage pipes and their inlets. In an effort to learn more about the inlets and connecting pipe, a smoke test was conducted on November 24. During the test a smoke machine was placed on an inlet at the station's sidewalk level and blew smoke up through the pipe. The smoke rose to the track level but spread across Track 3 leading to two possible conclusions: either the pipe was broken in the track vicinity or the track level inlet was clogged and forced the smoke to spread over the track ballast. The next step will be to send a camera through the pipe to help determine its condition.

LIFECYCLE OVERHAUL AND UPGRADE FACILITY

In January 2014, the VRE Operations Board adopted a lifecycle 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 of the equipment. A new building at the Crossroads Maintenance and Storage Facility will be constructed to specifically perform this work and will be fully dedicated to these activities. The Board authorized award of a contract for engineering, environmental and construction services for the Lifecycle Overhaul and Upgrade (LOU) Facility to STV Group Inc. The new LOU building will be almost twice as large as the existing Service and Inspection building. A new Track 0 will be added and Tracks 2 and 3 will be reconfigured, with Track 3 ending as a stub track providing additional storage.



This diagram shows the layout and massing of key LOU facilities within the boundaries of the Crossroads Maintenance and Storage Facility.

Advertising for the procurement of the drop table and wheel truing machine, which require longer times to be manufactured, is expected this month. The consultant delivered the final plans, specifications and cost estimate on December 4. We continue to coordinate with Spotsylvania County on the approval of our site permit application made in November. Environmental coordination is underway with the Federal Transit Administration. Reports on wetlands, noise and vibration, historic resources and threatened and endangered species have been completed. A National Environmental Policy Act clearance is required before the grant can be approved for construction.



Embankment widening and slope stabilization proceeds for the new third track running adjacent to Benchmark Road.

FREDERICKSBURG- CROSSROADS THIRD TRACK PROJECT

VRE is working with CSXT to provide a new third track, upgrade interlockings, and make other capacity improvements to 5.7 miles of the CSXT RF&P Secondary between Fredericksburg and Crossroads Interlockings, including modifications to the lead track for VRE's Crossroads Maintenance and Storage Facility and the new Spotsylvania Station. The improvement is being accomplished by a combination of CSXT force account workers and private contractors under VRE management. After several years of design and preparations, the project is proceeding with earthwork, retaining wall work, new structures as needed and corresponding signal and track work.



Preparations are made for laying the foundations for the new arch extensions spanning Massaponax Creek that will support the new third track.

Phase I of VRE's civil, site, drainage and trackbed work is complete. The remaining effort is focused on the final mile of new third track along Benchmark Road south of Mine Road. Project work continues on slope stabilization, retaining walls construction and the Massaponax Creek Arch Extension. CSXT track workers completed the Phase 3 cut-in for new switches, signals and track at the Crossroads Interlocking over the weekend of November 14. The overall project completion is scheduled for the first quarter of 2016.

SPOTSYLVANIA STATION PROJECT

Spotsylvania Station entered revenue service on November 16, 2015, and a ribbon-cutting ceremony was conducted the same day. Spotsylvania County is completing work (including punch-list items and project cleanup/close out) on its 1,500 space parking lot and road work associated with the station. Miscellaneous clean-up/project closeout activities for both projects will be complete by the end of the calendar year.



VRE Facility Manager Eric Johnson, Network & Telecommunication Specialist Alex Sugatan and IT Director Robert Hostelka inspect passenger information system screens for service at the new Spotsylvania Station.



Passenger information bulletin boards are filled in preparation of the start of revenue service at the new Spotsylvania Station.



VRE's new Spotsylvania Station and Spotsylvania County's 1,500-space parking lot are now open.

GAINESVILLE-HAYMARKET EXTENSION

A series of meetings with elected officials, VRE member jurisdictions, regional agencies and members of the public were held in early November to solicit initial input on the Gainesville-Haymarket Extension (GHX). A community meeting was held on November 10 at Gainesville Middle School to introduce the study to the local community. About 60 people attended the meeting, which included a presentation on the study goals and schedule, a brief question-and-answer period and one-on-one discussions with VRE staff and GHX consultant team experts. Four stakeholder committee meetings were also held on November 6, 9 and 10. The stakeholder committees will meet periodically over the course of the two-year study to gain feedback from key stakeholders such as local and state elected officials, local jurisdiction senior management and representatives of homeowners in the study area about major elements of the extension (including station locations, ridership and costs) as well as to broaden support for the project.



VRE CEO Doug Allen addresses the members of the Executive Steering Committee for the GHX study at their first meeting.

Comments and questions raised at the meetings focused on:

- The need to expedite the study to complete the extension as soon as possible.
- Support to explore a station location in the Town of Haymarket that could link to the town's economic development plans.
- Desire to minimize the extent and visual impact of station parking through structured parking.
- Concerns about noise and traffic impacts from residents living along the rail corridor and impacts to wetlands and natural areas in the Haymarket area.
- Desire to explore a phased implementation and/or minimize the number of stations.
- Questions about the future viability of the Broad Run Station if the Manassas Line is extended to Haymarket.

Public comment was also solicited via the GHX project website at www.vre.org/ghx. A more detailed summary of comments received to date is being prepared and will be made available on the GHX website.

FY 2016 STATION ASSESSMENTS

VRE kicked off a series of three station assessments for FY 2016. Station assessment studies are a planning-level exercise conducted as a prelude to entry into preliminary engineering for station improvement projects. Information is gathered regarding the site and situation of the existing station with the intention of identifying strengths, weaknesses, opportunities and threats that could affect station area development. Alternative layout and massing of station facilities, platforms and tracks are considered and evaluated for their influence on pedestrian and traffic flows in and around the station. The best means of integrating alternative transportation modes including bicycles are addressed. The potential for joint or transit-oriented development is evaluated as a possible means of introducing a sense of life and vitality to the station environment.



VRE's Manager of Project Development Christine Hoeffner, Planning Program Administrator Sonali Soniji and Consultant Sue Gibbons confer with Lynn Rivers from Arlington County on the platform at Crystal City Station.

The FY 2016 Station Assessments will focus on L'Enfant, Crystal City and Woodbridge stations. The first two stations also will consider options for improved Metrorail access in conjunction with WMATA and jurisdictional staff.



The first VRE train receives authority to depart the new Spotsylvania Station.

FACILITIES UPDATE

The following is a status update of VRE facilities projects:

Completed projects:

1. Issuance of Notice to Proceed for elevator modernization project at Franconia-Springfield Station (west elevator; WMATA side)
2. Installation of signage, poster cases, benches and waste/recycling receptacles at Spotsylvania Station
3. Replacement of asphalt grade crossing at Crystal City Station
4. Caulking of stairs at Rippon Station
5. Repairs to waste oil pump and tank at Broad Run Yard

Projects scheduled to be completed this quarter:

1. Issuance of Notice to Proceed for canopy roof and gutter replacement project at L'Enfant and Leeland Road stations
2. Issuance of Notice to Proceed for elevator modernization project at Franconia-Springfield Station (east elevator; VRE side)
3. Installation of bird netting at Woodbridge Station west elevator/stair tower
4. Installation of right-of-way security fencing at Burke Centre Station (awaiting execution of Norfolk Southern lease agreement)
5. Replacement of benches at Alexandria Station east platform

Projects scheduled to be initiated this quarter:

1. Installation of emergency generator at Woodbridge Station west elevator/stair tower
2. Installation of upgraded light fixtures at Woodbridge Station west elevator/stair tower and pedestrian bridge
3. Installation of pathfinder signs for Spotsylvania Station
4. Installation of inter-track warning signs at stations
5. Renovations at Crossroads Warehouse office

Ongoing projects:

1. Issuance of Notice to Proceed for elevator modernization project at Rippon Station (upon completion of modernization work at Franconia-Springfield Station)
2. Installation of platform warning tactile panels at Spotsylvania Station
3. Renovations at Alexandria headquarters
4. Correction of canopy drainage problem at Crystal City Station
5. Development of scope of work for tactile warning strip replacement IFB for various stations
6. Development of scope of work for platform concrete rehabilitation IFB for Fredericksburg Station

UPCOMING PROCUREMENTS

- Repair and Overhaul of Locomotive Rotating Electrical Equipment
- Engineering and Environmental Services for Platform Improvements at Five Fredericksburg Line Stations
- General Planning Consulting Services I
- Development of Design Guidelines and Standard Specifications
- Engineering and Environmental Services for the Rolling Road Station Platform Extension
- Replacement of Tactile Warning Strips at Station Platforms
- Automatic Parking Counter System
- Automatic Passenger Counter System
- Drop Table for the Lifecycle Overhaul and Upgrade Facility
- Wheel Truing Machine for the Lifecycle Overhaul and Upgrade Facility
- Engineering and Design Services for the New York Avenue Rolling Stock Storage Yard
- Engineering and Environmental Services for the Manassas Park Station Parking Expansion
- Development and Coordination Services for VRE Maintenance and Storage Facility
- Purchase of Passenger Elevators
- Construction of the Lifecycle Overhaul and Upgrade Facility
- Construction Management Services for the Lifecycle Overhaul and Upgrade Facility
- Positive Train Control System Testing, Coordination and Oversight

PROJECTS PROGRESS REPORT

AS OF OCTOBER 31, 2015

STATIONS AND PARKING LOTS

PROJECT	DESCRIPTION	PHASE					
		CD	PE	ES	RW	FD	CN
Union Station Improvements (Amtrak/VRE Joint Recapitalization Projects)	Station and coach yard improvements of mutual benefit to VRE and Amtrak.	◆	◆	◆	N/A	◆	●
Alexandria Station Improvements	Pedestrian tunnel to Metro, improve ADA access, and eliminate at-grade track crossing.	◆	◆	●	N/A	●	—
	Modify Slaters Lane Interlocking, track, and East Platform to accommodate trains on Track #1.	◆	●	—	N/A	—	—
	Extend East Platform for 8-car trains and elevate West Platform.	◆	—	—	N/A	—	—
Franconia-Springfield Station Improvements	Extend both platforms for 8-car trains and widen east platform for future third track.	◆	—	—	N/A	—	—
Lorton Station Improvements	Extend existing platform for 8-car trains.	◆	◆	◆	N/A	◆	■
	New second platform for 8-car trains.	◆	—	—	N/A	◆	—
Quantico Station Improvements	New island platform, pedestrian bridge, bus facilities, trackwork and extend existing platform.	◆	◆	◆	N/A	—	—
Rippon Station Improvements	Extend existing platform and construct second platform for 8-car trains.	◆	—	—	N/A	—	—
Brooke Station Improvements	Extend existing platform and construct second platform for 8-car trains.	◆	—	—	N/A	—	—
Leeland Road Station Improvements	Extend existing platform and construct second platform for 8-car trains.	◆	—	—	N/A	—	—
Spotsylvania Station Improvements	New VRE station in Spotsylvania County near the Crossroads MSF.	◆	◆	◆	N/A	◆	●
Rolling Road Station Improvements	Extend existing platform by 250 feet for 8-car trains.	◆	—	—	N/A	—	—
Broad Run Station Improvements	Parking garage to expand parking by 700 spaces.	◆	◆	■	N/A	—	—

PHASE: CD - Conceptual Design PE - Preliminary Engineering ES - Environment Screening RW - Right of Way Acquisition

ESTIMATED COSTS (\$)					COMPLETION		STATUS	
Total	Funded	Unfunded	Authorize	Expended	Percent	Date		
3,201,176	3,201,176	–	3,201,176	2,077,547	90%	4th QTR 2015	●	Remaining work on platform canopies resumed in Fall 2015.
10,021,865	10,021,865	–	1,814,599	351,489	25%	1st QTR 2017	●	60% design under development.
7,000,000	7,000,000	–	–	–	5%	1st QTR 2017	●	Platform design underway. Preparing CXST agreement for track and signal work.
2,400,000	2,400,000	–	–	–	5%	1st QTR 2017	●	Additional funding needed for East Platform extension.
13,000,000	13,000,000	–	–	–	5%	TBD	●	Preparing RFP for PE and NEPA as part of Penta-Platforms Program.
1,864,000	1,864,000	–	–	–	50%	4th QTR 2016	■	NTP on hold pending CSXT flagging.
16,776,000	10,740,000	–	–	–	5%	3rd QTR 2017	●	Preparing RFP for PE and NEPA as part of Penta-Platforms Program.
6,680,968	6,681,338	–	–	–	40%	1st QTR 2017	●	Proceeding in conjunction with DRPT Arkendale-Powells Creek Third Track Project.
16,634,000	16,634,000	–	–	–	5%	1st QTR 2020	●	Preparing RFP for PE and NEPA as part of Penta-Platforms Program.
14,650,000	9,264,300	5,385,700	–	–	5%	3rd QTR 2020	●	Preparing RFP for PE and NEPA as part of Penta-Platforms Program.
14,000,000	9,264,300	4,735,700	–	–	5%	3rd QTR 2020	●	Preparing RFP for PE and NEPA as part of Penta-Platforms Program.
3,442,500	3,442,500	–	3,287,353	2,525,000	90%	4th QTR 2015	●	Completion coordinated with 1,500-space Spotsylvania County-built parking lot.
2,000,000	2,000,000	–	–	–	5%	3rd QTR 2017	●	Preparing RFP for PE and NEPA.
24,420,000	3,420,000	21,000,000	2,031,263	393,120	30%	TBD	■	NEPA documents submitted to FTA for review.

FD – Final Design CN – Construction ◆ Completed ● Underway ■ On Hold

TRACK AND INFRASTRUCTURE

PROJECT	DESCRIPTION	CD	PE	PHASE			FD	CN
				ES	RW			
L'Enfant Wayside Storage Track	Conversion of existing siding into a midday train storage track.	◆	◆	◆	N/A		◆	●
Hamilton-to-Crossroads Third Track	2¼-miles of new third track with CSXT design and construction of signal and track tie-ins.	◆	◆	◆	N/A		◆	●

MAINTENANCE AND STORAGE FACILITIES

Broad Run Yard Train Wash	New train wash facility to be added to the Broad Run MSF.	◆	◆	◆	N/A		◆	■
Lifecycle Overhaul and Upgrade Facility	New LOU facility to be added to the Crossroads MSF.	◆	◆	◆	N/A		◆	●

ROLLING STOCK

Passenger Railcar Procurement	Acquisition of 29 new railcars. 8 cars in service. 7+5 in construction. 9 additional approved.	◆	N/A	N/A	N/A		◆	●
Positive Train Control	Implement Positive Train Control for all VRE locomotives and control cars.	◆	N/A	N/A	N/A		◆	●

PLANNING, COMMUNICATIONS AND IT

Gainesville-Haymarket Extension	NEPA and PE for an 11-mile extension of VRE service over the NS B-Line to I-66 near Haymarket.	◆	●	●	–		–	–
Mobile Ticketing	Implementation of a new mobile ticketing system.	◆	N/A	N/A	N/A		◆	●

PHASE: CD – Conceptual Design PE – Preliminary Engineering ES – Environment Screening RW – Right of Way Acquisition

Total	ESTIMATED COSTS (\$)				COMPLETION			STATUS
	Funded	Unfunded	Authorize	Expended	Percent	Date		
4,003,187	4,207,057	–	4,207,057	551,313	65%	1st QTR 2016	■	Construction on hold, ready to resume when District permitting is resolved.
32,500,000	32,823,227	–	32,823,227	22,144,991	–	1st QTR 2016	●	Work resumed after safety standdown. Second phase track and signal cut-in achieved 9/26/15.
2,494,711	307,513	2,187,198	283,421	174,875	60%	TBD	■	Design 90 percent complete.
22,500,000	22,500,000	–	3,146,403	526,558	30%	2nd QTR 2017	●	Design 30 percent complete. Procurement began on purchasing long-lead specialty equipment.
52,544,714	52,544,714	–	50,857,414	21,263,340	46%	4th QTR 2018	●	Base order of 8 cars 95 percent complete. 7-car option 22 percent complete. Engineering begun on 5-car option order.
10,821,989	10,821,989	–	7,980,877	51,475	–	–	●	Contract executed to install on-board equipment in January 2015. Awaiting definition of specifications.
265,000,000	5,823,052	–	5,902,501	1,170,364	13%	–	●	Work agreement executed with NS. First round of stakeholder and public outreach in October.
3,510,307	3,510,307	–	3,510,307	1,325,307	45%	–	●	Phase 2 is underway. Mobile now accounts for about 12% of monthly revenue, @ \$320k/month.
FD – Final Design CN – Construction ◆ Completed ● Underway ■ On Hold								



VIRGINIA RAILWAY EXPRESS

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VRE.ORG





RESOLUTION #2296

SUBJECT: Adoption and Referral of the Revised FY2016 and Recommended FY2017 VRE Operating and Capital Budgets to the Jurisdictions

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

WHEREAS: The VRE Chief Executive Officer has provided the VRE Operations Board with the FY2017 Operating and Capital Budget within the guidelines developed in concert with the jurisdictional chief administration officers;

WHEREAS: The FY2017 Budget proposes a five percent jurisdictional subsidy increase and no fare increase;

WHEREAS: VRE staff recommends a budget built on an average daily ridership of 19,100 and 34 trains; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby adopts the FY2017 VRE Operating and Capital Budget in the following amounts and forwards this budget to the local jurisdictions for inclusion in their budgets and appropriations in accordance with the Master Agreement:

Operating Budget	\$ 82,483,433
Capital Budget	\$ 48,028,443
Total Operating and Capital	\$130,511,876

BE IT FURTHER RESOLVED that NVTC adopts the amended FY2016 Operating and Capital Budget in the following amounts:

Operating Budget	\$ 81,567,080
Capital Budget	\$ 64,897,861
Total Operating and Capital	\$146,464,941

BE IT FURTHER RESOLVED that NVTC authorizes the Executive Directors of both the Potomac and Rappahannock Transportation Commission and the Northern Virginia Transportation Commission to submit to the Transportation Planning Board of the National Capital Region and to the Federal Transit Administration or other federal agencies, the appropriate Transit Improvement Program and grant applications for FY 2016 and FY 2017.

BE IT FURTHER RESOLVED that NVTC authorizes its Executive Director to submit to the Commonwealth the approved budget as part of the FY 2017 state aid grant applications.

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

Approved this 7th day of January 2016.

Chairman

Secretary-Treasurer



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 9-B
Action Item

To: Chairman Cook and the VRE Operations Board

From: Doug Allen

Date: December 18, 2015

**Re: Referral of the Revised FY 2016 and Recommended FY 2017
VRE Operating and Capital Budgets to the Commissions and
Localities**

Recommendation:

The VRE Operations Board is being asked to adopt the revised FY 2016 VRE Operating and Capital Budget and the recommended FY 2017 VRE Operating and Capital Budget and refer them to the Commissions for their consideration and subsequent referral to the jurisdictions for their formal review and adoption.

Background:

In accordance with the VRE Master Agreement, which outlines the process for annual budget approval, the preliminary FY 2017 VRE Operating and Capital Budget was initially prepared for review at the September VRE Operations Board. Since that time, it has been discussed at subsequent monthly meetings of the Operations Board and the CAO Taskforce, and the Capital Committee reviewed the capital program in November. The CAO Taskforce met on December 10th to present their final recommendations and discuss VRE responses to those recommendations.

Discussion:

The Recommended FY 2017 Operating and Capital Budget totals \$130.5 million.



Northern Virginia
Transportation Commission
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Arlington, VA 22201
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1500 King Street, Suite 202
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Transportation Commission
14700 Potomac Mills Road
Woodbridge, VA 22192
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The major assumptions in FY 2017 and significant changes compared to the prior fiscal year are as follows:

- Jurisdictional subsidy of \$17,250,240; a 5% increase from the FY 2016 level.
- No increase to fare rates and a projected average daily ridership of 19,100 passengers, which results in a total of \$38.95 million in fare revenue.
- State operating funds of \$9.0 million, approximately the same as the amount received in FY 2016, and 900K more than in the approved FY2016 Budget.
- Fuel estimated at \$2.90/gallon for a total cost of \$4.8 million.
- Grant funding from all sources for track access costs at 84% or \$14.1 million; equal to the percentage provided in FY 2016. Access fees increased at estimated or actual contractual amounts.
- Addition of four FTE employees to Project Implementation, Facilities Maintenance, and Finance and Administration, with partial grant funding for three of the positions for a net cost of \$375k.
- Required contractual increase for train operations and maintenance of equipment of \$140k or 0.17%, the 12-month CPI increase for October 2015.
- Prior year funding of \$377k for one time expenditures in FY 2017 for modernization of IT equipment, software and other costs related to the database development project (\$295k) and security costs during construction of the Potomac Shores station (\$82k). The Information Technology budget increased by \$610k in total, including these one-time costs and anticipated ongoing costs for licensing and system maintenance.
- Federal 5307 (Urbanized Area) and 5337 (State of Good Repair) funding of \$27.05 million, equal to the amount received in FY 2016, and \$900k less than in the approved FY 2016 budget.
- Tiered capital matching funds from the State of the non-federal share for new projects with 34% (tier II) funding requested from the state for the major midday storage and yard projects.
- Contribution to the Capital Reserve of \$3M with \$1M allocated from the Reserve balance for FY 2017 capital projects.
- Operating contingency at 1% of the operating budget.

The FY 2017 operating budget expenses of \$82.5M exceed the prior year amount by \$367k (less than one-half of one percent), with a combination of revenue increases and cost decreases essentially netting out against contractual and other recommended cost increases. The essentially flat operating budget is the result, in part, of historic low fuel costs projections and a minimal change to the CPI.

The primary driver of increased local cost outflow in FY 2017 compared to FY 2016 is the local match to federal formula funds for the capital program, accounting for an increase in costs of \$810k. This reflects that VRE funded a large portion of the local match for Capital projects in FY 2016 with prior year revenue, due in part to a delay in the federal authorization legislation until just prior to budget adoption; the final authorization indicated additional funding and an accompanying need for local match. In FY 2017 we are

returning to the preferred method of funding the ongoing need for local match with current revenue.

The budget also includes a six-year financial forecast for the period FY 2017 through FY 2022 which includes a 3% fare increase in FY 2018, FY 2020 & FY2022.

The FY 2017 budget assumes a 5% subsidy increase, with future 3% increases in FY 2019 and FY 2021. Every October a survey of VRE riders is done to calculate the subsidy allocation by jurisdiction. The projected FY 2017 jurisdictional subsidy, which reflects the most recent ridership survey results, is as follows:

	FY 2016	FY 2017	Net	%
Jurisdiction	Subsidy	Subsidy	Inc/(Dec)	Change
Prince William County	\$ 5,309,674	\$ 5,968,406	658,732	12.4%
Fairfax County	4,847,285	5,160,910	313,625	6.5%
Stafford County	2,855,607	2,647,222	(208,385)	-7.3%
Spotsylvania County	1,303,888	1,382,749	78,861	6.0%
Manassas	766,491	749,371	(17,120)	-2.2%
Manassas Park	576,699	511,777	(64,922)	-11.3%
Fredericksburg	439,366	483,524	44,158	10.1%
Alexandria	133,894	140,589	6,695	5.0%
Arlington	195,897	205,692	9,795	5.0%
Total Subsidy	\$ 16,428,801	\$ 17,250,240	\$ 821,439	5.0%

Capital Budget and CIP

The multi-year CIP includes both funded and unfunded projects. The funded projects include those that are funded through federal formula grants received annually by VRE; through already allocated funds from other programs, such as CMAQ or NVTA; or through other expected sources. The unfunded or partially funded projects are those that are pending a discretionary allocation by a funding authority or for which a funding source has not yet been identified.

In the last year, VRE, with the assistance of PFM, has developed a financial forecast that compares the capital and operating needs associated with various service profiles (including implementation of System Plan 2040) to available funding sources and quantified the need for additional funding. The next step in the development of the Financial Plan is the identification and evaluation of various alternative for meeting future system needs, including debt financing as appropriate.

The FY 2017 to FY 2022 CIP illustrates the funding challenges for VRE in the coming years, since currently identified funding falls short of the system's capital needs. Projects included in the CIP are prioritized with an emphasis on passenger safety, regulatory requirements, and maintaining current equipment and facilities in a state of good repair. However, the

shortfall makes it difficult for VRE to adequately reinvest to maintain the system's reliability and safety, while also making enhancements, adding capacity to serve new ridership demands and adhering to commitments to participate in the expansion of the railroad infrastructure.

A key challenge is the misalignment between the timing of need and availability of funding for several crucial projects, most notably the replacement of VRE's midday train storage facility. The current CIP relies on multi-year state capital funding of 34% to allow us to leverage our available federal formula funds. However, this funding is insufficient to advance the project as desired in FY 2018 and FY 2019. The project is a candidate for federal Core Capacity funding or for debt financing; these and other options will be considered once costs for the project have been confirmed. The limitations on the use of our major source of federal source, the 5337 or State of Good Repair program, further complicates our capital funding picture.

To fully fund the projects in the FY 2017-FY 2022 CIP (including all costs to complete) would require approximately \$2.1 billion. Of this total, \$499 million has been allocated or is anticipated from ongoing formula funding sources. The remaining \$1.6 billion, includes a number of projects which are eligible for funding from discretionary funding sources such as HB-2 or NVT. The Long Bridge (\$700 million) along with several related projects is a candidate for funding through the federal Core Capacity program and from the contributions of other stakeholders. The Gainesville Haymarket Extension (\$286 million) is a candidate for funding through HB-2 and the federal New Starts program.

The total programmed capital projects for FY 2017 of \$48 million are outlined below. The funding source is FTA formula funds, including required local match, unless otherwise indicated.

Asset Management projects:

- Facilities Asset Management Program - \$3.9M
- Lifecycle Overhaul Facility (LOU) and yard improvements - \$12.6M
- Equipment Asset Management Program) - \$4.9M
- Fare Collection EMV Compliance/Upgrade - \$1.2M
- Security Cameras and other - \$.9M

Replacement projects:

- Midday train storage - \$8.2M (includes \$500k from Capital Reserve – part of project includes potential for future expansion).

Expansion projects:

- Fourth Track VA to LE - \$.25M (Capital Reserve or REF funding)
- L'Enfant Station Improvements - \$.25M (Capital Reserve or REF funding)
- Lorton platform improvements - \$.5M (CMAQ)
- Rippon platform improvements - \$.2M (CMAQ)
- Brooke/Leeland second platforms - \$.58M (REF)

- Quantico Intermodal - \$4.5M (IPROC)

Other :

- Capital reserve contribution - \$3.0 (local funds only - may be used for capital projects of any kind)

The FY 2017 capital budget decreased from the prior year by \$6.8M (-12%). This is due primarily to the use of 68% state funding in FY 2016 for the purchase of expansion rail cars and year to year differences in the availability of discretionary funding sources such as CMAQ and REF.

FY 2016 Amended Budget

The FY 2016 budget has been revised to reflect current projections for revenue and expenses. The major changes are as follows:

- Increased state operating funds in the amount of \$1.1M.
- Revised/reduced fare revenue by \$1.07M due to the delayed start of the new train and updated ridership projection.
- Revised/reduced access fees for Amtrak by \$351K to reflect actual costs of new agreement, with an accompanying decrease in projected grant revenue.
- Operational Contingency was increased by a net \$930K for various additions and revisions of current year operating costs. The major changes were a decrease of \$1.59M to the cost of diesel fuel, changes related to the delayed start of the new train, and an increase of \$455K for the database development project, for which funds had been budgeted in prior years.
- Funds are available in the contingency for FY 2017 additional positions to be added prior to year-end.

Capital budget changes:

- Capital project spending was reduced by \$1.13M to reflect a lower than anticipated award of federal formula funding in FY 2016. In addition, grant requests for FY 2014, FY 2015 and FY 2016 were rearranged to accommodate the correct split between 5307 (Urbanized Area) and 5337 (State of Good Repair) FTA funding.
- An additional \$10.7M of CMAQ, IPROC and REF funding for capital projects was recognized.
- Capital Reserve funds of \$500k were added to the funding for Equipment Storage projects to ensure availability of funding for improvements potentially not available for grant reimbursement.

**Virginia Railway Express
Operations Board**

**Resolution
9B-12-2015**

**Referral of the Revised FY 2016 and Recommended
FY 2017 VRE Operating and Capital Budgets
to the Commissions and Localities**

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

WHEREAS, the VRE Chief Executive Officer has provided the VRE Operations Board with the FY 2017 Operating and Capital Budget within the guidelines developed in concert with the jurisdictional chief administrative officers; and,

WHEREAS, the FY 2017 budget proposes a 5% jurisdictional subsidy increase and no fare increase; and,

WHEREAS, VRE staff recommends a budget built on an average daily ridership of 19,100 and 34 trains;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend that the Commissions adopt the FY 2017 VRE Operating and Capital Budget in the following amounts and forward this budget to the local jurisdictions for inclusion in their budgets and appropriations in accordance with the Master Agreement; and,

Operating Budget	\$ 82,483,433
Capital Budget	<u>48,028,443</u>
Total Operating and Capital	\$130,511,876

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby recommend that the Commissions adopt the amended FY 2016 Operating and Capital Budget in the following amounts; and,

Operating Budget	\$ 81,567,080
Capital Budget	<u>64,897,861</u>
Total Operating and Capital	\$146,464,941

Resolution 9B-12-2015 continued

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby recommend that the Commissions authorize the Executive Directors of both PRTC and NVTC to submit to the Transportation Planning Board of the National Capital Region and to the Federal Transit Administration or other federal agencies, the appropriate Transit Improvement Program and grant applications for FY 2016 and FY 2017; and,

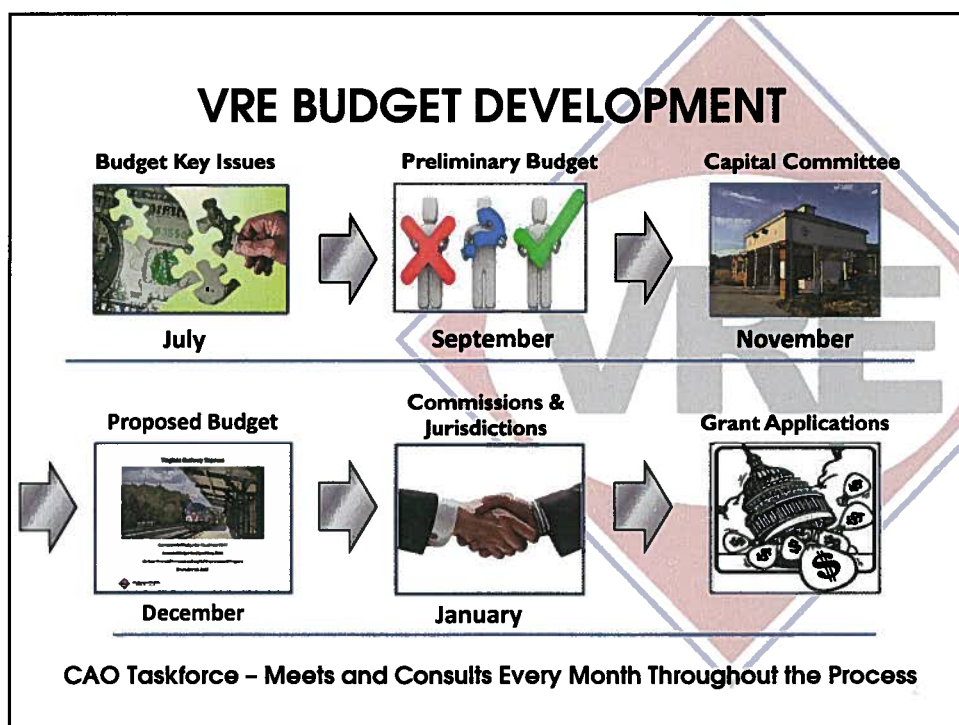
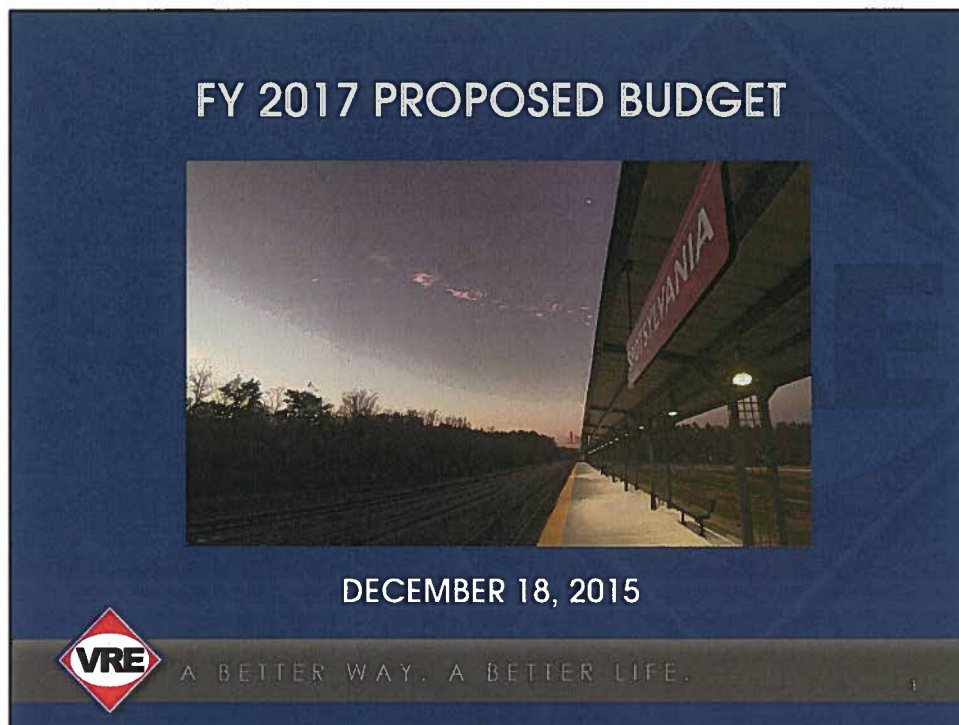
BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby recommend that the Commissions authorize the Executive Director of NVTC to submit to the Commonwealth the approved budget as part of the FY 2017 state aid grant applications; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby recommend that the Commissions authorize the Chief Executive Officer of VRE to submit appropriate projects to the Northern Virginia Transportation Authority or other funding authorities on behalf of the Commissions.

Approved this 18th day of December 2015.

John C. Cook
Chairman

Paul Smedberg
Secretary



BUDGET DOCUMENT

- Goals and Assumptions
- Recommended FY 2017 Operating and Capital Budget
- Revised FY 2016 Operating and Capital Budget
- Six-Year Financial Forecast FY17-FY22
- Capital Improvement Program FY17-FY22



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ISSUE #1 - SUBSIDY: WHY 5%?

5% subsidy increase - \$822K

Why is increase required?

- Operating expenses and operating subsidy similar to FY 2016
- One-time funds used for local capital match in FY2016
- Consistent with System Plan, FY 2016 Approved Budget & Board Direction



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ISSUE #2 – CAPITAL FUNDING

- Lag in timing of available funds:
 - Midday storage projects - \$88M
 - Washington Union Station Improvements- \$20.1M
 - Not fully funded in years required
 - Funding plan will be developed for FY18 and FY19
- Restrictions on use of federal funds - 5307 (Urbanized Area) vs. 5337 (SGR)



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MAJOR ASSUMPTIONS

- Jurisdictional subsidy
- Fares and ridership:
 - \$38.9M in projected fare revenue based on ADR of 19,100 in FY2017
 - \$37.8M in projected fare revenue based on ADR of 17,723 in FY2016 Amended Budget
 - \$36.7M in actual fare revenue with an ADR of 18,547 in FY2015
- Factors considered :
 - New Fredericksburg train
 - Spotsylvania Station
 - Ongoing regional growth and development, traffic congestion
 - Fare level, transit subsidy level
 - Ridership trends to-date in FY2016



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MAJOR ASSUMPTIONS (CON.)

- Maintain service level at 34 trains (32 revenue)
- Diesel Fuel - \$2.90/gallon - \$4.8 million
- Track access \$16.82 million – grant funding of 84%
- State operating - \$9 million
- Prior year funding of \$377k for one-time expenditures
- Addition of four FTE employees in project implementation, facilities maintenance and finance and administration.
 - Partial grant funding for three of the positions for a net cost of \$375k



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MAJOR ASSUMPTIONS (CON.)

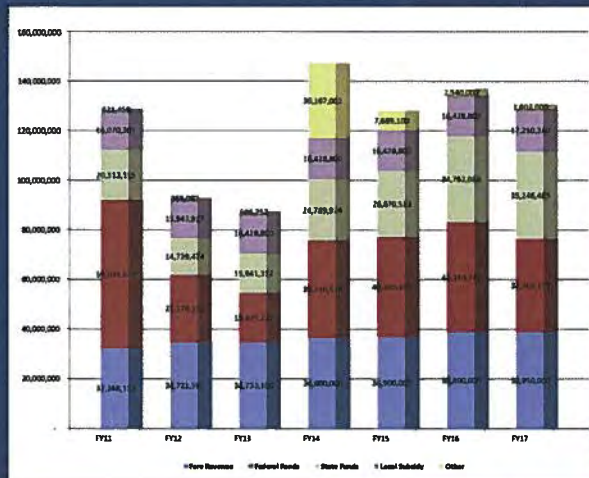
- Federal formula funds - \$27.1M in FY 2017
 - Amount received pre-MAP-21 - \$13.3M
- State capital funds - \$26.2M in FY 2017:
 - 34% percent funding requested for mid-day train storage
 - 16% assumed for all other projects
- \$1.2 million in local monies leverages \$29.9 million in federal and state funding
- Use of CMAQ, IPROC funds. Potential REF, NVTA.



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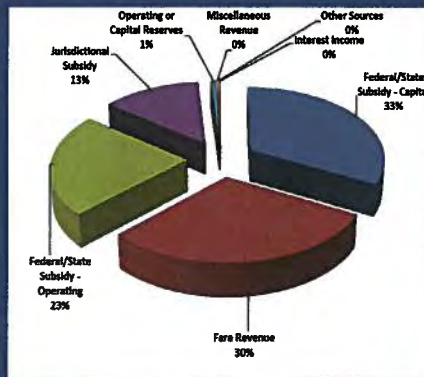
FY2017 SOURCES OF FUNDS



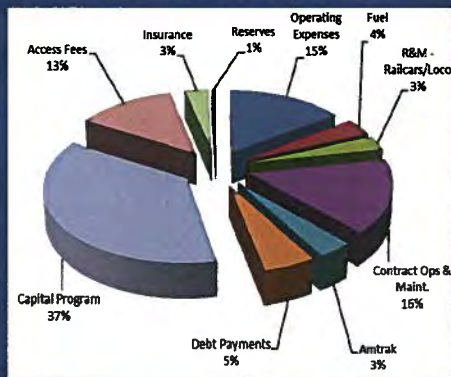
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VRE FY2017 PROPOSED BUDGET \$130M TOTAL

Where Money Comes From



Where Money Goes



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FY 2017 BUDGET

Description	Budget	Budget	Difference
	FY 2016	FY 2017	
Fare Revenue	38,890,000	38,950,000	60,000
Local Subsidy	16,428,800	17,250,240	821,440
Federal/State	79,072,811	72,709,636	(6,363,175)
Other	2,540,000	1,602,000	(938,000)
Total	136,931,611	130,511,876	(6,419,735)
Operating Expenses	18,965,650	19,613,600	647,950
Fuel	5,310,000	4,814,000	(496,000)
R&M - Railcars/Loco	3,725,000	4,056,000	331,000
Contract Ops & Maint.	20,931,000	21,071,169	140,169
Amtrak	4,640,000	4,615,000	(25,000)
Debt Payments	6,764,870	6,764,870	-
Capital Program	54,815,000	48,028,443	(6,786,557)
Access Fees	16,690,000	16,820,000	130,000
Insurance	3,950,000	4,000,000	50,000
Reserves/Mobilization	1,140,091	728,794	(411,297)
Total	136,931,611	130,511,876	(6,419,735)
Net Unfunded	-	0	0



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MAJOR EXPENSE CHANGES

- Operating Expenses - \$366k increase
 - Information Technology - increased by \$610k, including \$295k of one-time costs. Increases include equipment modernization, and software, licensing and other costs related to the database development project.
 - Bank Discounts - increased by \$200k for payment and benefit card processing
 - Additional staff - Net \$375k increase for three positions (salary and fringes)
 - Project Development and Implementation - 1.0M reduction in consulting and other professional services
 - Fuel - \$496k decrease for lower per gallon fuel projection (\$2.90)
 - R&M Railcars and R&M Locomotives - increased by \$311k due to end of warranty period and PTC costs coupled with other decreases
 - Contract operations and maintenance - \$140k for contractual increases
 - Access fees - \$130k for contractual increases
 - Operating contingency at 1% of operating budget - \$423k decrease

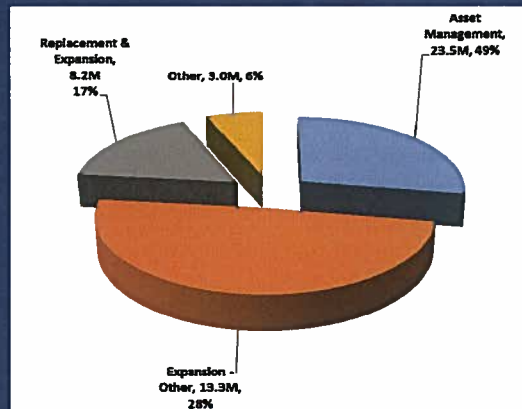


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FY 2017 CAPITAL BUDGET

The total programmed capital projects for FY 2017
of \$48 million



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FY 2017 CAPITAL BUDGET \$48M TOTAL

Projects by category:

Asset Management

- Lifecycle Overhaul Facility -\$12.6M
- Equipment Asset Management Program -\$4.9M
- Facilities Asset Management Program -\$3.9M
- Fare Collection EMV Compliance Upgrade-\$1.2 M
- Security Cameras -\$692K
- Security Enhancements -\$105K
- Transit Improvements -\$105K

Replacement/Expansion

- Mid-Day Train Storage -\$8.2M



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FY 2017 CAPITAL BUDGET \$48M TOTAL (CON.)

Expansion - Other

- Fourth Track -VA to LE -\$250K
- L'Enfant Station Improvements -\$250K
- Lorton 2nd Platform -\$500K-CMAQ
- Rippon 2nd Platform -\$2M -CMAQ
- Quantico Intermodal -\$4.5M - IPROC
- Brooke & Leeland Platforms -\$5.8 M - REF

Other

- Capital Reserve Contribution -\$3M



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VRE CAPITAL CLIMATE

- Capital intensive industry - (MAP-21) identified a capital funding deficit within the transit industry
- Reliance on discretionary grants - requires identification of needs prior to seeking funding
- Need to leverage major federal grant programs with local/regional/state funds - program rules plus demonstration of local commitment
- Financial forecast demonstrated need for additional dedicated sources of capital funding



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CAPITAL RESERVE

- Committed to or spent on projects - \$17.7M through FY 2017
 - Rail cars and locomotives - \$9.7M
 - HA to XR third track - \$3.7M
 - Capital Planning Fund - \$1.5M
 - Other - \$2.7M
- Uncommitted Balance
 - End of FY 15 -\$15.5 million
 - End of FY 16 -\$20.9 million
 - End of FY 17 -\$22.9 million based on \$3M contribution and the use of \$1M for projects in the FY 17 budget



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CAPITAL RESERVE – HOW MUCH?

- Financial Plan – work begun in FY 2015
 - Quantified operating and capital costs associated with various service profiles
 - Compared reserve contributions to level of need - \$90M
 - Target range will be part of final product
- Sources of funds – YE surplus + \$3M/year beginning in FY 2015
 - Completion of projects that require further funding
 - Source of additional local match if necessary to show local commitment
 - Advance major projects prior to seeking funding
 - Projects not eligible for or suited to grant funding

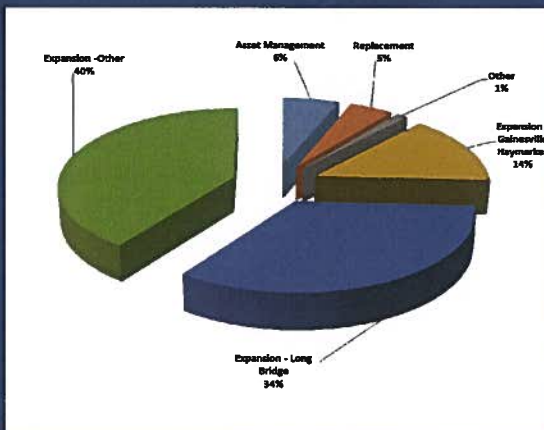


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FY 2017-2022 CIP \$2.1B

Includes full cost of all active CIP projects within the six year plan



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FY 2017-2022 CIP

- Fully funded - \$413.6M
 - Focus on asset management and replacement
- Partial and unfunded:
 - MOU 2 projects (Potomac Shores) - \$49.8M
 - GHX and related projects - \$505M
 - Other priority projects - \$2.06B
 - Includes Long Bridge - \$700M



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FINANCIAL AND DEBT POLICIES

- Financial and Debt Management Principles – Nov 2013
- Review of budget, CIP and six-year forecast for compliance with principles



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QUESTIONS?



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Executive Summary
CAO Task Force
Review/Recommendations
FY 17 VRE Preliminary
Budget as of 12-1-2015

December 10, 2015

VRE FY 17 Proposed Budget

- Total Enterprise Budget (Operating/Non-Operating/Capital) \$130,511,876 a decrease of \$6,419,735 or 4.68% over the FY 16 adopted amount of \$136,931,611
 - ◆ FY 17 Operating Expenses (excludes non-operating costs such as debt service, operating reserve and capital items) totals \$75,756,564 an increase of \$354,823 or 0.4% over the FY 16 adopted amount of \$75,401,741
 - ◆ FY 17 Non-Operating Expenses totals \$6,726,870 an increase of \$12,000 or (0.1%) over the FY 16 adopted amount of \$6,714,870
 - ◆ FY 17 Capital budget totals \$48,028,443 an decrease of \$6,786,557 or 12.4% over the FY 16 adopted amount of \$54,815,000
 - Includes \$12.8 million in CMAQ/REF/IPROC funded projects

CAO Task Force Recommendations

- Supports maintaining the total jurisdictional subsidy at \$16.4 million. Jurisdictional fuel tax revenues which support VRE subsidies have declined dramatically due to lower motor fuel prices.
- Currently \$3 million is budgeted for funding the capital reserve, however, the appropriate amount of a local capital contribution by the jurisdictions is unknown. VRE needs to better define the operating and capital costs of the system plan before asking the jurisdictions to commit funding over the six year plan.
- The full operating, facility and programmatic costs of capital projects need to be included in six year plan projections. VRE has made progress in this area with the development of the FY 17 CIP but more work needs to be done to incorporate these costs into the six year plan. The six year plan estimates for expenses and subsidy are understated in this proposal.

VRE Expenditure Budget

Operating/Non-Departmental Expenses:	FY16 Operating Adopted	FY17 Operating Proposed	Change	% Change
Departments				
Non- Departmental - Insurance/Reserve/Contingency	\$5,090,091	\$4,728,794	(\$361,297)	-7.1%
Executive Management	\$1,095,000	\$1,139,500	\$44,500	4.1%
Chief of Staff/Public Affairs	\$459,000	\$535,500	\$76,500	16.7%
Marketing	\$402,200	\$423,200	\$21,000	5.2%
Project Development	\$1,568,500	\$780,150	(\$788,350)	-50.3%
Operations and Communications	\$2,047,250	\$1,910,500	(\$136,750)	-6.7%
Budget and Finance	\$3,116,000	\$3,504,000	\$388,000	12.5%
Communication and Information Technology	\$1,627,000	\$2,237,000	\$610,000	37.5%
Project Implementation	\$718,800	\$809,100	\$90,300	12.6%
Facilities Maintenance	\$4,316,900	\$4,536,650	\$219,750	5.1%
Procurement	\$459,000	\$484,000	\$25,000	5.4%
Equipment Operations	\$11,176,500	\$10,908,500	(\$268,000)	-2.4%
Safety & Security	\$830,500	\$1,031,500	\$201,000	24.2%
PRTC	\$104,000	\$104,000	\$0	0.0%
NVTC	\$80,000	\$80,000	\$0	0.0%
Train Operations	\$15,060,000	\$15,463,003	\$403,003	2.7%
Amtrak	\$4,640,000	\$4,615,000	(\$25,000)	-0.5%
Maintenance of Equipment	\$5,871,000	\$5,608,166	(\$262,834)	-4.5%
Amtrak Access Fees	\$6,390,000	\$6,340,000	(\$50,000)	-0.8%
Norfolk Southern Access Fees	\$3,340,000	\$3,450,000	\$110,000	3.3%
CSX Access Fees	\$6,960,000	\$7,030,000	\$70,000	1.0%
Total Operating/Non-Departmental	\$75,351,741	\$75,718,564	\$366,822	0.5%

- ❑ One time funding in FY 16 of \$995K removed from Program Development
- ❑ One time funding in FY 16 of \$195K removed from Project Implementation

Date: 12/14/2015

FY 17 Budget – Additional Positions

Dpt #	Department	FY13	FY14	FY15	FY16	FY17	Change FY16/17
21	Executive	2	2	2	3	3	0
22	Passenger Support Services	6	6	4	0	0	0
23	Chief of Staff/Govt Relations	1	1	2	2	2	0
24	Marketing	1	1	1	1	1	0
25	Planning/Project Development	2	1	2	3	3	0
26	Operations and Communications	5	5	4	8	8	0
31	Finance & Administration	6	6	7	8	9	1
36	IT	2	2	2	3	3	0
41	Engineering	4	4	4	3	5	2
45	Facilities	1	1	1	1	2	1
46	Contract Administration	3	3	3	4	4	0
51	Equipment Operations	3	4	6	7	7	0
56	Safety and Security	1	1	1	2	2	0
	Total	37	37	39	45	49	4

FY17:

Addition of one FTE to Finance & Administration (Assoc. Accountant)

Addition of one FTE to Facilities Maintenance (Facilities Specialist)

Addition of two FTE to Engineering and Construction (Project Manager & Project Administrator)

Position	Salary & Fringe	G & PM Revenue	Net Cost of Position
Project Manager	\$143,000	(\$56,000)	\$87,000
Project Administrator	\$130,000	\$0	\$130,000
Facilities Specialist	\$110,500	(\$44,000)	\$66,500
Accounting Associate	\$91,000	\$0	\$91,000
Totals	\$474,500	(\$100,000)	\$374,500

Date: 12/14/2015

FY 17 Budget - Expenditures

- Other major expenditure increases over the FY 16 adopted operating budget include:

◆ Computer Equipment/Software Maintenance	\$551K
→ \$200K is for one-time items	
◆ Repairs & Maintenance – Railcars/Locomotives	\$311K
◆ Retail Sales Commissions	\$200K
◆ Station Security (Potomac Shores)	\$95K
→ \$82K are for one-time items	
◆ Salaries & Benefits:	
→ 3% placeholder Merit/COLA in FY 17	\$142K

Ridership Year to Date

- Total ridership July through November 2015 compared to same period last year:

	Manassas	Manassas	Change	Cumulative % Change	Fredericksburg	Fredericksburg	Change	Cumulative % Change	System			Cumulative % Change
	FY 15	FY 16			FY 15	FY 16			FY 15	FY 16	Change	
July	185,098	180,092	(5,006)	-2.7%	233,551	214,173	(19,378)	-8.3%	418,649	394,265	(24,384)	-5.8%
Aug	172,575	169,031	(3,544)	-2.4%	212,391	194,306	(18,085)	-8.4%	384,966	363,337	(21,629)	-5.7%
Sept	181,001	167,085	(13,916)	-4.2%	222,652	197,563	(25,089)	-9.4%	403,653	364,648	(39,005)	-7.0%
Oct	191,928	177,241	(14,687)	-5.1%	233,545	208,351	(25,194)	-9.7%	425,473	385,592	(39,881)	-7.6%
Nov	145,016	153,621	8,605	-3.3%	179,554	178,595	(959)	-8.2%	324,570	332,216	7,646	-6.0%
Dec	162,656				204,654							
Jan	161,913				197,055							
Feb	154,970				177,873							
Mar	189,359				214,064							
April	197,424				222,380							
May	167,934				199,605							
June	188,195				222,776							
Totals	2,098,069	847,070	(28,548)		2,520,100	992,988	(88,705)		1,957,311	1,840,058	(117,253)	

Date: 12/14/2015

Ridership

- Reasons for the ridership decline include the following:
 - ◆ Decline in fuel prices (motor fuel is \$0.93 less than one year ago)
 - ◆ Transit benefit stuck at \$130 per month
 - ◆ Changes in Federal employment have slowed the local economy
 - Sequestration impacts – especially on consulting & professional services
 - Non-replacement of older federal workers as they retire
 - About 2/3rd of VRE's ridership are federal employees
 - ◆ Increase in Teleworking and Alternative Work Schedules
 - Ridership on Fridays experiences a significant drop
 - ◆ I-95 HOT lanes provide an additional alternative
 - ◆ 4% fare increase in July 2015 (FY16)

Ridership

- Low confidence that adopted ridership of almost 4.9 million trips in FY 16 will be achieved
 - ◆ Estimate based on Spotsylvania station opening in October 2014
 - ◆ Station opened in mid-November 2015
- CAO year end projections are based on the historical percentage of trips through November to total trips for the year averaged over the past five years
 - ◆ E.g. if VRE has average 41.34% of its total ridership for the year through November; a year end estimate can be obtained by taking total ridership through November and dividing by 41.34%
- CAO estimate is approximately 4.45 million trips in FY 16 a difference of almost 412K trips or about 8.5% less than FY 16 adopted
- Reduced ridership estimate has fare revenue implications in FY 16

Ridership

- FY 17 preliminary estimate of 19,100 ADR or 4.8 million trips will require robust growth in ridership and may not be achievable

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
	Actual	Actual	Actual	Actual	Adopted	Projected	Projected	Projected	Projected	Projected	Projected
ADR (VRE)	19,088	18,878	18,119	18,547	19,300	19,100	20,000	20,400	20,800	21,100	21,400
ADR (CAO) Year End					17,664						
Increase/Decrease ADR		(210)	(759)	428	(883)	1,436	900	400	400	300	300
Percent Change		-1.1%	-4.0%	2.4%	-4.8%	8.1%	4.7%	2.0%	2.0%	1.4%	1.4%

- Historically, VRE has achieved a higher rate of growth than 8.1% only once in the last 10 years (FY 11)
- Average compound rate of growth in actual ridership over the past 10 years has been 2.6% per year; but over the past 5 years the growth rate has been only 2.1% per year and for the past 4 years the growth rate has been virtually flat (0.23% per year)
- This also has revenue implications for FY 17

Fare Revenue

- With ridership down, fare revenue is facing a projected shortfall in FY 16 although the percentage reduction is not as large as ridership due to the 4% fare increase that was effective on July 1, 2015
- Using the same methodology as ridership to project year end fare revenue; year end estimates show slightly less than \$37M in fare revenue versus a \$38.9M adopted budget with a shortfall of about \$1.9 million or almost 5%.
- Average fare revenue for July – October 2015 is \$8.23 per trip versus \$7.74 for the same period in 2014
- Fare revenue is VRE's largest revenue source so a potential shortfall is of considerable concern

Fare Revenue

- Fare revenue for FY 17 is budgeted at \$38,950,000
 - ◆ Total trips – 4,794,100 or 19,100 ADR
 - ◆ Average fare - \$8.12
- Considerable growth in ridership from the FY 16 year end estimate is needed to make this revenue estimate – may not be achievable even with the additional Fredericksburg train
 - ◆ Would require additional average daily ridership of 1,436 or 718 individuals over the entire year, equivalent to almost filling up the capacity of the additional Fredericksburg line train added in November 2015 (780 seats)
- A 2.6% average ridership growth from the CAO year end estimate would result in slightly less than 4.6 million trips in FY 17 multiplied by \$8.12 average fare would net \$37 million resulting in a shortfall of about \$1.9 million

VRE Ridership & Fare Revenue

Passenger Trips	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17
	Actual	Actual	Actual	Actual	Actual	Adopted	Proposed
Adopted Number of Trips	4,066,200	4,354,850	4,731,000	5,045,100	4,857,600	4,863,600	4,794,100
Actual Number of Trips	4,517,366	4,771,987	4,643,898	4,547,911	4,618,169		
Difference	451,166	417,137	(87,102)	(497,189)	(239,431)		
Percent Difference	11.1%	9.6%	-1.8%	-9.9%	-4.9%		
Fare Revenue	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17
	Actual	Actual	Actual	Actual	Actual	Adopted	Proposed
Adopted	\$ 28,100,000	\$ 30,580,000	\$ 34,500,000	\$ 36,600,000	\$ 36,900,000	\$ 38,890,000	\$ 38,950,000
Actual	\$ 32,368,123	\$ 34,723,389	\$ 34,733,106	\$ 37,093,476	\$ 36,700,191		
Difference	\$4,268,123	\$4,143,389	\$233,106	\$493,476	(\$199,809)		
Percent Difference	15.2%	13.5%	0.7%	1.3%	-0.5%		

FY 17 CIP

□ FY 17 CIP funds the following \$48 million in projects:

- ◆ Lifecycle Overhaul Facility – \$12.6M
- ◆ Mid-Day Train Storage - \$8.2M
- ◆ Equipment Asset Management Program - \$4.9M
- ◆ Facilities Asset Management – \$3.9M
- ◆ Capital Reserve Contribution - \$3M
- ◆ Fare Collection EMV Compliance Upgrade- \$1.2 M
- ◆ Security Cameras - \$692K
- ◆ Fourth Track – VA to LE - \$250K
- ◆ L’Enfant Station Improvement - \$250K
- ◆ Security Enhancements - \$105K
- ◆ Transit Improvements - \$105K
- ◆ Lorton 2ed Platform - \$500K- CMAQ
- ◆ Rippon 2ed Platform - \$2M – CMAQ
- ◆ Quantico Intermodal - \$4.5M - IPROC
- ◆ Brooke & Leeland Platforms - \$5.8 M – REF

FY 17 CIP

- In FY 17 – a total of \$1.2 million in local monies (3.6%) leverages \$31.7 million in federal and state funding excluding:
 - ◆ Rippon 2ed platform - \$2M - CMAQ
 - ◆ Lorton 2ed platform - \$500K - CMAQ
 - ◆ Capital Reserve – \$3M - 100% locally funded
 - ◆ 4th Track & L'Enfant Station Improvements - \$500K (VRE Capital Reserve)
 - ◆ Quantico Intermodal – \$4.5M - IPROC Funding (State)
 - ◆ Brooke & Leeland 2ed platforms - \$5.8M – REF

FY 17 CIP- Capital Reserve

- Capital Reserve Contribution - \$3 million per year
 - ◆ Source of Funds – 100% Local Subsidy
 - ◆ Completion of projects that require further funding
 - ◆ Source of additional local match if necessary to show local commitment
 - ◆ Advance projects related to Phase II of System Plan
 - ◆ Projects not eligible for or suited to grant funding

FY 17 CIP – Capital Reserve

□ Capital Reserve – Uncommitted Balance

- ◆ End of FY 13 - \$3.4 million
- ◆ End of FY 14 - \$8.6 million
- ◆ End of FY 15 - \$15.5 million
- ◆ End of FY 16 - \$20.993 million
- ◆ End of FY 17 - \$22.993 million based on \$3M contribution and the use of \$1M for projects in the FY 17 budget
 - ➔ Most of the capital reserve contributions from FY 08 through FY 15 have come from surplus funds

□ How much capital reserve is enough?

- ◆ VRE began preparation of financial plan in FY 15 and work is continuing

Jurisdictional Subsidy – 5 Yr History

Subsidy	FY 13	FY 14	FY 15	FY 16	FY 17	FY 17
					No Increase	5% Increase
Alexandria	\$133,894	\$133,894	\$133,894	\$133,894	\$133,894	\$140,589
Arlington	\$195,897	\$195,897	\$195,897	\$195,897	\$195,897	\$205,692
Fairfax County	\$4,511,265	\$4,747,684	\$4,852,953	\$4,847,285	\$4,965,678	\$5,160,911
Fredericksburg	\$339,064	\$427,728	\$581,244	\$439,366	\$451,091	\$483,524
Manassas	\$642,662	\$757,804	\$686,944	\$766,491	\$710,747	\$749,371
Manassas Park	\$441,702	\$574,709	\$401,762	\$576,699	\$486,516	\$511,777
Prince William County	\$4,761,324	\$5,748,203	\$5,485,334	\$5,309,674	\$5,689,028	\$5,968,406
Stafford County	\$1,892,640	\$2,529,281	\$2,689,391	\$2,855,607	\$2,502,541	\$2,647,222
Spotsylvania	\$3,510,352	\$1,313,600	\$1,401,382	\$1,303,888	\$1,293,409	\$1,382,749
Total	\$16,428,800	\$16,428,800	\$16,428,801	\$16,428,801	\$16,428,801	\$17,250,241

Jurisdictional Subsidy

- Options for reducing the jurisdictional subsidy include some or all of the following:
 - ◆ Reduce operating contingency (\$717K)
 - ◆ Reduce amount contributed to capital reserve
 - Net increase of \$2 million at the end of FY17
 - ◆ Increase Amtrak step-up charges
 - Amtrak charges VRE \$10 per trip; VRE step up ticket was increased from \$3 to \$5 on 7/1/2015
 - Step up's purpose was to relieve overcrowding on VRE trains
 - Offers passengers a quicker trip (limited stops) and more luxurious seats than VRE coaches
 - Considerably less expensive than buying an Amtrak ticket
 - VRE has increased capacity on the Fredericksburg line with an additional train

PRTC Fuel Tax Estimates

- Below are the FY 15 actual fuel tax revenues compared with the FY 15 adopted budget

	FY 15 Adopted	FY 15 Actual	Difference	Percent
Prince William	\$15,236,014	\$12,729,572	(\$2,506,442)	-16.5%
Stafford	\$5,182,849	\$3,828,615	(\$1,354,234)	-26.1%
Manassas	\$1,429,552	\$1,096,506	(\$333,046)	-23.3%
Manassas Park	\$940,496	\$709,345	(\$231,151)	-24.6%
Fredericksburg	\$1,791,281	\$1,708,426	(\$82,855)	-4.6%
Spotsylvania	\$4,358,108	\$4,759,845	\$401,737	9.2%
Total	\$28,938,300	\$24,832,309	(\$4,105,991)	-14.2%

PRTC Fuel Tax Estimates

- PRTC jurisdictional fuel tax revenue projections for FY 17 have decreased considerably compared with the FY 16 adopted budget

	FY 16 Adopted	FY 17 Est	Difference	Percent
Prince William	\$11,464,352	\$9,784,435	(\$1,679,917)	-14.7%
Stafford	\$3,554,926	\$2,954,838	(\$600,088)	-16.9%
Manassas	\$1,108,501	\$847,245	(\$261,256)	-23.6%
Manassas Park	\$667,826	\$546,980	(\$120,846)	-18.1%
Fredericksburg	\$1,512,831	\$1,319,636	(\$193,195)	-12.8%
Spotsylvania	\$4,406,745	\$3,672,032	(\$734,713)	-16.7%
Total	\$22,715,181	\$19,125,166	(\$3,590,015)	-15.8%

PRTC Fuel Tax Estimates

- Below is the VRE FY 17 subsidy as a percentage of fuel tax revenues

FY17	Fredericksburg	Manassas	Manassas Park	Prince William	Stafford	Spotsylvania
VRE Subsidy	\$483,524	\$749,371	\$511,777	\$5,968,406	\$2,647,222	\$1,382,749
Fuel Tax	\$1,319,636	\$847,245	\$546,980	\$9,784,435	\$2,954,838	\$3,672,032
% VRE Subsidy	36.6%	88.4%	93.6%	61.0%	89.6%	37.7%

VRE FY 17 Budget – Next Steps

- VRE Operations Board approves FY 17 Budget on December 18, 2015
- Commission action by NVTC & PRTC on the VRE FY 17 Budget will follow in January 2016
- Jurisdictions budget and appropriate their jurisdictional share as part of their FY 17 adopted budget (April/May 2016)

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Virginia Railway Express



Recommended Budget for Fiscal Year 2017

Amended Budget for Fiscal Year 2016

Six-Year Financial Forecast and Capital Improvement Program

December 18, 2015



VIRGINIA RAILWAY EXPRESS
A Better Way. A Better Life.

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Mission Statement

The Virginia Railway Express, a joint project of the Northern Virginia Transportation Commission and the Potomac Rappahannock Transportation Commission will provide safe, cost effective, accessible, reliable, convenient, and comfortable commuter-oriented rail passenger service. VRE will contribute to the economic development of its member jurisdictions as an integral part of a balanced, intermodal regional transportation system.

Goals for Fiscal Year

- Achieve at least a 50 percent operating ratio (cost recovery).
- Operate trains on time greater than 90 percent of time.
- Achieve at least 19,100 average daily ridership
- Strive to attain the following financial ratios over the course of the Six-Year Plan :
 - Debt service as a percent of annual budget not greater than 20%
 - Working capital reserves that are on average not less than 2 months of operating expenditures, with a goal of increasing to 3 months over a 10 year period
 - Percent of pay-as-you-go financing equal to a minimum of 20% of the total funded portion of the capital program over the term of the capital program
 - Risk management reserves equal to amounts imposed by the Commonwealth, currently set at \$10 million



FY 2017 Budget Summary

The FY 2017 Budget totals \$130 million. The FY 2017 operating budget expenses of \$82.5 million exceed the prior year amount by \$367,000 (less than one-half of one percent), with a combination of revenue increases and cost decreases essentially netting out against contractual and other recommended cost increases. The flat operating budget is the result, in part, of historic low fuel cost projections and a minimal change to the CPI. Major assumptions are as follows:

- Subsidy level of \$17,250,240; a 5% increase from the FY 2016 subsidy
- No increase to fare rates. Fare revenue budgeted at \$38.95M based on a projected average daily ridership of 19,100. This assumes a 32 revenue train operation and an overall 34 train schedule
- State funding for operations is projected at \$9.0M, approximately the same amount received in FY 2016, and 900k more than in the approved FY 2016 budget
- Fuel cost projected at \$4.8M, based on a cost per gallon of \$2.90
- Track access costs at \$16.82M, based on estimated or actual contractual amounts. Grant funding from all sources for track access costs at 84%, or \$14.1M; equal to the percentage level provided in FY 2016.
- Addition of four (4) FTE employees to Project Implementation, Facilities Maintenance, and Finance and Administration, with partial grant funding for three of the positions for a net cost of \$375k
- Required contractual increases for train operations and maintenance of equipment budgeted at a net increase of \$140k to reflect a CPI increase of 0.17%
- Prior year funding of \$377k for one-time expenditures in FY 2017, for modernization of IT equipment, software and other costs related to the database development project (\$295k) and security costs during construction of the Potomac Shores station (\$82k).
- Operating contingency at 1% of the operating budget
- Federal 5307 (Urbanized Area) and 5337 (State of Good Repair) funding of \$27.05 million, equal to the amount received in FY 2016, and \$900k less than in the approved FY 2016 budget.
- Tiered capital matching funds from the State of the non-federal share for new projects. Most projects budgeted at 16% match; with 34% (tier II) funding requested from the state for the major midday storage and yard projects.
- Contribution to the Capital Reserve of \$3M with \$1M allocated from the Reserve balance for FY 2017 capital projects.



Sources of Funds by Jurisdiction

The FY 2017 budget assumes a 5% subsidy increase. Every October a survey of VRE riders is done to calculate the subsidy allocation by jurisdiction. The projected FY 2017 jurisdictional subsidy, which reflects the most recent October 2015 ridership survey results, is as follows:

	FY 2016	FY 2017	Net	%
Jurisdiction	Subsidy	Subsidy	Inc/(Dec)	Change
Prince William County	\$ 5,309,674	\$ 5,968,406	658,732	12.4%
Fairfax County	4,847,285	5,160,910	313,625	6.5%
Stafford County	2,855,607	2,647,222	(208,385)	-7.3%
Spotsylvania County	1,303,888	1,382,749	78,861	6.0%
Manassas	766,491	749,371	(17,120)	-2.2%
Manassas Park	576,699	511,777	(64,922)	-11.3%
Fredericksburg	439,366	483,524	44,158	10.1%
Alexandria	133,894	140,589	6,695	5.0%
Arlington	195,897	205,692	9,795	5.0%
Total Subsidy	\$ 16,428,800	\$ 17,250,240	\$ 821,440	5.0%



FY17 Summary Proposed Budget

GL Account	FY16 Operating	FY16 Capital	FY17 Operating	FY17 Capital
Revenue:				
Fare Revenue	38,890,000		38,950,000	
Miscellaneous Revenue	165,000		200,000	
Jurisdictional Subsidy	12,991,760	3,437,040	13,002,382	4,247,858
Other Sources	330,000	1,285,000	377,000	-
Federal/State Subsidy - Operating	28,979,851		29,929,051	
Federal/State Subsidy - Capital		50,092,960		42,780,585
Operating/Capital Reserves	740,000	-	-	1,000,000
Interest Income	20,000		25,000	
Total Revenue	82,116,611	54,815,000	82,483,433	48,028,443
Operating/Non-Operating Expenses:				
Insurance/Reserve/Mobilization	5,090,091		4,728,794	
Executive Management	1,095,000		1,139,500	
Chief of Staff/Public Affairs	459,000		535,500	
Marketing	402,200		423,200	
Project Development	1,568,500		780,150	
Operations and Communications	2,047,250		1,910,500	
Budget and Finance	3,116,000		3,504,000	
Communication and Information Technology	1,627,000		2,237,000	
Project Implementation	718,800		809,100	
Facilities Maintenance	4,316,900		4,536,650	
Procurement	459,000		484,000	
Equipment Operations	11,176,500		10,908,500	
Safety & Security	830,500		1,031,500	
PRTC	104,000		104,000	
NVTC	80,000		80,000	
Train Operations	15,060,000		15,463,003	
Amtrak	4,640,000		4,615,000	
Maintenance of Equipment	5,871,000		5,608,166	
Amtrak Access Fees	6,390,000		6,340,000	
Norfolk Southern Access Fees	3,340,000		3,450,000	
CSX Access Fees	6,960,000		7,030,000	
Total Operating/Non-Operating Expenses	75,351,741	-	75,718,564	-
CIP Expenditures		54,815,000		48,028,443
Debt Service/Allowance for Doubtful Accts	6,764,870		6,764,870	
Total CIP and Other Expenditures	6,764,870	54,815,000	6,764,870	48,028,443
Grand Total Expenses	82,116,611	54,815,000	82,483,433	48,028,443

FY17 Sources and Use													
LEVEL OF SERVICE FOR FY17	34 trains	19,100	average daily riders	Leases			16,820,000			Amtrak			6,340,000
				Total Access Fees			16,820,000			NS			3,450,000
										CSX			7,030,000
										Total			16,820,000
	USES OF FUNDS	SOURCES OF FUNDS											
		FARE INCOME	INTEREST	MISC	LOCAL SUBSIDY	OTHER SOURCES	-----STATE-----			-----FEDERAL-----			
							OTHER SOURCES	STATE OPERATING	STATE CAPITAL	STATE STP	5307/5337	OTHER	TOTAL
Operating Expenses	75,756,564	38,950,000	25,000	200,000	12,615,764	377,000	-	9,000,000	5,718,800	8,410,000	460,000		75,756,564
Non-Operating Expenses:													
Operating Reserve	12,000				12,000								12,000
Debt Svc (Gallery IV) (11 Cabcars)	1,931,357				77,254				309,017		1,545,086		1,931,357
Debt Svc 60 Railcars (Local)	110,442				110,442								110,442
Debt Svc 60 Railcars (Fed/State/Local)	4,673,071				186,923				747,691		3,738,457		4,673,071
Non-Operating Summary	6,726,870	-	-	-	386,619	-	-	-	1,056,708	-	5,283,542	-	6,726,870
Total Expenses (Subtotal)	82,483,433	38,950,000	25,000	200,000	13,002,382	377,000	-	9,000,000	6,775,508	8,410,000	5,743,542	-	82,483,433
Capital Projects:													
Facilities Asset Management Program	3,930,000				157,200				628,800		3,144,000		3,930,000
Security Cameras	692,300				27,692				110,768		553,840		692,300
Mid-Day Train Storage	8,164,143				306,566	500,000			2,605,809		4,751,769		8,164,143
Lifecycle Overhaul Facility (LOU)	12,600,000				504,000				4,284,000		7,812,000		12,600,000
Equipment Asset Management Program	4,900,000				196,000				784,000		3,920,000		4,900,000
Security Enhancements	105,000				4,200				16,800		84,000		105,000
Transit Enhancements	105,000				4,200				16,800		84,000		105,000
Fare Collection EMV Compliance/Upgrade	1,200,000				48,000				192,000		960,000		1,200,000
Fourth Track VA to LE (*)	250,000				0	250,000							250,000
L'Enfant Station Improvements (*)	250,000				0	250,000							250,000
Capital Reserve	3,000,000				3,000,000								3,000,000
Capital Project Summary	35,196,443	-	-	-	4,247,858	1,000,000	-	-	8,638,977	-	21,309,609	-	35,196,443
CMAQ/REF/IPROC													
Rippon Platforms (CMAQ)	2,000,000				-				400,000		-	1,600,000	2,000,000
Lorton Platforms (CMAQ)	500,000				-				100,000		-	400,000	500,000
Quantico Intermodal (IPROC)	4,500,000				-				4,500,000		-	0	4,500,000
Brooke Platforms (REF)	2,916,000				-				2,916,000		-	0	2,916,000
Leeland Road Platforms (REF)	2,916,000				-				2,916,000		-	0	2,916,000
CMAQ/REF/IPROC Summary	12,832,000	-	-	-	-	-	-	-	10,832,000	-	-	2,000,000	12,832,000
TOTAL	130,511,876	38,950,000	25,000	200,000	17,250,240	1,377,000	-	9,000,000	26,246,485	8,410,000	27,053,151	2,000,000	130,511,876
(*) - VRE will apply for State REF funding for these projects. If approved, the amount required from the VRE Capital Reserve will be reduced.				FY17 Subsidy surplus (deficit)	17,250,240	0	Soft Capital Projects		Program	Funding	Federal Amt	State Amt	
							Debt Service 11 Cabcars		1,931,357	5337	1,545,086	309,017	
							Access lease funding		16,820,000	SSTP/State	8,410,000	5,718,800	
							Local only Debt Service 60 Railcars		110,442		-	-	
							Fed/State/Lo Debt Service 60 Railcars		1,947,113	5337	1,557,690	311,538	
							Fed/State/Lo Debt Service 60 Railcars		2,725,958	5307	2,180,766	436,153	
							Grant & Project Management		575,000	5307	460,000	-	
							Grant & Project Management					-	
							Subtotal		24,109,870			6,775,508	
							Capital Projects/Earmarks		48,028,443		23,309,609	19,470,977	
							Federal Cap Program		72,138,313		37,463,151	26,246,485	

Virginia Railway Express
Amended Fiscal Year 2016 Budget



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Amended Budget Assumptions for FY 2016

The FY 2016 budget has been revised to reflect current projections for revenue and expenses, as follows:

Revenue

- Increased state operating funds in the amount of \$1.1M to reflect a higher funding amount provided.
- Revised/reduced fare revenue by \$1.07M due to the delayed start of the new train and updated ridership projection.
- Decrease to Federal & State grant revenue by a total of \$295k related to Amtrak access agreement cost revisions (see below).

Expenses

- Revised/reduced access fees for Amtrak by \$351K to reflect actual costs of new agreement, with an accompanying decrease in projected grant revenue.
- Operating contingency was increased by a net \$930K for various additions and revisions of current year operating costs and revenue. The major expense changes were:
 - A decrease of \$1.59M to the cost of diesel fuel, changes related to the delayed start of the new train, and an increase of \$455K for the database development project, for which funds had been budgeted in prior years.
 - Funds are available in the contingency for FY 2017 additional positions to be added prior to year-end.

Capital Program

- Capital project spending was reduced by \$1.13M to reflect a lower than anticipated award of federal formula funding in FY 2016. In addition, grant requests for FY 2014, FY 2015 and FY 2016 were rearranged to accommodate the correct split between 5307 (Urbanized Area) and 5337 (State of Good Repair) FTA funding.
- An additional \$10.7M of CMAQ, IPROC and REF funding for capital projects was recognized.
- Capital Reserve funds of \$500k were added to the funding for midday train storage projects to ensure availability of funding for improvements potentially not available for grant reimbursement.

Use of FY 2015 Surplus

- \$377k used to fund one-time expenditures in FY 2017
- \$3.9M contribution to Capital Reserve



VRE Fiscal Year 2016 Proposed Amended Budget

	FY 2016 Budget	FY 2016 Amended	Changes
Revenue:			
VRE - Non-Departmental			
Fare Revenue	38,890,000	37,820,000	(1,070,000)
Miscellaneous Revenue	165,000	165,000	-
Appropriation from Reserve	740,000	2,185,000	1,445,000
Jurisdictional Revenue	16,428,800	16,428,800	-
Other Revenue	1,615,000	340,000	(1,275,000)
State Operating Grant	8,100,000	8,100,000	-
Federal Grants - Operations and Debt	14,148,542	13,973,042	(175,500)
State Grants - Operations and Debt	6,731,308	7,711,968	980,660
Federal Grants - Capital Program	30,162,200	32,392,009	2,229,809
State Grants - Capital Program	19,930,760	27,329,122	7,398,362
Interest Income	20,000	20,000	-
Total Revenue	136,931,611	146,464,941	9,533,331
Expenditures:			
VRE - Non-Departmental			
Liability Insurance	3,950,000	3,950,000	-
Operating Reserve/Contingency	1,140,091	2,070,431	930,340
Capital Reserve	-	-	-
Other	-	-	-
VRE-Financing-Administration Fees	-	-	-
Total VRE - Non-Departmental	5,090,091	6,020,431	930,340
Executive Management			
Salaries/Fringes	814,000	814,000	-
Travel/Training/Employee Expenses	24,000	24,000	-
Board Member Expenses	15,000	15,000	-
Office Administration Expenses	115,000	115,000	-
Legal/Audit	75,000	225,000	150,000
Consulting/Professional/Other	52,000	52,000	-
Total Executive Management	1,095,000	1,245,000	150,000
Chief of Staff/Public Affairs			
Salaries/Fringes	355,000	355,000	-
Travel/Training/Employee Expenses	13,500	13,500	-
PR/Special Events/Consulting	90,500	187,500	97,000
Total Chief of Staff/Public Affairs	459,000	556,000	97,000
Marketing			
Salaries/Fringes	133,000	133,000	-
Travel/Training/Employee Expenses	13,200	13,200	-
Production/Media/Promotion/Other	235,000	365,000	130,000
Special Events/Other	21,000	21,000	-
Total Marketing	402,200	532,200	130,000
Program Development			
Salaries/Fringes	557,000	557,000	-
Travel/Training/Employee Expenses	12,100	12,100	-
Professional Services/Consulting/Other	999,400	669,400	(330,000)
Total Program Development	1,568,500	1,238,500	(330,000)
Operations and Communications			
Salaries/Fringes	760,000	760,000	-
Travel/Training/Employee Expenses	38,000	38,000	-
Printing/Admin/Other	165,000	165,000	-
Leases/Events	56,000	56,000	-
Professional Services	143,250	143,250	-
Ticket Stock/R&M Fare Collection	885,000	907,000	22,000
Total Customer Communications	2,047,250	2,069,250	22,000
Budget and Finance			
Salaries/Fringes	1,055,000	1,055,000	-
Travel/Training/Employee Expenses	11,500	11,500	-
Audit/Maint Service Agreements/Consulting	201,500	201,500	-
Retail Sales/TLC Commissions	1,495,000	1,495,000	-
Bank Discounts/Other	353,000	553,000	200,000
Total Budget and Finance	3,116,000	3,316,000	200,000
Communication and Info Tech			
Salaries/Fringes	408,000	408,000	-
Travel/Training/Employee Expenses	14,000	14,000	-
Computer Equipment/Software	210,000	353,000	143,000
Consulting/Communications	995,000	1,450,000	455,000
Total Communication and Info Tech	1,627,000	2,225,000	598,000

VRE Fiscal Year 2016 Proposed Amended Budget

	FY 2016 Budget	FY 2016 Amended	Changes
Engineering and Construction			
Salaries/Fringes	498,000	498,000	-
Travel/Training/Employee Expenses	24,000	24,000	-
Other Professional Services/Other Expenses	196,800	196,800	-
Total Construction and Construction	718,800	718,800	-
Facilities Maintenance			
Salaries/Fringes	159,000	159,000	-
Travel/Training/Employee Expenses	6,400	6,400	-
Office/Other Professional Service	246,000	646,000	400,000
Station Electricity/Utilities/Taxes	655,500	655,500	-
Repairs and Maintenance	3,250,000	3,279,000	29,000
Total Facilities Maintenance	4,316,900	4,745,900	429,000
Procurement and Contract Admin			
Salaries/Fringes	451,000	451,000	-
Travel/Training/Employee Expenses	8,000	8,000	-
Total Procurement and Contract Admin	459,000	459,000	-
Equipment Operations			
Salaries/Fringes	891,000	891,000	-
Travel/Training/Employee Expenses	63,000	103,000	40,000
Consulting/Admin/Warehouse Management	92,500	92,500	-
Equipment/Warehouse Leases	-	-	-
Utilities	1,095,000	1,095,000	-
Diesel Fuel	5,310,000	3,718,000	(1,592,000)
Repairs and Maintenance	3,725,000	3,287,000	(438,000)
Total Equipment Operations	11,176,500	9,186,500	(1,990,000)
Safety and Security			
Salaries/Fringes	215,000	215,000	-
Travel/Training/Employee Expenses	17,500	17,500	-
Office/Other Professional Services	183,000	233,000	50,000
Yard/Station Security	415,000	415,000	-
Total Safety and Security	830,500	880,500	50,000
PRTC			
Professional Services	104,000	104,000	-
Total PRTC	104,000	104,000	-
NVTC			
Professional Services	80,000	80,000	-
Total NVTC	80,000	80,000	-
Train Operations			
Contract Operations and Maintenance	15,060,000	15,164,668	104,668
Total Train Operations	15,060,000	15,164,668	104,668
Amtrak			
Contract Operations and Maintenance	4,640,000	4,640,000	-
Total Amtrak	4,640,000	4,640,000	-
Maintenance of Equipment			
Maintenance of Equipment	5,871,000	5,281,462	(589,538)
Total Maintenance of Equipment	5,871,000	5,281,462	(589,538)
Amtrak Access Fees			
Access Fees	6,390,000	6,039,000	(351,000)
Total Amtrak Access Fees	6,390,000	6,039,000	(351,000)
Norfolk Southern			
Access Fees	2,720,000	2,720,000	-
Contract Operations and Maintenance	620,000	620,000	-
Total Norfolk Southern	3,340,000	3,340,000	-
CSXT			
Access Fees	6,450,000	6,450,000	-
Contract Operations and Maintenance	510,000	510,000	-
Total CSXT	6,960,000	6,960,000	-
CIP Expenditures			
CIP Expenditures	54,815,000	64,897,861	10,082,861
Total CIP Expenditures	54,815,000	64,897,861	10,082,861
CIP VRE - Non-Departmental			
Allowance for Doubtful Accounts	50,000	50,000	-
Debt Service	6,714,870	6,714,870	-
Total CIP VRE - Non-Departmental	6,764,870	6,764,870	-
Total Expenditures	136,931,611	146,464,941	9,533,331

Six Year Financial Forecast FY2017 – FY2022



VIRGINIA RAILWAY EXPRESS
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Six-Year Financial Forecast

In accordance with the VRE Master Agreement, the FY 2017 budget includes a six-year financial plan, covering FY 2017 thru FY 2022. The six-year financial plan was reviewed with the CAO Budget Task Force. Assumptions are outlined below:

- Operating ratio maintained at 50% or higher
- Projected service level
 - 34 trains for FY 2017 (including two non-revenue trains)
 - 32 trains for FY 2018 – FY 2022, all revenue trains
- Operating costs
 - Increase in base costs varies by year, based on annual ridership changes
 - Train operations and maintenance of equipment, midday services, fuel, track leases and debt service tracked separately
- Fare revenue
 - No increase in FY 2017, FY 2019 & FY 2021
 - 3% increase in FY 2018, FY 2020 & FY 2022
- Local subsidy
 - 5% increase in FY 2017, 3% Increase in FY 2019 & FY 2021
 - No increase in FY 2018, FY 2020 & FY 2022
- Grant revenue
 - Access lease funding equal to 84% of access costs through FY 2018. State access lease funding is projected to drop off from 84% to 50% over 6 years, beginning in FY 2019
 - State operating grant funding based on current funding amount, no increases or decreases projected
 - Federal capital program is shown as in six year CIP, with level funding from FY 2016 to FY 2022
 - State capital grant matched at 16% in FY 2017 – FY 2018, with the exception of Midday Train Storage and Yard projects, matched at 34% in FY 2017 – FY 2020
 - State capital grant matching projected to decrease to 8% in FY2019 – FY 2022



FY17 Six Year Financial Forecast

Description	FY16	FY17	FY18	FY19	FY20	FY21	FY22	Comments
Number of Trains	34	34	32	32	32	32	32	
Manassas Line	18	18	16	16	16	16	16	
Fredericksburg Line	16	16	16	16	16	16	16	
Average Daily Ridership	19,300	19,100	20,000	20,400	20,800	21,100	21,400	
Average Fare Price	8.00	8.12	8.37	8.37	8.62	8.62	8.88	3% FY18; FY20; FY22
Potential Operating Ratio	52%	51%	54%	53%	54%	53%	54%	
Use of Funds for Operations								
Net Operating Expenses	23,880,741	24,436,394	25,169,486	25,924,571	26,702,308	27,503,377	28,328,478	
Budgeted Operating Reserves	0	12,000	267,604	276,273	285,228	294,479	304,034	17% reserve
Insurance	3,950,000	4,000,000	4,300,000	4,400,000	4,450,000	4,500,000	4,550,000	
Amtrak	4,640,000	4,615,000	4,799,600	4,991,584	5,191,247	5,398,897	5,614,853	
Contracted Train Operations	15,060,000	15,463,003	15,926,893	16,404,700	16,896,841	17,403,746	17,925,859	
Maintenance of Equipment	5,871,000	5,608,166	5,776,411	5,949,703	6,128,194	6,312,040	6,501,401	
Fuel	5,310,000	4,814,000	5,006,560	5,206,822	5,415,095	5,631,699	5,856,967	
Track Lease Expense	16,690,000	16,820,000	17,490,000	18,190,000	18,920,000	19,680,000	20,460,000	
Debt Service	6,714,870	6,714,870	6,714,870	6,714,870	6,714,870	6,714,870	6,714,870	
Total Operating Costs	82,116,611	82,483,433	85,451,424	88,058,524	90,703,784	93,439,108	96,256,463	
Sources of Funds For Operations								
		3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	
Fare Revenue	38,890,000	38,950,000	42,200,000	43,000,000	45,200,000	45,800,000	47,900,000	
Interest Income	20,000	25,000	25,000	25,000	25,000	25,000	25,000	
Other Income	165,000	200,000	200,000	200,000	200,000	200,000	200,000	
Other	1,070,000	377,000						Operating reserve transfer
State Operating Grant	8,100,000	9,000,000	9,000,000	9,000,000	9,000,000	9,000,000	9,000,000	
State Capital Grant	6,731,308	6,775,508	7,003,308	6,149,908	4,690,754	3,677,154	2,574,354	Includes debt service and soft capital revenue
Federal Grants:								Assumes reduction of State Funding at the end of FY18
Track Access Lease Funding	8,345,000	8,410,000	8,745,000	9,095,000	9,460,000	9,840,000	10,230,000	
Federal Operating Funds (Debt service & loans)	5,283,542	5,283,542	5,283,542	5,283,542	5,283,542	5,283,542	5,283,542	
Other Federal Revenues	520,000	460,000	460,000	460,000	460,000	460,000	460,000	
Total Operating Revenues	69,124,850	69,481,051	72,916,851	73,213,451	74,319,297	74,285,697	75,672,897	
Surplus/(Deficit) for Operations	(12,991,760)	(13,002,382)	(12,534,573)	(14,845,073)	(16,384,487)	(19,153,412)	(20,583,566)	
Local Subsidy	16,428,800	17,250,240	17,250,240	17,767,747	17,767,747	18,300,780	18,300,780	5% FY17; 3% FY19; FY21
Net subsidy available for capital match	3,437,040	4,247,858	4,715,667	2,922,675	1,383,260	(852,632)	(2,282,786)	
Use of Funds for Capital Program								
Capital Cost Base Program	46,315,000	48,028,443	46,442,318	39,892,110	34,974,793	33,154,011	29,637,011	
Total Capital Program Costs	46,315,000	48,028,443	46,442,318	39,892,110	34,974,793	33,154,011	29,637,011	
Sources of Funds for Capital Program								
Federal Grants:	80%	80%	80%	80%	80%	80%	80%	
Federal funding (Includes CMAQ)	23,362,200	23,309,609	26,164,809	24,749,608	22,669,608	24,123,209	21,309,609	
Federal funding - Track Access	50%	50%	50%	50%	50%	50%	50%	
Matching Funds								
State Capital Grants - non-federal costs	18,570,760	19,470,977	15,998,576	10,348,817	6,965,643	2,834,361	2,130,961	
Local/Other Funds	945,000	1,000,000						
Net local subsidy available for capital match	3,437,040	4,247,858	4,715,667	2,922,675	1,383,260	(852,632)	(2,282,786)	
Total Sources of Funding for Capital Program	46,315,001	48,028,444	46,879,053	38,021,101	31,018,512	26,104,938	21,157,784	
Add'l funds required to fund Operations and Capital:								
Additional required for operations/base program	0	0	436,734	(1,871,010)	(3,956,282)	(7,049,073)	(8,479,228)	
Cumulative Total to Fully Fund Ops and Cap	0	0	436,734	(1,434,276)	(5,390,557)	(12,439,631)	(20,918,858)	

Note: Capital Program excludes debt service

Debt & Financial Ratios

The Financial and Debt Management Principles were developed in accordance with the VRE Master Agreement, with the assistance of PFM, VRE's financial advisor and comments solicited from the CAO Task Force, the Commissions and Virginia DRPT. The development and implementation of financial and debt policies is a best practice for financial management, provides a framework for evaluating the long term impact of current decisions, and supports high quality credit ratings. The Commissions approved the VRE debt policies in November 2013.

Each year as part of our budgetary process, we measure and report upon whether the six-year financial forecast and CIP have been developed in accordance with, and meet the criteria of, our Financial and Debt Management Principles.

Description	FY17	FY18	FY19	FY 20	FY21	FY22
Operating cost ratio (cost recovery) higher than 50%						
Projected	51%	55%	54%	56%	55%	57%
Debt service limited to 20% of annual operating costs:						
Total operating costs	82,483,433	85,451,424	88,058,524	90,703,784	93,439,108	96,256,463
Existing annual debt service cost	6,714,870	6,714,870	6,714,870	6,714,870	6,714,870	6,714,870
Existing debt service as a % of operating costs	8.1%	7.9%	7.6%	7.4%	7.2%	7.0%
Working capital reserves not less than 2 months and goal of 3 months by FY 2023						
Number of months	2.5	2.5	2.4	2.4	2.4	2.3
PAYGO equal to a minimum of 20% of the funded portion of the CIP over the 6-year period:						
Funded portion of CIP	48,028,443	46,442,318	39,892,110	34,974,793	33,154,011	29,637,011
PAYGO %	100%	100%	100%	100%	100%	100%



Capital Improvement Program Fiscal Year 2017 to 2022



December 18, 2015



VIRGINIA RAILWAY EXPRESS
A Better Way. A Better Life.

Introduction

The FY 2017 Virginia Railway Express Capital Improvement Program (CIP) is an integrated set of projects and programs that will improve passenger safety and operational efficiency, maintain the system in a state of good repair, and expand capacity. The multi-year CIP includes both funded and unfunded projects.

- **Funded** projects are those that are funded through federal formula grants received annually by VRE; through state funding in accordance with the Six-Year Improvement Program (SYIP); through already allocated funds from other entities, such as NVRTA or FAMPO; or through other expected sources.
- **Unfunded** (or partially funded) projects are those that are pending a discretionary allocation by a funding authority or for which a funding source has not yet been identified.

Description of CIP

The VRE Capital Improvement Program is designed to maintain VRE passenger equipment and facilities in a state of good repair and to accommodate growth within adopted service and safety standards. Items listed in the CIP fall into one of the following categories:

- The acquisition of land for a public purpose.
- The construction or purchase of an asset of significant size, including rolling stock and other equipment, facilities, railroad infrastructure and automated systems.
- Rehabilitation or major repair to all or part of a major facility, piece of equipment, or other asset, beyond the level considered as routine annual maintenance.
- Any specific planning, engineering, design work or grant and project management costs related to an individual project falling within the first three categories.
- Any long-term grant funded projects for which inclusion in the CIP is considered appropriate.



Priorities: Projects included in the CIP are prioritized with an emphasis on passenger safety, regulatory requirements, and maintaining current equipment and facilities in a state of good repair. In addition, expansion projects are selected in accordance with VRE's System Plan 2040.

Board/Commission Approval: Once the CIP has been developed, it is forwarded as part of the budget to the Operations Board. With their approval, the package goes to the Commissions for final authorization. The VRE budget process begins in the summer, with approval by the Operations Board in December and Commissions in January. Grant applications for the next fiscal year are prepared based on the approved CIP.

Project Information: Detailed project information is provided, including a summary of funding sources for each project. FY16 funding reflects the amended budget for that year. In order to provide a complete picture of each project, funding and cost information is provided from the inception of the project through to its conclusion.

Prior Year Projects: Projects fully funded in prior years are reported in the CIP until all work on the project is completed.

The Capital Improvement Program (CIP) is a comprehensive inventory of VRE's capital needs, and the capital funding sources that have been identified for the six years of this plan (FY17-FY22). The primary purpose of the CIP is to provide a realistic picture of the funding outlook and the challenges VRE faces in securing adequate funding to pay for needed capital improvements. While VRE has some funding that is already programmed, allocated, or identified, the CIP shows that there is a significant shortfall between projected need and available funds. Additional funding at the federal, state, and local level will be needed to fully fund VRE's long term capital program.

In the last year, VRE, with the assistance of PFM, has developed a financial forecast that compares the capital and operating needs associated with various service profiles (including implementation of System Plan 2040) to available funding sources and quantified the need for additional funding. The next step in the development of the Financial Plan is the identification and evaluation of various alternative for meeting future system needs, including debt financing as appropriate.

The capital improvement projects are designed to maintain and enhance VRE's service by renovating and strengthening the core system; improving the system's security, and reliability; and modernizing and expanding the system to accommodate increasing ridership demand. This CIP is a snapshot of the current outlook, and is updated periodically as projects are further developed and the funding picture evolves.

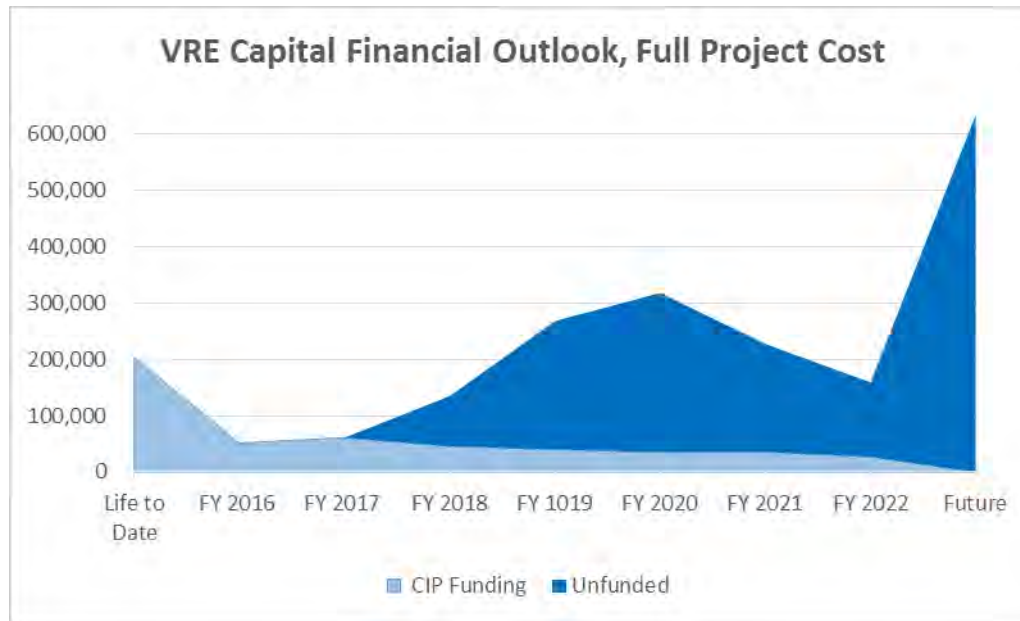
Long-Term Capital Financial Outlook

The FY 2017 to FY 2022 CIP illustrates the funding challenges for VRE in the coming years, since currently identified funding falls short of the system's capital needs. The shortfall makes it difficult for VRE to adequately reinvest to maintain the system's reliability and safety, while also making enhancements, adding capacity to serve new ridership demands and adhering to commitments to participate in the expansion of the railroad infrastructure.

A key challenge is the misalignment between the timing of need and availability of funding for several crucial projects, most notably the replacement of VRE's midday train storage facility. The current CIP relies on multi-year state capital funding of 34% to allow us to leverage our available federal formula funds. However, this funding is insufficient to advance the project as desired in FY 2018 and FY 2019. The project is a candidate for federal Core Capacity funding or for debt financing; these and other options will be considered once costs for the project have been confirmed. The limitations on the use of our major source of federal funds, the 5337 or State of Good Repair program, further complicates our capital funding picture.

To fully fund the projects in the FY 2017-FY 2022 CIP (including all costs to complete) would require approximately \$2.1 billion. Of this total, \$499 million has been allocated or is anticipated from ongoing formula funding sources. The remaining \$1.6 billion includes a number of projects which are eligible for funding from discretionary funding sources such as HB-2 or NVT. The Long Bridge (\$700 million) along with several related projects is a candidate for funding through the federal Core Capacity program and from the contributions of other stakeholders. The Gainesville Haymarket Extension (\$286 million) is a candidate for funding through HB-2 and the federal New Starts program.





Decision-Making Factors

VRE considers a number of factors when determining which capital projects are allocated the limited funding that is available, including:

- Does this expenditure provide the best value?
- Does this expenditure help VRE manage risk?
- Does this expenditure address VRE's biggest identified sources of risk?
- Does this expenditure close an identified need (i.e., a gap between target and actual service levels)?
- Does this expenditure minimize life-cycle cost?
- Does this expenditure yield ongoing operational cost savings either through efficiency or reduced risk?
- Project continuity: Is this project already underway and does it need ongoing funding to continue implementation from a prior year?
- Project interdependence: Are other projects dependent on this project? Is this project dependent on others?



CIP Project Sheets

The CIP includes 48 separate projects. For ease of understanding, these individual projects have been grouped into categories with identifying Project ID's: Rolling Stock Equipment (RSE); Stations-Parking (SPA); Stations-Platforms (SPL); Track and Signal (TSI); Yard Improvements (YIM); and Other and Ongoing (OPG and OGP).

In addition, projects were classified by project type, as follows:

Asset Management – Improvements or repairs to prolong the useful life of an existing asset; meet mandated requirements or otherwise modernize; or to enhance safety and security.

Replacement – replacement of an existing asset

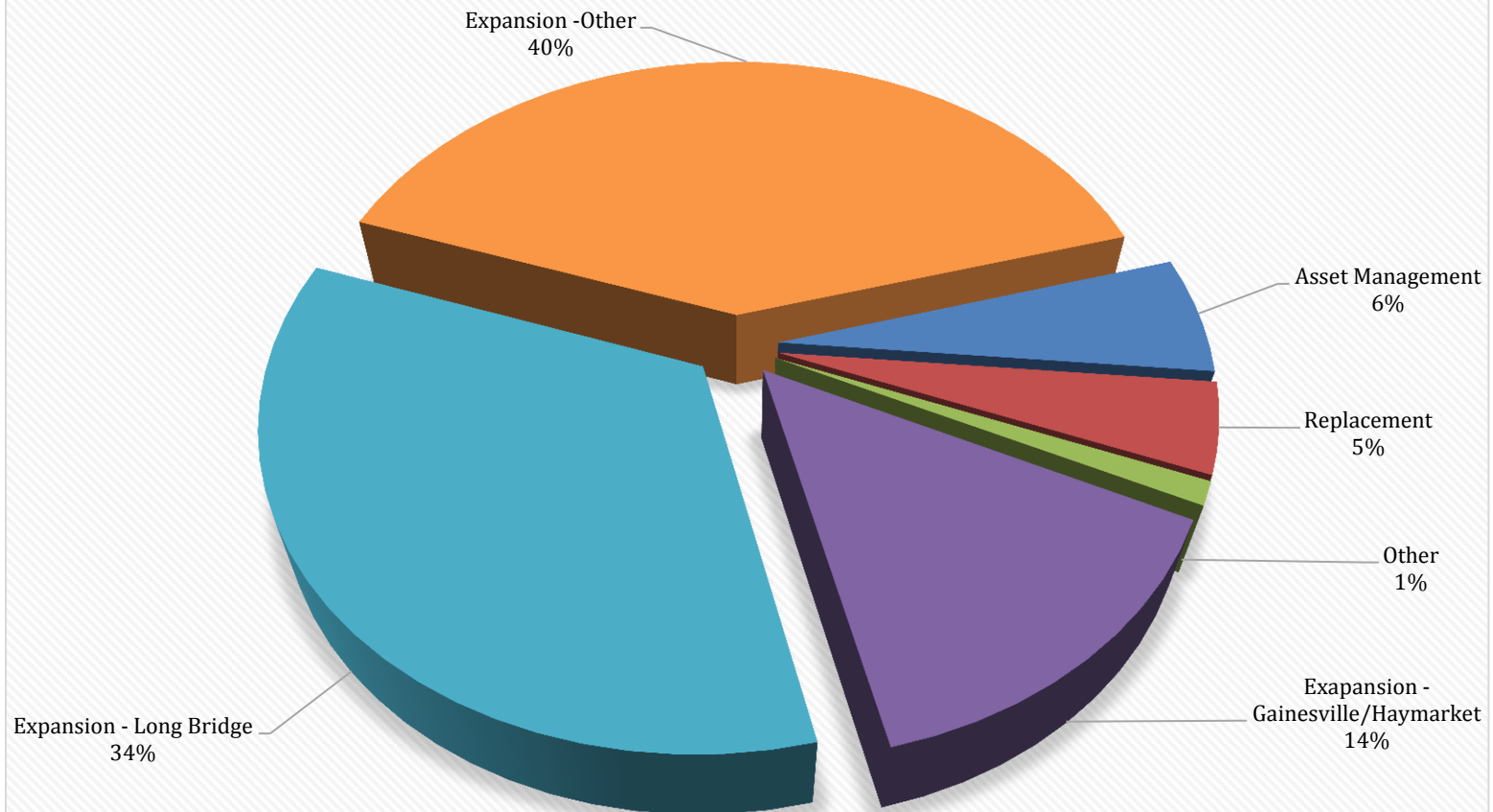
Expansion – improvements implemented primarily for the purpose of increasing capacity.

Several projects are in process that will benefit VRE, but are being undertaken by others: the construction of the Potomac Shores VRE station; DRPT's Fredericksburg Line Third Track and Signal project (DC2RVA); and potential parking additions at Lorton and Rolling Road stations in Fairfax County. Although these projects are integral to the operation of the VRE system, they are not included in the CIP.

Of the total value of the projects in the CIP, 40% is for projects that increase capacity (excluding Gainesville-Haymarket and Long Bridge); 34% is for Long Bridge improvements; 14% is for the Gainesville-Haymarket extension, 6% is for asset management; and the remainder is for replacement and other, as illustrated below.



Value of Projects



VRE FY17-FY22
Capital Improvement Program
CIP Funding Needs By Program Area
Based on FY 2015 \$s (Amounts in thousands of dollars)

Program Name	Project Name	Project ID	Life to Date	FY 2016 Amended Budget	FY 2017 Proposed Budget	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Future	Total
ROLLING STOCK AND EQUIPMENT	14 Expansion Railcars	RSE-1	13,125.0	10,773.0	12,852.0							36,750.0
	15 Replacement Railcars	RSE-2	38,514.7									38,514.7
	Automatic Passenger Counters (PAX)	RSE-3		2,900.0								2,900.0
	Equipment Asset Management Program	RSE-4		1,900.0	4,900.0	4,900.0	3,420.0	4,325.0	3,845.0	2,090.0		25,380.0
	Fleet Expansion Coaches (FY21, 22, 23)	RSE-6							45,600.0	35,745.0	35,745.0	117,090.0
	Fleet Expansion Locomotives (FY21)	RSE-5							23,250.0			23,250.0
ROLLING STOCK AND EQUIPMENT Total			51,639.7	15,573.0	17,752.0	4,900.0	3,420.0	4,325.0	72,695.0	37,835.0	35,745.0	243,884.7
STATIONS - PARKING	Automatic Parking Counters	SPA-1		750.0								750.0
	Broad Run Parking Improvements	SPA-2	3,420.0			5,248.3	15,751.7					24,420.0
	Brooke Parking Improvements	SPA-3							928.1	759.4	15,187.5	16,875.0
	Fredericksburg Parking Structure	SPA-8							517.0	683.0	28,800.0	30,000.0
	Leeland Road Parking Improvements	SPA-4								300.0	29,700.0	30,000.0
	Manassas Park Parking Improvements	SPA-5	500.0			2,000.0	17,100.0					19,600.0
	Quantico Station Parking Expansion	SPA-6							1,700.0			1,700.0
	Spotsylvania Parking Improvements (Phase 1)	SPA-7								5,000.0	45,000.0	50,000.0
STATIONS - PARKING Total			3,920.0	750.0		7,248.3	32,851.7		3,145.1	6,742.4	118,687.5	173,345.0
STATIONS - PLATFORMS	Alexandria Pedestrian Tunnel	SPL-1	10,021.9									10,021.9
	Alexandria Station Platform Improvements	SPL-2	400.0			2,000.0						2,400.0
	Backlick Road Platform Extension	SPL-3							2,000.0			2,000.0
	Brooke Platform Improvements	SPL-4	685.8	2,700.0	2,916.0	8,085.7			262.5			14,650.0
	Crystal City Platform Improvements	SPL-6	400.0			8,030.0	72,270.0					80,700.0
	EMV Compliance - Fare Collection System	SPL-7			1,200.0							1,200.0
	Facilities Asset Management Program	SPL-8	1,446.0	5,420.0	3,930.0	2,760.0	2,495.0	2,570.0	2,390.0	1,430.0		22,441.0
	Franconia-Springfield Platform Improvements	SPL-9	13,000.0									13,000.0
	Leeland Road Platform Improvements	SPL-10	685.8	2,700.0	2,916.0	7,435.7			262.5			14,000.0
	L'Enfant Station Improvements	SPL-11			250.0	3,550.0	18,684.0	5,548.1	31,950.9	20,317.0		80,300.0
	Lorton Platform Extension	SPL-13	2,500.0									2,500.0
	Lorton Station Second Platform	SPL-14	13,730.0	1,920.0	500.0	2,629.0						18,779.0
	Quantico Platform & Intermodal Improvements	SPL-15		5,000.0	4,500.0							9,500.0
	Rippon Station Platform Improvements	SPL-16	12,632.7	2,000.0	2,000.0	0.8						16,633.5
	Rolling Road Platform Extension	SPL-18	2,000.0									2,000.0
	Security Cameras	SPL-19	500.0		692.3	386.4						1,578.7
	Washington Union Station Improvements**	SPL-20						8,701.9	11,398.1			20,100.0
	Woodbridge Platform Improvements	SPL-21					1,200.0	5,400.0	5,400.0			12,000.0
STATIONS - PLATFORMS Total			58,002.2	19,740.0	18,904.3	34,877.6	94,649.0	22,220.0	53,664.0	21,747.0		323,804.1
TRACK AND SIGNAL IMPROVEMENTS	Alexandria Station Track 1 Access/Slater Lane	TSI-1	7,000.0									7,000.0
	Fourth Track RO to AF	TSI-2										39,000.0
	Fourth Track VA to LE	TSI-3			250.0	950.0	39,000.0	18,100.0	1,800.0			21,100.0
	Hamilton to Crossroads Third Track	TSI-4	32,500.0									32,500.0
	L'Enfant Train Storage Track	TSI-5	4,283.6									4,283.6
	Long Bridge Capacity Improvement	TSI-6		300.0		10,000.0	35,000.0	25,000.0	75,000.0	75,000.0	480,000.0	700,300.0
	Positive Train Control	TSI-7	10,553.0									10,553.0
TRACK AND SIGNAL IMPROVEMENTS Total			54,336.6	300.0	250.0	10,950.0	75,800.0	43,100.0	75,000.0	75,000.0	480,000.0	814,736.6
YARD IMPROVEMENTS	Broad Run MSF Train Storage Expansion	YIM-1					5,400.0	8,000.0	10,000.0	5,750.0		29,150.0
	Crossroads Maintenance and Storage Facility - Land Acquisition and Track Construction	YIM-3	2,950.0									2,950.0
	Crossroads Maintenance and Storage Facility - Storage Expansion	YIM-4					2,500.0	8,625.0	8,625.0	8,625.0		28,375.0
	LifeCycle Overhaul and Upgrade Facility	YIM-5	22,500.0		12,600.0							35,100.0
	Midday Train Storage**	YIM-2	2,421.6	11,862.3	8,164.1	23,716.9	26,467.1	16,167.9				88,800.0
YARD IMPROVEMENTS Total			27,871.6	11,862.3	20,764.1	23,716.9	34,367.1	32,792.9	18,625.0	14,375.0		184,375.0
ADMINISTRATIVE AND ONGOING	Associated Transit Improvements	AOG-2		100.0	105.0	105.0	105.0	105.0	105.0	105.0		730.0
	Capital Reserve	AOG-7	3,000.0	3,000.0	3,000.0	3,000.0	3,000.0	3,000.0	3,000.0	3,000.0		24,000.0
	Enhancement grant - security	AOG-5		100.0	105.0	105.0	105.0	105.0	105.0	105.0		730.0
ADMINISTRATIVE AND ONGOING Total			3,000.0	3,200.0	3,210.0	3,210.0	3,210.0	3,210.0	3,210.0	3,210.0		25,460.0
OTHER	Gainesville-Haymarket Extension	OPG-1	4,735.7			50,000.0	23,730.7	212,257.9	1,000.0			291,724.3
OTHER Total			4,735.7			50,000.0	23,730.7	212,257.9	1,000.0			291,724.3
Grand Total			203,505.8	51,425.3	60,880.4	134,902.8	268,028.5	317,905.8	227,339.1	158,909.4	634,432.5	2,057,329.7

**VRE FY17-FY22
Capital Improvement Program
CIP Funding Source**

Based on FY 2015 \$\$ (Amounts in thousands of dollars)

Funding Source	Life to Date	FY 2016 Amended Budget	FY 2017 Proposed Budget	FY 2018	FY 1019	FY 2020	FY 2021	FY 2022	Future	Total
Federal - Formula Funds	62,749.1	24,640.8	22,929.2	25,578.7	26,073.7	25,579.8	21,409.6	19,237.6		228,198.4
Federal Funds - Other	8,721.9									8,721.9
Federal - CMAQ/STP/RSTP	24,992.2	3,136.0	2,000.0	4,199.3	3,464.0		4,593.6			42,385.1
Fairfax County	321.0									321.0
NVTA	42,885.7									42,885.7
State - Mass Transit	18,886.2	6,818.2	19,919.4	5,115.7	4,924.3	4,057.0	2,332.2	2,038.2		64,091.2
State - CMAQ/RSTP Match	3,060.5	784.0	500.0	1,049.8	866.0		1,043.4			7,303.8
State - REF/IPROC	16,727.9	10,400.0	10,332.0	5,400.0			105.0			42,964.9
State STP Funds	7,218.8									7,218.8
Other - Private	2,500.0									2,500.0
VRE - CPF	450.0	300.0								750.0
VRE (Capital Reserve)	7,206.9	1,445.0	1,000.0							9,651.9
VRE (Match)	4,785.7	901.3	1,199.9	1,278.9	1,594.1	2,337.9	3,020.2	2,771.2		17,889.3
VRE - Operating Budget	3,000.0	3,000.0	3,000.0	3,000.0	3,000.0	3,000.0	3,000.0	3,000.0		24,000.0
Unfunded (To Be Determined)				89,280.4	228,106.4	282,931.0	191,835.1	131,862.4	634,432.5	1,558,447.8
Grand Total	203,505.8	51,425.3	60,880.4	134,902.8	268,028.5	317,905.8	227,339.1	158,909.4	634,432.5	2,057,329.7

Rolling Stock Equipment



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Virginia Railway Express

14 Expansion Rail Cars

Program Name: Rolling Stock Equipment
Project Type: Expansion
Project ID: RSE-1
Location: N/A

Start Date FY 2014
End Date FY 2020

Purchase of 14 Gallery rail cars for the short-term expansion of service by providing rail cars for an additional Fredericksburg line train and for lengthening of other train consists. Five cars were ordered in FY 2015 and nine cars will be ordered in FY 2016

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - Formula Funds	3,280,000	6,615,000								9,895,000
State - Mass Transit	1,706,250	3,213,000	12,852,000							17,771,250
VRE (Match)	88,000									88,000
State STP Funds	7,218,750									7,218,750
VRE (Capital Reserve)	832,000	945,000								1,777,000
Total Funding Sources	13,125,000	10,773,000	12,852,000							36,750,000

DRPT provided a multi-year funding agreement for FY 2016 and FY 2017 for the nine car purchase.

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Expansion Coach/Trailer Car (5)	903	305,347	262,500	87,500	12,468,750					13,125,000
Expansion Coach/Trailer Car (9)			472,500	472,500	236,250	22,443,750				23,625,000
Total Spending Plan	903	305,347	735,000	560,000	12,705,000	22,443,750				36,750,000

Operations & Maintenance (O & M) Costs (Savings)

Average maintenance cost per rail car is \$53,000 per year or \$742,000 annually once all 14 rail cars are in service.

Major lifecycle repair and overhaul costs begin in year ten and are reflected in the Equipment Asset Management Program (RSE-4).

Virginia Railway Express

15 Replacement Rail Cars

Program Name: Rolling Stock Equipment
Project Type: Replacement
Project ID: RSE-2
Location: N/A

Start Date FY 2012
End Date FY 2018

Purchase of 15 Gallery rail cars to complete the replacement of all legacy rolling stock. Eight rail cars were received in FY 2015 and the remaining seven cars will be delivered in FY 2016. Funding amounts reflect revised cost estimates at the time of the order for the seven rail cars.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - Formula Funds	15,905,612									15,905,612
Federal - CMAQ/STP/RSTP	8,240,000									8,240,000
State - Mass Transit	10,220,381									10,220,381
VRE (Match)	1,167,460									1,167,460
VRE (Capital Reserve)	2,981,240									2,981,240
Total Funding Sources	38,514,693									38,514,693

Federal STP funds allocated by the State.

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
8 Replacement Rail Cars	21,414,956	1,084,737	15,000							22,514,693
7 Replacement Rail Cars	313,301	14,637,687	820,000	229,012						16,000,000
Total Spending Plan	21,728,257	15,722,424	835,000	229,012						38,514,693

Costs in FY 2017 and FY 2018 are for construction retainage and oversight during the warranty period after the rail cars are received.

Operations & Maintenance (O & M) Costs (Savings)

Average maintenance cost per rail car is \$53,000 per year or \$795,000 annually once all 15 rail cars are in service. Current maintenance costs for replaced legacy rail cars will reduce the net costs. Major lifecycle repair and overhaul costs begin in year ten and are reflected in the Equipment Asset Management Program (RSE-4).

Virginia Railway Express

Automatic Passenger Counters

Program Name: Rolling Stock Equipment
Project Type: Asset Management
Project ID: RSE-3
Location: N/A

Start Date FY 2016
End Date FY 2018

Currently, passenger counts are performed manually by train conductors each morning and evening to comply with the National Transit Database (NTD) and internal VRE reporting needs. This project will allow for automatic passenger counters as the riders board and detrain at each station. Installation of the passenger counters will also allow gathering of additional passenger information for use in planning and operational analyses. Current assumption is that a portion of the new rail cars will have the equipment installed during the construction process.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - Formula Funds		2,320,000								2,320,000
State - Mass Transit		464,000								464,000
VRE (Match)		116,000								116,000
Total Funding Sources		2,900,000								2,900,000

Match funds are provided from prior year surplus.

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Purchase/Install On 11 Cars		280,830								280,830
Purchase/Install On 60 Cars			1,542,550							1,542,550
Purchase/Install On 23 Cars				709,573						709,573
Project Management/Oversight		189,700	124,590	52,757						367,047
Total Spending Plan		470,530	1,667,140	762,330						2,900,000

Operations & Maintenance (O & M) Costs (Savings)

Software license and maintenance costs estimated at \$1,500 per rail car or \$150,00 annually.

Virginia Railway Express

Equipment Asset Management Program

Program Name: Rolling Stock Equipment
Project Type: Asset Management
Project ID: RSE-4
Location: N/A

Start Date FY 2016
End Date Ongong

Project provides funding for major lifecycle repair and overhaul costs for VRE's rolling stock to assure that all equipment is maintained in a state of good repair in accordance with VRE's Maintenance Management Plan and Transit Asset Management program.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - Formula Funds		1,520,000	3,920,000	3,920,000	2,736,000	3,460,000	3,076,000	1,672,000		20,304,000
State - Mass Transit		304,000	784,000	784,000	273,600	346,000	307,600	167,200		2,966,400
VRE (Match)		76,000	196,000	196,000	410,400	519,000	461,400	250,800		2,109,600
Total Funding Sources		1,900,000	4,900,000	4,900,000	3,420,000	4,325,000	3,845,000	2,090,000		25,380,000

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Equipment		1,900,000	4,900,000	4,900,000	3,420,000	4,325,000	3,845,000	2,090,000		25,380,000
Total Spending Plan		1,900,000	4,900,000	4,900,000	3,420,000	4,325,000	3,845,000	2,090,000		25,380,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Fleet Expansion Coaches (FY21, 22, 23)

Program Name: Rolling Stock Equipment
Project Type: Expansion
Project ID: RSE-5
Location: N/A

Start Date FY 2021
End Date FY 2024

Purchase of 15 cab cars and 30 trailers to support Phase 2 of System Plan, including the Gainesville-Haymarket extension (OPG-1).

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Unfunded (To Be Determined)							45,600,000	35,745,000	35,745,000	117,090,000
Total Funding Sources							45,600,000	35,745,000	35,745,000	117,090,000

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Expansion Cab Cars							1,140,000	1,140,000	43,320,000	45,600,000
Expansion Coach/Trailer Cars								893,625	70,596,375	71,490,000
Total Spending Plan							1,140,000	2,033,625	113,916,375	117,090,000

Operations & Maintenance (O & M) Costs (Savings)

Average maintenance cost per rail car is currently \$53,000 per year.

Major repair and overhaul costs begin in year ten and would be reflected in the Equipment Asset Management Program (RS-4).

Virginia Railway Express

Fleet Expansion Locomotives (FY21)

Program Name:	Rolling Stock Equipment	Start Date	FY 2021
Project Type:	Expansion	End Date	FY 2024
Project ID:	RSE-6		
Location	N/A		

Purchase of five additional locomotives to support Phase 2 of System Plan, including Gainesville -Haymarket extension (OPG-1).

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Unfunded (To Be Determined)							23,250,000			23,250,000
Total Funding Sources							23,250,000			23,250,000

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Fleet Expansion Locomotives							465,000	465,000	22,320,000	23,250,000
Total Spending Plan							465,000	465,000	22,320,000	23,250,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Stations - Parking



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Automatic Parking Counters

Program Name:	Stations - Parking	Start Date	FY 2016
Project Type:	Asset Management	End Date	FY 2016
Project ID:	SPA-1		
Location	N/A		

Currently, passenger vehicle counts are performed manually to determine parking lot utilization. This project will allow for automatic parking/traffic counters at selected stations which will allow staff to obtain more accurate, real-time information as well as gather additional information on parking movements for use in ridership and operations analyses.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - Formula Funds		600,000								600,000
State - Mass Transit		120,000								120,000
VRE (Match)		30,000								30,000
Total Funding		750,000								750,000

Match funds provided from prior year surplus.

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Automatic Parking Counter		750,000								750,000
Total Spending Plan		750,000								750,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express
Broad Run Parking Improvements

Program Name: Stations - Parking
Project Type: Expansion
Project ID: SPA-2
Location Prince William County

Start Date FY 2011
End Date FY 2020

Parking at the VRE Broad Run station is currently at capacity. This project funds the design and construction of 900 additional spaces in a surface lot and parking garage at the Broad Run VRE station. Final design is on hold until completion of the Gainesville-Haymarket study (OPG-1).

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - CMAQ/STP/RSTP	2,736,000			4,198,626	3,464,000					10,398,626
State - CMAQ/RSTP Match	684,000			1,049,656	866,000					2,599,656
Unfunded (To Be Determined)					11,421,718					11,421,718
Total Funding	3,420,000			5,248,282	15,751,718					24,420,000

This project is a candidate for future NVT or CMAQ funding.

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development	393,120			95,280						488,400
Property Acquisition										
Final Design				1,953,600						1,953,600
Construction					8,547,000	13,431,000				21,978,000
Total Spending Plan	393,120			2,048,880	8,547,000	13,431,000				24,420,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Brooke Parking Improvements

Program Name:	Stations - Parking		
Project Type:	Expansion	Start Date	FY 2021
Project ID:	SPA-3	End Date	FY 2024
Location	Stafford County		

This project will add 450 parking spaces in a garage to increase station parking capacity to 1,175 spaces .

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Unfunded (To Be Determined)							928,125	759,375	15,187,500	16,875,000
Total Funding							928,125	759,375	15,187,500	16,875,000

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development							168,750			168,750
Property Acquisition										
Final Design							759,375	759,375		1,518,750
Construction									15,187,500	15,187,500
Total Spending Plan							928,125	759,375	15,187,500	16,875,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Fredericksburg Parking Structure

Program Name: Stations - Parking
Project Type: Expansion
Project ID: SPA-4
Location: Fredericksburg

Start Date FY 2021
End Date FY 2027

Parking utilization at the Fredericksburg station is consistently near or over the capacity of the available 600 paved parking spaces, along with an unpaved 200-space overflow lot. Although utilization has been impacted by the opening of the Spotsylvania station, future service expansion will result in the need for a total of 1,100 parking spaces. Project assumes the construction of a parking structure at one of the VRE or Fredericksburg-owned lots.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - CMAQ/STP/RSTP							413,600			413,600
State - CMAQ/RSTP Match							103,400			103,400
Unfunded (To Be Determined)								683,000	28,800,000	29,483,000
Total Funding							517,000	683,000	28,800,000	30,000,000

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development								1,200,000		1,200,000
Property Acquisition										
Final Design									1,800,000	1,800,000
Construction									27,000,000	27,000,000
Total Spending Plan								1,200,000	28,800,000	30,000,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Leeland Road Parking Improvements

Program Name: Stations - Parking
Project Type: Expansion
Project ID: SPA-5
Location: Stafford County

Start Date FY 2022
End Date FY 2025

This project will add 675 parking spaces in a garage to increase station parking capacity to 1,500 spaces.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Unfunded (To Be Determined)								300,000	29,700,000	30,000,000
Total Funding								300,000	29,700,000	30,000,000

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development								300,000		300,000
Property Acquisition										
Final Design									2,700,000	2,700,000
Construction									27,000,000	27,000,000
Total Spending Plan								300,000	29,700,000	30,000,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Manassas Park Parking Improvements

Program Name: Stations - Parking
Project Type: Expansion
Project ID: SPA-6
Location: City of Manassas Park

Start Date FY 2015
End Date FY 2019

This project would add a parking garage at the Manassas Park station to increase station parking capacity to 1,260 spaces. Property acquisition, if needed, is not included in the cost estimate.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
NVTA	500,000									500,000
Unfunded (To Be Determined)				2,000,000	17,100,000					19,100,000
Total Funding	500,000			2,000,000	17,100,000					19,600,000

An application was submitted for additional NVTA funding in FY 2017 in the amount of \$2,000,000 to advance the project through final design. If this funding is awarded, then the CIP will be amended to begin this work in FY 2017.

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development		100,000	400,000	280,000						780,000
Property Acquisition										
Final Design				1,720,000						1,720,000
Construction					17,100,000					17,100,000
Total Spending Plan		100,000	400,000	2,000,000	17,100,000					19,600,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express
Quantico Station Parking Expansion

Program Name: Stations - Parking
Project Type: Expansion
Project ID: SPA-7
Location: Prince William County

Start Date FY 2020
End Date FY 2020

This project will add 150 surface parking spaces at Quantico station to increase station parking capacity to 475 spaces.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - CMAQ/STP/RSTP						1,360,000				1,360,000
State - CMAQ/RSTP Match						340,000				340,000
Total Funding						1,700,000				1,700,000

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development										
Property Acquisition						500,000				500,000
Final Design						100,000				100,000
Construction						1,100,000				1,100,000
Total Spending Plan						1,700,000				1,700,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Spotsylvania Parking Improvements (Phase 1)

Program Name: Stations - Parking
Project Type: Expansion
Project ID: SPA-8
Location: Spotsylvania County

Start Date FY 2022
End Date FY 2025

This project will add 1,500 parking spaces in a garage to increase parking capacity to 3,000.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Unfunded (To Be Determined)								5,000,000	45,000,000	50,000,000
Total Funding								5,000,000	45,000,000	50,000,000

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development								500,000		500,000
Property Acquisition										
Final Design								2,250,000	2,250,000	4,500,000
Construction									45,000,000	45,000,000
Total Spending Plan								2,750,000	47,250,000	50,000,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Stations - Platforms



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Alexandria Pedestrian Tunnel

Program Name: Stations - Platforms
Project Type: Replacement
Project ID: SPL-1
Location: City of Alexandria

Start Date FY 2012
End Date FY 2017

The project will construct a pedestrian tunnel between the VRE/Amtrak station in Alexandria and the King Street Metro station. The Alexandria pedestrian tunnel is addressed in Addendum B to the Corridor Improvement Project MOU between VRE, DRPT, and CSXT for the Addition of the Potomac Shores Station (VRE Ops Board Resolution 9J-06-2014). This project is built in conjunction with two other projects for the modification of the station platforms (SPL-2) and modification of the Slaters Lane crossover (TSI -1).

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal Funds - Other	8,721,865									8,721,865
NVTA	1,300,000									1,300,000
Total Funding	10,021,865									10,021,865

Federal funds for this project come through a VDOT Locally Administered Project (LAP) agreement.

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development	1,014,529									1,014,529
Property Acquisition										
Final Design		2,000,000								2,000,000
Construction		6,317,414	689,922							7,007,336
Total Spending Plan	1,014,529	8,317,414	689,922							10,021,865

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Alexandria Station Platform Improvements

Program Name: Stations - Platforms
Project Type: Expansion
Project ID: SPL-2
Location: City of Alexandria

Start Date FY 2014
End Date FY 2019

This project is to extend the east platform at the Alexandria station to accommodate eight-car trains and to elevate the west platform (the platform next to the station). The west platform project is funded with federal formula funds. This project is built in conjunction with two other projects for the construction of a pedestrian tunnel (SPL-1) and modification of the Slaters Lane crossover (TSI -1).

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - Formula Funds	320,000									320,000
State - Mass Transit	64,000									64,000
VRE (Match)	16,000									16,000
Unfunded (To Be Determined)				2,000,000						2,000,000
Total Funding	400,000			2,000,000						2,400,000

This project is a candidate for future NVTAF funding.

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development										
Property Acquisition										
Final Design		40,000		50,000						90,000
Construction			360,000		1,950,000					2,310,000
Total Spending Plan		40,000	360,000	50,000	1,950,000					2,400,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Backlick Road Platform Extension

Program Name: Stations - Platforms
Project Type: Expansion
Project ID: SPL-3
Location: Fairfax County

Start Date FY 2021
End Date FY 2024

The Backlick VRE station currently has a platform which will accommodate a five-car train set for boarding and detraining. This project provides for a 250 foot platform extension to accommodate an eight-car train set.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - CMAQ/STP/RSTP							1,600,000			1,600,000
State - CMAQ/RSTP Match							400,000			400,000
Total Funding							2,000,000			2,000,000

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development							20,000			20,000
Property Acquisition										
Final Design							180,000			180,000
Construction								600,000	1,200,000	1,800,000
Total Spending Plan							200,000	600,000	1,200,000	2,000,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Brooke Platform Improvements

Program Name: Stations - Platforms
Project Type: Expansion
Project ID: SPL-4
Location: Stafford County

Start Date FY 2015
End Date FY 2021

This project is for the modification of the existing platform to accommodate 8-car trains and construction of a second platform and pedestrian overpass. Final design and construction of the platform extension is not currently funded, although this project is a candidate for HB-2 funding. An REF grant in the combined amount of \$18,003,600 for the construction of second platforms at the Brooke and Leeland Road (SPL-9) VRE stations is matched in-kind by costs related to the construction of the Potomac Shores station. Funding of the preferred alternative for platform configuration will be coordinated with DRPT. The second platform is addressed in Addendum B to the Corridor Improvement Project MOU between VRE, DRPT, and CSXT for the Addition of the Potomac Shores Station (VRE Ops Board Resolution 9J-06-2014).

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - CMAQ/STP/RSTP							210,000			210,000
State - CMAQ/RSTP Match							52,500			52,500
State - REF/IPROC	685,800	2,700,000	2,916,000	2,700,000						9,001,800
Unfunded (To Be Determined)				5,385,700						5,385,700
Total Funding	685,800	2,700,000	2,916,000	8,085,700			262,500			14,650,000

Final design and construction of the platform extension is a candidate for HB-2 funding.

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development		280,000								280,000
Property Acquisition										
Final Design			1,120,000		250,000					1,370,000
Construction				4,290,000	4,290,000	4,030,000	390,000			13,000,000
Total Spending Plan		280,000	1,120,000	4,290,000	4,540,000	4,030,000	390,000			14,650,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express
Crystal City Platform Improvements

Program Name: Stations - Platforms
Project Type: Expansion
Project ID: SPL-5
Location Arlington County

Start Date FY 2016
End Date FY 2021

This project is for short and long term improvements to the Crystal City station. A feasibility study will assess potential short-term modifications to the existing station to improve passenger access and safety, as well as the optimal future station configuration and location. This project must be coordinated with the Fredericksburg Line Third Track, Fourth Track -RO to AF (TSI-1) and Long Bridge Capacity Improvements (TSI-6) projects.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
NVTA	400,000									400,000
Unfunded (To Be Determined)				8,030,000	72,270,000					80,300,000
Total Funding	400,000			8,030,000	72,270,000					80,700,000

This project is a candidate for future NVTA and Federal Core Capacity program funding.

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development		100,000	300,000	2,972,000						3,372,000
Property Acquisition										
Final Design				3,790,000	1,268,000					5,058,000
Construction					30,112,500	36,135,000	6,022,500			72,270,000
Total Spending Plan		100,000	300,000	6,762,000	31,380,500	36,135,000	6,022,500			80,700,000

The spending plan was adjusted to accommodate the currently available funding.

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

EMV Compliance - Fare Collection System

Program Name: Stations - Platforms
Project Type: Asset Management
Project ID: SPL-6
Location: System-wide

Start Date FY 2017
End Date FY 2017

This project is for the update of the Scheidt and Bachmann Fare Collections System to be EMV (Europay Mastercard Visa) compliant. Compliance is required in the United States in 2016. This project will enable the system to accept EMV enabled cards which include chip and pin technology for greater data security. The project will also upgrade the current touchscreens as the current screens are obsolete, and will add ADA required audio jacks for passenger use.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - Formula Funds			960,000							960,000
State - Mass Transit			192,000							192,000
VRE (Match)			48,000							48,000
Total Funding			1,200,000							1,200,000

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
EMV Compliance - Fare Collection System			1,200,000							1,200,000
Total Spending Plan			1,200,000							1,200,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Facilities Asset Management Program

Program Name: Stations - Platforms
Project Type: Asset Management
Project ID: SPL-7
Location: System-wide

Start Date FY 2015
End Date Ongoing

As the VRE facilities age, there is an increasing need for repairs and improvements to maintain these assets in a State of Good Repair (SGR). An independent evaluation of all station, maintenance and storage facilities was conducted, in accordance with VRE's Transit Asset Management program, in order to establish maintenance, rehabilitation and replacement cycles and priorities. Major projects currently anticipated in FY 2017 include: rehabilitation of the Woodbridge east elevators and upgrades to the Manassas and Burke Centre elevators (\$1.2M); upgrade of the lighting and electrical systems at L'Enfant, Burke, Rolling Road, Manassas Park, Crossroads and Broad Run (\$1.36M); track and tie replacement at Broad Run (\$400k); canopy replacement at Rolling Road and Backlick stations (\$240k); and other system repairs (\$700k).

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - Formula Funds	1,156,800	4,336,000	3,144,000	2,208,000	1,996,000	2,056,000	1,912,000	1,144,000		17,952,800
State - Mass Transit	206,360	867,200	628,800	441,600	399,200	411,200	382,400	228,800		3,565,560
VRE (Match)	82,840	216,800	157,200	110,400	99,800	102,800	95,600	57,200		922,640
VRE (Capital Reserve)	500,000									500,000
Total Funding	1,946,000	5,420,000	3,930,000	2,760,000	2,495,000	2,570,000	2,390,000	1,430,000		22,941,000

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Facilities Asset Management Prog.		6,866,000	3,930,000	2,760,000	2,495,000	2,570,000	2,390,000	1,430,000		22,441,000
VRE Office Renovations	8,577	491,423								500,000
Total Spending Plan	8,577	7,357,423	3,930,000	2,760,000	2,495,000	2,570,000	2,390,000	1,430,000		22,941,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Franconia-Springfield Platform Improvements

Program Name: Stations - Platforms
Project Type: Expansion
Project ID: SPL-8
Location: Fairfax County

Start Date FY 2015
End Date FY 2019

This project includes design and construction to extend the existing north (Metro station side) platform at the Franconia-Springfield station by up to 550 feet to allow the North platform at the station to be usable by VRE trains on a regular basis. It also includes design and construction of modifications to the south platform at the station to allow it to service trains from either side of the platform once a future, third main track is constructed at the station

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
NVTA	13,000,000									13,000,000
Total Funding	13,000,000									13,000,000

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development		260,000								260,000
Property Acquisition										
Final Design			1,040,000							1,040,000
Construction			3,900,000	3,900,000	3,900,000					11,700,000
Total Spending Plan		260,000	4,940,000	3,900,000	3,900,000					13,000,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Leeland Road Platform Improvements

Program Name: Stations - Platforms
Project Type: Expansion
Project ID: SPL-9
Location: Stafford County

Start Date FY 2015
End Date FY 2021

This project is for the modification of the existing platform to accommodate 8-car trains and construction of a second platform and pedestrian overpass. Final design and construction of the platform extension is not currently funded, although this project is a candidate for HB-2 funding. An REF grant in the combined amount of \$18,003,600 for the construction of second platforms at the Brooke (SPL-4) and Leeland Road stations is matched in-kind by costs related to the construction of the Potomac Shores station. The second platform is addressed in Addendum B to the Corridor Improvement Project MOU between VRE, DRPT, and CSXT for the Addition of the Potomac Shores Station (VRE Ops Board Resolution 9J-06-2014).

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - CMAQ/STP/RSTP							210,000			210,000
State - CMAQ/RSTP Match							52,500			52,500
State - REF/IPROC	685,800	2,700,000	2,916,000	2,700,000						9,001,800
Unfunded (To Be Determined)				4,735,700						4,735,700
Total Funding	685,800	2,700,000	2,916,000	7,435,700			262,500			14,000,000

Final design and construction of the platform extension is a candidate for HB-2 funding.

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development		280,000								280,000
Property Acquisition										
Final Design			1,120,000		250,000					1,370,000
Construction				4,112,500	4,112,500	3,862,500	262,500			12,350,000
Total Spending Plan		280,000	1,120,000	4,112,500	4,362,500	3,862,500	262,500			14,000,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

L'Enfant Station Improvements

Program Name: Stations - Platforms
Project Type: Expansion
Project ID: SPL-10
Location: District of Columbia

Start Date FY 2017
End Date FY 2021

This project would extend and widen the platform to accommodate eight-car trains and a future fourth track at L'Enfant, VRE's busiest station. The current platform is only six-cars long and serviced by one track, resulting in a serious operational bottleneck that reduces service reliability. The project must be co ordinated with the Fourth Track - VA to LE (TSI-3), L'Enfant Train Storage Track (TS1-5) and Long Bridge Capacity Improvements (TSI-6) projects. For coordination purposes, this project should have begun in FY 2016.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - Formula Funds							7,135,101	16,253,609		23,388,710
State - Mass Transit							713,510	1,625,361		2,338,871
VRE (Match)							1,070,265	2,438,041		3,508,306
VRE (Capital Reserve)			250,000							250,000
Unfunded (To Be Determined)				3,550,000	18,684,000	5,548,102	23,032,011			50,814,113
Total Funding			250,000	3,550,000	18,684,000	5,548,102	31,950,887	20,317,011		80,300,000

The initial development work is a candidate for funding through the REF program. This project is a candidate for future funding through the Federal Core Capacity program.

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development			250,000							250,000
Property Acquisition										
Final Design				3,550,000	4,230,000					7,780,000
Construction					14,454,000	43,362,000	14,454,000			72,270,000
Total Spending Plan			250,000	3,550,000	18,684,000	43,362,000	14,454,000			80,300,000

Funding is not available in the years needed.

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Lorton Platform Extension

Program Name: Stations - Platforms
Project Type: Expansion
Project ID: SPL-11
Location: Fairfax County

Start Date FY 2011
End Date FY 2016

The Lorton VRE station currently has a platform which will accommodate a five-car train set for boarding and detraining. This project provides for a 250 foot platform extension to accommodate an eight-car train. Project includes funds for equipment and cameras related to the extension.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - CMAQ/STP/RSTP	1,255,200									1,255,200
State - CMAQ/RSTP Match	313,800									313,800
State - Mass Transit	651,700									651,700
Fairfax County	279,300									279,300
Total Funding	2,500,000									2,500,000

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development	275,000									275,000
Property Acquisition										
Final Design	100,000									100,000
Construction	50,000	2,075,000								2,125,000
Total Spending Plan	425,000	2,075,000								2,500,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Lorton Station Second Platform

Program Name: Stations - Platforms
Project Type: Expansion
Project ID: SPL-12
Location: Fairfax County

Start Date FY 2015
End Date FY 2019

Design and construction of a second platform and pedestrian overpass at the VRE Lorton station to expand capacity and operational flexibility. The second platform improvements are addressed in Addendum B to the Corridor Improvement Project MOU Between VRE, DRPT, and CSXT for the Addition of the Potomac Shores Station (VRE Ops Board Resolution 9J-06-2014). Project includes equipment and cameras related to new platform and pedestrian overpass.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - CMAQ/STP/RSTP	4,554,800	1,536,000	400,000							6,490,800
State - CMAQ/RSTP Match	1,136,200	384,000	100,000							1,620,200
State - Mass Transit	97,300									97,300
NVTA	7,900,000									7,900,000
Fairfax County	41,700									41,700
Unfunded (To Be Determined)				2,629,000						2,629,000
Total Funding	13,730,000	1,920,000	500,000	2,629,000						18,779,000

This project is a candidate for future NVTA or CMAQ funding.

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development	139,000	372,800								511,800
Property Acquisition										
Final Design			1,491,200							1,491,200
Construction				9,786,000	6,990,000					16,776,000
Total Spending Plan	139,000	372,800	1,491,200	9,786,000	6,990,000					18,779,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Quantico Platform & Intermodal Improvements

Program Name: Stations - Platforms
Project Type: Expansion
Project ID: SPL-13
Location: Prince William County

Start Date FY 2016
End Date FY 2017

This funding provides for improvements at the Quantico VRE station, including design and construction of an island platform, pedestrian bridge, and bus facilities; extension of the existing platform; and track modification. Improvements will be coordinated with the Arkendale to Powell's Creek third track project being implemented by the Commonwealth and CSX. The State has provided a multi-year funding agreement for this project for FY 2016 and FY 2017 under the IPROC program.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
State - REF/IPROC		5,000,000	4,500,000							9,500,000
Unfunded (To Be Determined)										
Total Funding		5,000,000	4,500,000							9,500,000

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development										
Property Acquisition										
Final Design		500,000								500,000
Construction		4,500,000	4,500,000							9,000,000
Total Spending Plan		5,000,000	4,500,000							9,500,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Rippon Station Platform Improvements

Program Name: Stations - Platforms
Project Type: Expansion
Project ID: SPL-14
Location: Prince William County

Start Date FY 2014
End Date FY 2019

This project is for the design and construction of a platform extension and second platform with pedestrian overpass to expand capacity and operational flexibility. The second platform improvements are addressed in Addendum B to the Corridor Improvement Project MOU between VRE, DRPT, and CSXT for the Addition of the Potomac Shores Station (VRE Ops Board Resolution 9J-06-2014). Project includes cost of equipment and cameras related to expanded and new platform and pedestrian overpass.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - CMAQ/STP/RSTP	2,106,172	1,600,000	1,600,000	655						5,306,827
State - CMAQ/RSTP Match	526,544	400,000	400,000	164						1,326,708
NVTA	10,000,000									10,000,000
Total Funding	12,632,716	2,000,000	2,000,000	819						16,633,535

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development		332,680								332,680
Property Acquisition										
Final Design		776,253	544,467							1,320,720
Construction				11,976,480	3,003,655					14,980,135
Total Spending Plan		1,108,933	544,467	11,976,480	3,003,655					16,633,535

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Rolling Road Platform Extension

Program Name: Stations - Platforms
Project Type: Expansion
Project ID: SPL-15
Location: Fairfax County

Start Date FY 2012
End Date FY 2019

The Rippon VRE station currently has a platform which will accommodate a five-car train set for boarding and detrainning. This project provides for a 250 foot platform extension to accommodate an eight-car train set. Project includes funds for equipment and cameras related to the extension.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - CMAQ/STP/RSTP	1,600,000									1,600,000
State - CMAQ/RSTP Match	400,000									400,000
Total Funding	2,000,000									2,000,000

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development		40,000								40,000
Property Acquisition										
Final Design			160,000							160,000
Construction				950,000	850,000					1,800,000
Total Spending Plan		40,000	160,000	950,000	850,000					2,000,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Security Cameras

Program Name: Stations - Platforms
Project Type: Asset Management
Project ID: SPL-16
Location: System-wide

Start Date FY 2015
End Date Ongoing

Security cameras are scheduled to be installed at all stations and rail yards. Future years provide for both the installation of additional cameras and for the planned replacement and upgrades to current cameras and infrastructure. (The cost of cameras associated with construction projects are included in the budgets for those projects.) In FY 2017, 25 cameras will be added at new locations and 18 existing older cameras will be replaced.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - Formula Funds			553,840	309,120						862,960
State - Mass Transit			110,768	61,824						172,592
VRE (Match)			27,692	15,456						43,148
VRE (Capital Reserve)	500,000									500,000
Total Funding	500,000		692,300	386,400						1,578,700

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development										
Property Acquisition										
Final Design										
Construction		500,000	692,300	386,400						1,578,700
Total Spending Plan		500,000	692,300	386,400						1,578,700

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Washington Union Station Improvements

Program Name: Stations - Platforms
Project Type: Asset Management
Project ID: SPL-17
Location: District of Columbia

Start Date FY 2018
End Date FY 2020

This project will fund track, signal, platform, and passenger facility upgrades and realignments at Amtrak's Washington Union Station, in accordance with the WUT Master Plan.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - Formula Funds						6,961,492	9,118,508			16,080,000
State - Mass Transit						696,149	911,851			1,608,000
VRE (Match)						1,044,224	1,367,776			2,412,000
Total Funding						8,701,865	11,398,135			20,100,000

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development										
Property Acquisition										
Final Design										
Construction				2,010,000	12,006,000	6,084,000				20,100,000
Total Spending Plan				2,010,000	12,006,000	6,084,000				20,100,000

This project has a \$14 million funding lag in FY 2018 and FY 2019.

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Woodbridge Platform Improvements

Program Name: Stations - Platforms
Project Type: Expansion
Project ID: SPL-18
Location: Prince William County

Start Date FY 2019
End Date FY 2021

This project will extend the east platform to accomodate eight-car trains and widen the platform for the future third track.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Unfunded (To Be Determined)					1,200,000	5,400,000	5,400,000			12,000,000
Total Funding					1,200,000	5,400,000	5,400,000			12,000,000

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development					120,000					120,000
Property Acquisition										
Final Design					540,000	540,000				1,080,000
Construction						5,400,000	5,400,000			10,800,000
Total Spending Plan					660,000	5,940,000	5,400,000			12,000,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Track and Signal Improvements



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Alexandria Station Track 1 Access

Program Name: Track and Signal Improvements
Project Type: Expansion
Project ID: TSI-1
Location: City of Alexandria

Start Date FY 2015
End Date FY 2017

This project will modify the Slaters Lane railroad crossover to enhance capacity and improve operating flexibility and for other operational enhancements. The Slaters Lane crossover is addressed in Addendum B to the Corridor Improvement Project MOU between VRE, DRPT, and CSXT for the Addition of the Potomac Shores Station (VRE Ops Board Resolution 9J-06-2014). This project is built in conjunction with projects at the Alexandria station for a pedestrian tunnel (SPL-1) and modification of the station platforms (SPL-2).

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
NVTA	7,000,000									7,000,000
Total Funding	7,000,000									7,000,000

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development		140,000								140,000
Property Acquisition										
Final Design		560,000								560,000
Construction		1,050,000	5,250,000							6,300,000
Total Spending Plan		1,750,000	5,250,000							7,000,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Fourth Track RO to AF

Program Name: Track and Signal Improvements
Project Type: Expansion
Project ID: TSI-2
Location: Arlington County and City of Alexandria

Start Date FY 2019
End Date FY 2022

This project is for an additional main track between RO (Roslyn) and AF (Alexandria) Interlockings in Virginia. DPRT is conducting preliminary engineering and NEPA as part of the DC2RVARail third track project. A design-build project delivery method is assumed. The project must be coordinated with reconstruction of the Crystal City platform (SPL- 5) and the Long Bridge (TSI-6) projects.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Unfunded (To Be Determined)					39,000,000					39,000,000
Total Funding					39,000,000					39,000,000

This project is a candidate for future funding through the Federal Core Capacity program.

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development										
Property Acquisition										
Final Design					1,950,000	1,950,000				3,900,000
Construction					6,882,353	13,764,706	11,764,706	2,688,235		35,100,000
Total Spending Plan					8,832,353	15,714,706	11,764,706	2,688,235		39,000,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Fourth Track - VA to LE

Program Name: Track and Signal Improvements
Project Type: Expansion
Project ID: TSI-3
Location: District of Columbia

Start Date FY 2017
End Date FY 2020

This project would provide an additional main track between the Virginia (VA) and L'Enfant (LE) Interlockings in Washington, DC. L'Enfant is VRE's busiest station; the current platform is only six-cars long and serviced by one track, resulting in a serious operational bottleneck that reduces service reliability. The project must be coordinated with the reconstruction of the L'Enfant station (SPL-10), L'Enfant Train Storage Track (TSI-5) and Long Bridge Capacity Improvements (TSI-6).

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
VRE (Capital Reserve)			250,000							250,000
Unfunded (To Be Determined)				950,000	1,800,000	18,100,000				20,850,000
Total Funding			250,000	950,000	1,800,000	18,100,000				21,100,000

The initial development work is a candidate for funding through the REF program. This project is a candidate for future funding through the Federal Core Capacity program.

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development			250,000							250,000
Property Acquisition										
Final Design				900,000	1,850,000					2,750,000
Construction					6,850,000	11,250,000				18,100,000
Total Spending Plan			250,000	900,000	8,700,000	11,250,000				21,100,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Hamilton to Crossroads Third Track

Program Name: Track and Signal Improvements
Project Type: Expansion
Project ID: TSI-4
Location: Spotsylvania County

Start Date FY 2012
End Date FY 2016

This project is for track and signal improvements from Fredericksburg to Crossroads. It includes track and signal work by CSX along the entire project, including a new interlocking at Crossroads that added a new third track and reconfigured the VRE lead track to accommodate the new VRE Spotsylvania station. The project also includes one mile of new third track built by VRE's contractor north of the new interlocking. The project was required in order to allow the opening of a new station in Spotsylvania.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - Formula Funds	7,920,000									7,920,000
Federal - CMAQ/STP/RSTP	4,500,000									4,500,000
State - REF/IPROC	13,856,292									13,856,292
Other - Private	2,500,000									2,500,000
VRE (Match)	830,000									830,000
VRE (Capital Reserve)	2,893,708									2,893,708
Total Funding	32,500,000									32,500,000

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development										
Property Acquisition										
Final Design	1,413,666									1,413,666
Construction	21,287,002	9,799,332								31,086,334
Total Spending Plan	22,700,668	9,799,332								32,500,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

L'Enfant Train Storage Track

Program Name: Track and Signal Improvements
Project Type: Expansion
Project ID: TSI-5
Location: District of Columbia

Start Date FY 2015
End Date FY 2016

This project completes the conversion of an existing siding track to an eight unit midday storage track near the L'Enfant station. The construction includes creating a second ingress/egress point and providing electronic signal control.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - Formula Funds	3,426,895									3,426,895
State - Mass Transit	243,899									243,899
VRE (Match)	612,824									612,824
Total Funding	4,283,618									4,283,618

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development										
Property Acquisition										
Final Design	602,571									602,571
Construction		3,681,047								3,681,047
Total Spending Plan	602,571	3,681,047								4,283,618

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Long Bridge Capacity Improvements

Program Name: Track and Signal Improvements
Project Type: Expansion
Project ID: TSI-6
Location: District of Columbia and Arlington County

Start Date FY 2015
End Date FY 2025

This project adds capacity for CSXT, VRE and Amtrak trains crossing the Potomac River through construction of a new bridge, possible rehabilitation of the existing bridge, and associated track and signal improvements. The first phase of the project (PE/NEPA) will be administered by DDOT (D.C. Department of Transportation) with a TIGER grant from the U.S. DOT and contributions from VRE, the State of Virginia and D.C. government. VRE's contribution of \$300,000 is shown below.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
VRE - CPF	300,000									300,000
Unfunded (To Be Determined)				10,000,000	35,000,000	25,000,000	75,000,000	75,000,000	480,000,000	700,000,000
Total Funding	300,000			10,000,000	35,000,000	25,000,000	75,000,000	75,000,000	480,000,000	700,300,000

This project is a candidate for future funding through the Federal Core Capacity program, along with funding from other stakeholders.

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development		300,000								300,000
Property Acquisition				10,000,000						10,000,000
Final Design					35,000,000	25,000,000				60,000,000
Construction							75,000,000	150,000,000	405,000,000	630,000,000
Total Spending Plan		300,000		10,000,000	35,000,000	25,000,000	75,000,000	150,000,000	405,000,000	700,300,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Positive Train Control

Program Name: Track and Signal Improvements
Project Type: Asset Management
Project ID: TSI-7
Location: N/A

Start Date FY 2014
End Date FY 2017

The implementation of Positive Train Control (PTC) is mandated by the Rail Safety Improvement Act of 2008. The regulation mandates installation of a collision avoidance system which will overlay existing safety systems to monitor and control train movements to provide increased safety for passenger rail. VRE's project was developed in conjunction with the implementation plans of the host railroads.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - Formula Funds	8,442,400									8,442,400
State - Mass Transit	1,236,850									1,236,850
VRE (Match)	873,750									873,750
Total Funding	10,553,000									10,553,000

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
On-Board Equipment and Installation (015-008)		7,274,027								7,274,027
Field (STV)	302,580	249,649	132,450							684,679
Office (STV)		99,775	42,100							141,875
Communications System		203,060	94,850							297,910
Procedures and Documents (STV)		105,945	21,540							127,485
Contingency and Testing			2,027,024							2,027,024
Total Spending Plan	302,580	7,932,456	2,317,964							10,553,000

Operations & Maintenance (O & M) Costs (Savings)

Annual amount for software license fees and operating costs estimated at \$1.23M.

Yard Improvements



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Broad Run Maintenance and Storage Facility - Train Storage Expansion

Program Name: Yard Improvements
Project Type: Expansion
Project ID: YIM-1
Location: Prince William County

Start Date FY 2019
End Date FY 2022

This project adds expansion capacity for overnight train storage adjacent to the Broad Run Maintenance and Storage Facility. Project will be coordinated with the Gainesville-Haymarket Expansion project (OPG-1).

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - CMAQ/STP/RSTP										
State - CMAQ/RSTP Match										
Unfunded (To Be Determined)					5,400,000	8,000,000	10,000,000	5,750,000		29,150,000
Total Funding					5,400,000	8,000,000	10,000,000	5,750,000		29,150,000

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development					5,000,000					5,000,000
Property Acquisition					400,000					400,000
Final Design						4,000,000				4,000,000
Construction						4,000,000	10,000,000	5,750,000		19,750,000
Total Spending Plan					5,400,000	8,000,000	10,000,000	5,750,000		29,150,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Crossroads Maintenance and Storage Facility - Land Acquisition and Track Construction

Program Name: Yard Improvements
Project Type: Expansion
Project ID: YIM-2
Location: Spotsylvania County

Start Date FY 2015
End Date FY 2016

This project provides for the acquisition of approximately 16.5 acres of land to the east of the current VRE Crossroads facility to increase the storage capacity at the yard, and for the construction of two replacement storage tracks, a storm water retention basin, and a new access road. The property, net the land needed for the two tracks, will be large enough to accommodate additional tracks needed for System Plan 2040 expansion. This project is built in conjunction with Crossroads Maintenance and Storage Facility - Storage Expansion (YIM-3).

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - Formula Funds	2,360,000									2,360,000
State - Mass Transit	472,000									472,000
VRE (Match)	118,000									118,000
Total Funding	2,950,000									2,950,000

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development										
Property Acquisition		1,000,000								1,000,000
Final Design										
Construction		1,950,000								1,950,000
Total Spending Plan		2,950,000								2,950,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Crossroads Maintenance and Storage Facility - Storage Expansion.

Program Name: Yard Improvements
Project Type: Expansion
Project ID: YIM-3
Location: Spotsylvania

Start Date FY 2019
End Date FY 2022

This project constructs tracks for overnight train storage at the Crossroads Maintenance and Storage Facility needed to accom modate System Plan 2040 expansion.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Unfunded (To Be Determined)					\$2,500,000	\$8,625,000	\$8,625,000	\$8,625,000		28,375,000
Total Funding					2,500,000	8,625,000	8,625,000	8,625,000		28,375,000

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development										
Property Acquisition										
Final Design					2,500,000					2,500,000
Construction						8,625,000	8,625,000	8,625,000		25,875,000
Total Spending Plan					2,500,000	8,625,000	8,625,000	8,625,000		28,375,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Life-Cycle Overhaul and Upgrade Facility

Program Name: Yard Improvements
Project Type: Asset Management
Project ID: YIM-4
Location: Spotsylvania County

Start Date FY 2014
End Date FY 2017

This project funds the design and construction of a rolling stock equipment maintenance facility in order to carry out those components of a life-cycle maintenance program that can be most efficiently accomplished at the VRE yards. New shop facilities will include overhead cranes, a wheel and axle drop table and wheel truing machine. The project will also undercut existing yard tracks and upgrade yard electrical systems. This project is built in conjunction with Crossroads Maintenance and Storage Facility - Land Acquisition and Track Construction (YIM-2).

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - Formula Funds	18,000,040		7,812,000							25,812,040
State - Mass Transit	3,600,000		4,284,000							7,884,000
VRE (Match)	899,960		504,000							1,403,960
Total Funding	22,500,000		12,600,000							35,100,000

Funding from the State capital program in FY 2017 will be requested at 34% for this project.

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development	180,409	269,591								450,000
Property Acquisition										
Final Design		1,800,000								1,800,000
Construction		10,125,000	22,725,000							32,850,000
Total Spending Plan	180,409	12,194,591	22,725,000							35,100,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Midday Train Storage

Program Name: Yard Improvements
Project Type: Replacement and Expansion
Project ID: YIM-5
Location: District of Columbia

Start Date FY 2015
End Date FY 2020

This project funds the construction of a midday storage facility in Washington D.C., adjacent to the current storage yard owned by Amtrak at Ivy City. The new facility will replace the 83 units of storage in the Amtrak facility and provide for expanded storage of up to an additional 72 units. Federal formula funds include both the 5307 (Urbanized Area) and 5337 (State of Good Repair) programs. 5307 funds are required for the expansion portion of the project. Funds are also provided to explore alternative opportunities to meet storage needs.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - Formula Funds	1,937,303	9,089,822	6,131,314	18,973,534	21,173,688	12,934,338				70,240,000
State - Mass Transit	387,461	1,817,964	1,226,263	3,794,707	4,234,738	2,586,868				14,048,000
VRE (Match)	96,865	454,491	306,566	948,677	1,058,684	646,717				3,512,000
VRE (Capital Reserve)		500,000	500,000							1,000,000
Total Funding	2,421,629	11,862,278	8,164,143	23,716,918	26,467,110	16,167,922				88,800,000

Project is a candidate for federal discretionary funds under the Core Capacity program. Funding from the State capital program will be requested at 34% for this project beginning in FY 2017. \$194K of match funds in FY 2016 provided from prior year surplus.

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development	154,735	648,598	4,000,000							4,803,333
Property Acquisition		1,379,867	11,800,000	10,120,133						23,300,000
Final Design			230,000	1,666,667						1,896,667
Construction			4,000,000	18,266,667	33,533,333	3,000,000				58,800,000
Total Spending Plan	154,735	2,028,465	20,030,000	30,053,467	33,533,333	3,000,000				88,800,000

Available funding is not sufficient to meet the desired funding plan schedule.

Operations & Maintenance (O & M) Costs (Savings)

N/A

Other and Ongoing Projects



VIRGINIA RAILWAY EXPRESS
A Better Way. A Better Life.

Virginia Railway Express

Gainesville-Haymarket Extension

Program Name: Other Projects (Combination of Stations, Track and Signal, and Yard Improvements)
Project Type: Expansion
Project ID: OPG-1
Location: Prince William County

Start Date FY 2015
End Date FY 2022

This project is an 11-mile extension of the VRE system from Manassas to Haymarket along the Norfolk Southern B-Line. The cost estimate assumes a future three track railroad, up to three stations and relocation of the Broad Run station. Land acquisition for stations and additional railroad ROW is also included in the cost estimate. The cost of additional rolling stock associated with a service expansion is included in other CIP projects (RSE - 5 and RSE-6).

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - CMAQ/STP/RSTP							800,000			800,000
State - CMAQ/RSTP Match							200,000			200,000
NVTA	2,785,714									2,785,714
State - REF/IPROC	1,500,000									1,500,000
VRE - CPF	450,000									450,000
Unfunded (To Be Determined)				50,000,000	23,730,700	212,257,886				285,988,586
Total Funding	4,735,714			50,000,000	23,730,700	212,257,886	1,000,000			291,724,300

This project is a candidate for HB-2 and federal discretionary funds under the New Starts program.

Spending Plan By Phase	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Development		1,500,000	3,235,714							4,735,714
Property Acquisition				8,200,000	12,300,000	4,000,000				24,500,000
Final Design				20,000,000	20,000,000	9,230,700				49,230,700
Construction						50,000,000	80,000,000	83,257,886		213,257,886
Total Spending Plan		1,500,000	3,235,714	28,200,000	32,300,000	63,230,700	80,000,000	83,257,886		291,724,300

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Associated Transit Improvements

Program Name: Ongoing Projects
Project Type: Asset Management
Project ID: OGP-1
Location: N/A

Start Date N/A
End Date N/A

Grantees receiving federal 5307 funds must certify that at least 1% of funding received each fiscal year is being used for associated transit improvement projects. VRE's primary use of this funding is for pedestrian improvements, electronic customer communications and station and equipment signage. Focus for prior years and FY 2017 will be signage.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - Formula Funds		80,000	84,000	84,000	84,000	84,000	84,000	84,000		584,000
State - Mass Transit		16,000	16,800	16,800	8,400	8,400	8,400	8,400		83,200
VRE (Match)		4,000	4,200	4,200	12,600	12,600	12,600	12,600		62,800
Total Funding Sources		100,000	105,000	105,000	105,000	105,000	105,000	105,000		730,000

Spending Plan By Phase	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Associated Transit Improvements	100,000	105,000	105,000	105,000	105,000	105,000	105,000		\$730,000
Total Spending Plan	100,000	105,000	105,000	105,000	105,000	105,000	105,000		730,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Capital Reserve

Program Name:	Ongoing Projects		
Project Type:	N/A	Start Date	N/A
Project ID:	OGP-2	End Date	N/A
Location	N/A		

Commitment of additional funds annually to the capital reserve, to be used to complete projects, provide local match in order to take advantage of grant opportunities and to fund initial costs to support major grant proposals.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
VRE - Operating Budget	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000		\$24,000,000
Total Funding Sources	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000		24,000,000

Spending Plan By Phase	LTD Actuals	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Capital Reserve	3,000,000	3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000		\$24,000,000
Total Spending Plan	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000		24,000,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Virginia Railway Express

Enhancement Grant - Security

Program Name: Ongoing Projects
Project Type: Asset Management
Project ID: OGP-3
Location: N/A

Start Date N/A
End Date N/A

Grantees receiving federal 5307 funds must certify that at least 1% of funding received each fiscal year is being used for transit security projects. Projects include improvements to station lighting and security, systems safety consulting, and security drills with first responders. Focus for prior years and FY 2017 will be lighting.

Funding Source	Life to Date	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Federal - Formula Funds		80,000	84,000	84,000	84,000	84,000	84,000	84,000		584,000
State - Mass Transit		16,000	16,800	16,800	8,400	8,400	8,400	8,400		83,200
VRE (Match)		4,000	4,200	4,200	12,600	12,600	12,600	12,600		62,800
Total Funding Sources		\$100,000	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000		\$730,000

Spending Plan By Phase	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Future	Total
Enhancement Grant - Security	100,000	105,000	105,000	105,000	105,000	105,000	105,000		\$730,000
Total Spending Plan	\$100,000	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000		\$730,000

Operations & Maintenance (O & M) Costs (Savings)

N/A

Appendices & Additional Information



VIRGINIA RAILWAY EXPRESS
A Better Way. A Better Life.

Virginia Railway Express Allocation Data
October 7, 2015 Survey - Proposed FY 2017 Budget

5% Subsidy Increase

11/30/2015 S&U

<u>Jurisdictions</u>	[Col 1]	[Col 2]	[Col 3]	[Col 4]	[Col 5]	[Col 6]	[Col 6a]
	Population 2014 Update	Population %	Contributors' Potential Share of Net Costs %	Contributors' Potential Share of Net Costs \$	Contributors' Maximum Share of Net Costs		
Contributors:							
Alexandria	155,230	6.7754%	0.6775%	\$358,723		\$133,894	#DIV/0!
Arlington	229,302	10.0084%	1.0008%	\$529,897		\$195,897	#DIV/0!
Contributors' Total	384,532	16.7838%					
	[Col 7]	[Col 8]	[Col 9]	[Col 10]	[Col 11]	[Col 12]	
Participants:	Population 2014 Update	Population %	Participants' Normalized % Population	October Survey Participants' AM Ridership	100 Weight- Participants' Ridership %	Participants' Aggregate % of Costs	
Fairfax County	1,118,884	48.84%	58.69%	2,163	24.25%	24.25%	
Fredericksburg	28,213	1.23%	1.48%	359	4.03%	4.03%	
Manassas	41,830	1.83%	2.19%	428	4.80%	4.80%	
Manassas Park	15,427	0.67%	0.81%	280	3.14%	3.14%	
Prince William County	437,636	19.10%	22.95%	3,095	34.71%	34.71%	
Stafford County	138,230	6.03%	7.25%	1,603	17.97%	17.97%	
Spotsylvania	126,337	5.51%	6.63%	990	11.10%	11.10%	
Participants' Total	1,906,557	83.22%	100.00%	8,918	100.00%	100.00%	
Population Total	2,291,089	100.00%					
<u>Costs</u>	[Col 12] (repeated)	[Col 13]	[Col 14]	[Col 15]	[Col 16]	[Col 17]	[Col 18]
	Participants' Aggregate %	Gross Costs \$	State Aid Interest & Misc Income \$	"System" Fare Revenue \$	Net Costs \$	Contributors' Payments Lesser of Col 6 or 4	Participants' Net Costs \$
Alexandria						\$140,589	
Arlington						\$205,692	
Fairfax County	24.25%	\$31,654,303	\$18,023,517	\$789,516			\$12,757,283
Fredericksburg	4.03%	\$5,258,628	\$2,994,189	\$131,160			\$2,119,327
Manassas	4.80%	\$6,262,356	\$3,565,698	\$156,195			\$2,523,848
Manassas Park	3.14%	\$4,095,804	\$2,332,093	\$102,157			\$1,650,686
Prince William County	34.71%	\$45,297,454	\$25,791,736	\$1,129,801			\$18,255,731
Stafford County	17.97%	\$23,458,036	\$13,356,677	\$585,086			\$9,454,032
Spotsylvania	11.10%	\$14,485,296	\$8,247,725	\$361,290			\$5,837,848
Total	100.00%	\$130,511,877	\$74,311,636	\$3,255,204	\$52,945,037	\$346,281	\$52,598,755
<u>Subsidy Calculation</u>	[Col 19]	[Col 20]	[Col 18] (repeated)	[Col 21]	[Col 22]	[Col 23]	[Col 24]
	Oct Survey Participants' Fare Revenue %	Participants' Fare Revenue \$	Participants' Net Costs \$	Proposed FY 2017 Budget Based on 10/7/15 Survey	Actual FY2016 Subsidy	Net Change \$	Net Change %
Alexandria				\$140,589	\$133,894	\$6,695	5.00%
Arlington				\$205,692	\$195,897	\$9,795	5.00%
Fairfax County	21.281%	\$7,596,373	\$12,757,283	\$5,160,910	\$4,847,285	\$313,625	6.47%
Fredericksburg	4.583%	\$1,635,803	\$2,119,327	\$483,524	\$439,366	\$44,158	10.05%
Manassas	4.971%	\$1,774,477	\$2,523,848	\$749,371	\$766,491	(\$17,120)	-2.23%
Manassas Park	3.191%	\$1,138,909	\$1,650,686	\$511,777	\$576,699	(\$64,922)	-11.26%
Prince William County	34.423%	\$12,287,325	\$18,255,731	\$5,968,406	\$5,309,674	\$658,732	12.41%
Stafford County	19.069%	\$6,806,810	\$9,454,032	\$2,647,222	\$2,855,607	(\$208,385)	-7.30%
Spotsylvania	12.481%	\$4,455,099	\$5,837,848	\$1,382,749	\$1,303,888	\$78,861	6.05%
Total	100.0000%	\$35,694,796	\$52,598,755	\$17,250,240	\$16,428,801	\$821,439	5.00%
<u>Fares</u>	[Col 25]						
Participants Residents' "System-wide"	35,694,795.79 3,255,204.21						
2016 \$	38,950,000.00		\$130,511,876.00				

VRE Fiscal Year 2017 Proposed Program Budget

	FY 2015 Amended	FY 2015 Actual	FY 2016 Budget	FY 2017 Proposed
Revenue:				
VRE - Non-Departmental				
Fare Revenue	36,662,000	36,700,190	38,890,000	38,950,000
Miscellaneous Revenue	165,000	249,200	165,000	200,000
Appropriation from Reserve	2,629,000	-	740,000	1,000,000
Jurisdictional Revenue	16,428,800	16,428,800	16,428,800	17,250,240
Other Revenue	2,880,000	1,108,070	1,615,000	377,000
State Operating Grant	8,700,000	14,401,957	8,100,000	9,000,000
Federal Grants - Operations and Debt	13,489,542	13,688,723	14,148,542	14,153,542
State Grants - Operations and Debt	6,403,188	-	6,731,308	6,775,508
Federal Grants - Capital Program	25,876,000	17,056,623	30,162,200	23,309,609
State Grants - Capital Program	13,538,200	14,820,940	19,930,760	19,470,977
Interest Income	15,300	34,396	20,000	25,000
Total Revenue	126,787,030	114,488,899	136,931,611	130,511,876
Expenditures:				
VRE - Non-Departmental				
Liability Insurance	4,200,000	3,895,600	3,950,000	4,000,000
Operating Reserve/Contingency	1,029,083	398,983	1,140,091	728,794
Capital Reserve	-	-	-	-
Other	2,000,000	69,073	-	-
VRE-Financing-Administration Fees	-	2,500	-	-
Total VRE - Non-Departmental	7,229,083	4,366,156	5,090,091	4,728,794
Executive Management				
Salaries/Fringes	506,000	530,409	814,000	844,000
Travel/Training/Employee Expenses	24,000	23,606	24,000	23,500
Board Member Expenses	3,000	1,850	15,000	15,000
Office Administration Expenses	118,000	159,173	115,000	125,000
Legal/Audit	75,000	273,187	75,000	80,000
Consulting/Professional/Other	52,000	15,492	52,000	52,000
Total Executive Management	778,000	1,003,717	1,095,000	1,139,500
Passenger Support Services				
Salaries/Fringes	277,000	308,317	-	-
Travel/Training/Employee Expenses	15,600	1,501	-	-
Administration	79,000	44,786	-	-
Office Professional Expenses	73,500	35,695	-	-
Total Passenger Support Services	445,100	390,299	-	-
Chief of Staff/Public Affairs				
Salaries/Fringes	372,000	347,629	355,000	365,000
Travel/Training/Employee Expenses	13,500	7,473	13,500	15,000
PR/Special Events/Consulting	275,500	135,129	90,500	155,500
Total Chief of Staff/Public Affairs	661,000	490,231	459,000	535,500
Marketing				
Salaries/Fringes	153,000	123,466	133,000	133,000
Travel/Training/Employee Expenses	13,500	4,489	13,200	14,200
Production/Media/Promotion/Other	324,000	282,623	235,000	250,000
Special Events/Other	64,500	18,059	21,000	26,000
Total Marketing	555,000	428,637	402,200	423,200
Office of Development				
Salaries/Fringes	402,000	498,277	557,000	603,000
Travel/Training/Employee Expenses	6,900	10,133	12,100	13,750
Professional Services/Consulting/Other	541,225	150,171	999,400	163,400
Total Office of Development	950,125	658,581	1,568,500	780,150
Operations and Communications				
Salaries/Fringes	469,750	484,900	760,000	787,000
Travel/Training/Employee Expenses	18,500	20,005	38,000	38,000
Printing/Admin/Other	15,000	78,684	165,000	16,000
Leases/Events	78,000	46,888	56,000	19,000
Professional Services	115,000	87,186	143,250	160,500
Ticket Stock/R&M Fare Collection	885,000	661,880	885,000	890,000
Total Customer Communications	1,581,250	1,379,543	2,047,250	1,910,500
Budget and Finance				
Salaries/Fringes	950,000	931,751	1,055,000	1,220,000
Travel/Training/Employee Expenses	9,500	13,641	11,500	13,000
Audit/Maint Service Agreements/Consulting	157,500	154,466	201,500	197,500
Retail Sales/TLC Commissions	1,440,000	1,418,051	1,495,000	1,520,000
Bank Discounts/Other	280,500	546,164	353,000	553,500
Total Budget and Finance	2,837,500	3,064,073	3,116,000	3,504,000
Communication and Info Tech				
Salaries/Fringes	246,000	278,602	408,000	483,000
Travel/Training/Employee Expenses	18,500	5,775	14,000	13,000
Computer Equipment/Software	175,000	240,262	210,000	736,000
Consulting/Communications	720,000	763,831	995,000	1,005,000
Total Communication and Info Tech	1,159,500	1,288,470	1,627,000	2,237,000

VRE Fiscal Year 2017 Proposed Program Budget

	FY 2015 Amended	FY 2015 Actual	FY 2016 Budget	FY 2017 Proposed
Engineering and Construction				
Salaries/Fringes	670,000	415,563	498,000	774,000
Travel/Training/Employee Expenses	23,500	20,315	24,000	30,200
Other Professional Services/Other Expenses	151,000	192,113	196,800	4,900
Total Construction and Construction	844,500	627,991	718,800	809,100
Facilities Maintenance				
Salaries/Fringes	151,000	154,580	159,000	273,000
Travel/Training/Employee Expenses	-	3,433	6,400	6,400
Office/Other Professional Service	667,000	185,510	246,000	307,250
Station Electricity/Utilities/Taxes	633,000	744,825	655,500	700,000
Repairs and Maintenance	2,900,000	2,977,520	3,250,000	3,250,000
Total Facilities Maintenance	4,351,000	4,065,868	4,316,900	4,536,650
Procurement and Contract Admin				
Salaries/Fringes	377,000	366,037	451,000	477,000
Travel/Training/Employee Expenses	5,500	10,467	8,000	7,000
Total Procurement and Contract Admin	382,500	376,504	459,000	484,000
Equipment Operations				
Salaries/Fringes	873,000	796,727	891,000	798,000
Travel/Training/Employee Expenses	99,000	8,147	63,000	48,000
Consulting/Admin/Warehouse Management	95,000	32,949	92,500	57,500
Equipment/Warehouse Leases	-	-	-	-
Utilities	1,091,000	1,093,553	1,095,000	1,135,000
Diesel Fuel	5,821,000	4,422,065	5,310,000	4,814,000
Repairs and Maintenance	2,925,000	2,861,176	3,725,000	4,056,000
Total Equipment Operations	10,904,000	9,214,617	11,176,500	10,908,500
Safety and Security				
Salaries/Fringes	149,000	141,005	215,000	289,000
Travel/Training/Employee Expenses	11,300	11,250	17,500	42,500
Office/Other Professional Services	185,000	59,047	183,000	185,000
Yard/Station Security	412,000	499,592	415,000	515,000
Total Safety and Security	757,300	710,894	830,500	1,031,500
PRTC				
Professional Services	104,000	83,153	104,000	104,000
Total PRTC	104,000	83,153	104,000	104,000
NVTC				
Professional Services	80,000	80,000	80,000	80,000
Total NVTC	80,000	80,000	80,000	80,000
Train Operations				
Contract Operations and Maintenance	15,251,638	14,280,042	15,060,000	15,463,003
Total Train Operations	15,251,638	14,280,042	15,060,000	15,463,003
Amtrak				
Contract Operations and Maintenance	4,582,942	4,247,908	4,640,000	4,615,000
Total Amtrak	4,582,942	4,247,908	4,640,000	4,615,000
Maintenance of Equipment				
Maintenance of Equipment	4,777,724	4,329,222	5,871,000	5,608,166
Total Maintenance of Equipment	4,777,724	4,329,222	5,871,000	5,608,166
Amtrak Access Fees				
Access Fees	5,928,000	5,592,085	6,390,000	6,340,000
Total Amtrak Access Fees	5,928,000	5,592,085	6,390,000	6,340,000
Norfolk Southern				
Access Fees	2,590,000	2,545,636	2,720,000	2,780,000
Contract Operations and Maintenance	620,000	601,584	620,000	670,000
Total Norfolk Southern	3,210,000	3,147,220	3,340,000	3,450,000
CSXT				
Access Fees	5,734,000	5,402,935	6,450,000	6,500,000
Contract Operations and Maintenance	500,000	520,628	510,000	530,000
Total CSXT	6,234,000	5,923,563	6,960,000	7,030,000
CIP Expenditures				
CIP Expenditures	46,418,000	-	54,815,000	48,028,443
Total CIP Expenditures	46,418,000	-	54,815,000	48,028,443
CIP VRE - Non-Departmental				
Allowance for Doubtful Accounts	50,000	-	50,000	50,000
Debt Service	6,714,868	6,511,299	6,714,870	6,714,870
Total CIP VRE - Non-Departmental	6,764,868	6,511,299	6,764,870	6,764,870
Total Expenditures	126,787,030	72,260,073	136,931,611	130,511,876

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RESOLUTION #2297

SUBJECT: Authorization to Execute a Property Lease Agreement with Norfolk Southern Railway Company

WHEREAS: VRE is working with Norfolk Southern Railway and CSX Transportation on effective right of way management and station operating practices;

WHEREAS: VRE has identified several projects as part of this collective effort;

WHEREAS: Additional fencing and access gates have been identified for the area adjacent to the Burke Centre Station;

WHEREAS: The area identified adjacent to the Burke Centre Station is on the Norfolk Southern Railway right-of-way;

WHEREAS: In order to install additional fencing and access gates Northern Southern Railway requires a separate property lease agreement; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED by the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to execute a property lease agreement with Norfolk Southern Railway in a form approved by legal counsel.

Approved this 7th day of January 2016.

Chairman

Secretary-Treasurer



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 9-C
Action Item

To: Chairman Cook and the VRE Operations Board

From: Doug Allen

Date: December 18, 2015

Re: Recommend Authorization to Execute a Property Lease Agreement with Norfolk Southern Railway Company

Recommendation:

The VRE Operations Board is asked to recommend the Commissions authorize the Chief Executive Officer to execute a property lease agreement in a form approved by legal counsel with Norfolk Southern Railway Company for the purpose of installing a fence and gates adjacent to the Burke Centre VRE station.

Background:

As part of a cooperative effort with Norfolk Southern Railway and CSX Transportation VRE has initiated several projects consistent with effective right of way management and station operating practices. As such, an area adjacent to the Burke Centre station has been identified to receive additional fencing and access gates for maintenance workers. The area identified is in the Norfolk Southern Railway right of way and a property lease agreement is required.

Fiscal Impact:

The base rental fee is \$1,350.00 per year. A one-time application fee of \$500 will be paid with the base rental fee for the first year only. The base rental fee will be escalated annually



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



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



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

by using the Consumer Price Index for All Urban Consumers (CPI-U) published three months prior to the anniversary date of the agreement. Funding for the property lease is in the FY 2016 budget under the Norfolk Southern right of way access line item. Funding for future fiscal years will be included in subsequent proposed budgets.

**Virginia Railway Express
Operations Board**

**Resolution
9C-12-2015**

**Recommend Authorization to Execute a Property Lease
Agreement with Norfolk Southern Railway Company**

WHEREAS, VRE is working with Norfolk Southern Railway and CSX Transportation on effective right of way management and station operating practices; and,

WHEREAS, VRE has identified several projects as part of this collective effort; and,

WHEREAS, additional fencing and access gates have been identified for the area adjacent to the Burke Centre station; and,

WHEREAS, the area identified adjacent to the Burke Centre station is on the Norfolk Southern Railway right of way; and,

WHEREAS, in order to install additional fencing and access gates Norfolk Southern Railway requires a separate property lease agreement;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Chief Executive Officer to execute a property lease agreement in a form approved by legal counsel.

Approved this 18th day of December 2015

John C. Cook
Chairman

Paul Smedberg
Secretary

DELEGATION OF AUTHORITY FROM COMMISSIONS TO OPERATIONS BOARD

Effective July 1, 2008

- Full authority of spending, provided the amount is included in the annual budget and six-year financial plan
- Approval of fare changes (tariffs)
- All contractual agreements, provided funding is included in the approved budget, with the exception of any operation agreements (including CSX and NS) and Insurance Agreements.
- Responsibilities not delegated:
 - a. Amendments to the Master Agreement
 - b. Hiring and termination of the Chief Executive Officer
 - c. Statewide and federal grant applications
 - d. Approval of legislative agendas
 - e. Approval of strategic plan
 - f. Sale or purchase of real property and equipment in the Commissions' name
 - g. Other major policies such as terms for new entrants
 - h. Other actions reserved for the Commissions by the Master Agreement, such as approving annual budgets/six-year financial plans.
- The CEO's authorization limit is \$100,000 (effective May 2015)

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**Excerpts from
Northern Virginia Transportation Commission / Potomac and Rappahannock
Transportation Commission / Virginia Railway Express**

**Management Audit Phase II Final Report
January 9, 2015**

VRE Organizational Structure and Practices (p.2)

Relationship Between Commissions and VRE: VRE is a unique transit entity, existing as a transportation partnership of the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC). The audit team recommends an annual training session for Commission members on their roles and responsibilities with respect to their oversight of VRE. The audit team recommends regular meetings between the Commission Executive Directors, VRE CEO, and Operations Board and Commission chairs to coordinate issues jointly concerning VRE and the two Commissions. In addition, the audit team recommends that the Commissions serve as lead planning agency when a mode has not been selected, and VRE serve as lead planning agency when commuter rail has been selected. The audit team recommends that the Commissions continue to serve as the locus for discussions of regional funding—balancing the needs of VRE with other agencies in their districts—while VRE advocate for funding for its particular capital projects and transit services, in coordination with the Commissions.

Division of Responsibility Between Commissions and VRE (p.28)

There are certain functions that are of concern to the Commissions as well as affecting VRE, such as planning and transportation funding.

Funding is a significant concern of the NVTC in particular, which serves a clearinghouse for regional fuel tax revenues and other transit funds to agencies throughout the NVTC District, and must balance the needs of VRE, the Washington Metropolitan Area Transit Authority (WMATA), and local transit agencies.

PRTC plays a similar role in its district. This includes decisions regarding the amount, type, and timing of funds that each agency's priorities will receive, and given resource limitations, often involve trade-offs and compromise. In these deliberations, VRE's status as an entity jointly-owned by each Commission should give it no greater priority than other transit providers in each district.

VRE advocates for funding for specific commuter rail projects, seeking the support of NVTC and PRTC for funding from the federal government, the Commonwealth, the Northern Virginia Transportation

Authority, and individual cities and counties. At times, it must make the persuasive case for funding alongside other transit agencies competing for the support of NVTC and PRTC. In some cases, however, there are funds for which VRE is eligible that other transit agencies in the region are not—particular state and federal rail funds. For these sources, the Commissions are free to join VRE in advocating for funding of its projects.

In the area of planning there is natural overlap in staff capabilities and responsibilities among VRE and the Commissions. In general, the Commissions' interests are long-range and strategic, and may focus on multiple modes of transit and multiple corridors across their entire territory. VRE's planning is focused on commuter rail in its specific corridors. A key consideration is the degree of involvement by VRE prior to and following decisions regarding selection of mode (or technology) for a particular corridor, and its role as lead or supporting agency for project implementation. In general, VRE, the Commissions, and other agencies engaged in transportation planning in the region have successfully worked this out for past planning studies, but it would help to have clear guidance that is understood by all.

The audit team believes that the Commissions play a key role coordinating regional issues, including transportation funding and general systems planning. The purview of VRE, meanwhile, is to plan, advocate and secure funding for commuter rail-specific projects and service. It is important that each entity play to its strengths in executing these missions. Clarifying roles and responsibilities will facilitate the allocation of responsibility when future issues arise.

Therefore, the audit team recommends that the Commissions—or other regional planning entities (when appropriate)—serve as the lead planning agency when a mode has not been selected, and that VRE only serve as a lead planning agency once the appropriate planning agencies have made a decision to invest in commuter rail in a particular corridor. However, as the sole commuter rail agency in Northern Virginia, VRE planning staff should provide technical support to any planning studies that could result in commuter rail being selected as a preferred mode. This ensures that planning studies benefit from the mode-specific expertise of VRE planning professionals.

For example, a corridor study or alternatives analysis in which commuter rail is one of several modal options under consideration (along with bus, bus rapid transit, and/or other types of rail) is best handled by an agency that does not have a modal focus (like VRE—or for that matter, other transit operators in the region). However, should a corridor study or alternatives analysis point to commuter rail as the appropriate mode, and the project is officially adopted into regional plans, VRE would be the appropriate agency to manage environmental clearance, permitting, development of grant applications, and similar project planning activities, with appropriate advice and approvals from the Commissions as concepts advance.

The 2040 System Plan was the product of planning efforts led by VRE staff and the Operations Board and endorsed by the Commissions. As the System Plan is focused squarely on regional commuter rail investments, the audit team believes VRE's leadership in producing this plan appropriate. However, the Commissions will play a significant role in deliberations regarding elements of the System Plan, especially the later phases which will require policy decisions regarding new service types and features.

With respect to transportation funding, the audit team recommends that the Commissions continue to serve as the locus for discussions of regional funding, including new broad-based funding sources for all transit modes, and will continue to balance the funding needs of VRE with other transit providers in each Commission's district. Meanwhile, VRE should continue to advocate for funding for its particular capital projects and transit services. To the extent that the VRE Operations Board wishes to weigh in on general, regional funding approaches, it should coordinate its activities with the Commissions. The audit team recommends that VRE and the Commissions actively identify opportunities for the Commissions to ally with VRE to secure new funding for VRE that does not compete with the needs of other transit agencies.

Gainesville-Haymarket Extension Study

Northern Virginia Transportation Commission
January 2016



VIRGINIA RAILWAY EXPRESS
Gainesville-Haymarket Extension

Why GHX Now?

I-66 is a corridor of statewide significance

VRE is a part of the regional multimodal solution

VRE is the most cost-effective way to increase peak capacity

Rapid land development in PWC is increasing congestion and travel options must keep pace



VIRGINIA RAILWAY EXPRESS
Gainesville-Haymarket Extension

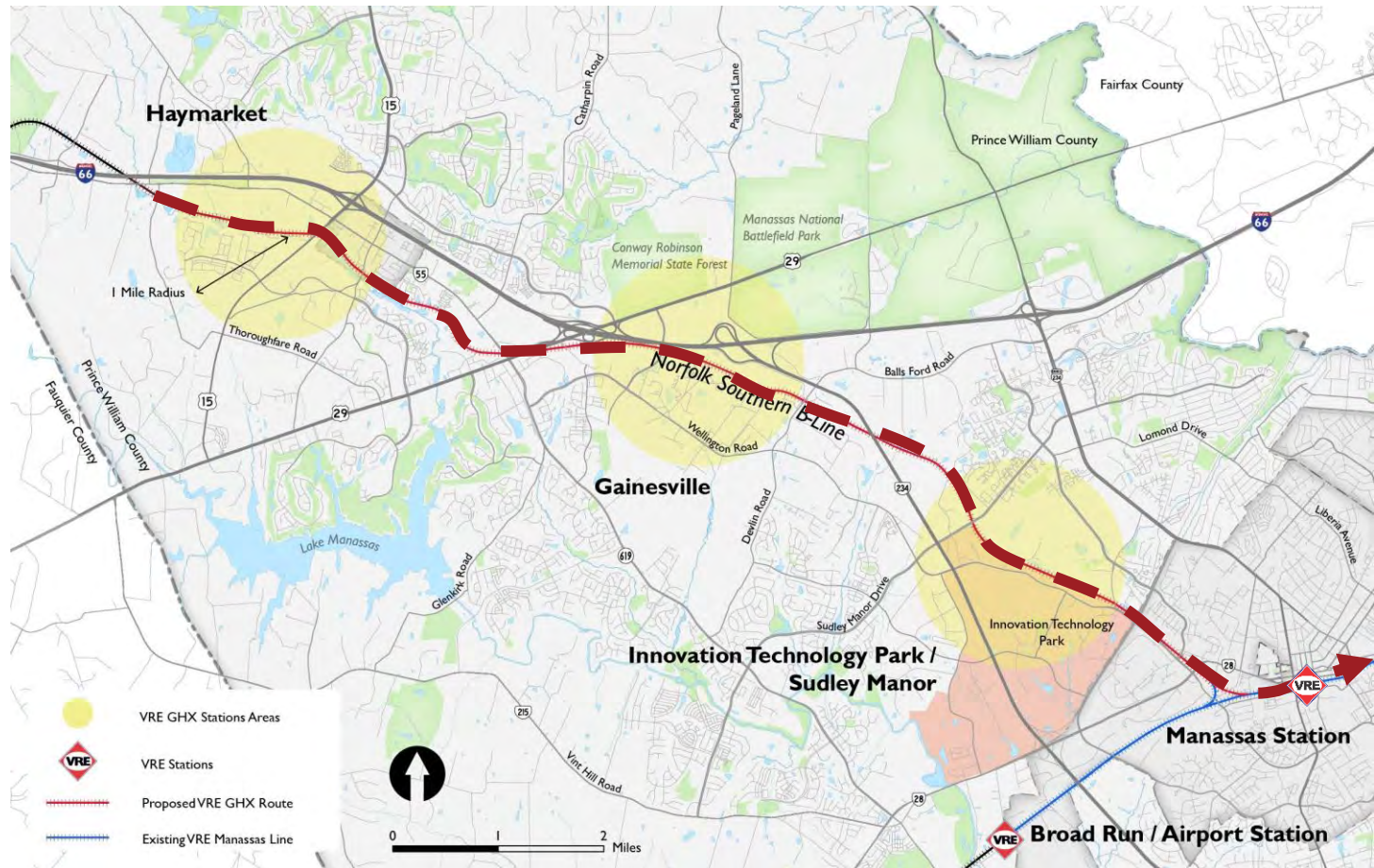
GHX Study Area

Up to 3 new
stations

Track and
right-of-way

Yard expansion

Higher peak
frequency, new
reverse peak &
midday service



VIRGINIA RAILWAY EXPRESS
Gainesville-Haymarket Extension



Kickoff Meetings: Nov 6-10, 2015

Policy Advisory Committee (PAC)

Elected officials

Executive Steering Committee (ESC)

Senior jurisdiction and agency staff

Technical Advisory Committee (TAC)

Jurisdictions, regional and resource agency technical staff

Community Advisory Committee (CAC)

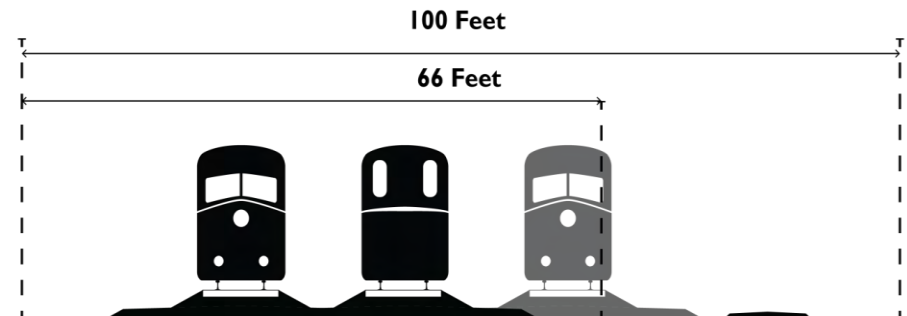
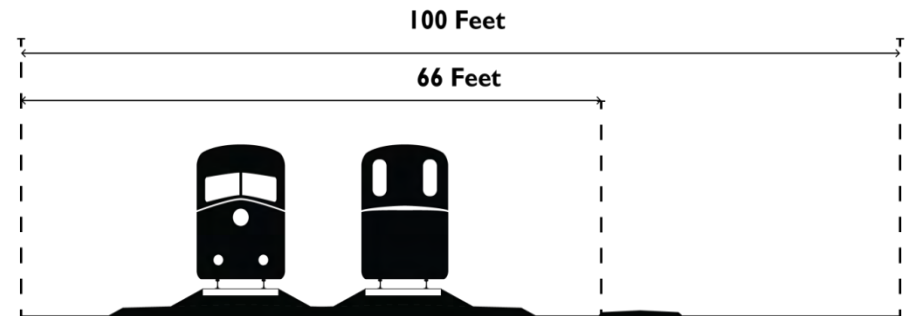
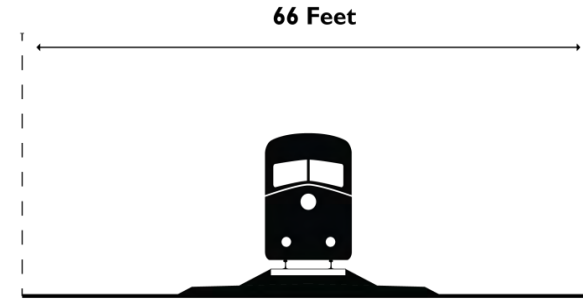
Community representatives, planning commissioners, etc.



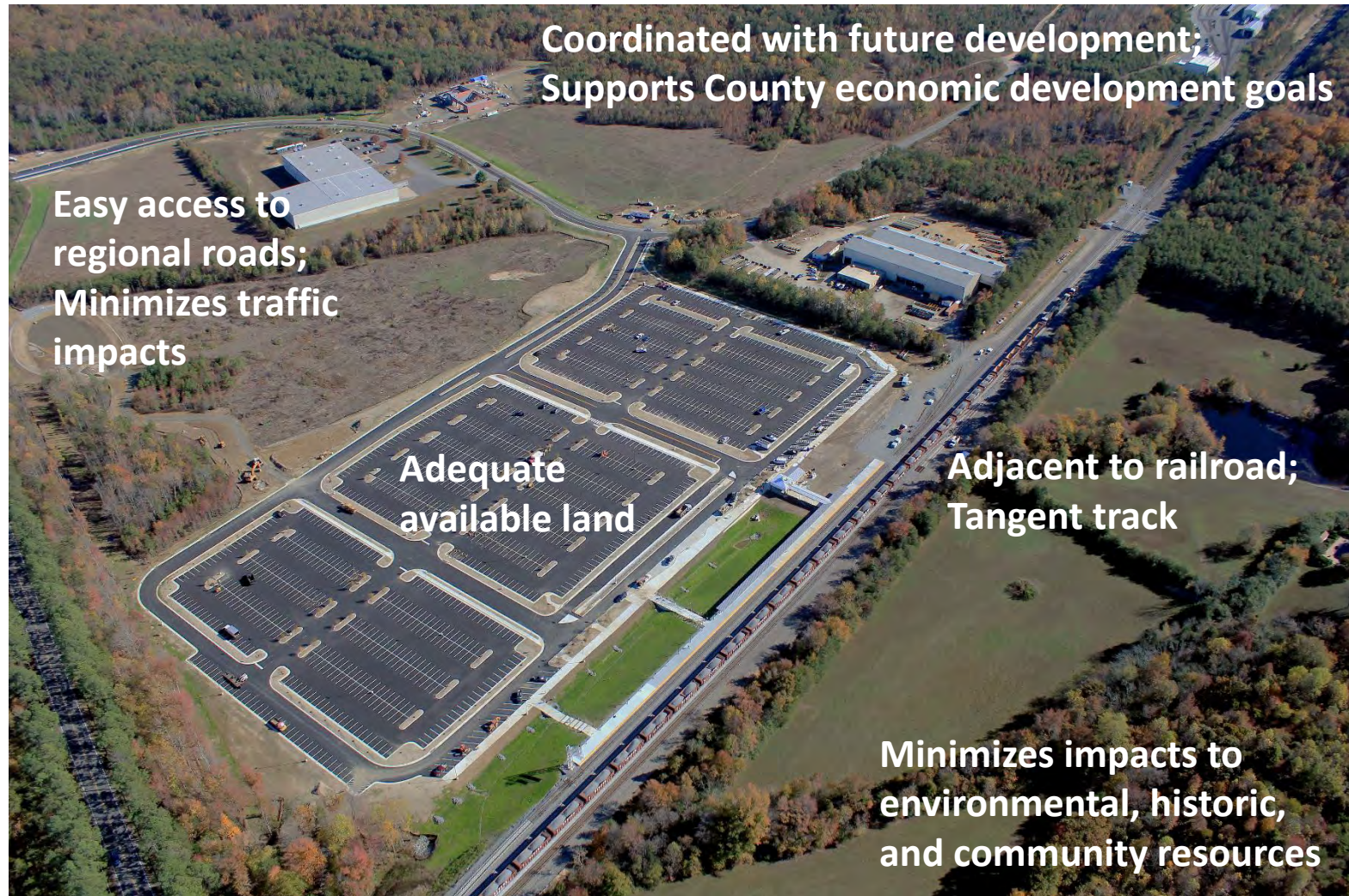
VIRGINIA RAILWAY EXPRESS
Gainesville-Haymarket Extension

Key Consideration: Alignment

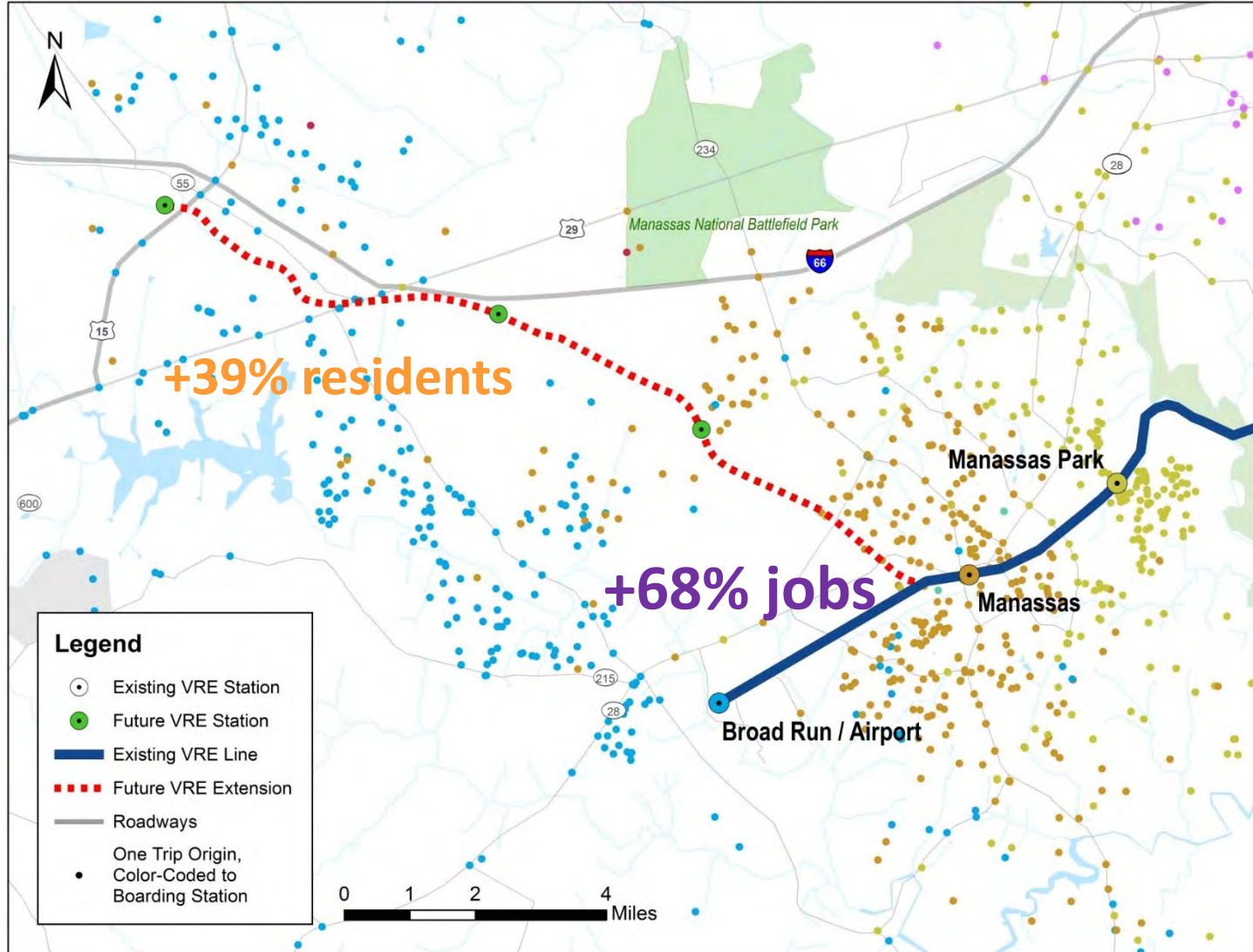
- Norfolk Southern owns the Railroad and approves VRE service
- Extension proposed on Norfolk Southern B-Line
- Existing: Single track with passing siding at Gainesville
- Long-term need is for three tracks
- Expansion of right-of-way may be necessary



Key Consideration: Station Site Selection



Key Consideration: Ridership Potential

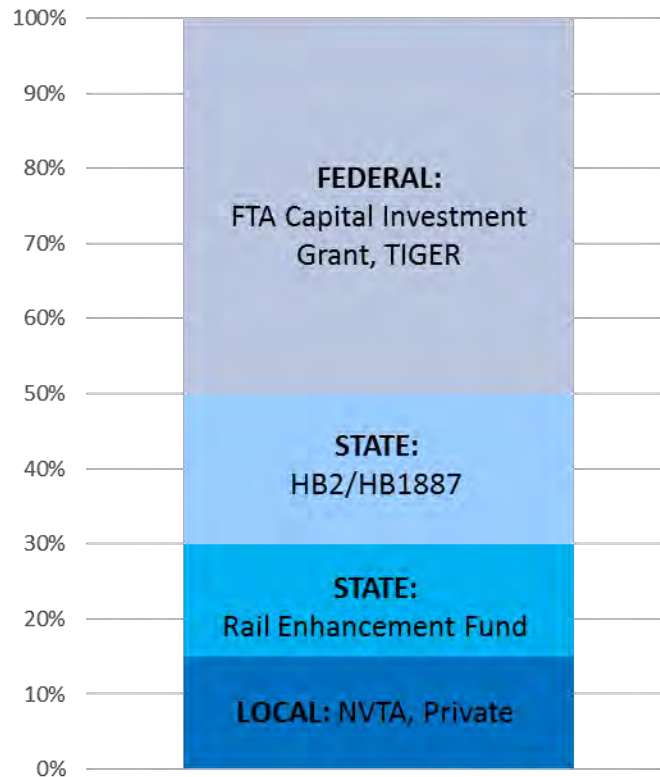


VIRGINIA RAILWAY EXPRESS
Gainesville-Haymarket Extension

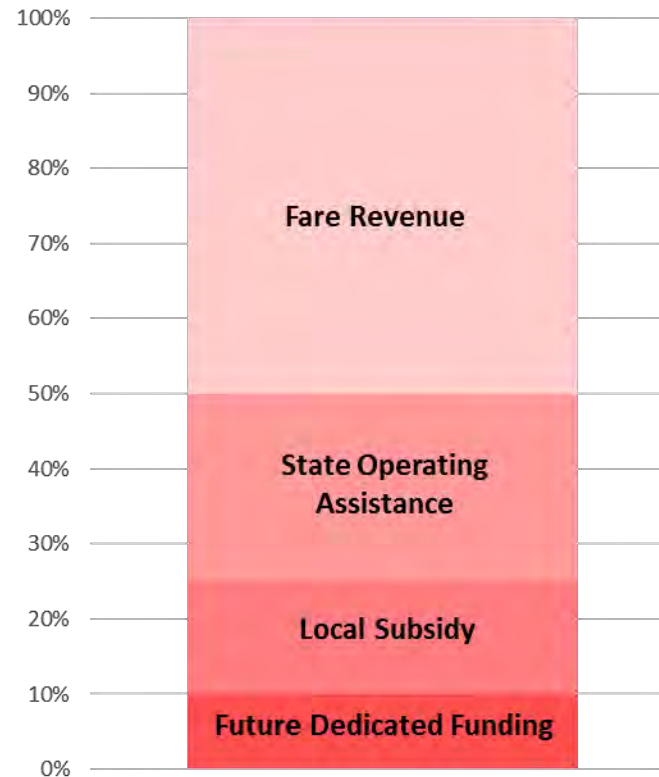
Broad Run and GHX travel markets overlap

Key Consideration: Funding Package

Capital Funding Sources



Operations Funding Sources



Additional Information



VIRGINIA RAILWAY EXPRESS
Gainesville-Haymarket Extension

GHX Goals

1. Add capacity to the I-66 corridor
2. Accommodate current and future freight operations
3. Provide cost-effective and reliable mobility options
4. Enhance service on existing line for current and future riders
5. Support local and regional economic development and plans

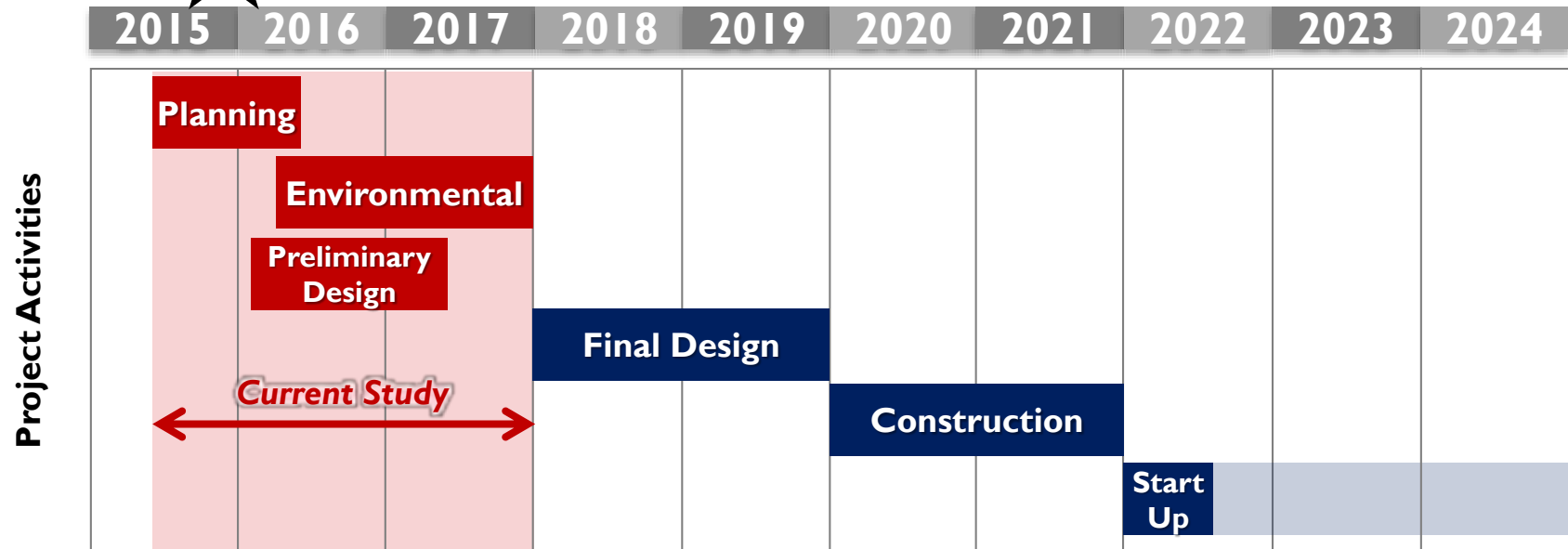


VIRGINIA RAILWAY EXPRESS
Gainesville-Haymarket Extension

Project Overview



We are here



Contingent upon Norfolk Southern approval and funding availability.



Schedule as of September 2015



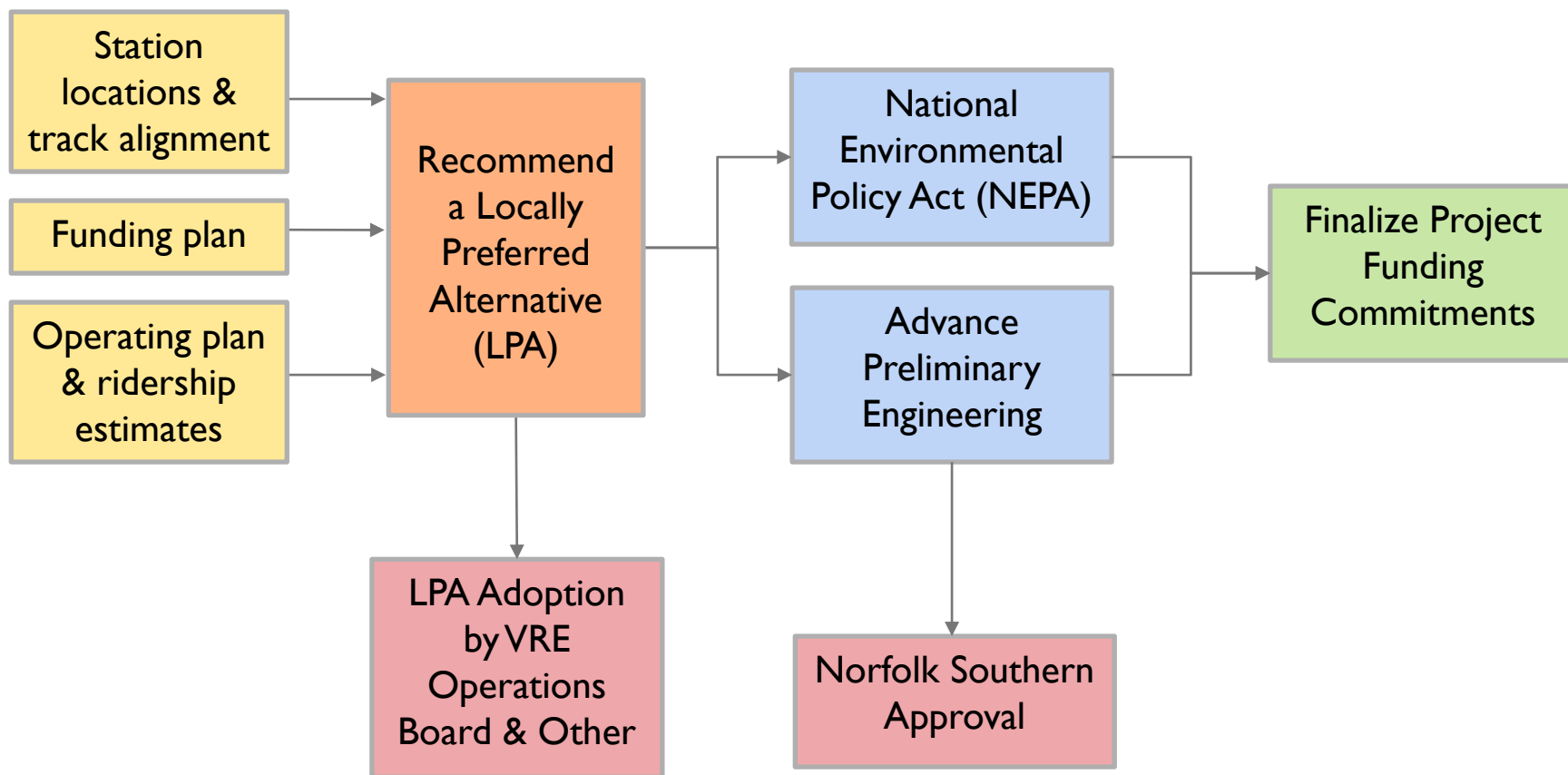
VIRGINIA RAILWAY EXPRESS
Gainesville-Haymarket Extension

Decision Making Process

2015-2016

2016-2017

2018-2019



TO: Chairman Fiset and NVTC Commissioners

FROM: Kelley Coyner

DATE: December 30, 2015

SUBJECT: DRPT's Commonwealth Report

The Department of Rail and Public Transportation (DRPT) has provided their monthly report on key Commonwealth events and issues.

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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: Jennifer Mitchell, Director

DATE: December 21, 2015

SUBJECT: DRPT Update

General Update

DRPT's grant application process for FY17 opened on December 1 and closes on February 1, 2016. More information including DRPT's program application guidance can be found on the On-Line Grant Administration (OLGA) section of DRPT's website at <https://olga.drpt.virginia.gov/news.aspx>. Transit Development Plan (TDP) update letters are due January 15. Transit systems that completed a full update of their TDP in 2015 are not required to submit an annual update letter.

The position of DRPT Chief of Rail Transportation has been filled by Peter Burrus, who started on November 30. Mr. Burrus has over twenty five years of transportation experience most recently with CSX as Assistant Vice President, Network Operations and Locomotive Management. He also previously served as General Manager of the CSX Nashville and Chicago divisions.

DRPT has also hired Chris Smith as Director of Policy, Communication and Legislative Affairs and he will be starting work at DRPT on January 6. Mr. Smith currently serves as the Senior Program Manager for Freight at the American Association of State Highway Transportation Officials (AASHTO) where he directs all policy, technical service and government relations activities related to multi-modal freight transportation on behalf of state governments, including subject matter committees on rail, trucking, shipping and economic development. Prior to joining AASHTO, Mr. Smith served the Greater Tampa Chamber of Commerce as its Vice President of Public Policy and began his career in state government relations working for the Florida Legislature.

I-66 Corridor Improvements

VDOT Commissioner Charlie Kilpatrick informed the CTB on December 8 that he has selected a toll concession procurement method to deliver the I-66 Outside the Beltway project. Commissioner Kilpatrick stated that he has determined that it is in the public's best interest for the private sector to finance, design, build, maintain and operate the project with oversight from the Commonwealth. VDOT received a total of 13 proposals in response to three procurement solicitations for three different project delivery methods. VDOT received three proposals in response to its solicitation for toll concession proposals and all three toll concession proposals agreed to the Commonwealth's

DRPT.Virginia.gov

Improving the mobility of people and goods while expanding transportation choices.

required terms and conditions, which included a maximum public contribution of \$600 million, private financing for remaining construction costs, dedicated payments for transit capital and operating expenses, and \$350 million net present value provided back for corridor improvements. VDOT expects to select a concessionaire to construct the project in fall 2016 and reach financial close in spring 2017.

The CTB held a public meeting for both the Transform 66 Inside and Outside the Beltway projects on December 8 at George Mason High School in Falls Church. The meeting allowed members of the public to provide formal comments on the projects prior to the regular public comment period at the CTB meeting on December 9. 102 members of the public signed in at the meeting. 50 people gave verbal comments, and 22 submitted written comments. Media outlets in attendance were the *Fairfax County Times*, WTOP 103.5, WRC NBC4 and WJLA ABC7. The meeting was attended by staff from Arlington County, City of Falls Church, City of Manassas, Fairfax County, Prince William County, PRTC and MWCOCG.

At its meeting on December 9, the CTB authorized tolling on I-66 Inside the Beltway between I-495 and U.S. 29 during peak travel periods in the peak direction of travel, allocated \$60 million for the installation and operation of tolling equipment, and approved the framework agreement with NVTC that will govern the use of toll revenues,. Design public hearings for the tolling equipment are scheduled for January 25, 26 and 27, 2016.

HB2 Implementation

The HB2 application process closed on September 30. A total of 321 applications requesting \$6.95 billion in funding were submitted. Of the five applications for transit projects in the NoVA District, four will be scored and one did not advance past the screening process because it did not provide a capacity improvement. Scoring is anticipated to be released in January 2016, and the CTB is expected to consider evaluated projects for inclusion in the Six Year Improvement Program (SYIP) in February.

VTrans 2040 Update

The CTB accepted and approved the VTrans 2025 Needs Assessment at its December 9 meeting. The updated, draft and final Needs Assessment documents have been posted on the Office of Intermodal Planning and Investment (OIPI) VTrans web site at <http://vtrans.org/vtrans2040.asp> along with the VTrans2040 Vision and Goals. The CTB also directed OIPI to develop an action plan that prioritizes needs and develops recommendations based on fiscal constraint as well as conduct a scenario analysis for 2040 demographic trends affecting transportation.

OIPI is currently scoping the efforts to complete VTrans 2040. These efforts will include scenario planning to explore potential impacts of long-term socio-economic and environmental trends on statewide transportation needs, and the development of VMTP recommendations, expected to be completed by the end of 2016. Coordination activities will include outreach to key transportation stakeholders such as local and regional agencies through NVTa in addition to broader public outreach and advisory group meetings.

Southeast High Speed Rail (DC2RVA)

Three public meetings on the DC2RVA Tier II Environmental Impact Statement (EIS) were held on December 8, 9 and 10. A total of 211 people attended all three meetings, and 56 people attended the Northern Virginia meeting on December 9 at the Springfield Hilton Hotel. A total of 96 people submitted written comments and asked verbal questions at the meeting, including 28 at the Springfield meeting. The meeting was attended by staff from the offices of Congressman Gerald Gerry Connolly and Senator Tim Kaine, Arlington County, the City of Alexandria, Fairfax County, MWCOG, VDOT and DRPT NoVA District. A virtual public meeting is available on the project web site at www.dc2rvarail.com/online-meeting from December 7, 2015 to January 8, 2016. The presentation and display boards from the public meetings are also available on the project web site.

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Agenda Item #14: Commonwealth Transportation Board (CTB) Report



TO: Chairman Snyder and NVTC Commissioners

FROM: Kelley Coyner and Aimee Perron Siebert

DATE: December 30, 2015

SUBJECT: Commonwealth Transportation Board (CTB) Report

At its December meeting, the Commonwealth Transportation Board's (CTB) approved the Transform66: Inside the Beltway Project Memorandum of Agreement with NVTC; approved the VTrans2040 Long Range Plan Vision and VTrans Multimodal Transportation Plan (VMTP) 2025 Needs Assessments; received a briefing on the next steps for the Transform66 Outside the Beltway Project; received an updated on the HB2 project evaluation process; and was provided an outlook on the revenue forecast for transportation funding in the Commonwealth.

CTB Approves MOA with NVTC on Transform66: Inside the Beltway

Following a presentation by the Commonwealth on Transform66: Inside the Beltway that included the results of [a HB599 evaluation of congestion benefits](#), the CTB unanimously approved a [resolution regarding Transform66: Inside the Beltway](#) that authorizes tolls on I-66 Inside the Beltway, advances/allocates funds from the Toll Facilities Revolving Account, and approves the [Memorandum of Agreement with the Northern Virginia Transportation Commission Relating to the Transform66: Inside the Beltway Project](#).

Commonwealth to Proceed with P3 for I-66 Outside the Beltway

The VDOT Commissioner notified the CTB that VDOT intends to pursue a [public-private partnership for the design, construction, operations, maintenance and finance of the I-66 Outside the Beltway project](#). This project includes both managed lanes and supporting transit services. The Commonwealth will release a final request for proposals in May 2016 with selection by early 2017.

CTB Approved Vision and Needs Assessment for Vtrans2040/VMTP Plans

The Commonwealth Transportation Board (CTB) approved the [Vision, Goals, Objectives and Guiding Principles of the VTrans2040 Long Range Transportation Plan](#) and the [VTrans Multimodal Transportation Plan \(VMTP\) 2025 Needs Assessments](#). [The CTB noted several areas within these planning documents that will continue to be evaluated and refined](#). In the coming months, the Commonwealth's Office of Intermodal Planning and Investment will develop a VTrans action plan that synthesizes the needs identified in the VTrans Needs Assessment and develops recommendations for such aggregate needs based on the VTrans Vision and constrained resources. Additionally, the Office will begin the analysis of 2040 Scenarios to assess the impacts of divergent future trends on

the transportation network, local communities, and regions. As with the development of the vision and needs assessment, NVTC staff will continue to provide technical guidance and support for this effort.

288 HB2 Project Applications Under Consideration

Deputy Secretary of Transportation, Nick Donohue, announced that the [Commonwealth is currently reviewing 288 transportation projects under the House Bill 2](#) project evaluation process for consideration in the FY2017-2022 Six Year Improvement Program (SYIP). [Northern Virginia transit projects being evaluated under HB2](#) include VRE Gainesville-Haymarket Extension, Ballston-MU Metrorail Station West Entrance, and Arlington ART Service Restructuring and Expansion. The Commonwealth will release the scores of the projects in January 2016 with final selection include in the draft SYIP released in April.

VDOT CFO Notes HB2313 Revenues are Below Projection

The Chief Financial Officer of the Virginia Department of Transportation, John Lawson, presented a [Transportation revenue outlook](#), noting that the HB2313 revenues will not likely reach the original expectations, noting the lower receipts from regional motor vehicle fuel tax due to the reduction in fuels costs.

2016 Commonwealth Transportation Board Key Dates

Date	Event	Location
Jan. 19, 2016	Workshop beginning at 10 a.m.	VDOT Central Office auditorium
Jan. 20, 2016	Action meeting beginning at 8:30 a.m.	VDOT Central Office auditorium
Feb. 1, 2016	State Grant Submissions Due	
Feb. 16, 2016	Workshop beginning at 10 a.m.	VDOT Central Office auditorium
Feb. 17, 2016	Action meeting beginning at 8:30 a.m.	VDOT Central Office auditorium
March 15, 2016	Workshop beginning at 10 a.m.	VDOT Central Office auditorium
March 16, 2016	Action meeting beginning at 8:30 a.m.	VDOT Central Office auditorium
April 19, 2016	Draft SYIP Released 9 a.m. workshop followed by project tours at 12:30 p.m.	Lynchburg District, location to be determined
April 20, 2016	Action meeting beginning at 8:30 a.m.	Lynchburg District, location to be determined
May 17, 2016	9 a.m. workshop followed by project tours at 12:30 p.m.	Staunton District, location to be determined
May 18, 2016	Action meeting beginning at 8:30 a.m.	Staunton District, location to be determined

Date	Event	Location
June 14, 2016	Workshop beginning at 10 a.m.	VDOT Central Office auditorium
June 15, 2016	SYIP Approval (<i>target to include Transform66 Initial Multimodal Program</i>) Action meeting beginning at 8:30 a.m.	VDOT Central Office auditorium
July 19, 2016	Workshop beginning at 10 a.m.	VDOT Central Office auditorium
July 20, 2016	Action meeting beginning at 8:30 a.m.	VDOT Central Office auditorium
Sept. 20, 2016	9 a.m. workshop followed by project tours at 12:30 p.m.	Fredericksburg District, location to be determined
Sept. 21, 2016	Action meeting beginning at 8:30 a.m.	Fredericksburg District, location to be determined
Oct. 18, 2016	Workshop beginning at 10 a.m.	VDOT Central Office auditorium
Oct. 19, 2016	Action meeting beginning at 8:30 a.m.	VDOT Central Office auditorium
November, 2016	SYIP Hearings	Held in each Highway District
November, 2016	In conjunction with Transportation Conference, time to be determined	Location to be determined

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Agenda Item #15: Transportation Planning Board (TPB) Report



TO: Chairman Snyder and NVTC Commissioners

FROM: Kelley Coyner

DATE: December 30, 2015

SUBJECT: Transportation Planning Board (TPB) Report

Celebrating its 50th year, the Transportation Planning Board (TPB) is currently focused on finalizing the projects for the Constrained Long Range Plan (CLRP), including the Transform66 projects, reviewing a proposed methodology for assessing how proposed projects meet regional goals, and discussing how TPB can best coordinate with WMATA on regional activities. TBP has not released its meeting schedule for 2016.

Constrained Long Range Plan (CLRP)

On December 16th, the Transportation Planning Board approved a [call for projects](#) for the Air Quality Conformity Analysis of the 2016 Amendments to the Constrained Long Range Plan (CLRP) and the FY2017-2022 Transportation Improvement Program (TIP). Area transportation agencies will have to submit new projects for inclusion in the CLRP that add or remove highway or transit capacity. Per its commitment at the October TPB meeting, the Virginia Department of Transportation will update TPB in January on Transform66 Inside and Outside the Beltway projects, including an update on the Memorandum of Agreement with the Northern Virginia Transportation Commission Relating to the Transform66: Inside the Beltway Project.

In response to a request from TPB Board member, Jay Fisette, at its October 2015 meeting, the Board received [a briefing in December on a proposed methodology for conducting a CLRP-Regional Transportation Priorities Plan \(RTPP\) project-level assessment](#). The assessment will examine how the proposed projects support established regional goals, especially those identified in the RTPP. This project-level assessment will be provided to the Board and will be part of the public review of the proposed changes to the CLRP at the beginning of the CLRP Amendment/Update process.

WMATA and TPB Coordination

On December 16th, WMATA provided a second [briefing on roles in which TPB can support Metro](#), as a part of the “Metro Fundamentals” initiative. This was a follow-up discussion on the constructive role the Board and local jurisdictions can play to support WMATA now and in the future. It built on WMATA’s [November presentations on the fundamentals of Metro](#), the Capital Improvement Program, and Metro’s strategic plan, Momentum. TPB reviewed key recommendations and started a conversation on how TPB, local jurisdictions, and WMATA can best cooperate in the future. Specific items under discussion include Metro as a regional system in a local environment for funding, land use, and transportation priorities; how the TPB’s products and processes (CLRP, RTPP) impact regional outcomes; and areas for cooperation including MetroAccess alternatives, priority for Metrobus, and Metrorail station land use/development and bike/pedestrian access improvements.

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

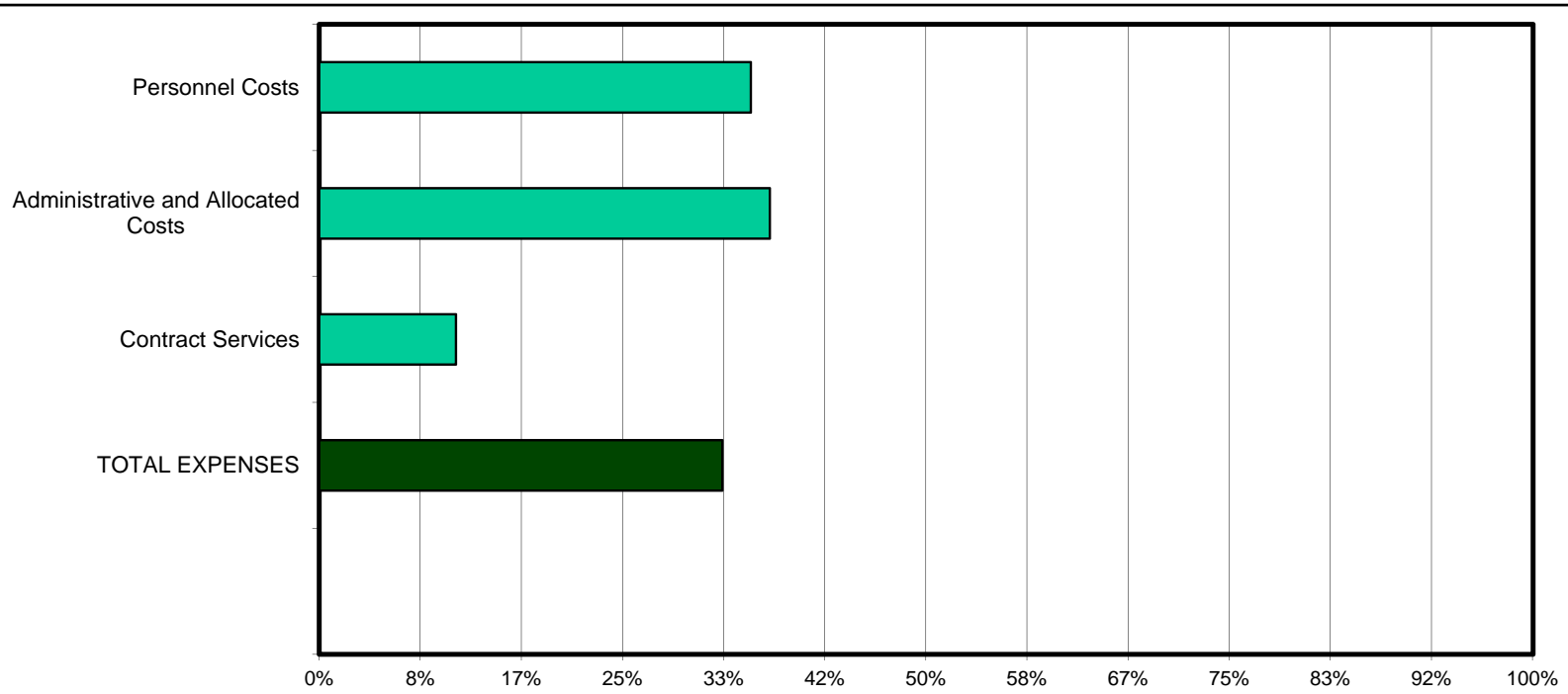
The [financial items for November 2015](#) are provided for your information.

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Northern Virginia Transportation Commission

Financial Reports
November, 2015

Percentage of FY 2016 NVTC Administrative Budget Used
November 2015
(Target 41.67% or less)



Note: Refer to pages 2 and 3 for details

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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries and Contract Wages	\$ 88,242.46	\$ 430,159.39	\$ 1,133,200.00	\$ 703,040.61	62.0%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>88,242.46</u>	<u>430,159.39</u>	<u>1,133,200.00</u>	<u>703,040.61</u>	<u>62.0%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	3,791.50	27,248.88	74,600.00	47,351.12	63.5%
Group Health Insurance	5,151.18	24,550.80	158,500.00	133,949.20	84.5%
Retirement	10,830.00	37,650.00	90,200.00	52,550.00	58.3%
Workmans & Unemployment Compensation	104.00	607.21	4,400.00	3,792.79	86.2%
Life Insurance	167.03	897.26	4,900.00	4,002.74	81.7%
Long Term Disability Insurance	432.00	1,986.54	5,300.00	3,313.46	62.5%
Total Benefit Costs	<u>20,475.71</u>	<u>92,940.69</u>	<u>337,900.00</u>	<u>244,959.31</u>	<u>72.5%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	900.00	4,050.00	11,100.00	7,050.00	63.5%
<i>Rents:</i>	<i>17,832.38</i>	<i>88,751.77</i>	<i>223,700.00</i>	<i>134,948.23</i>	<i>60.3%</i>
Office Rent	16,736.63	83,801.07	208,000.00	124,198.93	59.7%
Parking & Transit Benefits	1,095.75	4,950.70	15,700.00	10,749.30	68.5%
<i>Insurance:</i>	<i>610.00</i>	<i>1,850.00</i>	<i>6,100.00</i>	<i>4,250.00</i>	<i>69.7%</i>
Public Official Bonds	300.00	300.00	2,300.00	2,000.00	87.0%
Liability and Property	310.00	1,550.00	3,800.00	2,250.00	59.2%
<i>Travel:</i>	<i>1,171.43</i>	<i>10,189.21</i>	<i>27,600.00</i>	<i>17,410.79</i>	<i>63.1%</i>
Conference / Professional Development	602.64	6,944.42	17,000.00	10,055.58	59.2%
Non-Local Travel	237.58	386.18	1,900.00	1,513.82	79.7%
Local Travel, Meetings and Related Expenses	331.21	2,858.61	8,700.00	5,841.39	67.1%
<i>Communication:</i>	<i>1,080.47</i>	<i>3,624.19</i>	<i>15,700.00</i>	<i>12,075.81</i>	<i>76.9%</i>
Postage	500.00	820.98	2,500.00	1,679.02	67.2%
Telephone and Data	580.47	2,803.21	13,200.00	10,396.79	78.8%
<i>Publications & Supplies</i>	<i>919.00</i>	<i>6,265.09</i>	<i>11,000.00</i>	<i>4,734.91</i>	<i>43.0%</i>
Office Supplies	259.89	2,002.31	2,500.00	497.69	19.9%
Duplication and Paper	659.11	4,262.78	8,000.00	3,737.22	46.7%
Public Information	-	-	500.00	500.00	100.0%

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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	2,600.97	10,978.26	42,700.00	31,721.74	74.3%
Furniture and Equipment (Capital)	2,204.79	8,935.86	31,300.00	22,364.14	71.5%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computer Operations	396.18	2,042.40	10,400.00	8,357.60	80.4%
<i>Other General and Administrative:</i>	495.54	3,052.28	9,000.00	5,947.72	66.1%
Subscriptions	-	-	-	-	0.0%
Memberships	79.67	563.68	1,800.00	1,236.32	68.7%
Fees and Miscellaneous	415.87	2,238.60	5,600.00	3,361.40	60.0%
Advertising (Personnel/Procurement)	-	250.00	1,600.00	1,350.00	84.4%
Total Administrative Costs	<u>25,609.79</u>	<u>128,760.80</u>	<u>346,900.00</u>	<u>218,139.20</u>	<u>62.9%</u>
<u>Contracting Services</u>					
Auditing	-	9,000.00	29,000.00	20,000.00	69.0%
Contract Services and Support	2,500.00	15,662.50	155,000.00	139,337.50	89.9%
Legal	-	-	35,000.00	-	0.0%
Total Contract Services	<u>2,500.00</u>	<u>24,662.50</u>	<u>219,000.00</u>	<u>159,337.50</u>	<u>72.8%</u>
 Total Gross G&A Expenses	<u><u>\$ 136,827.96</u></u>	<u><u>\$ 676,523.38</u></u>	<u><u>\$ 2,037,000.00</u></u>	<u><u>\$ 1,325,476.62</u></u>	<u><u>65.1%</u></u>

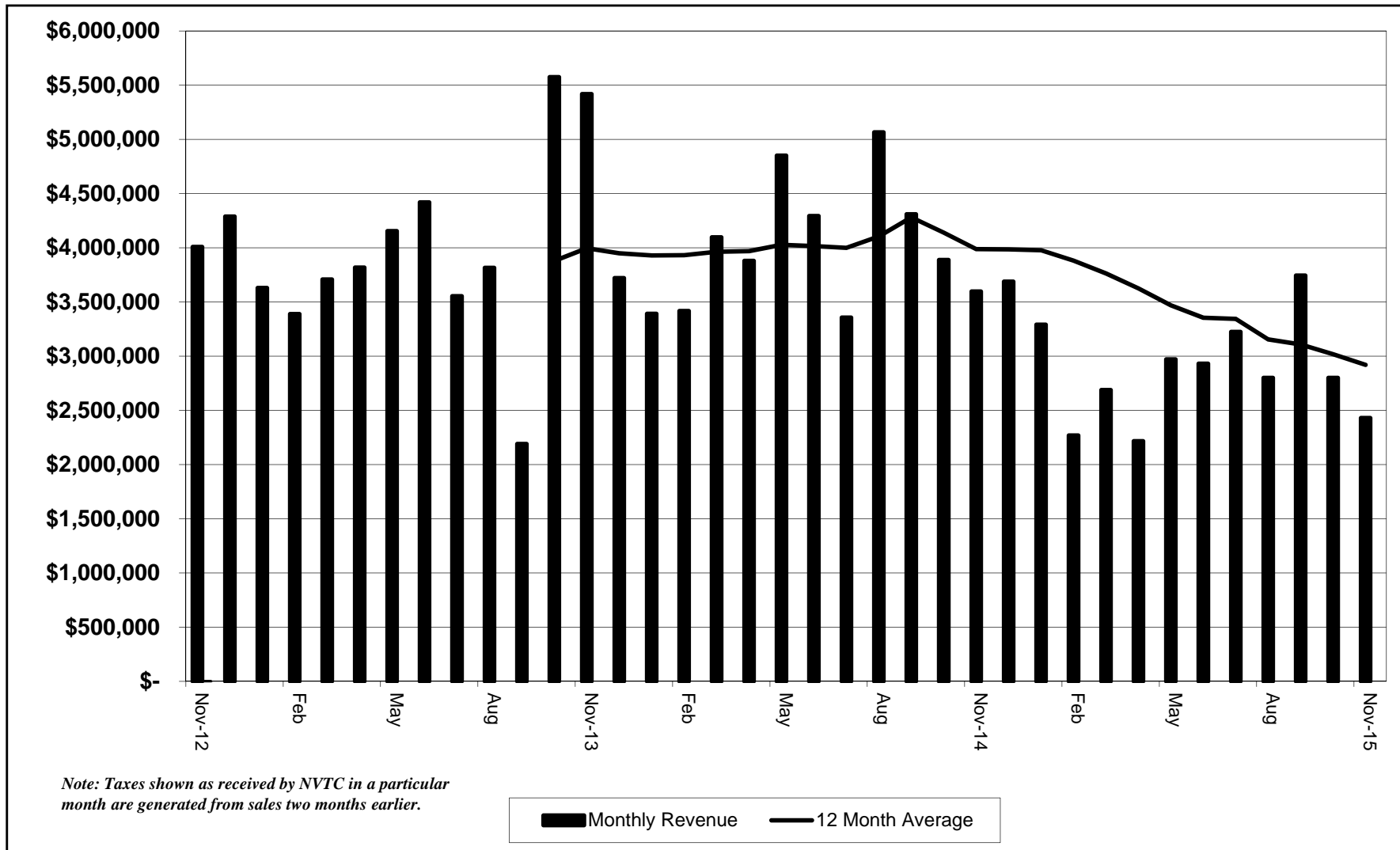
NVTC
RECEIPTS and DISBURSEMENTS
November, 2015

Payer/ Payee			Wells Fargo	Wells Fargo	VA LGIP	
Date		Purpose	(Checking)	(Savings)	G&A / Project	Trusts
RECEIPTS						
3	DMV	Motor Vehicle Fuels Sales tax receipt				\$ 2,796,658.23
13	DRPT	Operating assistance receipt - WMATA				8,315,853.00
13	DRPT	Operating assistance receipt - Alexandria				795,006.00
13	DRPT	Operating assistance receipt - Fairfax				3,437,230.00
13	DRPT	Operating assistance receipt - City of Fairfax				148,868.00
13	DRPT	Operating assistance receipt - Arlington				578,480.00
19	DRPT	Capital grant receipt				59,534.00
19	DRPT	Capital grants receipts - Arlington				2,816,620.00
19	DRPT	Grant receipt - Alexandria			1,478.00	
19	DRPT	Grant receipt - Falls Church			19,821.00	
19	DRPT	Capital grant receipt - Fairfax				365,732.00
20	DRPT	Capital grants receipts - Arlington				56,876.00
23	FTA	Grant receipt - Falls Church			79,284.00	
25	DMV	Motor Vehicle Fuels Sales tax receipt				1,100.53
25	City of Fairfax	G&A contribution		2,346.00		
25	NVTA	Route 7 project funding receipt		138,730.57		
30	DMV	Motor Vehicle Fuels Sales tax receipt				2,428,399.56
30	Banks	Interest earnings		4.90	210.02	23,845.31
			-	141,081.47	100,793.02	21,824,202.63
DISBURSEMENTS						
1-30	Various	G&A expenses	(116,122.55)			
19	Falls Church	Costs incurred			(19,821.00)	
19	Alexandria	Costs incurred			(1,478.00)	
24	Falls Church	Costs incurred			(79,284.00)	
30	Banks	Service fees	(61.01)	(50.70)		
			(116,183.56)	(50.70)	(100,583.00)	-
TRANSFERS						
25	Transfer	From savings to checking	150,000.00	(150,000.00)		
			150,000.00	(150,000.00)	-	-
NET INCREASE (DECREASE) FOR MONTH			\$ 33,816.44	\$ (8,969.23)	\$ 210.02	\$ 21,824,202.63

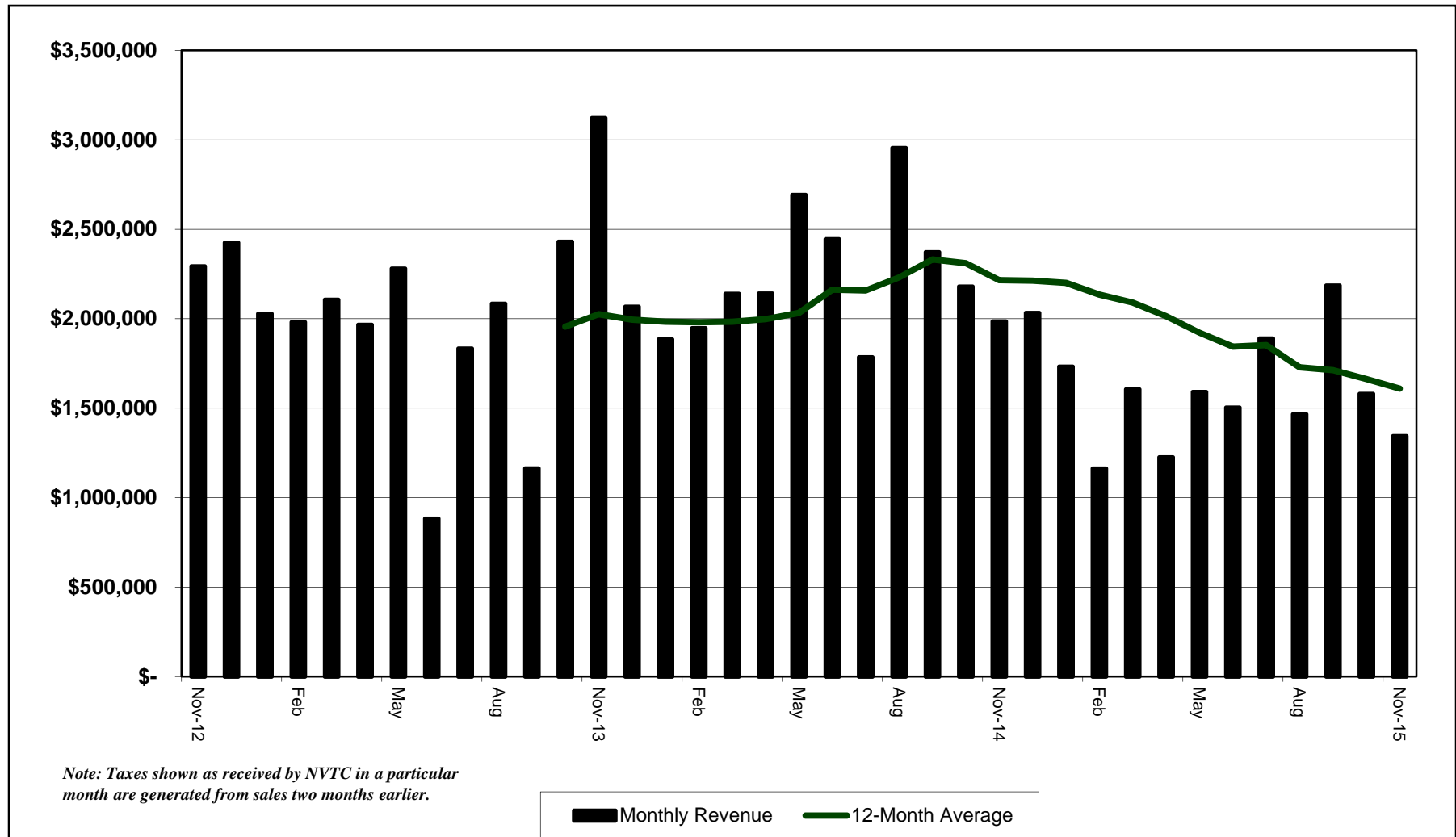
**NVTC
INVESTMENT REPORT
November, 2015**

Type	Rate	Balance 10/31/2015	Increase (Decrease)	Balance 11/30/2015	NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund
<u>Cash Deposits</u>							
Wells Fargo: NVTC Checking	N/A	\$ 100,383.87	\$ 33,816.44	\$ 134,200.31	\$ 134,200.31	\$ -	\$ -
Wells Fargo: NVTC Savings	0.200%	299,818.23	(8,969.23)	290,849.00	290,849.00	-	-
<u>Investments - State Pool</u>							
Bank of America - LGIP	0.188%	143,623,492.03	21,824,412.65	165,447,904.68	1,352,135.15	141,770,590.02	22,325,179.51
		<u>\$ 144,023,694.13</u>	<u>\$ 21,939,684.09</u>	<u>\$ 165,872,953.99</u>	<u>\$ 1,777,184.46</u>	<u>\$ 141,770,590.02</u>	<u>\$ 22,325,179.51</u>

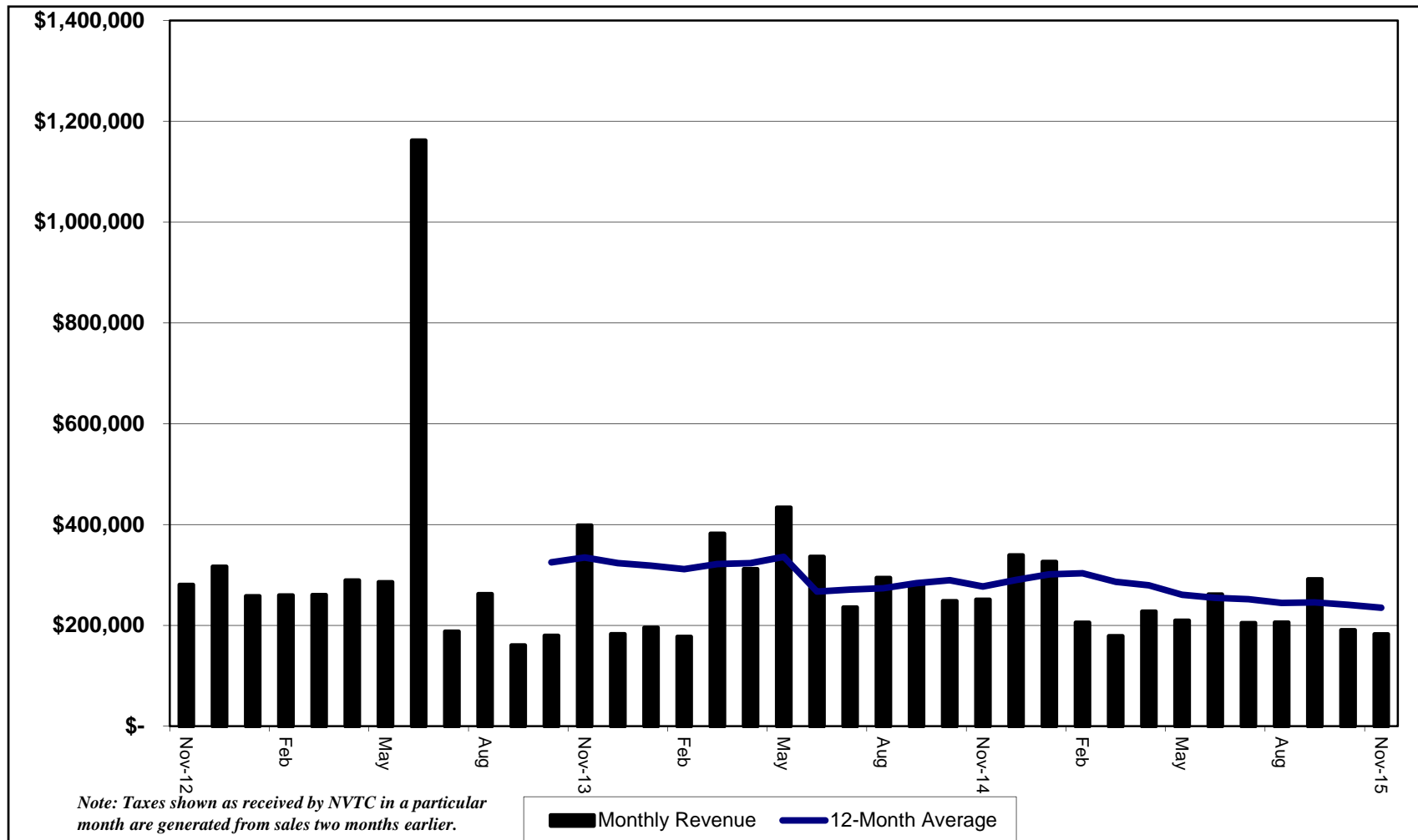
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2013-2016



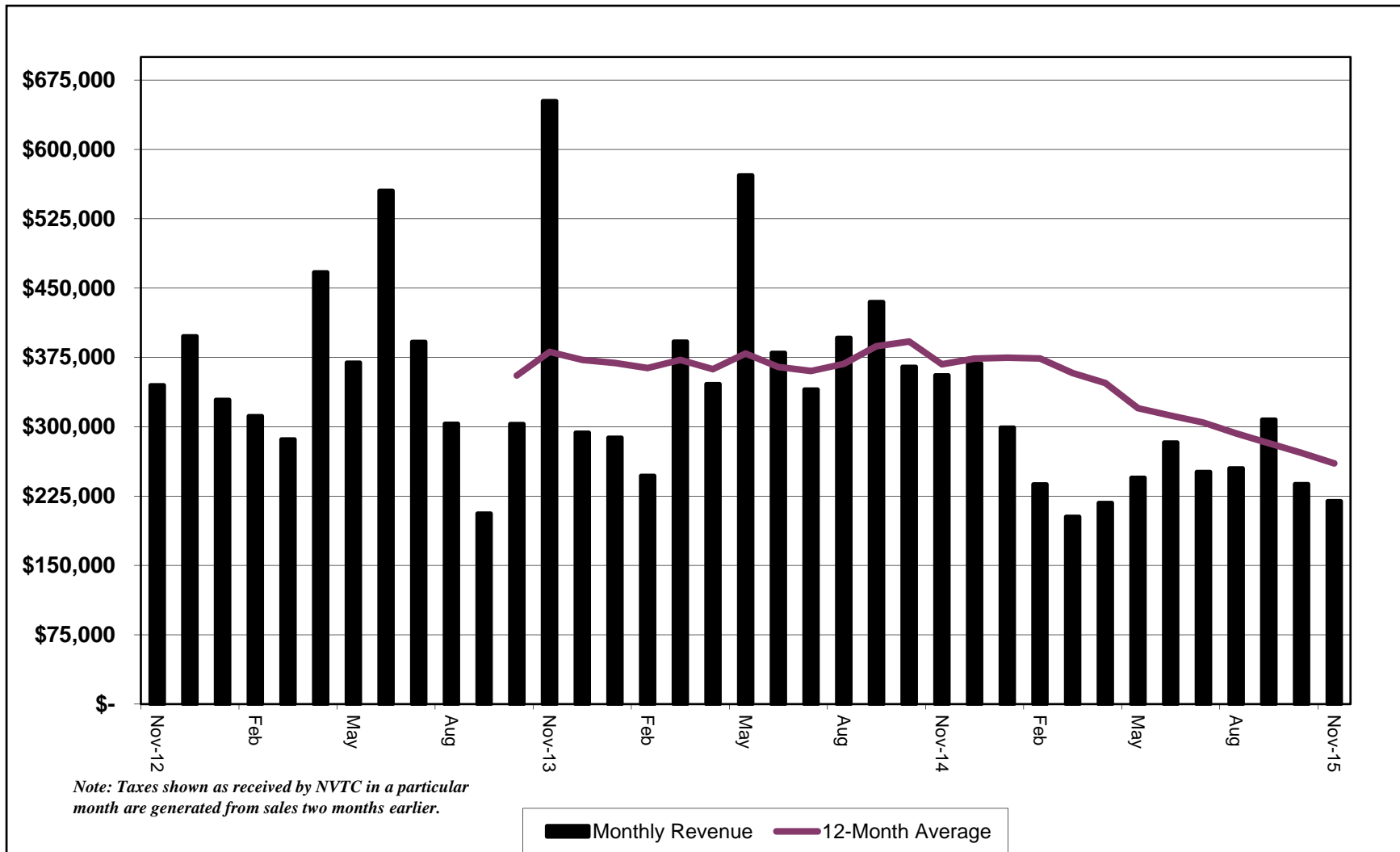
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2013-2016



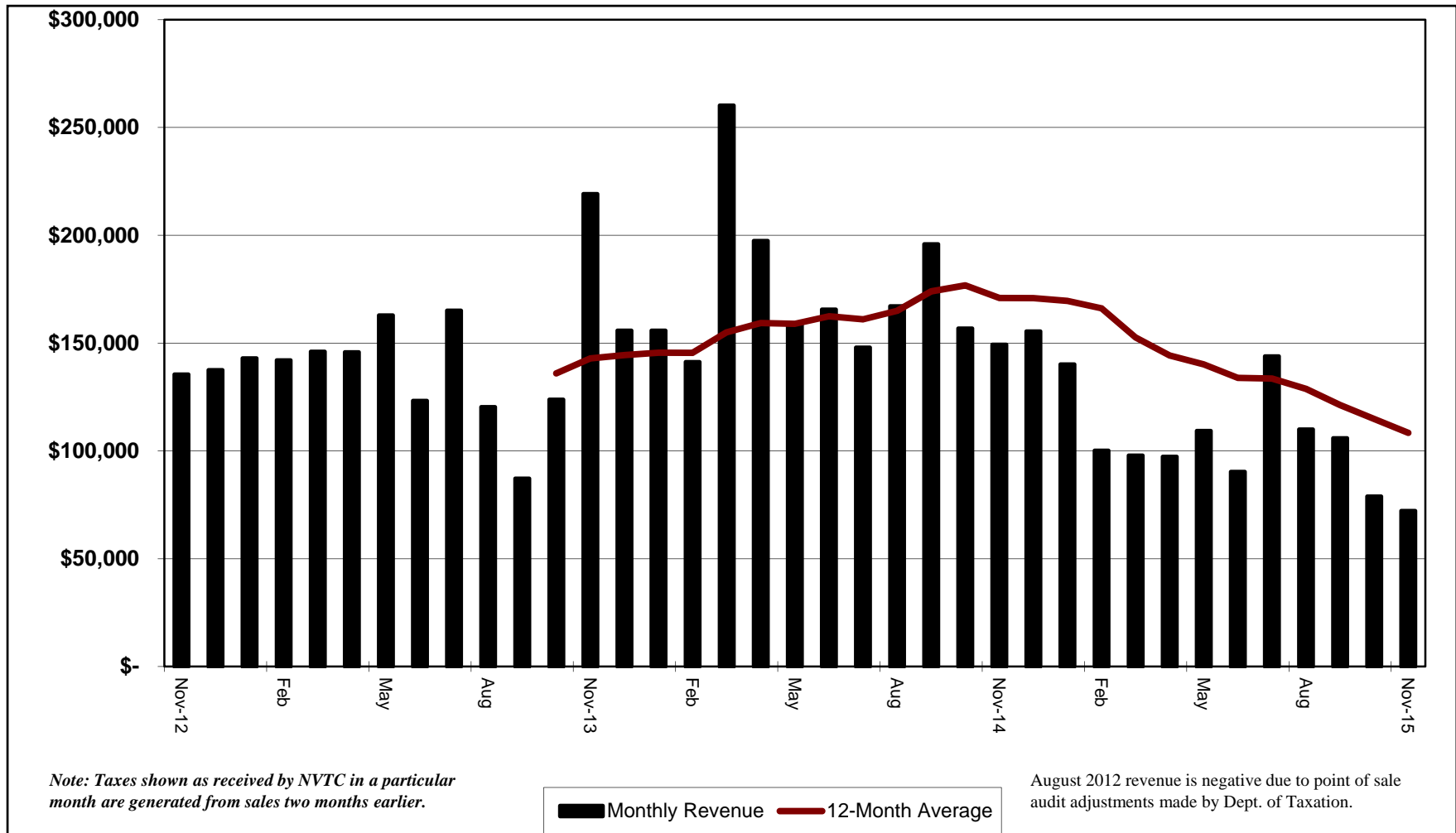
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2013-2016



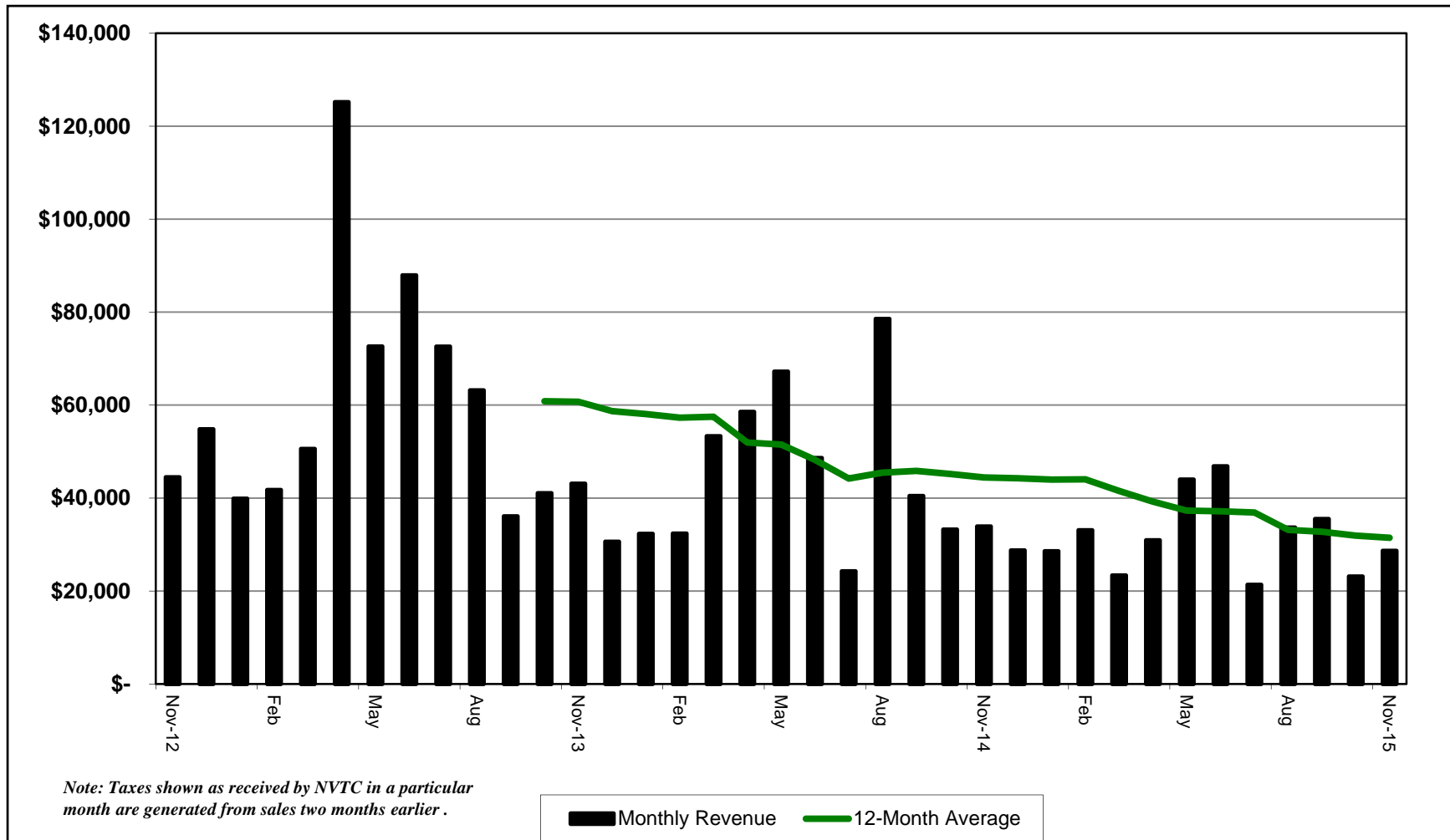
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2013-2016



NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2013-2016



NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2013-2016



NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2013-2016

