



MONTHLY COMMISSION MATERIALS

September 2016

MEETING OVERVIEW – September 1, 2016

Tonight's meeting includes four Action Items:

- Approval of the July meeting minutes
- Authorization for VRE to amend VRE's railcar contract with Sumitomo Corporation of Americas and to execute an Assignment Agreement with Chicago Metra
- Authorization for VRE to sell seven legacy gallery railcars to Chicago Metra
- Authorization for NVTC to submit two VRE projects to the CTB for evaluation under the Smart Scale program

The Commission meeting will also include the following:

- Report from the Legislative and Policy Committee
- Update on the Transform 66 Multimodal Project
- Discussion of WMATA issues including SafeTrack, safety and security, budget, Virginia ridership and parking facility utilization, as well as a proposal for a special meeting on WMATA issues
- Presentation on regional transit performance, including baseline data on how bus systems are serving the region

There will be a Closed Session at the end of the meeting.

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**NVTC COMMISSION MEETING
THURSDAY, SEPTEMBER 1, 2016
MAIN FLOOR CONFERENCE ROOM
2300 Wilson Blvd.
Arlington, VA 22201**

7:30 – 9:45 P.M.

**6:15 P.M. Legislative and Policy Committee
6:45 P.M. Executive Committee (dinner is available at that time)**

AGENDA

	<u>Proposed Time</u>
1. Opening Remarks	2 min
2. ACTION ITEM: Approve the Minutes of the July 7, 2016 NVTC Meeting	2 min
3. Report of the Legislative and Policy Committee	8 min
4. Transform 66 Multimodal Project	10 min
A. Proposed Transform 66 Multimodal Component Funding Agreements	
B. Amendments to the Transform 66 Inside the Beltway Multimodal Project Memorandum of Agreement	
5. Washington Metropolitan Area Transit Authority (WMATA)	45 min
A. Proposal for a Special Meeting on WMATA Issues	
B. Report of the Virginia Members of the WMATA Board of Directors	
C. SafeTrack	
D. Safety and Security	
E. Budget and Financial News	
F. Virginia Ridership and Parking Facility Utilization	
G. Key WMATA Milestones/Dates	
6. Regional Transit Performance	20 min
A. NVTC FY2016 Yearly and 4 th Quarter Ridership Reports	
B. Regional Bus Agenda Baseline Report on Performance	

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| 7. Virginia Railway Express (VRE) | 15 min |
| <ul style="list-style-type: none"> A. VRE CEO Report and Minutes B. ACTION ITEM: Approve Resolution #2315: Authorize the VRE CEO to Amend the Contract for New Passenger Railcars with Sumitomo Corporation of Americas and to Execute an Assignment Agreement to Assign Options to Purchase Additional Railcars to Chicago Metra C. ACTION ITEM: Resolution #2316: Authorize the Sale of Seven Legacy Gallery Railcars to Chicago Metra D. ACTION ITEM: Approve Resolution #2317: Authorize the Submission of Two VRE Projects to the Commonwealth Transportation Board for Evaluation under Smart Scale | |
| 8. Department of Rail and Public Transportation (DRPT) | 5 min |
| <ul style="list-style-type: none"> A. DRPT Report B. High Speed Rail (DC2RVA) Update | |
| 9. Executive Director Report | 10 min |
| <ul style="list-style-type: none"> A. Executive Director Report B. Commission Actions: Outlook for Fall | |
| 10. NVTC Financial Items | 3 min |
| <ul style="list-style-type: none"> A. Financial Reports for June and July 2016 | |
| 11. CLOSED SESSION | 15 min |

**MINUTES
NVTC COMMISSION MEETING – JULY 7, 2016
NAVY LEAGUE BUILDING – FIRST FLOOR CONFERENCE ROOM
ARINGTON, VIRGINIA**

The meeting of the Northern Virginia Transportation Commission was called to order by Immediate Past-Chairman David Snyder at 7:50 P.M.

Members Present

David Albo
Sharon Bulova
Jim Corcoran
Katie Cristol
Adam Ebbin
John Foust
Jeff Greenfield
Catherine Hudgins
David LaRock
James LeMunyon
Matt Letourneau
Tim Lovain
Ron A. Meyer
J. Randall Minchew
Jennifer Mitchell (Alternate, Commonwealth of Virginia)
David F. Snyder

Members Absent

John Cook
Christian Dorsey
Jay Fisette
Jeff McKay
Paul Smedberg
Jennifer Wexton

Staff Present

Karen Finucan Clarkson
Jen Deci
Rhonda Gilchrest
Dan Goldfarb
Laurel Hammig
Patricia Happ
Scott Kalkwarf
Kate Mattice
Sophie Spriggs
Melissa Walker
Steve MacIsaac (Counsel)
Doug Allen (VRE)
Joe Swartz (VRE)

Opening Remarks

Mr. Snyder stated he was asked to chair the meeting since the current officers could not attend. He reported that the September meeting has been changed to September 1st, since there is a conflict with the Northern Virginia Transportation Authority's (NVTA) meeting on September 8th. There were no objections.

Oath of Office for a New Commissioner

Mr. Snyder announced Ron A. Meyer has been appointed by the Loudoun County Board of Supervisors to serve on NVTC. During the 2016 General Assembly session, identical bills introduced by Senator Wexton (SB277) and Delegate Minchew (HB181) passed, amending the Code to add a second member from Loudoun County effective July 1, 2016. Mr. Snyder administered the oath of office to Mr. Meyer and Commissioners welcomed him to NVTC.

Minutes of the June 2, 2016 NVTC Meeting

Mr. Letourneau moved, with a second by Mrs. Bulova, to approve the minutes. The vote in favor was cast by Commissioners Albo, Bulova, Cristol, Ebbin, Foust, Greenfield, Hudgins, LeMunyon, Letourneau, Lovain, Meyer and Snyder. Commissioners Corcoran, LaRock and Minchew abstained.

Washington Metropolitan Area Transit Authority (WMATA)

Report of the Virginia Members of the WMATA Board of Directors. Mrs. Hudgins provided an update on customer service as it relates to the SafeTrack work. Mr. Corcoran stated that the SafeTrack Surge #3 began on July 5th with a seven-day shutdown of the Blue and Yellow lines between National Airport and Braddock Road Stations. He stated that many of the SafeTrack improvements are getting done ahead of schedule. As of June 20th all underground weather tight seals located on third track power feeds and jumper cables have been successfully installed.

Mrs. Hudgins also reported that WMATA is piloting a University Pass with American University this fall. Mr. Corcoran explained that students will be charged a student fee that will allow them to use their pass to ride Metrobus and Metrorail throughout the system during the school year.

Mrs. Hudgins and Mr. Corcoran provided an update on personnel changes at WMATA, including a new Chief Operating Officer, General Counsel, Director of Operations, Safety Officer, and Controller. Mr. Corcoran also stated General Manager Wiedefeld has announced that 500 positions are being considered for elimination.

Mrs. Hudgins stated that WMATA held in a full-scale emergency response drill at the Greensboro Metrorail station on Sunday, June 26th. She stated that WMATA needs a

good safe infrastructure which is being addressed by the SafeTrack work, but it also needs a well-coordinated response plan. Mr. Corcoran stated that there is now a representative from a local emergency response agency present at all times in the Operations Center to provide seamless communication with first responders.

Ms. Cristol asked if Metrorail riders can expect to see improvements in sections where surge work has been completed. Mr. Corcoran stated the improvements may not be obvious but riders will certainly notice when new railcars are put into service. There are 16-20 railcars being delivered monthly. Ms. Cristol noted that riders will notice the absence of service incidents. In response to a question from Mr. Letourneau, Mrs. Hudgins stated that the connectivity issue with the new railcars is being resolved. WMATA is making sure it will not be an issue for Phase II. Mr. Snyder observed that as a regular rider, he has already seen an improvement in Metrorail service.

Mr. Letourneau asked about the timing of the WMATA labor negotiations. Mr. Corcoran replied that negotiations have not started but work is currently being done on several issues, including work rules. He stated there are multiple agreements, but the largest does not expire until 2017.

Funding the NVTC Jurisdictions' Obligations to WMATA. Mr. Kalkwarf gave a presentation on the mechanics of how Metro is funded in Virginia. He explained that there are no federal funds received for operating and that the local governments bear the funding obligation of WMATA. NVTC's WMATA jurisdictions meet their obligations with local and regional funds, with a portion reimbursed by the state. The local jurisdictions are ultimately responsible for meeting these subsidy requirements, regardless of the availability of state funds. Mr. Kalkwarf reviewed the variety of funding sources and how the subsidy allocation formula works. There are also other local and regional funding of WMATA outside of the subsidies and PRIIA. For example, WMATA is eligible to receive NVT 70 percent funds. The NVTC jurisdictions may also fund projects outside of the capital subsidies, such as station improvements and parking garages, using a mix of local and state funds. NVT also allocates regional CMAQ funds to WMATA.

Ms. Mitchell provided clarification that state funding is approximately \$100 million annually for WMATA operating. The Commonwealth funds almost 50 percent of capital and 20 percent in matching subsidies in operating. Mr. Kalkwarf stated that the jurisdictions actually pay the WMATA subsidies and then are reimbursed by the Commonwealth through NVTC. Ms. Mitchell also explained that the state's PRIIA match of \$50 million goes directly to WMATA. Mr. Corcoran suggested staff change the presentation visual to a funding tree as opposed to a pie chart to better reflect how state funds flow to WMATA. Mrs. Bulova noted WMATA funding in Virginia is complicated compared to how Maryland and the District of Columbia fund WMATA. Mr. Snyder stated the information presented is a good start and can be refined to make it clear where state funding fits into the picture.

Envision Route 7 Selected Alternative

Ms. Mattice reported that NVTC has concluded the Phase II Study of the Envision Route 7 Project, an effort to evaluate the optimal mode, alignment and termini of high capacity

transit along Route 7 from Tysons to Alexandria. The initial Phase I Study, concluded in February 2014, evaluated a wide range of different modal options for the Route 7 corridor from Tysons to the City of Alexandria. In the Phase II study, NVTC performed a more in-depth analysis of modes, which included light rail (LRT), bus rapid transit (BRT), and a transportation system management (TSM) alternative. The Phase II study also evaluated a terminus at Mark Center versus King Street Metro Station as well as a diversion from Route 7 to the East Falls Church Metro Station.

Ms. Mattice explained that the findings of the study show that BRT is the best option for the corridor. It is more cost effective than LRT while supporting a forecasted ridership was within 10 percent of LRT projections. The analysis also shows that terminating at Mark Center is just as effective as terminating at the King Street Metro Station. The terminus at Mark Center allows for a connection to the planned West End Transitway as well as the ability to use the transitway to connect to the Van Dorn Metro Station. Diverting from Route 7 in Falls Church and connecting to the East Falls Church Metro Station shows a significant increase in projected ridership.

Ms. Mattice stated that based upon these finding and extensive public engagement, NVTC staff recommends that the Commission approve Resolution #2311, which would support the findings of NVTC's Envision Route 7 study and articulate the importance of continuing to further study a high quality transit option in the Route 7 corridor in close coordination with the member jurisdictional agencies.

Delegate LeMunyon asked if there a reason NVTA won't fund the next phase of the project. Ms. Mattice replied that NVTC applied and competed for NVTA funding for Phase II but it is her understanding that NVTA is not currently funding studies. NVTA funding can be sought for future needs beyond the planning phases.

Ms. Cristol asked if NVTC will continue to be the project sponsor. Ms. Mattice stated these are some of the issues that need to be determined as to whether NVTC would continue or if one of the jurisdictions would take over that role.

Ms. Bulova moved, with a second by Mrs. Hudgins, to approve Resolution #2311. The vote in favor was cast by Commissioners Albo, Bulova, Corcoran, Cristol, Ebbin, Foust, Greenfield, Hudgins, LaRock, LeMunyon, Letourneau, Lovain, Meyer, Minchew and Snyder. (A copy of the resolution is attached.)

NVTC's FTA Title VI Compliance Report

Ms. Mattice explained that NVTC is a federal grantee and as part of the federal requirements, recipients are required to document their compliance with Title VI regulations by submitting a Title VI program to FTA every three years. Title VI of the 1964 Civil Rights Act requires that "No persons in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." She explained that NVTC manages grants for its two subrecipients (Cities of Alexandria and Falls Church) and as such, their Title VI programs need to roll into NVTC's

program. NVTC's Title VI Program expires on July 31, 2016 (three years after FTA approved the previous program). Last week, FTA conducted a review of NVTC's draft program and determined NVTC is on target to meet the July 31st deadline.

Mrs. Bulova moved, with a second by Ms. Cristol, to approve Resolution #2312, which approves the Title VI Program and Compliance Report and authorizes staff to submit it to the Federal Transit Administration. The vote in favor was cast by Commissioners Albo, Bulova, Corcoran, Cristol, Ebbin, Foust, Greenfield, Hudgins, LaRock, LeMunyon, Letourneau, Lovain, Meyer, Minchew and Snyder. (A copy of the resolution is attached.)

Proposed Changes to NVTC's By-Laws

Ms. Mattice stated that at last month's meeting staff presented proposed changes to NVTC's By-Laws as an information item. These proposed changes focus on aligning the By-Laws with changes in statute, including the addition of a second member of the Commission from Loudoun County, and edits needed in the text to align the By-Laws with existing practices and procedures.

Ms. Mattice explained that as a result of last month's discussion, staff proposes not to make any changes to the content of the mission statement.

Mr. Letourneau moved, with a second by Mrs. Bulova, to approve the changes to NVTC's By-laws. The vote in favor was cast by Commissioners Albo, Bulova, Corcoran, Cristol, Ebbin, Foust, Greenfield, Hudgins, LaRock, LeMunyon, Letourneau, Lovain, Meyer, Minchew and Snyder.

Virginia Railway Express

VRE CEO Report. Mr. Allen reported on VRE safety and security activities over the last month, including rail crossing safety outreach blitzes in Spotsylvania County and safety training hosted by CSX for VRE and Amtrak management focused on proper operations during construction. He also stated that VRE will benefit from many of the projects included in the Atlantic Gateway project, including DRPT returning VRE's train slots.

Mr. Allen reported overall on-time performance (OTP) for the month of May was 86 percent and Average Daily Ridership was just under 19,000. VRE has seen an increase in ridership due to the WMATA SafeTrack Surge #3. Ridership at the King Street VRE Station increased by an additional 500 riders the first day of the surge and 1,000 the second day. VRE ran Firecracker trains on July 4th but because of the rainy weather, only half of the people who bought tickets rode the trains. VRE will review the benefits of continuing this special holiday service. He also reported that VRE is scheduled to present its Financial Plan to the full Commonwealth Transportation Board at the end of July.

Authorization to Execute an Amendment to the Contract for New Passenger Railcars with Sumitomo Corporation of Americas and an Assignment Agreement to Assign Options to Purchase Additional Railcars to Chicago Metra. Mrs. Bulova reported that the VRE Operations Board recommends that the Commission approve Resolution #2313, which would authorize the VRE CEO to execute a contract amendment with Sumitomo Corporation of Americas to assign up to 21 passenger railcar options to Chicago Metra in a form approved by legal counsel and to also enter into an Assignment Agreement with Metra to assign the options.

Mrs. Bulova moved, with a second by Delegate Minchew, to approve Resolution #2313.

Mr. Foust asked if the terms and conditions of the agreements have been finalized and if not, are there any time constraints if the Commission defers action. Mr. MacIsaac stated that the terms and conditions are still being negotiated and he is not aware of any time constraints. Mr. Allen agreed that this action could wait since the options do not expire until February 2017. Mr. Foust stated that he would like to defer action until the agreements are finalized. Mrs. Bulova agreed to withdraw her motion and there were no objections.

Delegate Albo asked if it is a common practice to transfer railcar options. Mr. Allen replied that it is a common professional courtesy to let another system use unused options. There are only two other railroads that use similar Gallery railcars (Metra in Chicago and Caltrain in San Francisco). Mrs. Bulova noted VRE has benefitted from this practice in the past. Mr. Allen stated it is also a benefit to VRE for future railcar procurements because it keeps the railcar manufacturer producing this type of equipment. In response to a question from Delegate LeMunyon, Mr. Allen stated there is no financial impact to VRE in transferring the options to Metra.

Authorization to Execute an Agreement After Certificate to Transfer Property at the Woodbridge VRE Station to VDOT and to Accept a VDOT Permit for Continued Operation of the Kiss-and-Ride at the Woodbridge VRE Station. Mrs. Bulova stated that the VRE Operations Board recommends that the Commission approve Resolution #2314, which would authorize the VRE CEO to execute an Agreement After Certificate to complete the transfer of VRE property at the Woodbridge VRE Station to VDOT and to accept a VDOT permit for continued operation of the bus loop and kiss-and-ride area at the that station.

Mrs. Bulova moved, with a second by Mr. Meyer, to approve Resolution #2314 (copy attached). The vote in favor was cast by Commissioners Albo, Bulova, Corcoran, Cristol, Ebbin, Foust, Greenfield, Hudgins, LaRock, LeMunyon, Letourneau, Lovain, Meyer, Minchew and Snyder.

Gainesville-Haymarket Extension Study. Mr. Snyder asked for an update on the Gainesville-Haymarket Extension (GHX) Study. Mr. Allen stated the VRE Operations Board is scheduled to hold a work session to discuss the GHX study at its July meeting. He stated that there are two options being considered, including expanding the Broad Run Station or building an 11-mile extension to Haymarket with three stations (Innovation/Sudley area of Manassas, Gainesville, and Haymarket). This fall the VRE Operations Board will come back to the Commissions with a report and recommendation.

He stated that at its July meeting the Operations Board will also consider seeking Commission authority to submit a Smart Scale grant application (formerly known as HB2) for the GHX project. VRE will continue to look for other funding sources as well.

Executive Director Report

Ms. Mattice reported that it has been a busy month of transition and she appreciates the support of Commissioners, jurisdictional staff and other partners. She has been meeting with jurisdictional staff and looks forward to meeting with individual Commissioners over the summer. She explained that NVTC staff is focused on providing greater clarity on the work being done at the staff level to support the Commission. Staff is documenting a Work Plan and will work with the Management Advisory Committee (MAC) over the summer in order to present it to the Commission in the fall.

Transform I-66 Multimodal Project

Mr. Snyder stated the Commonwealth Transportation Board will consider the list of component projects submitted by NVTC at its July 28th meeting. At the September NVTC meeting, the Commission will be asked to authorize the Acting Executive Director to execute Standard Component Agreements (SCA) for the approved Transform 66: Inside the Beltway project components. There were no questions.

Department of Rail and Public Transportation (DRPT)

DRPT Report. Ms. Mitchell introduced Jennifer DeBruhl, DRPT's new Chief of Public Transportation. In regards to WMATA's SafeTrack program, DRPT is involved in NVTC's coordination efforts. She also reported that the Commonwealth Transportation Board approved \$1 million to provide additional funds for transit systems adding service to mitigate effects of the SafeTrack work. Traditionally the state provides a 20 percent match, but these funds will be allocated as a 50 percent match.

Ms. Mitchell announced that Virginia was awarded a federal Fast Lane grant of \$165 million for its Atlantic Gateway program, which is a set of rail, highway and bridge projects meant to ease some of the worst travel bottlenecks on the East Coast. The region was also awarded \$90 million for the Memorial Bridge.

Ms. Mitchell also gave an update on the Metro Safety Commission. The Commonwealth is working closely with Maryland and the District of Columbia to establish legislation to create this new interstate compact, which is a federal requirement. Draft legislation is being coordinated by the three jurisdictions. Mr. Snyder asked DRPT to provide a copy of the draft legislation to NVTC for distribution to Commissioners.

Delegate Albo asked for more information about this compact agreement. He did not realize that this is a new compact. Ms. Mitchell explained that it is a completely separate agreement from the WMATA Compact. Federal law requires a completely independent

organization that is financially independent and separated legally from any of the funding jurisdictions. It does not involve funding. It is purely legislation to create the Metro Safety Commission. She stated that DRPT is working with a small group of legislators to review the legislation and then the Commonwealth will host special hearings or meetings prior to the next General Assembly Session to receive feedback from legislators.

In response to a question from Delegate Albo, Ms. Mitchell explained FTA has stated that it will withhold federal funds up to 15 percent of statewide area funds (and has threatened to increase it to 30 percent) if the jurisdictions don't meet the deadline of creating the Metro Safety Commission. Fifteen percent translates into \$7-8 million annually of federal funds coming to Virginia, which would affect the entire state.

Delegate Minchew observed that the jurisdictions already have a WMATA Compact and asked why can't the provisions to create the Metro Safety Commission be folded into that agreement. Ms. Mitchell stated that it cannot be part of the WMATA Compact as it must be legally separate and stand alone and have separate powers. Mr. Snyder explained that it is like creating a regulatory agency separate and apart from the operating side. Mr. Corcoran stated that every state that has a rail transit system has to have a separate safety oversight agency. Senator Ebbin asked about safety oversight for VRE. Ms. Mitchell explained that VRE is different because the Federal Railroad Administration serves as safety oversight since VRE runs its service on freight rail lines.

In response to a question from Mr. Letourneau about transit funding, Ms. Mitchell explained that the transit capital program is reliant on capital project revenue bonds, which will expire between FY2018 – FY2019. This will result in a projected loss of \$60 million per year for the statewide transit capital program. These funds are also used for the Commonwealth's PRIIA match for WMATA. The Transit Capital Project Revenue Advisory Board is looking at revenues and a prioritization framework for capital funding. The Advisory Board is charged with bringing back a recommendation to the General Assembly by July 2017.

I-395/95 TDM Study. Ms. Mitchell introduced Todd Horsley of DRPT and Tom Harrington of Cambridge Systematics to give a presentation on the I-395/95 TDM Study. Mr. Horsley, project manager, reported the study is still on schedule for completion in December 2016. DRPT will continue to provide written or oral briefings to NVTC throughout the study. The key stakeholder group meets every three weeks and includes 10 members (NVTC, Fairfax County, Arlington County, City of Alexandria, PRTC, Prince William County, Stafford County, Spotsylvania County, City of Fredericksburg, and VRE). He clarified that determining how much will be generated from toll revenues for transit projects is not part of this study. It is his understanding that VDOT is still on track to provide estimated toll revenues to the Transportation Planning Board for its October meeting.

Mr. Harrington, the consultant project manager, gave an overview of the study area, the types of services being studied, and outreach activities. The product of the study will be a master list of projects that could be potentially funded with toll revenue. The study does not include decisions on the selection of projects.

Delegate LeMunyon asked about what methodology is being used to determine toll pricing—revenue maximization or throughput maximization. Delegate Albo stated that drivers who can currently use the HOV lanes after HOV hours will not be happy because the lanes are to be converted to HOT lanes 24/7. If the tolls are used to maximize throughput, that would be more palatable. Ms. Mitchell stated that it is her understanding that it is to maximize throughput.

Mr. Letourneau stated he assumes hybrid vehicles will not be able to continue to use HOV lanes in the future. Senator Ebbin noted this is a federal issue. Mr. Letourneau stated that the Commonwealth incentivized people to buy hybrid cars and now will take away their ability to use those lanes. He stated that this does not seem fair. He is concerned that the hybrid vehicles will clog up the parallel routes when they can no longer use the HOV lanes.

NVTC Financial Items

The Financial Report for May 2016 was provided to Commissioners and there were no questions.

Adjournment

Mrs. Bulova moved, with a second by Ms. Cristol, to adjourn the meeting. Without objection, Mr. Snyder adjourned the meeting at 9:30 P.M.

Approved this 1st day of September 2016.

Jay Fisette
Chairman

Paul Smedberg
Secretary-Treasurer



RESOLUTION #2311

SUBJECT: Support of the Envision Route 7 Selected Alternative

WHEREAS: In November 2014 NVTC began Phase II of the Envision Route 7 study to determine possible modes and feasibility of high quality transit along Route 7 from Tysons to Alexandria;

WHEREAS: The Envision Route 7 Phase II study evaluated the two modes that were recommended for further study from Phase I – Light Rail Transit (LRT) and Bus Rapid Transit (BRT), as well as the impact of a diversion to East Falls Church Metro Station and the impacts of terminating at Mark Center versus King Street Metro Station;

WHEREAS: The Envision Route 7 Phase II study concluded that BRT is the best mode for the corridor based on evaluating effectiveness measures and forecasted demand;

WHEREAS: The Envision Route 7 Phase II study concluded that diverting to the East Falls Church Metro Station significantly increases ridership;

WHEREAS: The Envision Route 7 Phase II study concluded that terminating at Mark Center is beneficial for the southern end of the corridor because it serves the residents of Alexandria better and provides additional network connections including integration into the West End Transitway; and

WHEREAS: The Envision Route 7 Phase II study conclusions have been presented to the public through a series of informational meetings throughout the corridor and have been received positively.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission supports the findings of the study as well as the importance of continuing to further study a high quality transit option in the Route 7 corridor in close coordination with the member jurisdictional agencies.

Approved this 7th day of July 2016.

Paul C. Smedberg
Secretary-Treasurer

Jay Fisette
Chairman



RESOLUTION #2312

SUBJECT: Approve NVTC's Title VI Program and Compliance Report

WHEREAS: The Federal Transit Administration (FTA) requires grant recipients to submit a Title VI Program and Compliance Report every three years;

WHEREAS: Title VI of the 1964 Civil Rights Act requires that "No persons in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

WHEREAS: NVTC staff has reviewed these requirements and has prepared a program in compliance with Title VI of the Civil Rights Act of 1964;

WHEREAS: Subrecipients are required to have their own Title VI Programs and to submit their Title VI programs and compliance reports every three years to the direct recipient of FTA funds;

WHEREAS: Both the City of Falls Church and the City of Alexandria have prepared their own Title VI programs and compliance reports which have been approved by their respective City Councils on May 23rd and June 28th. The Cities have submitted the programs and reports to NVTC; and

WHEREAS: NVTC has incorporated the City of Falls Church's and the City of Alexandria's Title VI programs and compliance reports as attachments to its own report.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby approves the Title VI Program and Compliance Report and authorizes staff to submit it to the Federal Transit Administration.

Approved this 7th day of July 2016.

Paul C. Smedberg
Secretary-Treasurer

Jay Fiset
Chairman



RESOLUTION #2314

SUBJECT: Authorize the VRE CEO to Execute an Agreement After Certificate to Transfer Property at the Woodbridge VRE Station to the Virginia Department of Transportation and to Accept the VDOT Permit for Continued Operation of Kiss-and-Ride at the Woodbridge VRE Station

WHEREAS: The Virginia Department of Transportation (VDOT) requires property at the VRE Woodbridge Station for improvements to the highway intersection of US Route 1 and Virginia Route 123;

WHEREAS: The Virginia Department of Transportation, in accordance with its property acquisition policies, filed a Certificate of Take for this acquisition in the Prince William Circuit Court;

WHEREAS: VDOT and VRE subsequently resolved all of the issues regarding the property acquisition and reached agreement on the terms of an agreement which compensates VRE for the property and improvements in an amount equal to its appraisal;

WHEREAS: The Virginia Department of Transportation has agreed to issue a permit that allows VRE to continue to operate the bus loop and kiss-and-ride area until such time as the property is needed for Phase II of the interchange improvement;

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to execute an Agreement After Certificate to complete the transfer of VRE property at the Woodbridge VRE Station to the Virginia Department of Transportation in the amount of \$1,068,280, and to accept a VDOT permit for continued operation of the bus loop and kiss-and-ride area at VRE Woodbridge Station.

Approved this 7th day of July 2016.

Paul C. Smedberg
Secretary-Treasurer

Jay Fiset
Chairman

Agenda Item #3: Report of the Legislative and Policy Committee



TO: Chairman Fiset and NVTC Commissioners

FROM: Kate Mattice and Jen Deci

DATE: August 25, 2016

SUBJECT: Report of the Legislative and Policy Committee

Legislative and Policy Committee Co-Chair Jeff McKay will provide a summary of the Legislative and Policy Committee meeting and give an update on legislative and policy issues.

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TO: Chairman Fiset and NVTC Commissioners

FROM: Kate Mattice

DATE: August 25, 2016

SUBJECT: Transform 66 Multimodal Project

A. Proposed Transform 66 Multimodal Component Funding Agreements

In October, the Commission will be asked to authorize NVTC's Acting Executive Director to execute component funding agreements with the awarded jurisdictions for the 10 components selected by NVTC and approved by the Commonwealth Transportation Board. These agreements will assure that the awarded recipient is in compliance with the terms of the Transform 66 Inside the Beltway Memorandum of Agreement and the expectations of performance articulated in the Component Agreement and appendices.

Background: NVTC and the Commonwealth Transportation Board recently approved the funding of 10 multimodal components, totaling \$9.8 million, to support the Transform 66 Inside the Beltway Multimodal project. These components will provide transportation options to users of I-66 inside the Beltway when tolling starts.

Approved Initial Transform 66 Multimodal Components	Funding Request
Fairfax Connector Express Service from Government Center to Foggy Bottom	\$3,336,836
Loudoun County Stone Ridge Enhanced Transit	\$1,940,939
PRTC Gainesville to Pentagon Commuter Service	\$887,900
Peak Period Service Expansion to Metrobus Route 2A, Washington Blvd - Dunn Loring	\$1,000,000
Peak Period Service Expansion to ART Bus Route 55	\$450,000
Bus Stop Consolidation and Accessibility Improvements	\$462,000
Expanded Transit Access, Bike Share	\$500,000
Multimodal Real-Time Transportation Information Screens	\$250,000
Loudoun County Transportation Demand Management	\$623,000
Expanded TDM Outreach to the I-66 Corridor	\$350,000
Total	\$9,800,675

Each awarded jurisdiction will enter into a Component Agreement with NVTC to assure that the funds reimbursed for the component are in compliance with the Transform 66 Inside the Beltway Memorandum of Agreement. In addition, each agreement will include component-specific performance measures that ensure that the funds are being spent appropriately and that the components are performing as they were planned. Components will be evaluated on performance measures such as transit ridership, utilization, and evaluation of change in travel behavior.

A preliminary draft [Standard Component Agreement](#), including appendices, is attached for reference. This document is currently under review by the awarded jurisdictions. Prior to execution, these documents will be populated with the specific information for each awarded component, resulting in separate Component Agreements for each award.

B. Amendments to the Transform 66 Inside the Beltway Multimodal Project Memorandum of Agreement

In October 2016, the Commission will be asked to authorize NVTC's Acting Executive Director to sign an Amended Memorandum of Agreement (MOA) between NVTC and the Commonwealth for the Transform 66 Multimodal Project. (The original MOA for the Transform 66 Multimodal Project can be found on [NVTC's website](#).) NVTC and the Commonwealth propose to amend the MOA in the following four ways:

1. Remove references to the use of tolls for widening the facility;
2. Modify language to enhance the credit-worthiness of the toll revenues;
3. Clarify the use of funds for transit operations; and
4. Address technical corrections identified by the Commonwealth, NVTC staff and NVTC jurisdictions.

NVTC staff and counsel are continuing to work with the Commonwealth to finalize the amendment language. As such, the proposed amendments to the MOA will be provided to the Commission for consideration at the October meeting. The Commonwealth Transportation Board will also be required to approve the amendments to this MOA at either their September or October meeting.

Background: In January 2016, NVTC and the Commonwealth of Virginia entered into an agreement allowing NVTC to administer toll revenues from I-66 inside the Beltway to fund multimodal components that support the toll payers of this facility. NVTC has since launched the Initial Multimodal Program. Since then, language in four areas in the MOA were identified as needing updating to correct and optimize the use of these toll revenues for this project.

1. Remove References to the Use of Tolls for Widening the Facility

In February 2016, the Commonwealth reached agreement to support widening of I-66 inside the Beltway eastbound from Exit 71 to 67 using other sources of funds.

As such, it is proposed that the references to the use of toll revenues for widening I-66 inside the Beltway be struck from the agreement.

2. Modify Language to Enhance the Credit-Worthiness of the Toll Revenues

The current MOA includes references that permit NVTC to issue bonds to support eligible projects under the Transform 66 Multimodal Project. However, upon review by NVTC's financial advisors and bond counsel, it was deemed that the current language omitted some conditions that would be required by financial institutions to permit credit-worthy bonding. As such, NVTC's bond counsel and financial advisors are working with the Commonwealth to identify opportunities within the agreement to strengthen the credit worthiness of the revenues.

3. Clarify the Use of Funds for Transit Operations

The current MOA permits the use of toll revenues to fund the operations of transit services that benefit the toll payers but limits the amount available to transit operating to no more than 20 percent of funds available each year. NVTC and the Commonwealth seek to increase the percent of funding available for transit operations and include a sunset provision for the funding of transit operations for individual components.

4. Address Technical Corrections Identified by the Commonwealth, NVTC staff and NVTC Jurisdictions

NVTC and the Commonwealth are in the process of completing a review of the MOA to address any technical corrections.

The proposed amendments to the MOA will be provided to the Commission for consideration at the October meeting. The Commonwealth Transportation Board will also be required to approve the amendments to this MOA at either their September or October meeting.

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**Standard Component Agreement for Transform 66: Inside the Beltway Project,
Toll Revenue Funding of Components and Administration**

Between the Northern Virginia Transportation Commission and

(Recipient Entity)

NVTC Project Number: _____

This Standard Component Agreement for Transform 66: Inside the Beltway Project, Toll Revenue Funding of Components and Administration ("this Agreement") is made and executed in duplicate on this _____ day of _____, 20__, by and between the Northern Virginia Transportation Commission ("NVTC") and _____ ("Recipient Entity").

WITNESSETH

WHEREAS, NVTC is a political subdivision of the Commonwealth of Virginia created by the General Assembly in accordance with the Transportation District Act of 1964, §§ 33.2-1900 et seq. of the Code of Virginia, 1950, as amended;

WHEREAS, NVTC entered into a Memorandum of Agreement Transform 66: Inside the Beltway Project ("MOA"), on January 5, 2016, with the Commonwealth Transportation Board ("CTB"), and the Virginia Department of Transportation ("VDOT"), as such may be amended from time to time, which delegated to NVTC the authority to select and administer the implementation of multimodal transportation improvements to the roadways and associated transportation and transit facilities in the vicinity of the portion of I-66 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 (the "Facility") designed to attain the Improvement Goals defined in the MOA, specifically, to (1) move more people; (2) enhance transportation connectivity; (3) improve transit service; (4) reduce roadway congestion; and (5) increase travel options all of which are reasonably expected to benefit the toll paying users of the Facility;

WHEREAS, the MOA provides for the transfer to and use by NVTC of a portion of the funds collected from the CTB's tolling of the Facility ("Toll Revenue") for the implementation of multimodal transportation improvements ("Components") selected by NVTC and approved by the CTB, as well as operating costs related to Components, and NVTC financing and debt service payments and any costs related thereto;

WHEREAS, based on information provided by Recipient Entity in response to NVTC's call for Components, NVTC has determined the Component set forth and described on Appendix A to this Agreement satisfies the requirements of Section II.B.1 of the MOA, and the provisions of § 33.2-309 of the Code of Virginia, 1950, as amended;

WHEREAS, the Toll Revenue to be provided by NVTC described in Appendix B have been duly authorized and directed by Recipient Entity to finance the Component;

WHEREAS, NVTC agrees that Recipient Entity will, itself or through its contractors or agents, design, construct, acquire and/or operate the Component or perform such other specific work for the Component and Recipient Entity agrees that it will perform or have performed, such work on the terms and conditions set forth in this Agreement and the Appendices appended thereto;

WHEREAS, both parties have concurred in the Recipient Entity's administration, performance, and completion of the Component on the terms and conditions set forth in this Agreement and its Appendices and in accordance with all applicable federal, state, and local laws and regulations; and

WHEREAS, NVTC's governing body and Recipient Entity's governing body have each authorized that their respective designee(s) execute this Agreement on their respective behalf(s) as evinced by copies of each such entity's clerk's minutes which are appended hereto as Appendix E;

NOW THEREFORE, in consideration of the promises made mutual covenants, and agreements contained herein, the parties hereto agree as follows:

A. Recipient Entity's Obligations

Recipient Entity shall:

- I. Complete or perform all said work as described in Appendix A, advancing such work diligently and ensuring that all work is completed in accordance with all applicable federal, state, and local laws and regulations, and all terms and conditions of this Agreement. Recipient Entity expressly agrees that, for non-debt financed Components, Recipient Entity must obligate the Toll Revenue to the cost of the Component within two (2) fiscal years and to expend the Toll Revenue within five (5) fiscal years of the

fiscal year in which the funds for the Component were allocated by the CTB.

2. Ensure that all work performed or to be performed under this Agreement is in accordance with the Component Description Sheets attached to Appendix A.
3. Perform or have performed, and remit all payment requisitions and other requests for funding for design and engineering, including all environmental work, right-of-way acquisition, construction, contract administration, testing services, inspection services, capital asset acquisitions, or operations, and all allowable expenses for the Component, as is required by this Agreement and that may be necessary for completion of the Component.
4. Not use the NVTC Toll Revenues specified on Appendix B to pay any Component cost if the MOA does not permit such Component cost to be paid with NVTC Toll Revenue.
5. Recognize that, if the Component, as approved, contains “multiple phases” (as such “multiple phases” are defined for the Project on Appendix A), for which NVTC will provide funding for such multiple phases (as set forth on Appendix B), NVTC may not provide Toll Revenue funding to Recipient Entity to advance the Component to the next phase until the current phase is completed. In any circumstance where Recipient Entity seeks to advance a Component to the next phase using NVTC Toll Revenue, Recipient Entity shall submit a written request to NVTC’s Executive Director explaining the need for NVTC’s funding of an advanced phase. NVTC’s Executive Director will thereafter review the circumstances underlying the request in conjunction with Appendix B and NVTC’s current and projected cash flow position and make a recommendation to NVTC whether to authorize the requested advance phase funding. Nothing herein, however, shall prohibit Recipient Entity from providing its own funds to advance a future phase of the Component and from requesting reimbursement from NVTC for having advance funded a future phase of the Component. However, Recipient Entity further recognizes that NVTC’s reimbursement to Recipient Entity for having advance funded a Component phase will be dependent upon NVTC’s cash flow position at the time such a request for reimbursement is submitted

and to the extent that any such advanced funding is consistent with Appendix B.

6. Acknowledge that NVTC's Executive Director will periodically update NVTC's cash flow estimates with the objective toward keeping those estimates accurate throughout the life of the Component. Recipient Entity shall provide all information required by NVTC so as to ensure and facilitate accurate cash flow estimates and accurate updates to those cash flow estimates throughout the life of the Component as described in Appendix B.
7. Provide to NVTC requests for payment consistent with Appendix B and the most recently approved NVTC cash flow estimates that include NVTC's standard payment requisition(s), containing detailed summaries of actual Component costs incurred with supporting documentation as determined by NVTC and that certify all such costs were incurred in the performance of work for the Component as authorized by this Agreement. Each payment requisition shall be in substantially the same form as set forth in Appendix C of this Agreement. If approved by NVTC, Recipient Entity can expect to receive payment within twenty (20) days upon receipt by NVTC. Approved payments may be made by means of electronic transfer of funds from NVTC to or for the account of Recipient Entity.
8. Promptly notify NVTC's Executive Director of any additional Component costs resulting from unanticipated circumstances which costs exceed the amount allocated by the CTB for the Component, and provide to NVTC detailed estimates of additional costs associated with those circumstances. Recipient Entity understands that it will be within NVTC's sole discretion, subject to CTB approval, whether to seek and to provide any additional funding to the Component in such circumstances and that NVTC will do so only in accordance with NVTC's approved Component selection process and upon formal action and approval by NVTC. Recipient Entity shall timely provide to NVTC a complete and accurate update to Appendix B if NVTC approves funding of any additional Component costs for the Component under this Paragraph.
9. Release or return any unexpended funds to NVTC no later than 90 days after final payment has been made to the contractors.

10. Should Recipient Entity be required to provide matching funds in order to proceed or complete the funding necessary for the Component, Recipient Entity shall certify to NVTC that all such matching funds have been either authorized and/or appropriated by Recipient Entity's governing body or have been obtained through another, independent funding source;
11. Maintain complete and accurate financial records relative to the Component for all time periods as may be required by the Virginia Public Records Act and by all other applicable state or federal records retention laws or regulations, unless superseded by the laws that govern Recipient Entity and provide copies of any such financial records to NVTC, free of charge, upon request.
12. Maintain all original conceptual drawings and renderings, architectural and engineering plans, site plans, inspection records, testing records, and as built drawings for the Component for the time periods required by the Virginia Public Records Act and any other applicable records retention laws or regulations, unless superseded by the laws that govern Recipient Entity; and provide to NVTC copies of all such drawings and plans free of charge, upon request.
13. Reimburse NVTC for all NVTC Toll Revenue (with interest earned at the rate earned by NVTC) that Recipient Entity misapplied or used in contravention of the MOA or any term or condition of this Agreement.
14. Name NVTC and its Bond Trustee, the Commonwealth of Virginia, the CTB, VDOT, DRPT and their officers, employees and agents, or require that all Recipient Entity's contractors name NVTC and its Bond Trustee, the Commonwealth of Virginia, the CTB, VDOT, DRPT and their officers, employees and agents as additional insureds on any insurance policy issued for the work to be performed by or on behalf of Recipient Entity for the Component, and present NVTC with satisfactory evidence thereof before any work on the Component commences or continues, so that they are protected from and against any losses actually suffered or incurred, except for losses to the extent caused by the negligence or willful misconduct of such entity or person, from third party claims that are directly related to or arise out of: (a) any failure by Recipient Entity

to comply with, to observe or to perform in any material respect any of the covenants, obligations, agreements, terms or conditions in this Agreement, or any breach by Recipient Entity of its representations or warranties in this Agreement; (b) any actual or willful misconduct or negligence of Recipient Entity, its employees or agents in direct connection with the Components; (c) any actual or alleged patent or copyright infringement or other actual or alleged improper appropriation or use of trade secrets, patents proprietary information, know-how, trademarked or service-marked materials, equipment devices or processes, copyright rights or inventions by Recipient Entity in direct connection with the Component; (d) inverse condemnation, trespass, nuisance or similar taking of or harm to real property committed or caused by Recipient Entity, its employees or agents in direct connection with the Component; or (e) any assumed liabilities. Recipient Entity will contractually require its contractors, subcontractors, vendors and other third parties working or performing services related to any Component funded by NVTC Toll Revenue to indemnify NVTC and its Bond Trustee, the Commonwealth of Virginia, the CTB, VDOT, DRPT, and their officers, employees and agents from the same losses.

15. Recipient Entity covenants and agrees it will comply with all applicable requirements of state and federal laws relating to anti-discrimination, including but not limited to Titles VI and VII of the Civil Rights Act of 1964, as amended, and the Americans with Disabilities Act, and shall contractually require the same of all contractors, subcontractors, vendors, and recipients of any funding. Recipient Entity recognizes the importance of the participation of minority, women-owned and small businesses through the federal and local Disadvantaged Business Enterprise programs and will abide by such programs in implementing the Component. Recipient Entity shall comply with all applicable federal requirements, including those applicable to highways that are part of the National Highway System.
16. Give notice to NVTC that Recipient Entity may use NVTC Toll Revenue to pay outside legal counsel services (as opposed to utilizing the services of its own in-house counsel or NVTC's in-house legal counsel) in connection with the work performed under

this Agreement so as to ensure that no conflict of interest may arise from any such representation.

17. Provide certification to NVTC, that upon final payment to all contractors for the Component, Recipient Entity will use the Component for its intended purposes for the duration of the Component's useful life. Under no circumstances will NVTC or the Commonwealth of Virginia be considered responsible or obligated to operate and/or maintain the Component after its completion.
18. Comply with all requirements of the Virginia Public Procurement Act and other applicable Virginia Code provisions, or local ordinances which govern the letting of public contracts, unless superseded by the laws that govern Recipient Entity.
19. Acknowledge that if the Component is being funded in whole or in part by NVTC Bond Proceeds, comply with the tax covenants attached as Appendix D.
20. Acknowledge that if Recipient Entity expects and/or intends that the Component is to be submitted for acceptance by the Commonwealth into its system that Recipient Entity agrees to comply with VDOT's "Standards, Requirements and Guidance" applicable to the Component.
21. Recognize that Recipient Entity is solely responsible for obtaining all permits, permissions and regulatory approval necessary to develop, construct, operate and/or maintain the Component, including but not limited to, obtaining all required VDOT and local land use permits, applications for zoning approvals, and regulatory approvals.
22. Recognize that if Recipient Entity is funding the Component, in whole or in part, with federal and/or state funds, in addition to NVTC Toll Revenue and/or NVTC Bond Proceeds, that Recipient Entity will need to comply with all federal and Commonwealth funding requirements, including but not limited to, the completion and execution of VDOT's Standard Project Administration Agreement and acknowledges that NVTC will not be a party or signatory to that agreement; nor will NVTC have any obligation to comply with the requirements of that agreement.

23. Provide a certification to NVTC no later than 90 days after final payment to the contractors that Recipient Entity adhered to all applicable laws and regulations and all requirements of this Agreement.
24. Assist NVTC in the preparation of the annual report to the CTB required by the MOA, by providing data, or other project information as requested by NVTC, including data to measure the degree to which the expected benefits were realized, or are being realized, as well as other reporting as required by the NVTC reporting guidance.

B. NVTC's Obligations

NVTC shall:

- I. Provide to Recipient Entity the funding authorized by NVTC for design work, engineering, including all environmental work, all right-of-way acquisition, inspection services, testing services, construction, and/or capital asset acquisition(s), and operations, and all allowable expenses on a reimbursement basis as set forth in this Agreement and as specified in the Component Budget and Cash Flow contained in Appendix B to this Agreement or the most updated amendment thereto, as approved by NVTC. Funding may be provided on a scheduled basis at NVTC's discretion, and according to the NVTC guidelines.
2. Assign a Program Coordinator for the Component. NVTC's Program Coordinator will be responsible for monitoring the Component on behalf of NVTC so as to ensure compliance with this Agreement and the MOA, and all NVTC's requirements and for overseeing, managing, reviewing, and processing, in consultation with NVTC's Executive Director and its Director of Finance and Administration (DFA), all payment requisitions submitted by Recipient Entity for the Component. NVTC's Program Coordinator will have no independent authority to direct changes or make additions, modifications, or revisions to the Component Scope of Work as set forth on Appendix A or to the Project Budget and Cash Flow as set forth on Appendix B.
3. Route to NVTC's assigned Program Coordinator all Recipient Entity's payment requisitions, containing detailed summaries of actual Component costs incurred which are in substantially the

same form as shown on Appendix C submitted to NVTC for the Component. After submission to NVTC, NVTC's Program Coordinator will conduct an initial review of all payment requisitions and supporting documentation for the Component in order to determine the submission's legal and documentary sufficiency. NVTC's Program Coordinator will then make a recommendation to the NVTC's DFA and Executive Director whether to authorize payment, refuse payment, or seek additional information from Recipient Entity. If the payment requisition is sufficient as submitted, payment will be made within twenty (20) days from receipt. If the payment requisition is deemed insufficient, within twenty (20) days from receipt, NVTC's Program Coordinator will notify Recipient Entity in writing and set forth the reasons why the payment requisition was declined or why and what specific additional information is needed for processing the payment request. Payment will be withheld until all deficiencies identified by NVTC have been corrected. Under no circumstances will NVTC authorize payment for any work performed by or on behalf of Recipient Entity that is not in conformity with the requirements of this Agreement or the MOA.

4. Route all Recipient Entity's supplemental requests for funding from NVTC under Paragraphs A.5 and A.8 of this Agreement to NVTC's Executive Director. NVTC's Executive Director will initially review those requests and all supporting documentation with NVTC's DFA. After such initial review, NVTC's Executive Director will make a recommendation to NVTC's Executive Committee for its independent consideration and review of whether CTB approval of, and an allocation for, supplemental funding should be sought. NVTC's Executive Committee will thereafter make a recommendation on any such request to NVTC for final determination by NVTC.
5. Conduct periodic compliance reviews scheduled in advance for the Project so as to determine whether the work being performed remains within the scope of this Agreement, the MOA, and other applicable law. Such compliance reviews may entail review of Recipient Entity's financial records for the Component and on -site inspections.

6. Acknowledge that if, as a result of NVTC's review of any payment requisition or of any NVTC compliance review, NVTC staff determines that Recipient Entity has misused or misapplied any NVTC Toll Revenue in derogation of this Agreement or in contravention of the MOA or applicable law, NVTC staff will promptly advise NVTC's Executive Director and will advise Recipient Entity's designated representative in writing. Recipient Entity will thereafter have thirty (30) days to respond in writing to NVTC's initial findings. NVTC's staff will review Recipient Entity's response and make a recommendation to the NVTC Executive Committee which will, in turn, make a recommendation to NVTC for a final determination. Pending final resolution of the matter, NVTC will withhold further funding of the Component. If NVTC makes a final determination that Recipient Entity has misused or misapplied funds in contravention of this Agreement, the MOA, or other applicable law, NVTC will cease further funding for the Component and will seek reimbursement from Recipient Entity of all funds previously remitted by NVTC (with interest earned at the rate earned by NVTC) which were misapplied or misused by Recipient Entity. Nothing herein shall, however, be construed as denying, restricting or limiting the pursuit of either party's legal rights or available legal remedies.
7. Make guidelines available to Recipient Entity to assist the parties in carrying out the terms of this Agreement in accordance with applicable law.
8. Upon recipient's final payment to all contractors, retain copies of all contracts, financial records, design, construction, and as-built project drawings and plans for the Component for the time periods required by the Virginia Public Records Act and as may be required by other applicable records retention laws and regulations.

C. Term

1. This Agreement shall be effective upon adoption and execution by both parties.
2. Recipient Entity may terminate this Agreement, for cause, in the event of a material breach by NVTC of this Agreement. If so terminated, NVTC shall pay for all Component costs incurred through the date of termination and all reasonable costs incurred by Recipient Entity to

terminate all Component related contracts. The Virginia General Assembly's failure to appropriate funds, or CTB's failure to allocate, or VDOT's failure to distribute to NVTC as described in paragraph F of this Agreement or shall not be considered material breaches of this Agreement by NVTC. Before initiating any proceedings to terminate under this Paragraph, Recipient Entity shall give NVTC sixty (60) days written notice of any claimed material breach of this Agreement; thereby allowing NVTC an opportunity to investigate and cure any such alleged breach.

3. NVTC may terminate this Agreement, for cause, resulting from Recipient Entity's material breach of this Agreement. If so terminated, Recipient Entity shall refund to NVTC all funds NVTC provided to Recipient Entity for the Component (including interest earned at the rate earned by NVTC). NVTC will provide Recipient Entity with sixty (60) days written notice that NVTC is exercising its rights to terminate this Agreement and the reasons for termination. Prior to termination, Recipient Entity may request that NVTC excuse Recipient Entity from refunding all funds NVTC provided to Recipient Entity for the Component based upon Recipient Entity's substantial completion of the Component or severable portions thereof; and NVTC may, in its sole discretion, excuse Recipient Entity from refunding all or a portion of the funds NVTC provided to Recipient Entity for the Component. No such request to be excused from refunding will be allowed where Recipient Entity has either misused or misapplied NVTC funds in contravention of applicable law.

4. Upon termination and payment of all eligible expenses as set forth in Paragraph C.3 above, Recipient Entity will release or return to NVTC all unexpended NVTC Toll Revenue with interest earned at the rate earned by NVTC no later than sixty (60) days after the date of termination.

D. Dispute

In the event of a dispute under this Agreement, the parties agree to meet and confer in order to ascertain if the dispute can be resolved informally without the need of a third party or judicial intervention. NVTC's Executive Director and Recipient Entity's Chief Executive Officer or Chief Administrative Officer shall be authorized to conduct negotiations on behalf of their respective entities. If a resolution of the dispute is reached via a meet and confer dispute resolution method, it shall be presented to NVTC and to Recipient Entity's governing body for formal confirmation and approval. If no satisfactory resolution can be reached via the meet

and confer method, either party is free to pursue whatever remedies it may have at law, including all judicial remedies.

E. NVTC's Financial Interest in Component Assets

Recipient Entity agrees to use the real property and appurtenances and fixtures thereto, capital assets, equipment and all other transportation facilities that are part of the Component and funded by NVTC Toll Revenues under this Agreement ("Component Assets") for the designated transportation purposes of the Component under this Agreement and in accordance with applicable law throughout the useful life of each Component Asset. NVTC shall retain a financial interest in the value of each of the Component Assets, whether any such Component Asset may have depreciated or appreciated, throughout its respective useful life proportionate to the amount of the cost of the Component Asset funded by NVTC under this Agreement. In the event that Recipient Entity fails to use any of the Component Assets funded under this Agreement for the transportation purposes as authorized by this Agreement or applicable law throughout its respective useful life, Recipient Entity shall refund to NVTC with interest at the rate earned by NVTC the amount attributable to NVTC's proportionate financial interest in the value of said Component Asset. If Recipient Entity refuses or fails to refund said monies to NVTC, NVTC may recover the proportionate financial interest from Recipient Entity by pursuit of any remedies available to NVTC, including but not limited to NVTC's withholding of commensurate amounts from future distributions of NVTC Toll Revenue to Recipient Entity.

F. Appropriations Requirements

1. Nothing herein shall require or obligate any party to commit or obligate funds to the Component beyond those funds that have been duly authorized and appropriated by their respective governing bodies.

2. The parties acknowledge that all Toll Revenues provided by NVTC pursuant to the MOA are subject to appropriation by the Virginia General Assembly, allocation by the CTB and distribution by VDOT. The parties further acknowledge that NVTC's obligations under this Agreement are subject to such funds being appropriated by the General Assembly, allocated by the CTB and distributed by VDOT to NVTC.

G. Notices

All notices under this Agreement to either party shall be in writing and forwarded to the other party by U.S. mail, care of the following authorized representatives:

1) to: NVTC, to the attention of its Executive Director;
2300 Wilson Blvd., Suite 620
Arlington, VA 22201

2) to: _____,
to the attention of _____

_____ (address)

H. Assignment

This Agreement shall not be assigned by either party unless express written consent is given by the other party.

I. Modification or Amendment

This Agreement may be modified, in writing, upon mutual agreement of both parties.

J. No Personal Liability or Creation of Third Party Rights

This Agreement shall not be construed as creating any personal liability on the part of any officer, employee, or agent of the parties; nor shall it be construed as giving any rights or benefits to anyone other than the parties hereto.

K. No Agency

Recipient Entity represents that it is not acting as a partner or agent of NVTC; and nothing in this Agreement shall be construed as making any party a partner or agent with any other party.

L. Sovereign Immunity

This Agreement shall not be construed as a waiver of either party's sovereign immunity rights.

M. Incorporation of Recitals

The recitals to this Agreement are hereby incorporated into this Agreement and are expressly made a part hereof. The parties to this Agreement acknowledge and agree that such recitals are true and correct.

N. Mutual Preparation and Fair Meaning

The parties acknowledge that this Agreement has been prepared on behalf of all parties thereto and shall be construed in accordance with its fair meaning and not strictly construed for or against either party.

O. Governing Law

This Agreement is governed by the laws of the Commonwealth of Virginia.

IN WITNESS WHEREOF, each party hereto has caused this Agreement to be executed as of the day, month, and year first herein written by their duly authorized representatives.

Northern Virginia Transportation Commission

By: _____

Date: _____

_____ (Name of Recipient Entity)

By: _____

Date: _____

Appendix A –Component Description and Performance Measures

Component Project Number:

Component Project Title:

Recipient Entity:

Toll Revenue Funds:

Component Description

Performance Measures and Reporting
<p>Performance Measures:</p>
<p>Collection Period:</p>
<p>Reporting:</p>
<p>Reports are due by June 30th of each year. Submit reports by email to Patricia Happ at NVTC at patriciahapp@nvtcd.org.</p>

APPENDIX B - COMPONENT PROJECT BUDGET & CASH FLOW

Component Project Title:	<input type="text"/>	Component Project Number:	XXX-XXXX-XX
Recipient Entity:	<input type="text"/>	Revision Number:	<input type="text"/>
Recipient Contact:	<input type="text"/>	Revision Date:	<input type="text"/>
Name	<input type="text"/>		
Email	<input type="text"/>		
Phone	<input type="text"/>		

TABLE B-1 COMPONENT PROJECT BUDGET

Component Type	Total Component Budget	Funding Sources		Source of Other Funds
		Approved NVTC Toll Revenue Funds	Other Funds (if applicable)	
Capital	\$ -	\$ -	\$ -	
Operating	-	-	-	
TDM	-	-	-	
Other	-	-	-	
	-	-	-	
	-	-	-	
	-	-	-	
Total	\$ -	\$ -	\$ -	

TABLE B-2 NVTC COMPONENT PROJECT FUNDS PROGRAMMED

Component Type	FY2017	FY2018	FY2019
Capital	\$ -	\$ -	\$ -
Operating	-	-	-
TDM	-	-	-
Other	-	-	-
	-	-	-
	-	-	-
	-	-	-
Total	\$ -	\$ -	\$ -

TABLE B-3 QUARTERLY COMPONENT PROJECT CASH FLOW FOR NVTC TOLL REVENUE FUNDS ONLY

Quarter	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
1st, September 30th	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2nd, December 31st	-	-	-	-	-	-
3rd, March 31st	-	-	-	-	-	-
4th, June 30th	-	-	-	-	-	-
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

This attachment is certified and made an official attachment to the Standard Project Agreement document by the parties of this agreement.

Recipient Entity	Northern Virginia Transportation Commission	
<input type="text"/>		
Signature	Signature	Signature
<input type="text"/>	NVTC Executive Director	NVTC Director of Finance and Administration
Title	Title	Title
<input type="text"/>		
Date	Date	Date
<input type="text"/>		
Print name of person signing		

APPENDIX C

REIMBURSEMENT REQUEST

NVTC Project Number: _____

NVTC Project Title: _____

Draw Request Number: _____

Date: _____, 20____

Northern Virginia Transportation Commission
2300 Wilson Blvd., Suite 620
Arlington, Virginia 22201

This requisition is submitted in connection with the Standard Component Agreement for Funding and Administration dated _____, 20____ (the "Agreement") between the Northern Virginia Transportation Commission ("NVTC") and _____ (the "Recipient Entity"). The Recipient Entity hereby requests \$_____ of NVTC Toll Revenue, to pay the costs of the Project set forth in the attached detailed Reimbursement Request form and in accordance with the Agreement.

The undersigned certifies (i) the amounts included within this requisition will be applied solely and exclusively for the payment or the reimbursement of the Recipient Entity's approved costs of the Project, (ii) the Recipient Entity is responsible for payment to vendors/contractors, (iii) the Recipient Entity is not in default with respect to any of its obligations under the Agreement, including without limitation (but only if applicable) the tax covenants set forth in Appendix D to the agreement, (iv) the representations and warranties made by the Recipient Entity in the Agreement are true and correct as of the date of this Requisition and (v) to the knowledge of the Recipient Entity, no condition exists under the Agreement that would allow NVTC to withhold the requested advance.

RECIPIENT ENTITY

By: _____

Name: _____

Title: _____

APPENDIX C - REIMBURSEMENT REQUEST

Component Project Number: _____ Request Number _____
 Component Project Title: _____ Request Date _____
 Recipient Entity: _____ Request Amount _____

Table C-1, SUMMARY

Component Type	Total NVTC Toll Revenue Funds	Previous Amount Requested to Date*	Amount of This Request	Total Requested to Date	Balance NVTC Toll Revenue Funds
Capital	\$ -	\$ -	\$ -	\$ -	\$ -
Operating	-	-	-	-	-
TDM	-	-	-	-	-
Other	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
TOTALS	\$ -	\$ -	\$ -	\$ -	\$ -

* Enter amounts from "Total Requested to Date" column from the previous reimbursement request.

Table C-2, LISTING OF ATTACHED INVOICES AND PROOF OF PAYMENT

Vendor/Contractor	Invoice Number	Item Number	Component Type	Invoice Total	NVTC Funding Request
				\$ -	\$ -
				-	-
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APPENDIX D – Reserved for TAX COVENANTS (for components funded with bond proceeds, assuming NVTC issues bonds).

APPENDIX E –Authorization of designee(s)

If applicable, replace this page with recipient governing body's authorization for their respective designee(s) to execute this agreement on their behalf(s) as evinced by entity's clerk's minutes.

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TO: Chairman Fiset and NVTC Commissioners

FROM: Kate Mattice and Laurel Hammig

DATE: August 25, 2016

SUBJECT: Washington Metropolitan Area Transit Authority (WMATA)

A. Proposal for a Special Meeting on WMATA Issues

The Commission will discuss holding a special meeting on WMATA issues.

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

The WMATA Board members will provide an update of WMATA-related activities in July and August. Highlights include:

- ✓ WMATA completed seven of fifteen planned SafeTrack safety surges. Following the derailment at the East Falls Church station, the schedule for surges #8-9 have been modified to incorporate additional weekend shutdowns. Changes to the schedule for surges #10-15 will be announced in mid-September.
- ✓ On August 15th, FTA released a Stop Signal Overrun Investigation Report and Safety Directive 16-5 with 11 required actions to address signal overruns.
- ✓ On August 8th, FTA released the Track Integrity Investigation and issued Safety Directive 16-4, containing 12 corrective actions to address track integrity deficiencies.
- ✓ Two cars of a Silver Line train derailed outside East Falls Church due to deteriorated track conditions.
- ✓ Citing interest in selling its headquarters building in Washington, DC, WMATA will pursue a request to rezone the land parcel.
- ✓ On July 28th, General Manager Wiedefeld proposed permanently closing the system early in order to provide more time for track access. This proposal will undergo public outreach and engagement before going to the Board for consideration.
- ✓ WMATA kicked off a capital needs inventory in advance of 2017 Capital Funding Agreement.

C. SafeTrack

As of August 25th, WMATA completed seven safety surges under the SafeTrack plan. Four of the seven surges involved single tracking or shutdown of tracks in Virginia. Surge #8 is underway with single-tracking between Franconia-Springfield and Van Dorn Street. Surge #9, 42 days of single-tracking between Vienna and West Falls Church, begins September 9th. On August 16th, WMATA announced modifications in the surge #8 and #9 schedule to complete additional switch rehabilitation work, address new safety recommendations and account for the impact of extreme heat, humidity and other weather impacts. Changes to the schedule for surges #10-15 will be announced in mid-September.

Northern Virginia stakeholders continue to participate in weekly SafeTrack coordination calls hosted by NVTC. Link here to the [Full Safety Plan](#).

D. Safety and Security

FTA Investigations: On August 15th, FTA released [Safety Directive 16-5](#) which is based on findings from FTA's spring 2016 "Safety Blitz" and documented in the [Stop Signal Overrun Investigation Report](#). The report identified three major contributing factors to red signal overrun:

- 1) Lack of train operator familiarity with mainline and yard territory,
- 2) Train operator inattention or confusion when departing from a station or terminal or moving under zero speed commands, and
- 3) Deficient communication between the Rail Operations Control Center (ROCC), train operators and others.

FTA notes that WMATA has taken steps to improve safety but identified 11 required actions in four categories:

- 1) Mainline and yard familiarity,
- 2) Departure from stations and terminals and movement with zero speed commands,
- 3) Communication with ROCC and interlocking operators, and
- 4) Stop signal overrun investigation.

This followed a discussion held by the Safety Committee on July 28th regarding red signal violation mitigation and the results of a [2014 Atticus Consulting report](#).

On August 8th, [FTA released the results of its Track Integrity Investigation](#), citing "systemic safety deficiencies in the inspection, maintenance and repair of track" and issuing 12 required actions for Metro's track maintenance program. [Safety Directive 16-4](#) mandates WMATA address findings in four categories:

- 1) Track inspection resources and training,
- 2) WMATA's Office of Transit and Structures 1000 Manual,
- 3) Track quality oversight, and
- 4) Track construction and maintenance.

Silver Line Derailment: On July 29th, two cars of a six-car Silver Line train derailed east of East Falls Church Metrorail station. The location of the derailment was outside the SafeTrack work zone and the preliminary cause was the rails were too wide due to deteriorated rail ties. Passenger service resumed on the Orange and Silver lines on August 1st.

2nd Quarter Safety Report: WMATA's [2nd Quarter Safety Report \(April – June 2016\)](#) showed both the employee injury rate (5.35, target ≤ 4.5) and customer injury rate (2.06, target ≤ 1.75) were higher than the respective targets.

MSC Legislation in DC: Mayor Bowser formally submitted the Metro Safety Commission legislation to the D.C. Council with the goal of getting a vote in the fall. [Secretary Foux wrote in a letter](#) that he is encouraged at the progress but is keeping the February 9, 2017 deadline for the “three jurisdictions to create a fully functioning and effective State Safety Oversight Agency (SSOA).” FTA requires an independent state-level enforcement body to conduct safety oversight for all heavy and light rail transit systems in the United States.

E. Budget and Financial News

National Harbor Bus Service: [On July 28th, the WMATA Board approved the implementation of pilot bus service between National Harbor and Alexandria, Virginia.](#) The pilot will operate from October 2016 to July 2017 supported by funds from Maryland DOT, Prince George’s County, the City of Alexandria, Fairfax County, fare revenues and developer contribution. The Board will evaluate the route and consider making the route permanent as part of the FY2018 budget process.

WMATA Headquarters Rezoning: [On August 2nd, GM Wiedefeld announced that the Jackson Graham Building, WMATA’s downtown D.C. headquarters is valued between \\$56 million \(renovation of existing building\) and \\$132 million \(potential with rezoning\).](#) WMATA will seek rezoning of the property to allow for high-density commercial redevelopment that would make it financially advantageous to sell the property.

Proposed Change to Metrorail Closing Times: [GM Wiedefeld announced a proposal to close the Metrorail system at 10 pm on Sundays and at midnight on all other nights beyond the conclusion of SafeTrack.](#) This proposal would allow for 33 additional hours of track maintenance time each week. The Board will vote in September to approve the proposal to go to public hearing. If the scheduling of a public hearing is approved, there will be significant public engagement in the fall before the Board considers the proposal for approval.

Capital Needs Inventory: WMATA is undertaking a capital needs inventory (CNI) which will include a comprehensive, prioritized and fiscally unconstrained list of capital investment needs for the next ten years. This will be a critical input to the 2017 Capital Funding Agreement (CFA) and comply with the FTA regulation on transit asset management. [WMATA staff reported in July that the CNI is on track to be reviewed with the Board in December.](#)

Financial Dashboard: The following financial reports for FY2016 are now available.

- [July FY2016](#)
- [August FY2016](#)
- [September FY2016](#)
- [October FY2016](#)
- [November FY2016](#)
- [December FY2016](#)
- [January FY2016](#)
- [February FY2016](#)
- [March FY2016](#)

F. Virginia Ridership and Parking Facility Utilization

WMATA Virginia Ridership June 2015 – 2016			
	June 2015	June 2016	Percent Change
Metrorail			
Total	9,606,730	8,100,238	-16%
Weekday Average	350,292	297,601	-15%
Metrobus			
Total	1,838,443	1,741,149	-5.3%
Weekday Average	73,342	69,901	-4.7%
MetroAccess			
Total	27,118	27,708	2.1%

WMATA Virginia Parking Facility Usage June 2015 – 2016				
Station/Lot	June 2015	Y-T-D FY15	June 2016	Y-T-D FY16
Huntington	73%	71%	78%	73%
West Falls Church	62%	66%	42%	54%
Dunn Loring	85%	85%	66%	77%
Vienna	89%	89%	68%	79%
Franconia	74%	71%	66%	68%
Van Dorn	103%	107%	107%	108%
East Falls Church	120%	117%	112%	116%
Wiehle-Reston East	100%	82%	75%	87%
Northern Virginia Total	81%	79%	69%	75%

G. Key WMATA Milestones/Dates

KEY ISSUES	MEETING	DATE
Quarterly Vital Signs Report Fare Collection: Revised Direction and Work Plan MetroAccess: New Service Initiative Public Hearing on Service Hour Change Proposal	Customer Service Committee	Sept. 8
Update on FTA FWSO and NTSB Safety Actions Briefing on Third Rail Power Infrastructure/APTA Peer Review Update on Automatic Train Operation	Safety Committee	Sept. 8
FY2016 Year-End Financial Report FY2018 Budget Prep Session	Finance Committee	Sept. 8
WMATA Board of Directors Meeting		Sept. 22

Anticipated Information (I) and Action (A) Items of Regional Interest	Estimated Timeframe for Presentation to the WMATA Board
FY2018 Budget Prep (I)	September-November 2016
Approval of Public Hearing for Proposed Changes to Metrorail Hours of Service (A)	Fall 2016
Approval of Bus State of Good Operations Service Changes (A)	November 2016
FY2018 Budget Presentation (I)	December 2016
Capital Needs Inventory (I)	December 2016-January 2017
Capital Funding Agreement (A)	March 2017
FY2018 Budget Approval (A)	April-May 2017

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A. NVTC FY2016 Yearly and 4th Quarter Ridership Reports

The following chart details ridership for FY2015 and FY2016 for Northern Virginia's transit systems. Most systems experienced decreased ridership in FY2016, resulting in an overall 6 percent decline from FY2015 to FY2016. The Commission will be provided more details regarding ridership trends for FY2016 at the meeting.

Ridership in Virginia by System FY2015- FY2016			
System	FY2015	FY2016	Percent Change FY15-FY16
Fairfax County Connector	9,764,166	8,984,057	-8.0%
PRTC OmniRide & OmniLink	3,075,038	2,804,540	-8.8%
Virginia Railway Express (VRE)	4,505,063	4,352,814	-3.4%
Alexandria DASH	4,275,682	4,108,706	-3.9%
Fairfax City CUE	771,254	678,967	-12.0%
Arlington Transit (ART)	2,823,346	3,214,075	13.8%
Loudoun County Transit (LCT)	1,739,802	1,754,694	0.9%
Metrobus	21,019,621	20,061,350	-4.6%
Metrorail	110,146,165	102,723,985	-6.7%
Total	158,120,437	148,683,188	-6.0%

TO: Chairman Fisette and NVTC Commissioners

FROM: Kate Mattice, Patricia Happ and Dan Goldfarb

DATE: August 25, 2016

SUBJECT: Regional Transit Performance

Please see updated
numbers on previous
page

A. NVTC FY2016 Yearly and 4th Quarter Ridership Reports

The following chart details ridership for FY2015 and FY2016 for Northern Virginia's transit systems. Most systems experienced decreased ridership in FY2016, resulting in an overall 6.1 percent decline from FY2015 to FY2016. The Commission will be provided more details regarding ridership trends for FY2016 at the meeting.

Ridership in Virginia by System FY2015- FY2016			
System	FY2015	FY2016	Percent Change FY15-FY16
Fairfax County Connector	9,764,166	8,984,057	-8.0%
PRTC OmniRide & OmniLink	3,075,038	2,560,812	-16.7%
Virginia Railway Express (VRE)	4,505,063	4,352,814	-3.4%
Alexandria DASH	4,275,682	4,164,896	-2.6%
Fairfax City CUE	771,254	678,967	-12.0%
Arlington Transit (ART)	2,823,346	3,214,075	13.8%
Loudoun County Transit (LCT)	1,739,802	1,754,694	0.9%
Metrobus	21,019,621	20,061,350	-4.6%
Metrorail	110,146,165	102,723,985	-6.7%
Total	158,120,437	148,495,650	-6.1%

The following chart details average weekday ridership for FY2016 by quarter for Metrorail and Metrobus in Virginia. As a reminder, SafeTrack Metrorail closures started on June 4, 2016.

Average Weekday Ridership in Virginia 4th Quarter FY2016							
System	Q1 FY16	Q2 FY16	Q3 FY16	Apr 2016	May 2016	Jun 2016	Q4 FY16
Metrorail	324,490	298,586	306,033	320,822	304,821	297,601	307,748
Metrobus	72,202	68,682	64,672	72,782	67,814	69,246	69,947

The following chart provides a detailed breakdown of ridership by Metrorail station in Virginia for 1st through 4th Quarters FY2015 and FY2016.

Metrorail Ridership by Station in Virginia – FY2015 - FY2016

Line/Station	Year	Q1 Total	Q2 Total	Q3 Total	April	May	June	Q4 Total	% Change YTD FY15-16
Silver									
Greensboro	FY15	91,560.00	138,633	131,160	54,180	51,270	56,864	162,314	
	FY16	160,609.83	151,239	154,064	53,858	52,646	51,552	158,056	5.3%
McLean	FY15	147,621.07	223,778	193,112	82,140	79,581	88,338	250,059	
	FY16	248,787.34	226,961	223,494	76,184	76,701	74,636	227,521	1.2%
Spring Hill	FY15	137,054.72	193,778	167,094	75,032	72,303	73,414	220,749	
	FY16	208,951.73	176,968	166,171	64,906	65,473	61,986	192,365	-5.8%
Tysons Corner	FY15	349,862.59	508,728	417,444	174,344	176,543	185,522	536,409	
	FY16	549,066.91	532,007	467,929	171,312	166,978	158,872	497,162	1.7%
Wiehle-Reston East	FY15	875,098.40	1,199,893	1,067,666	455,760	432,229	459,992	1,347,981	
	FY16	1,275,357.10	1,128,147	1,094,891	383,940	377,740	342,796	1,104,476	-5.9%
Total Silver Line	FY15	1,601,196.78	2,264,810	1,976,476	841,456	811,926	864,130	2,517,512	
	FY16	2,442,772.91	2,215,322	2,106,549	750,200	739,538	689,842	2,179,580	-2.8%
Orange									
Dunn Loring	FY15	748,694.57	641,095	587,278	239,280	214,818	222,220	676,318	
	FY16	615,048.99	571,147	593,043	207,896	193,812	173,668	575,376	-6.6%
West Falls Church	FY15	818,225.66	466,709	408,652	162,100	146,764	152,168	461,032	
	FY16	410,369.43	375,393	387,285	133,892	125,293	103,824	363,009	-12.1%
Vienna	FY15	1,884,375.97	1,670,661	1,504,416	621,536	560,386	578,636	1,760,558	
	FY16	1,607,251.14	1,446,883	1,449,098	509,142	467,141	427,256	1,403,539	-9.7%
Total Orange Line	FY15	3,451,296.21	2,778,465	2,500,346	1,022,916	921,968	953,024	2,897,908	
	FY16	2,632,669.57	2,393,424	2,429,426	850,930	786,246	704,748	2,341,924	-9.4%
Silver/Orange									
Ballston	FY15	1,764,722.30	1,683,360	1,597,354	618,584	566,967	587,650	1,773,201	
	FY16	1,660,200.18	1,544,064	1,570,932	527,846	501,164	470,368	1,499,378	-6.5%
Clarendon	FY15	754,099.58	733,925	698,098	267,844	253,044	255,846	776,734	
	FY16	726,353.06	661,574	674,605	219,880	205,365	186,792	612,037	-8.9%
Court House	FY15	1,157,779.52	1,104,692	1,051,572	393,396	365,518	379,950	1,138,864	
	FY16	1,075,945.76	985,086	1,023,337	342,922	325,772	302,960	971,654	-7.2%
East Falls Church	FY15	676,214.66	639,226	578,638	236,324	223,049	230,266	689,639	
	FY16	639,171.73	610,902	587,421	188,044	182,708	216,669	587,421	-4.8%
Rosslyn	FY15	2,387,113.22	2,202,154	2,040,504	795,408	728,987	761,254	2,285,649	
	FY16	2,175,060.11	1,992,678	1,997,969	683,416	658,062	628,668	1,970,146	-6.5%
Virginia Square	FY15	576,732.42	561,764	549,112	209,000	193,818	208,078	610,896	
	FY16	583,746.73	539,438	552,748	186,770	176,618	175,292	538,680	-3.9%
Total	FY15	7,316,661.70	6,925,121	6,515,278	2,520,556	2,331,384	2,423,044	7,274,984	
	FY16	6,860,477.56	6,333,742	6,407,012	2,148,878	2,049,688	1,980,749	6,179,315	-6.5%
Blue									
Arlington Cemetery	FY15	359,136.21	197,555	136,938	148,600	148,018	143,580	440,198	
	FY16	360,858.47	207,414	173,007	112,070	119,332	121,652	353,054	-3.6%
Franconia Springfield	FY15	1,262,635.08	1,141,555	1,007,056	436,684	393,479	410,396	1,240,559	
	FY16	1,174,651.87	1,057,381	1,040,870	364,676	358,724	354,964	1,078,364	-4.7%
Van Dorn	FY15	524,790.30	480,160	421,380	168,892	160,555	166,170	495,617	
	FY16	487,811.61	447,566	441,178	152,018	152,658	148,766	453,442	-2.9%
Total	FY15	2,146,561.59	1,819,270	1,565,374	754,176	702,052	720,146	2,176,374	
	FY16	2,023,321.95	1,712,361	1,655,054	628,764	630,713	625,382	1,884,859	-4.1%
Yellow									
Eisenhower Avenue	FY15	297,759.74	250,672	223,824	94,544	86,948	88,486	269,978	
	FY16	263,435.47	227,578	228,614	83,728	82,500	88,748	254,976	-3.3%
Huntington	FY15	1,257,767.74	1,158,062	1,048,074	415,968	378,413	396,936	1,191,317	
	FY16	1,144,440.54	1,043,621	1,036,062	362,564	357,682	365,664	1,085,910	-5.1%
Total	FY15	1,555,527.48	1,408,735	1,271,898	510,512	465,361	485,422	1,461,295	
	FY16	1,407,876.01	1,271,199	1,264,676	446,292	440,182	454,412	1,340,886	-4.8%
Blue/Yellow									
Braddock Road	FY15	704,761.28	677,007	633,576	246,900	231,783	238,940	717,623	
	FY16	688,046.36	655,132	671,229	229,544	227,603	220,558	677,705	-0.9%
Crystal City	FY15	1,833,065.71	1,705,550	1,655,778	676,424	595,861	624,132	1,896,417	
	FY16	1,777,917.29	1,632,265	1,690,698	599,218	562,131	567,242	1,728,591	-2.9%
King Street	FY15	1,454,023.38	1,270,607	1,121,088	489,284	470,124	479,198	1,438,606	
	FY16	1,323,249.30	1,185,891	1,151,490	426,822	409,751	415,884	1,252,457	-4.7%
National Airport	FY15	1,457,735.09	1,357,867	1,225,648	492,732	487,601	494,534	1,474,867	
	FY16	1,400,474.10	1,268,756	1,230,796	442,966	443,322	435,182	1,321,470	-4.3%
Pentagon	FY15	2,173,053.22	2,093,133	1,947,700	705,568	674,492	707,098	2,087,158	
	FY16	2,023,542.62	1,934,774	1,942,867	633,150	645,090	636,444	1,914,684	-4.1%
Pentagon City	FY15	2,460,140.19	2,316,677	2,011,576	815,364	765,091	752,860	2,333,315	
	FY16	2,174,387.96	2,045,101	1,989,031	708,054	700,469	674,574	2,083,097	-6.2%
Total	FY15	10,082,778.87	9,420,841	8,595,366	3,426,272	3,224,952	3,296,762	9,947,986	
	FY16	9,387,617.64	8,721,919	8,676,110	3,039,754	2,988,366	2,949,884	8,978,004	-4.3%
Total Virginia Stations	FY15	26,154,022.63	24,617,242	22,424,738	9,075,888	8,457,644	8,742,528	26,276,060	
	FY16	24,754,735.63	22,647,968	22,538,827	7,864,818	7,634,733	7,405,017	22,904,568	-5.3%

C. Regional Bus Agenda Baseline Report on Performance

Overview: NVTC's Regional Bus Agenda is aimed at providing an understanding of bus operations in Northern Virginia across jurisdictional boundaries. The goal is to identify opportunities within the region for bus, including high quality modes such as Bus Rapid Transit (BRT). The material presented here provides a quick glimpse of information designed to support future studies and opportunities for new high-quality transit and to further the data sources and information available to the local jurisdictions for their future TDPs and other short- and long-term planning efforts.

As part of the ongoing work to evaluate bus performance at the regional level in Northern Virginia, NVTC staff is developing a comprehensive database of bus service in Northern Virginia. At this initial stage, staff has completed a preliminary analysis of daily bus service levels for each of the bus systems in NVTC's jurisdictions, WMATA, PRTC, and other private operators of commuter services that serve employment destinations in Northern Virginia. This preliminary analysis categorizes bus service by service type (e.g., commuter, express, local, etc.) and geography. The overall goal of the regional bus effort is to identify regional opportunities and further collaboration between the jurisdictional providers.

This preliminary analysis is based on the current geo-database of bus routes developed using MWCOG Clearinghouse. NVTC staff supplemented the data with jurisdictional staff assistance, as well as with open source web-based information and operator schedules. The current database includes over 700 transit routes, representing weekday bus service, as well as land use at the transportation analysis zone level. Future enhancements to the database may look at parcel level data, but currently NVTC staff has been incorporating the latest MWCOG Cooperative Land Use Forecast. Staff will update the land use data as new forecasts are published.

Service Supplies Metrics: Northern Virginia has a comprehensive network of bus service, which includes primary routes operated by WMATA as well as substantial local service provided by the jurisdictions. Below are highlights of the bus service supplied in the region:

- Over 75 percent of the weekday service hours are within the peak periods and approximately 60 percent of the service miles occur within the peak periods.
- WMATA service contributes roughly 55 percent of the daily service hours and 45 percent of the daily miles in Northern Virginia.
- The inner local bus systems (i.e., Fairfax Connector, ART, DASH, and CUE) represent about 30 percent of the daily service hours and 40 percent of the service miles.
- The outer jurisdictions, including Loudoun County and PRTC's service area, operate approximately 15 percent of the weekday service hours and 25 percent of the weekday miles.
- The outer jurisdictions operate more commuter and express services at higher speeds, which contribute to higher service miles and fewer hours.

- WMATA and the inner jurisdictions operate on more congested roads with lower speeds resulting in service hours that are relatively more balanced with service miles.
- In Northern Virginia, the local jurisdictions operate over 500 buses a day, which is about 40 percent of WMATA's total bus fleet – a considerable number of vehicles.

Summary Tables C-1 and C-2 show the daily service hours and miles by type of service and by operator respectively.

Table C-1

Service Type	Total Weekday Service		Percent of Total	
	Hours	Miles	Hours	Miles
Local WMATA	6,400	40,500	46%	34%
Express WMATA	1,100	11,800	8%	10%
Local Bus (inner)	4,000	37,000	29%	31%
Local Express (inner)	250	2,500	2%	2%
Local (outer)	600	6,100	5%	5%
Commuter Bus	1,500	21,600	11%	18%

Table C-2

Operator	Total Weekday Service		Percent of Total	
	Hours	Miles	Hours	Miles
ART	500	3,600	4%	3%
DASH	700	4,000	5%	3%
Fairfax Connector	3,000	32,300	22%	27%
Loudoun	600	6,700	4%	6%
PRTC	1,300	16,800	9%	14%
CUE	200	1,200	1%	1%
WMATA	7,300	50,300	53%	42%
Private Commuter	300	4,600	2%	4%

Market Analysis: Transit is an important transportation mode in Northern Virginia. It provides mobility and access to many residents in and visitors to the region. The transit system provides comprehensive coverage across the region and throughout the day, but the vast majority of transit trips are taken by commuters getting to and from work. Below are highlights of mobility and access across the region for commuting trips:

- Arlington has the highest use with approximately 50 percent of the residents using transit to get to work and approximately 40 percent of workers in the county using transit to get to work destinations in Arlington.
- The City of Alexandria has approximately 40 percent of residents using transit for commuting and over 20 percent of workers destined for jobs in the city via transit.
- Both Arlington and Alexandria have denser development across their jurisdictions, which adds to transit's viability.
- Fairfax County, which is larger and has more diverse development patterns, has about 20 percent of residents using transit for their commute.

- The percentage of workers in Fairfax County using transit to commute is smaller than Alexandria and Arlington, but the number is important given how many jobs are in the county. Included in the county's mode share are the cities of Falls Church and Fairfax.
- The majority of commuters in Loudoun County work in Loudoun or Fairfax counties. These commuters primarily use their cars to get to work. Only 10 percent of the commuters from Loudoun County work in Arlington or Washington, D.C. The vast majority of Loudoun commuters traveling to the regional core areas in Arlington and D.C. use transit.

The market data comes from the MWCOG/TPB household travel survey.

The purpose of NVTC's regional bus performance effort is to focus on how bus serves the region. Below are highlights of bus commuting trends in the region:

- Approximately 20 percent of the transit commuting trips in Arlington are only on bus.
- For Alexandria, approximately 30 percent of the commuting transit trips are only on bus. There are similar percentages for both jurisdictions with respect to residents and workers commuting on transit who use bus to access Metrorail.
- Fairfax County has a similar residential pattern but far more commuters using only bus to get to jobs within the county than using bus to connect to Metrorail.
- Loudoun County has the highest percentage of transit trips that use only bus as the primary transit commuting mode.

Next Steps: The goal of this work is to identify opportunities within the region for bus, including high quality bus modes such as BRT. This work will provide information that may support studies and opportunities for new high-quality transit, such as the Envision Route 7 study, and further the data sources and information available to local jurisdictions for their future TDPs and other short- and long-term planning efforts.

The analysis and data reported here are preliminary and serve as the foundation for future analytical efforts. NVTC staff is building and reviewing the database for accuracy. Staff will work with the local jurisdictions to incorporate recently completed Transit Development Plans (TDP). To that end, NVTC is planning a series of meetings to present a summary overview and highlights to the Management Advisory Committee and transit providers. Along with the TDPs, transit service, as identified in the region's Constrained Long Range Plan (CLRP), and future land use forecast data will be incorporated into the database.

NVTC's next technical analysis activity is to develop accessibility measures, including accessibility by income level. Previous transit accessibility analysis in Northern Virginia has focused on jobs within a certain timeframe rather than how accessibility impacts different income groups or an evaluation of accessibility by different transit mode.

- The percentage of workers in Fairfax County using transit to commute is smaller than Alexandria and Arlington, but the number is important given how many jobs are in the county. Included in the county's mode share are the cities of Falls Church and Fairfax.
- The majority of commuters in Loudoun County work in Loudoun or Fairfax counties. These commuters primarily use their cars to get to work. Only 10 percent of the commuters from Loudoun County work in Arlington or Washington, D.C. The vast majority of Loudoun commuters traveling to the regional core areas in Arlington and D.C. use transit.

The market data comes from the MWCOG/TPB household travel survey.

The purpose of NVTC's regional bus performance effort is to focus on how bus serves the region. Below are highlights of bus commuting trends in the region:

- Approximately 20 percent of the transit commuting trips in Arlington are only on bus.
- For Alexandria, approximately 30 percent of the commuting transit trips are only on bus. There are similar percentages for both jurisdictions with respect to residents and workers commuting on transit who use bus to access Metrorail.
- Fairfax County has a similar residential pattern but far more commuters using only bus to get to jobs within the county than using bus to connect to Metrorail.
- Loudoun County has the highest percentage of transit trips that use only bus as the primary transit commuting mode.

Next Steps: The goal of this work is to identify opportunities within the region for bus, including high quality bus modes such as BRT. This work will provide information that may support studies and opportunities for new high-quality transit, such as the Envision Route 7 study, and further the data sources and information available to local jurisdictions for their future TDPs and other short- and long-term planning efforts.

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TO: Chairman Fiset and NVTC Commissioners

FROM: Kate Mattice and Rhonda Gilchrest

DATE: August 25, 2016

SUBJECT: Virginia Railway Express

A. VRE CEO Report and Minutes

At the September meeting, Mr. Allen will update the Commission on VRE activities, including the Commonwealth's Atlantic Gateway project and [VRE's presentation on future financial needs of VRE to the Commonwealth Transportation Board](#). The [video recording of Mr. Allen's July 28th CTB presentation can be watched starting at the 50:48 minute mark](#). The [VRE CEO July 2016 Report](#) is linked and the [Minutes of the July 15th Operations Board Meeting](#) and [VRE CEO August 2016 Report](#) are attached.

B. ACTION ITEM: Approve [Resolution #2315](#): Authorize the VRE CEO to Amend the Contract for New Passenger Railcars with Sumitomo Corporation of Americas and to Execute an Assignment Agreement to Assign Options to Purchase Additional Railcars to Chicago Metra

The VRE Operations Board recommends that the Commission authorize the VRE CEO to execute a contract amendment with Sumitomo Corporation of Americas to assign up to 21 passenger railcar options to Chicago Metra in a form approved by legal counsel and to also enter into an Assignment Agreement with Metra to assign the options. VRE's current contract with Sumitomo has an option for 21 more railcars that expires in March 2017. VRE cannot exercise this option because it does not have the funding nor the space to store the additional cars. Metra, the commuter rail system serving the Chicago area, uses the same type of Nippon-Sharyo Gallery railcars as VRE. Metra approached VRE about purchasing railcars from VRE's contract with Sumitomo for the Nippon-Sharyo railcars. The attached [VRE memorandum provides more information about the contract](#).

This action was requested at NVTC's July 7th meeting, but Mr. Foust asked for it to be deferred to allow the terms and conditions of the agreements to be finalized. VRE has received the final version of the [Assignment Agreement](#) from Chicago Metra and VRE counsel has reviewed it.

C. ACTION ITEM: Approve Resolution #2316: Authorize the Sale of Seven Legacy Gallery Cars to Chicago Metra

The Commission is asked to authorize the VRE CEO to sell seven Legacy Gallery cars to Metra of Chicago, Illinois for a total amount of \$3,500. In 2014, Metra bought VRE's Legacy cars after VRE replaced them with new cars. VRE now has seven more Legacy cars available and another seven that will be available in the near future. Metra is again interested in buying these older cars as soon as possible, which also saves VRE money on the cost of storing these cars. After consultation with the Operations Board Chairman Skinner, VRE is bringing the request for authorization to sell these cars directly to the Commissions at their September meetings. VRE will include this as an information item on the September VRE Operations Board agenda. The proposed purchase agreement is attached.

D. ACTION ITEM: Approve Resolution #2317: Authorize the Submission of Two VRE Projects to the Commonwealth Transportation Board for Evaluation under Smart Scale

The VRE Operations Board recommends the Commission authorize NVTC's Acting Executive Director to submit the Gainesville-Haymarket Extension Project and the Fredericksburg Line Capacity Expansion Project to the Commonwealth Transportation Board (CTB) for evaluation under the Smart Scale (formerly known as HB2) scoring process and funding consideration in the FY 2022-2023 Program, to make any necessary corrections to project amounts or descriptions in the applications, and to execute all project funding agreements that may result from consideration of the projects.

Both projects are capacity expansion projects located in Corridors of Statewide Significance (COSS) as well as on Regional Networks, and qualify for funding through the High-Priority Projects Program. VRE staff is compiling the applications for NVTC to submit by the September 30, 2016 deadline. The attached VRE memorandum provides more information about the two projects and the Smart Scale process.

VIRGINIA RAILWAY EXPRESS

ADDING CAPACITY IN CORRIDORS OF STATEWIDE SIGNIFICANCE (COSS)

Commonwealth Transportation Board

July 28, 2016

Doug Allen

Chief Executive Officer
Virginia Railway Express



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1

WHO WE ARE

Commuter rail

2 Commissions,
9 Jurisdictions

Safe, Reliable,
High Customer
Satisfaction

4.5 million riders
per year



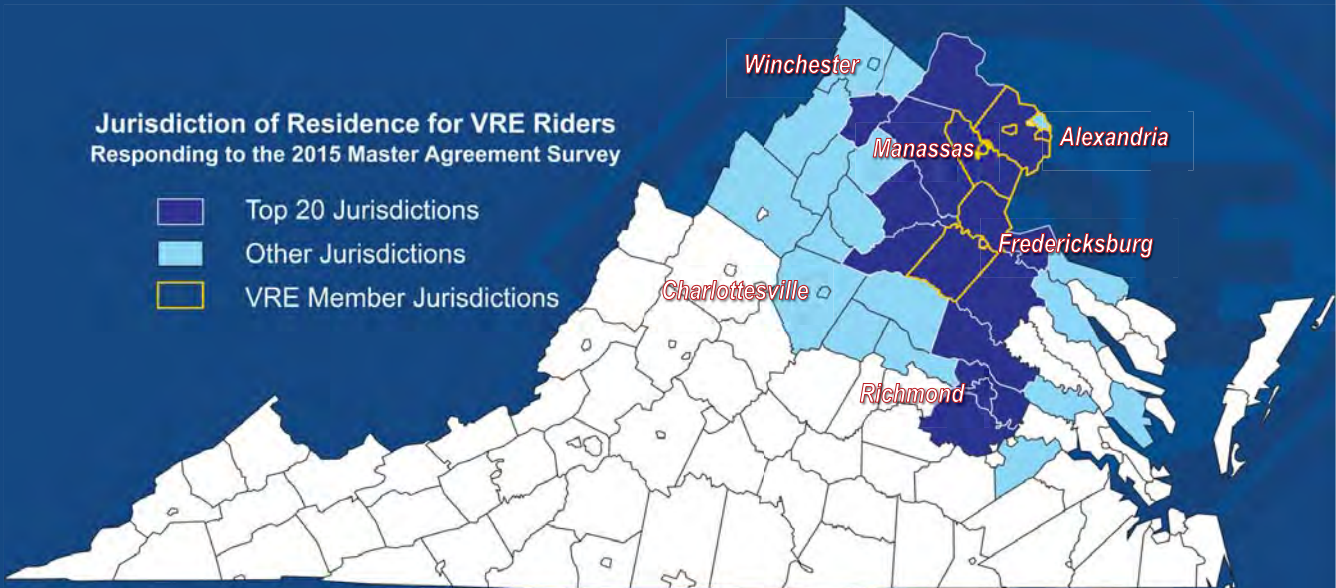
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On a typical weekday VRE draws ridership from 39 Virginia Jurisdictions

Jurisdiction of Residence for VRE Riders
Responding to the 2015 Master Agreement Survey

- Top 20 Jurisdictions
- Other Jurisdictions
- VRE Member Jurisdictions



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Source: 2015 Virginia Railway Express Master Agreement Survey



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WHAT WE DO

We add peak capacity...
Currently 5,400 peak seats/hour

...in corridors of
statewide significance...

I-66, I-95 & I-395

...for longer-distance
commuters...

*Travelers that would otherwise
drive on highways**

...using non-highway
rights-of-way
CSXT, NS & Amtrak

* Source: Texas A&M Transportation Institute Congestion Relief Provided by Virginia Railway Express

VDOT EFFORTS

...I-95/395 Express Lanes...
*Opened in 2014,
 south/north extensions in 2018*

... I-66 inside beltway...
Complete in 2020

...I-66 outside the beltway...
*Two Express lanes/direction
 open in 2020*

... total value...
\$2.5B



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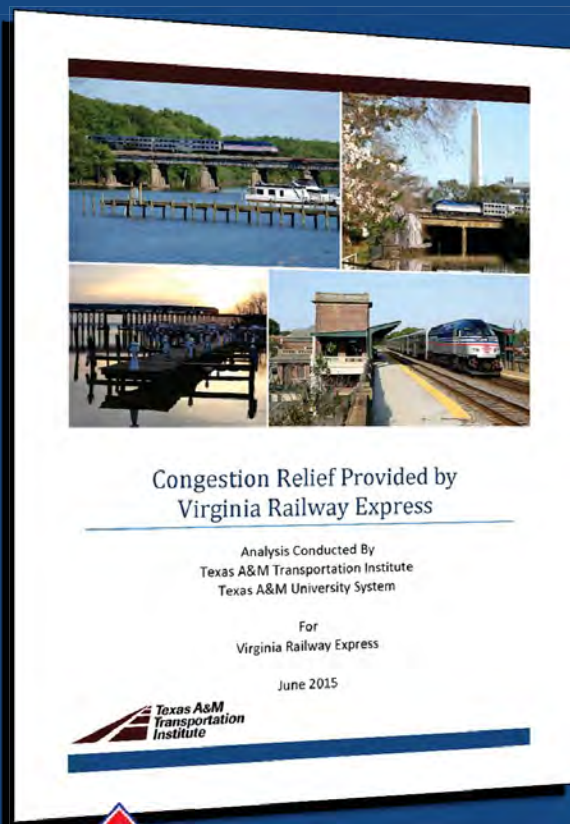
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VRE BENEFITS TO CoSS

“...contribution to congestion relief is significant...”

“...much greater congestion benefit in the evening peak period...”

“...contributes to a delay reduction of between 8 and 18%...”



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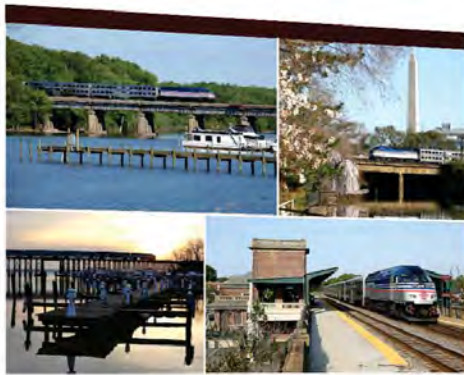
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VRE BENEFITS TO CoSS

“...[VRE] provides capacity for about 5,000 persons per hour...”

“...would require adding at least one freeway lane in each direction in both VRE corridors...”

“...total estimated construction cost required to provide [freeway] capacity to carry VRE passengers is **over \$1 billion.**”



Congestion Relief Provided by Virginia Railway Express

Analysis Conducted By
Texas A&M Transportation Institute
Texas A&M University System

For
Virginia Railway Express

June 2015



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Full TTI report available at <http://www.vre.org/about/studies-and-reports/>

7



VRE SYSTEM PLAN 2040

- Longer trains
- Longer platforms
- More station parking
- Second platforms
- More trains
- Third track on CSX
- Storage yard expansion
- Gainesville-Haymarket Extension
- Long Bridge



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VRE FINANCIAL PLAN

Complement to System Plan 2040

- Scenarios
 - Focus on Steady State, Natural Growth, System Plan 2040
- Refined cost estimates
- Detailed cost modeling
- Forecast future operating and capital needs
- Forecast revenues by source
- Identified revenue needs
- Key findings to inform decisions, next steps



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VRE FINANCIAL PLAN KEY FINDINGS

- Operating expenses escalate faster than revenues

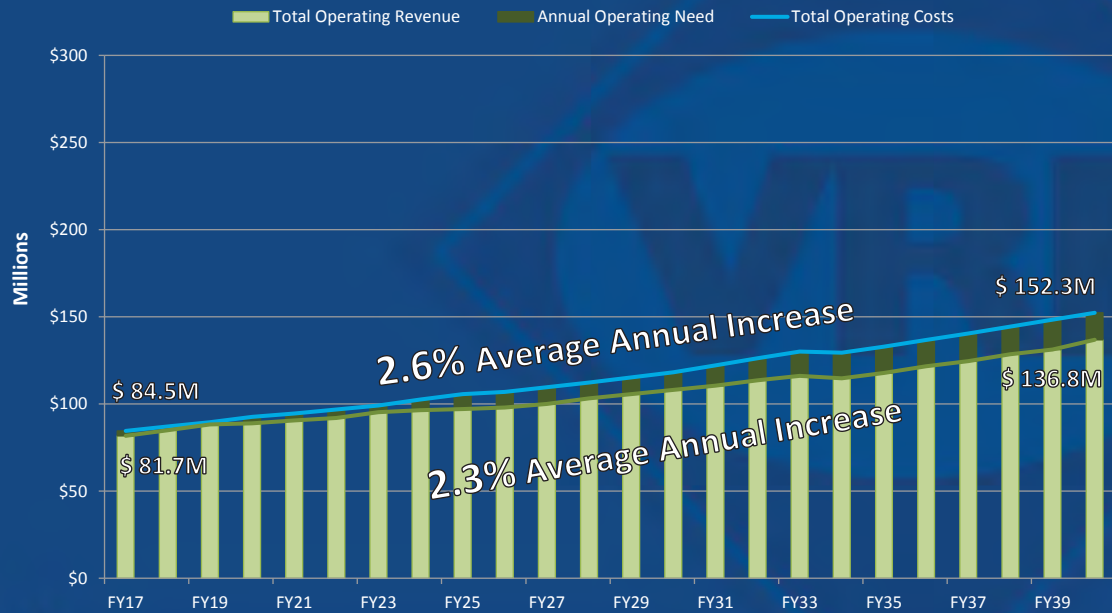


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OPERATING COST VS. REVENUE

NATURAL GROWTH

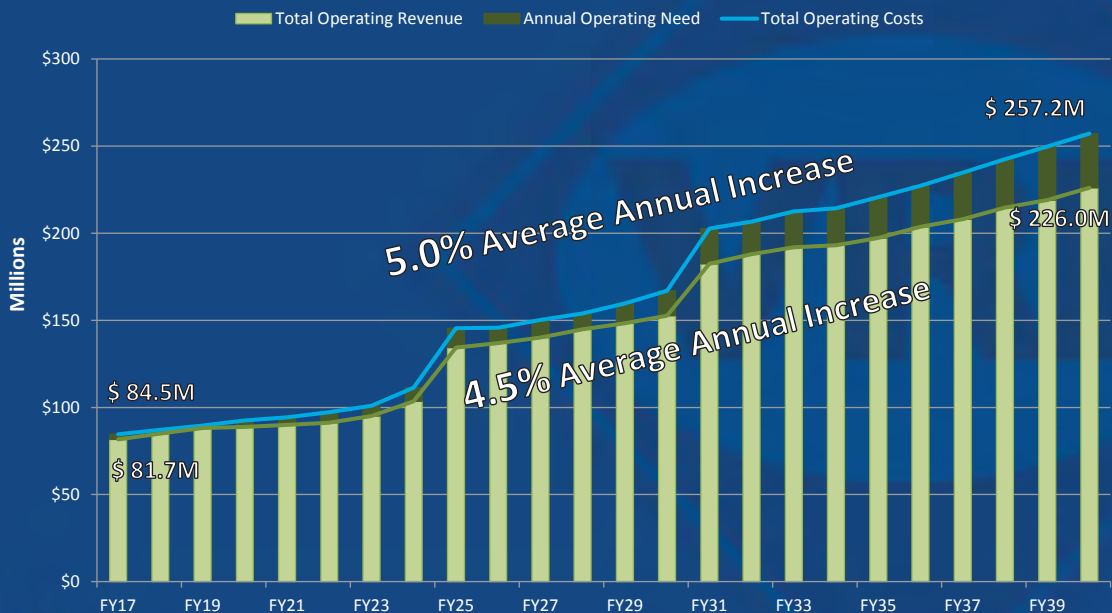


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OPERATING COST VS. REVENUE

SYSTEM PLAN



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VRE FINANCIAL PLAN KEY FINDINGS

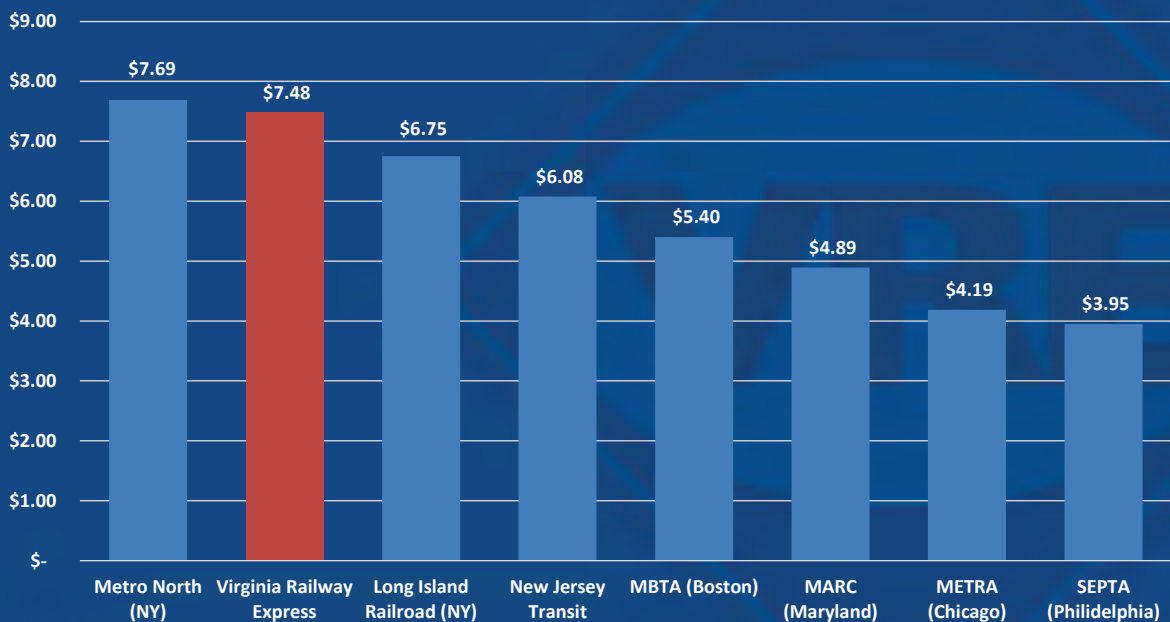
- Operating expenses escalate faster than revenues
- Raising fares alone is not a viable solution



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VRE FINANCIAL PLAN AVERAGE FARE



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VRE FINANCIAL PLAN

OPERATING SOURCES

Funding from Jurisdictions is Limited

- Arlington, Alexandria — flat fee of approximately \$150k
- Fairfax Co. — VRE funded **thru general fund** (gas tax to WMATA)
- Prince Wm Co. — PRTC bus service and VRE **exceeds gas tax; NVRTA**
- M,MP,F — **limited gas tax base**
- Stafford Co. — **gas tax only on VRE**, stopped road projects
- Spotsylvania Co. — **gas tax**, new station opened in 2015



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VRE FINANCIAL PLAN

KEY FINDINGS

- Operating expenses escalate faster than revenues
- Raising fares alone is not a viable solution
- **Capital costs exceed expected sources, particularly in non-NVRTA jurisdictions**



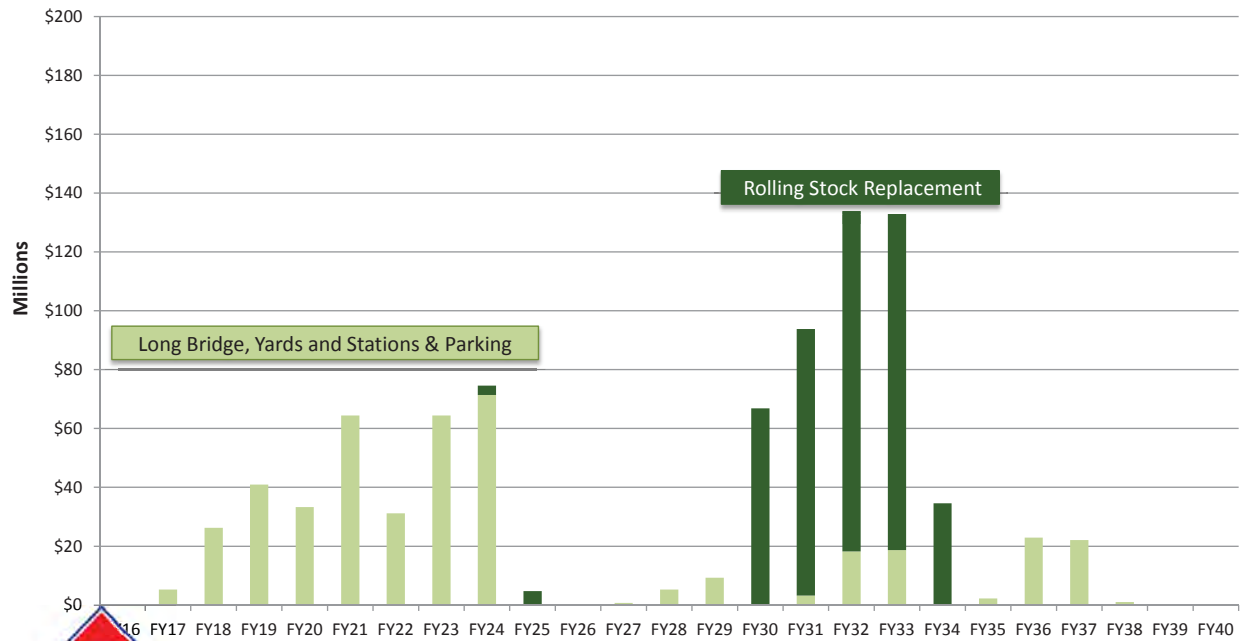
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VRE FINANCIAL PLAN

NATURAL GROWTH SCENARIO

Unfunded Capital Requirements by Fiscal Year



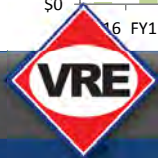
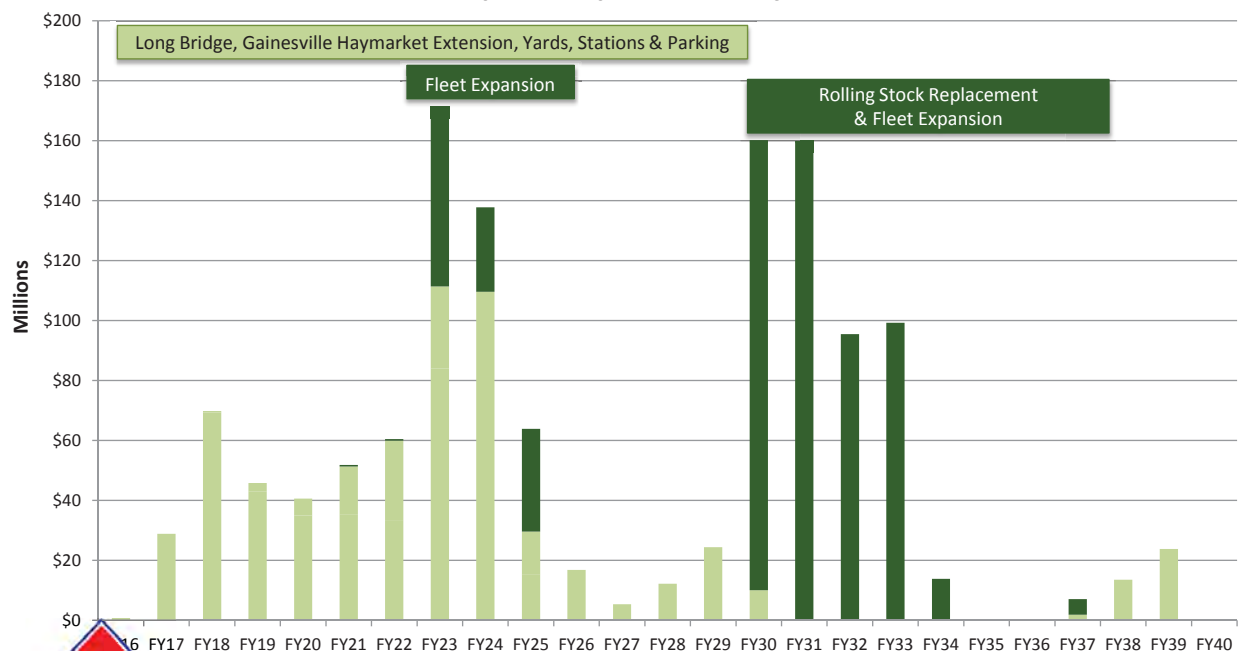
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VRE FINANCIAL PLAN

SYSTEM PLAN SCENARIO

Unfunded Capital Requirements by Fiscal Year



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VRE FINANCIAL PLAN KEY FINDINGS

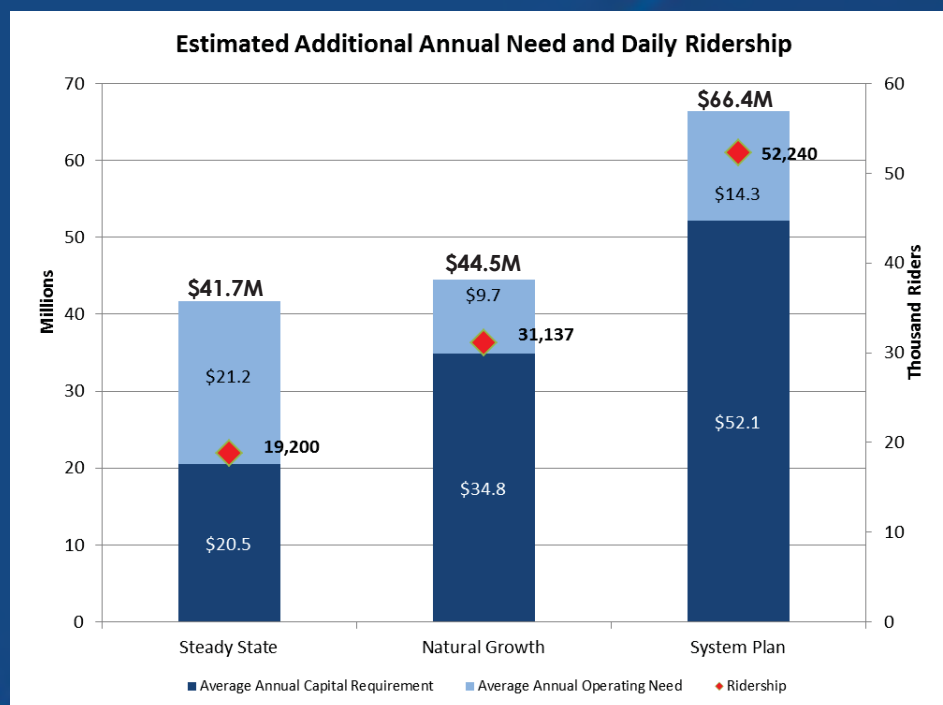
- Operating expenses escalate faster than revenues
- Raising fares alone is not a viable solution
- Capital costs exceed expected sources, particularly in non-NVTA jurisdictions
- **Today's service is not sustainable over time**
- **Additional funding results in more riders**



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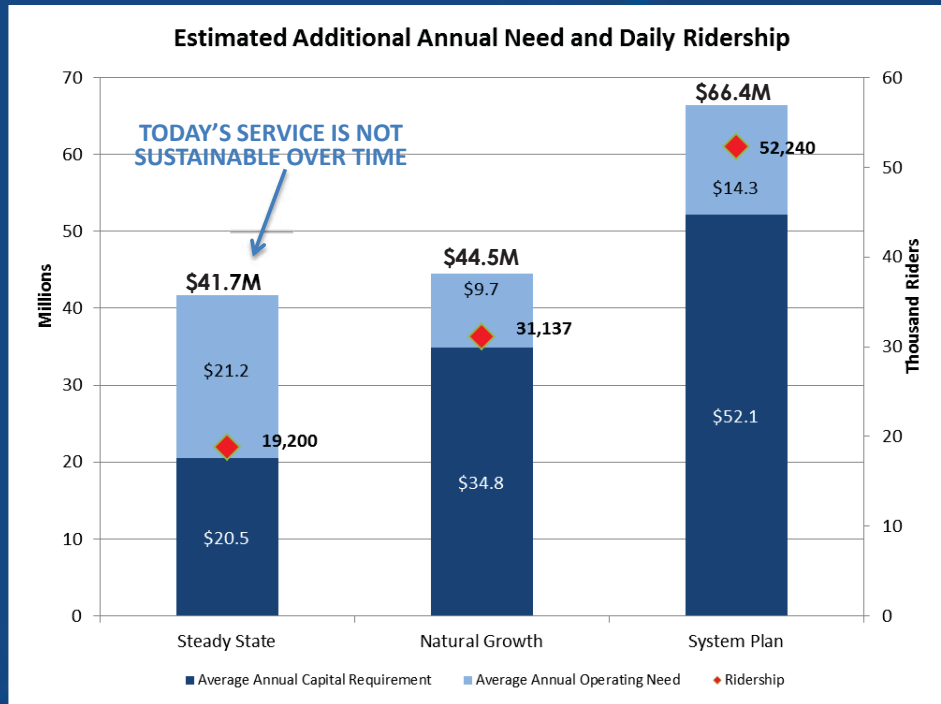
VRE FINANCIAL PLAN SUMMARY OF FINDINGS



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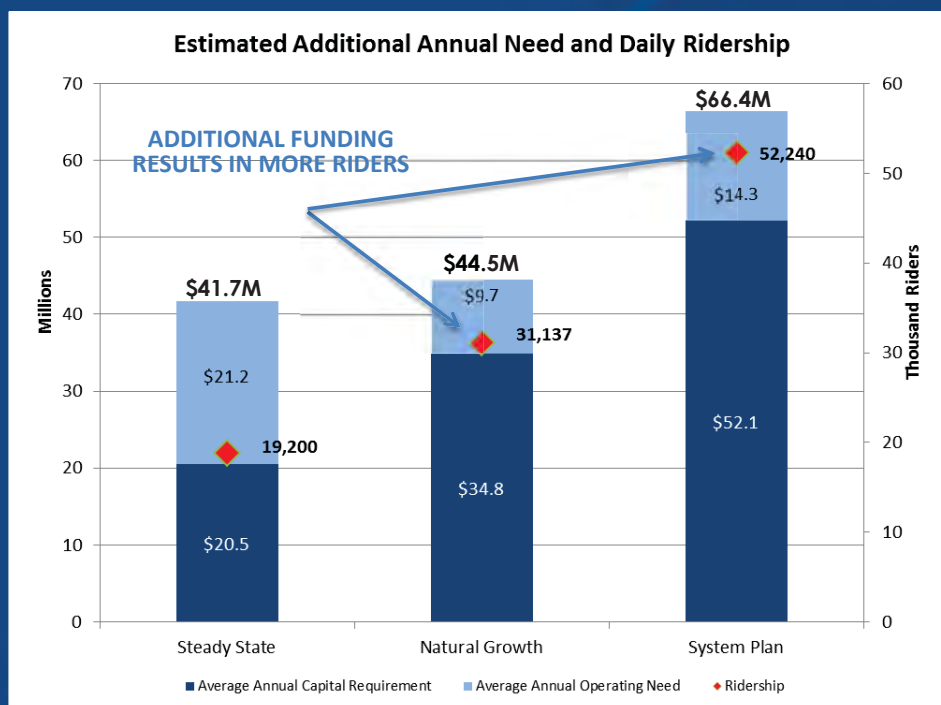
VRE FINANCIAL PLAN SUMMARY OF FINDINGS



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VRE FINANCIAL PLAN SUMMARY OF FINDINGS



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CONCLUSIONS

1. VRE is a **vital component** of the Commonwealth's transportation system.
2. VRE **provides significant capacity** during the rush hours in the I-66, I-95 and I-395 corridors.
3. The **cost to replace VRE capacity** in these CoSS would be **substantial**.
4. The **most cost effective way to increase capacity** in these CoSS is to expand VRE.
5. VRE needs **additional investment from the Commonwealth to continue and expand capacity** in the I-66, I-95 and I-395 CoSS.

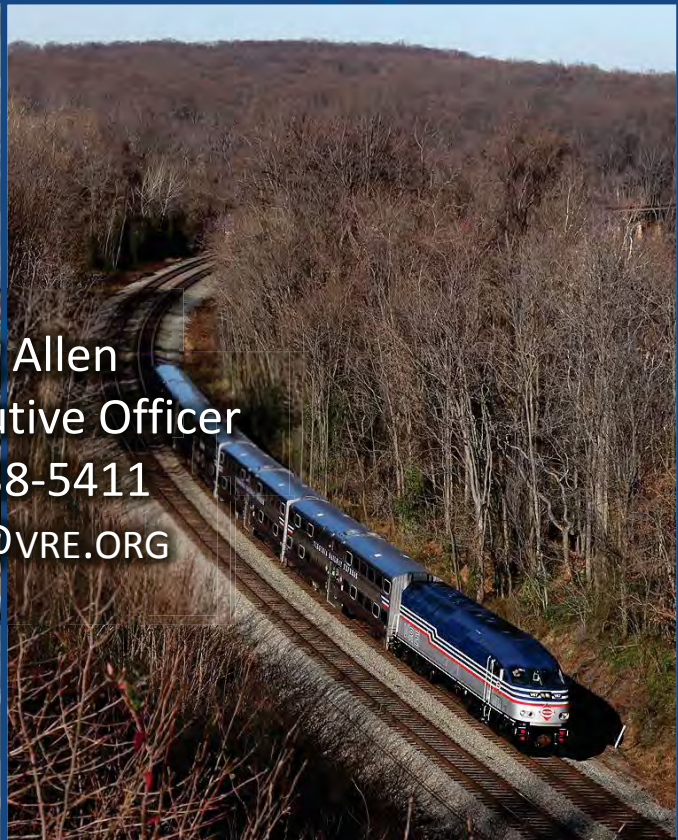


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Doug Allen
Chief Executive Officer
703-838-5411
DALLEN@VRE.ORG



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SUMMARY OF KEY POINTS

- The I-66, I-95 and I-395 CoSS are some of the most congested in Virginia.
- VDOT has/will max out capacity in these corridors.
- VRE is the only viable option for significant additional capacity in these corridors.
- VRE is limited by existing sources of funding.
- VRE needs dedicated funding to continue and to provide significantly more capacity in these CoSS.



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**Virginia Railway
Express**

Gary Skinner
Chairman

Paul Smedberg
Vice-Chairman

Maureen Caddigan
Secretary

Sharon Bulova
Treasurer

John C. Cook
Katie Cristol
John Jenkins
Matt Kelly
Paul Milde
Jennifer Mitchell
Suhas Naddoni
Martin Nohe
Bob Thomas
Jonathan Way

Alternates

Marc Aveni
Pete Burrus
Jay Fisette
Todd Horsley
Frank Jones
Jeanine Lawson
Jeff McKay
Wendy Maurer
Paul Trampe
Billy Withers

Doug Allen
Chief Executive Officer

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

M I N U T E S

**VRE Operations Board Meeting
PRTC Headquarters - Prince William County, Virginia
July 15, 2016**

Members Present	Jurisdiction
Sharon Bulova (NVTC)	Fairfax County
Maureen Caddigan (PRTC)	Prince William County
John C. Cook (NVTC)	Fairfax County
Katie Cristol (NVTC)	Arlington County
Matt Kelly (PRTC)	City of Fredericksburg
Paul Milde (PRTC)	Stafford County
Martin Nohe (PRTC)	Prince William County
Gary Skinner (PRTC)	Spotsylvania County
Paul Smedberg (NVTC)	City of Alexandria
Bob Thomas (PRTC)	Stafford County
Jonathan Way (PRTC)	City of Manassas

Members Absent	Jurisdiction
John D. Jenkins (PRTC)	Prince William County
Jennifer Mitchell	DRPT
Suhas Naddoni (PRTC)	City of Manassas Park

Alternates Present	Jurisdiction
Pete Burrus	DRPT
Jeanine Lawson (PRTC)	Prince William County
Billy Withers (PRTC)	City of Fredericksburg

Alternates Absent	Jurisdiction
Marc Aveni (PRTC)	City of Manassas
Jay Fisette (NVTC)	Arlington County
Frank C. Jones (PRTC)	City of Manassas Park
Jeff McKay (NVTC)	Fairfax County
Wendy Maurer (PRTC)	Stafford County
Paul Trampe (PRTC)	Spotsylvania County

Staff and General Public	
Doug Allen - VRE	Mike Lake - Fairfax County
Donna Boxer - VRE	Lezlie Lamb - VRE
Alex Buchanan - VRE	Bob Leibbrandt - Prince William County
Rich Dalton - VRE	Steve MacIsaac - VRE legal counsel
James Davenport - Prince William County	Eric Marx - PRTC staff
Patrick Durany - Prince William County	Matthew McDermott - Amec Foster Wheeler
Oscar Gonzalez - VRE	Kristen Nutter - VRE
Patricia Happ - NVTC Staff	Lynn Rivers - Arlington County
Chris Henry - VRE	Sonali Soneji - VRE
Christine Hoeffner - VRE	Alex Sugatan - VRE
Scott Kalkwarf - NVTC Staff	Joe Swartz - VRE
Maggie Kasperski - VRE	

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

Chairman Skinner called the meeting to order at 9:02 A.M. Following the Pledge of Allegiance, Roll Call was taken.

Approval of the Agenda – 3

Mr. Kelly moved, with a second by Ms. Bulova, to approve the Agenda. The vote in favor was cast by Board Members Bulova, Burrus, Caddigan, Cook, Cristol, Kelly, Milde, Nohe, Skinner, Smedberg, Thomas and Way.

Approval of the Minutes of the June 17, 2016 Operations Board Meeting – 4

Ms. Caddigan moved, with a second by Mr. Kelly, to approve the Minutes. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Cristol, Kelly, Milde, Nohe, Skinner, Thomas and Way. Mr. Burrus and Mr. Smedberg abstained.

Chairman's Comments – 5

Chairman Skinner announced the memorial service for Dick Peacock will be held on July 30th at 2:00 P.M. at the Fairfax Station Railroad Museum. He also reminded Board Members there is no Operations Board meeting in August.

Chairman Skinner led the Board in a moment of silence for the police officers who recently lost their lives in the line of duty in Dallas, Texas.

[Ms. Lawson arrived at 9:08 A.M.]

Chief Executive Officer's Report –6

Mr. Allen reported on safety and security activities for the month of June, including:

- Various training events with fire and rescue responders from the District of Columbia, Prince William County, Spotsylvania County and the City of Fredericksburg.
- Training hosted by CSXT on safe operations in work zones.
- Safety blitzes to educate the public regarding rail crossings.

Mr. Allen reported overall on-time performance (OTP) for the month of June was 86 percent and Average Daily Ridership was just under 19,000. Mr. Allen stated he will be giving a presentation at the July 28th Commonwealth Transportation Board (CTB) meeting on VRE's financial and strategic plans. DRPT has hired a contractor to review VRE's plans and report back to the CTB in September.

Mr. Allen gave an update on VRE's activities in response to WMATA's SafeTrack work which began on June 4th. VRE saw a significant increase in ridership when Surge #3 closed segments of the Blue and Yellow Lines. On Tuesday, July 12th, VRE saw record breaking ridership of 23,319. VRE also has had a significant increase in its Mobile App downloads. VRE also expects the surge scheduled for the end of August to impact VRE ridership.

Mr. Smedberg asked about the impact of the WMATA shutdowns and if VRE has received any feedback regarding if new riders' commuting patterns will change permanently after riding VRE. Mr. Henry stated based on rider's comments, VRE does expect to see ridership growth. New riders do seem pleased with VRE's service, especially the clean trains and bathroom facilities. Mr. Allen stated one of the challenges VRE is facing is capacity.

Mr. Allen reported Governor McAuliffe held a press event at the King Street station on July 8th to announce Virginia was awarded \$165 million in a federal FASTLANE grant for the Atlantic Gateway program, which brings together a grand total of \$1.4 billion in road and rail projects. Mr. Allen explained VRE will benefit from this project, including construction of about six miles of a fourth main-line track from the south side of the Potomac River, by the Long Bridge, to Alexandria, and the construction of a third track along about eight miles of the main line between the Franconia-Springfield VRE station and the Occoquan River.

In response to a question from Ms. Cristol, Mr. Allen explained the Long Bridge project is the key to unlocking the rail corridor between the north and the south. The Atlantic Gateway program, in addition to adding a fourth track on the south side of the bridge, finances engineering work that will eventually lead to added capacity on the bridge and uncorking the bottleneck for freight, commuter and long-distance passenger rail service south of the District. In response to a question from Chairman Skinner, Mr. Allen stated this project will also restore the allotted trains slots "loaned" from the Commonwealth back to VRE. This will allow VRE to add two more round-trip trains to its service. VRE is working with VDOT, DDOT, CSXT, and DRPT to coordinate this project Mr. Burrus stated the entire eight-mile stretch from Long Bridge helps create a footprint for the long-term viability of this crucial project which will connect the north to the south.

Mr. Smedberg asked how far the fourth track project will extend and he expressed concerns about constrained areas around Alexandria. He asked if coordination is occurring with Arlington County and the City of Alexandria. Mr. Burrus replied DRPT had an initial meeting with Arlington and Alexandria on July 25th to begin discussions about coordination.

In response to a question from Ms. Caddigan, Mr. Allen stated VRE is coordinating with the Potomac Shores developer on the third track work. Ms. Caddigan asked if the completion date is still expected for 2017. Mr. Allen replied VRE and the developer are working on the timetable for the Potomac Shores station.

VRE Riders' and Public Comment – 7

There were no comments.

Consent Agenda – 8

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

- Resolution #8A-07-2016: Authorization to Issue a Request for Proposals for Hosted Back Office Services for Positive Train Control

- Resolution #8B-07-2016: Authorization to Issue an Invitation for Bids for the Purchase of Replacement Railcar Batteries

The vote in favor was cast by Board Members Bulova, Burrus, Caddigan, Cook, Cristol, Kelly, Lawson, Milde, Nohe, Skinner, Smedberg, Thomas and Way.

FY 2018 Key Budget Issues – 9A

Mr. Allen asked the Operations Board to direct staff to develop the FY 2018 Budget and CIP in accordance with the Board's direction. Resolution #9A-07-2016 would accomplish this.

Ms. Boxer reviewed the key budget assumptions for the FY 2018 budget. Staff will return with a draft budget in September. Mr. Kelly stated it is important to know how many new slots VRE will receive through the negotiations of the CSXT Operating Access Agreement following all the improvements in the rail corridor. VRE needs this information as it plans for service enhancements and future expansion. Mr. Allen stated these issues are being discussed. The Long Bridge is the key to creating capacity. Without the Long Bridge improvements, the other improvements are not creating the needed capacity. VRE is working with consultants on capacity modeling.

Mr. Smedberg also noted there could be significant decreases in state funding during key years for VRE expansion and he asked about what VRE modeling has been done. Ms. Boxer stated VRE had conversations with DRPT about state funding assumptions. VRE should estimate no net increase over time as funding will balance out over the long term. On the federal level, VRE's financial consultant PFM has reached out to other rail systems to see how they model federal dollars. She stated without a dedicated funding source, there are many factors that affect funding.

The Board discussed fare and subsidy increases. Mr. Cook noted a three percent fare and subsidy increases alternating every other year will not meet VRE's needs to sustain current operations much less support growth and expansion. Board Members discussed the merits of percentage amounts and frequency of the increases, as well as the elasticity of those increases. Mr. Kelly reminded the Board whatever decisions are made about fares and subsidies, it will not fill the gap in what VRE needs for operations and expansion.

Mr. Kelly moved, with a second by Mr. Smedberg, to approve Resolution #9A-07-2016. The vote in favor was cast by Board Members Bulova, Burrus, Caddigan, Cook, Cristol, Kelly, Lawson, Milde, Nohe, Skinner, Smedberg, Thomas and Way.

Authorization to Execute a Contract for Federal Relations Services – 9B

Mr. Allen asked the Operations Board to authorize him to execute a contract with Ann Warner, LLC of Alexandria, Virginia for Federal Relations Services in the amount of \$564,000, plus a 10 percent contingency of \$56,400, for a total amount not to exceed \$620,400, for a three-year base period and two option years, with the CEO exercising the option years at his discretion. This contract is for a monthly retainer of \$9,000 per month for the three-year base period and \$10,000 per month for the two option years. Resolution #9B-07-2016 would accomplish this.

Mr. Kelly moved, with a second by Mr. Smedberg, to approve Resolution #9B-07-2016.

Mr. Smedberg asked how VRE plans to make annual assessments of the services provided and the value added to VRE. Mr. Allen stated VRE's Legislative Agenda can be used as part of the evaluation to make sure legislative initiatives are advancing. Ms. Nutter explained the contract includes options allowing VRE to discontinue the contract if it is not satisfied with the firm's performance.

Several Board Members had questions about the amount of the contract, if the firm has the breadth of personnel to cover VRE's needs, and how this contract compares to VRE's previous legislative contracts. Mr. Swartz provided more information. Mr. Way noted the service is needed because VRE has significant state and federal legislative issues and the price is reasonable. He noted the written report provides detailed information on how the firm was selected through a competitive procurement process. Ms. Caddigan noted VRE has options to get out of the contract if it is not satisfied. Mr. Smedberg also affirmed this service has value.

The Board then voted on the motion and it passed. The vote in favor was cast by Board Members Bulova, Burrus, Caddigan, Cook, Cristol, Kelly, Lawson, Milde, Nohe, Skinner, Smedberg, Thomas and Way.

Authorization to Execute a Contract for Environmental and Design Services for a Midday Train Storage Facility – 9C

Mr. Allen asked the Operations Board to authorize him to execute a contract with Vanasse Hangen Brustlin, Inc. (VHB) of Vienna, Virginia, to provide environmental and design services for midday storage facility in the amount of \$2,883,272, plus a 10 percent contingency of \$288,372, for a total amount not to exceed \$3,171,599. Resolution #9C-07-2016 would accomplish this.

Ms. Cristol moved, with a second by Ms. Bulova, to approve Resolution #9C-07-2016.

Ms. Cristol asked about the District of Columbia's plans for a potential deck over the rail yard for pedestrian access. Mr. Allen stated VHB would include options in the design that would not preclude future decking. With real estate at a premium in the District of Columbia, having an option to utilize space over the midday storage area may make economic sense for the future.

The Board then voted unanimously to approve Resolution #9C-07-2016. The vote in favor was cast by Board Members Bulova, Burrus, Caddigan, Cook, Cristol, Kelly, Lawson, Milde, Nohe, Skinner, Smedberg, Thomas and Way.

Authorization to Execute a Contract for Engineering and Environmental Services for the VRE Penta-Platform Corridor Improvement Project – 9D

Mr. Allen asked the Operations Board to authorize him to execute a contract with STV Incorporated dba STV Group Incorporated (STV), of Fairfax, Virginia to provide engineering and environmental services for the VRE Penta-Platform Corridor Improvement Project in the amount of \$1,983,300, plus a 10 percent contingency of \$198,330, for a total amount not to exceed \$2,181,630. Resolution #9D-07-2016 would accomplish this.

Mr. Allen stated the platform improvements are for five Fredericksburg Line stations (Franconia-Springfield, Lorton, Rippon, Brooke and Leeland Road) in order to improve safety, provide flexibility for railroad operations, and accommodate ridership growth and longer trains proposed in the System Plan 2040. The second platforms at Lorton, Rippon, Brooke and Leeland Road are specified as improvements needed as a prerequisite for adding the new Potomac Shores Station in the MOU with CSXT, DPRT and VRE.

Ms. Bulova moved, with a second by Ms. Caddigan, to approve Resolution #9D-07-2016.

Mr. Way observed all these improvements are on the Fredericksburg Line and asked if there are comparable improvements to the Manassas Line. Mr. Allen replied there is work being done on the Manassas Line as well, including a similar project for the Rolling Road Station. Mr. Burrus asked VRE to be in close coordination with DRPT on the Arkendale/Powell's Creek Third Track project and the Atlantic Gateway project.

The Board then voted on the motion and it passed. The vote in favor was cast by Board Members Bulova, Burrus, Caddigan, Cook, Cristol, Kelly, Lawson, Milde, Nohe, Skinner, Smedberg, Thomas and Way.

Recommend Authorization to Submit VRE Projects to the Commonwealth Transportation Board for Evaluation under Smart Scale – 9E

Mr. Allen asked the Operations Board to recommend the Commissions authorize him to submit, on behalf of the Commissions, the Gainesville-Haymarket Extension (GHX) Project and the Fredericksburg Line Capacity Expansion Project to the CTB for evaluation under the Smart Scale (formerly known as HB2) scoring process and funding considerations in the FY 2022-23 Program, make any necessary corrections to project amounts or descriptions in the applications and execute all project funding agreements that may result from consideration of the projects. Resolution #9E-07-2016 would accomplish this.

Mr. Kelly moved, with a second by Ms. Caddigan, to approve Resolution #9E-07-2016.

Mr. Way noted GHX is one of several projects VRE might want to submit for federal funding. There are also the Ivy City storage and the Long Bridge projects. He asked if this action would preempt some of these other projects seeking funding. Mr. Allen replied it would not preempt other projects. As opportunities present themselves, VRE wants to take

advantage to progress different projects. VRE is also contemplating seeking federal New Starts funding for the GHX project, as well as NVTa funding. In response to a question from Ms. Lawson, Mr. Allen stated all three GHX station areas are being submitted for consideration.

Mr. Kelly stated as chair of FAMPO, he thanked the VRE Operations Board for considering projects for the southern end of the system. They also met with DRPT on SmartScale issues. He stated it is important to look at VRE in its totality and to not look at it jurisdictionally since improvements need to be made throughout the entire system.

The Board then voted on the motion and it passed. The vote in favor was cast by Board Members Bulova, Burrus, Caddigan, Cook, Cristol, Kelly, Lawson, Milde, Nohe, Skinner, Smedberg, Thomas and Way.

Spending Authority Report – 10A

Mr. Allen reported on the following expenditures described in the written report, including a Supplemental Task Order to NV Enterprises for \$50,000 for general on-call task services, a Task Order to STV Inc., for \$84,077 to support work on a parking count solution; and a Task Order to STV Inc. for \$53,870 to prepare a technical specification to contract PTC Back Office Services.

Draft 2016-2017 Legislative Agenda – 10B

Mr. Allen stated the Legislative Agenda has been prepared for Board comment. The Operations Board will be asked to take action in September recommending a Legislative Agenda to the Commissions.

Mr. Way stated Issue #1 “Protective Floor for the Regional 2.1 Percent Motor Fuels Tax” should express the severity of the situation. He suggested adding “...tax generates far less revenue than expected due to the drop in fuel prices and an existential threat to PRTC and serious operational constraints for VRE.” There were no objections to adding this language.

Gainesville-Haymarket Extension Study Work Session – 10C

Christine Hoeffner introduced Ken Sislak from AECOM. Ms. Hoeffner stated VRE is in the early stages of the study, gathering information and data to help the decision making process move forward. The timeline includes selecting an alternative by summer 2017. Mr. Sislak reviewed the major milestones on the study timeline.

In response to a question from Ms. Cristol about dedicated funding for operations, Mr. Allen stated getting funding for the extension is key. VRE’s Financial Plan shows the need for a dedicated funding source. Mr. Cook stated VRE will need \$40 million annually to just stay in business and \$60 million a year to be able to expand the System Plan, which would include the GHX extension.

Mr. Nohe asked about the analysis of ridership and how it relates to the number of riders versus number of new riders. Mr. Sislak explained part of this process is to make sure the GHX Extension makes sense from an economic point of view. In response to a question

from Mr. Marx, Mr. Sislak explained the process of estimating ridership and costs will continue through the process until final engineering is completed and VRE goes to FTA for a full funding grant agreement.

Mr. Cook reminded the Board VRE cannot do the projects without state funding for operations. The drop dead date is April 2018 because if the General Assembly doesn't approve operating funds, VRE cannot go to the federal government for funding. VRE has two General Assembly Sessions to get legislation passed for dedicated state operating assistance.

Ms. Cristol suggested adding language to VRE's Legislative Agenda. Mr. Cook replied it is in there but not explicit. Mr. Allen stated staff can expand the language and bring it back in September.

Closed Session – 10

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

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A (1) of the Code of Virginia), the VRE Operations Board authorizes a Closed Session for the purpose of discussing a personnel matter.

The vote in favor was cast by Board Members Bulova, Burrus, Caddigan, Cook, Cristol, Kelly, Lawson, Milde, Nohe, Skinner, Smedberg, Thomas and Way.

The Board entered into Closed Session at 11:01 A.M. and returned to Open Session at 12:07 P.M.

Mr. Smedberg moved, with a second by Ms. Caddigan, the following certification:

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

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

The vote in favor was cast by Board Members Bulova, Burrus, Caddigan, Cook, Cristol, Kelly, Lawson, Milde, Nohe, Skinner, Smedberg, Thomas and Way.

Mr. Smedberg moved, with a second by Ms. Caddigan, to recommend the Commissions amend the VRE Chief Executive Officer's contract based on the recommendation discussed in Closed Session.

The Board then voted on the motion and it passed. The vote in favor was cast by Board Members Bulova, Burrus, Caddigan, Cook, Cristol, Lawson, Milde, Nohe, Skinner, Smedberg and Way. Mr. Kelly and Mr. Thomas voted in opposition.

Operations Board Members Time – 11

There were no comments.

Adjournment

Without objection, Chairman Skinner adjourned the meeting at 12:08 P.M.

Approved this 16th day of September 2016.

Gary F. Skinner
Chairman

Maureen Caddigan
Secretary

CERTIFICATION

This certification hereby acknowledges that the minutes for the July 15, 2016 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



Rhonda Gilchrest

**Virginia Railway Express
Operations Board**

**Resolution
8A-07-2016**

**Authorization to Issue a Request for Proposals for
Hosted Back Office Services for Positive Train Control**

WHEREAS, VRE is mandated by the Rail Safety Improvement Act of 2008 and through subsequent revisions to the Act to install and certify a Positive Train Control system by December 31, 2018; and,

WHEREAS, the back office system is part of the Positive Train Control system and provides for crew initialization, train consist information, reporting of positive train stop brake applications, software and security key updates and provides an interface to the nationwide PTC MPLS network; and,

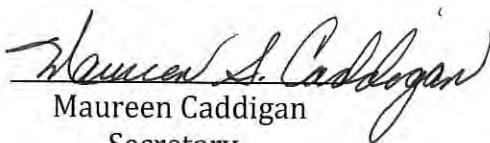
WHEREAS, a hosted back office service is deemed cost effective compared to the enormous undertaking of developing and maintaining an in-house, stand-alone system for VRE only; and,

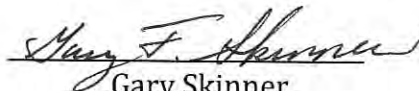
WHEREAS, the subsequent award of a contracted service to provide VRE with a hosted back office service will ensure VRE is in compliance with the requirements in the Rail Safety Improvement Act of 2008;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby acknowledge the determination made by the VRE Contract Administrator in accordance with the VRE Public Procurement Policies and Procedures that competitive bidding is not practicable, nor fiscally advantageous to VRE, and that competitive negotiation is the appropriate method to procure these services; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue a Request for Proposals for Hosted Back Office Services for Positive Train Control for a base period of two years with three, one-year options to be exercised at the discretion of the Chief Executive Officer.

Approved this 15th day of July 2016


Maureen Caddigan
Secretary


Gary Skinner
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
8B-07-2016**

**Authorization to Issue an Invitation for Bids for the
Purchase of Replacement Railcar Batteries**

WHEREAS, passenger railcars are equipped with low-voltage, nickel-cadmium batteries to provide DC power to various onboard components; and,

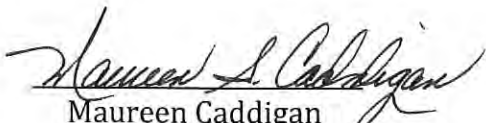
WHEREAS, the batteries onboard 21 cab control and 50 trailer cars are nearing the end of their useful life; and,

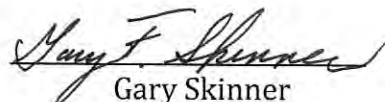
WHEREAS, the award of a Contract to purchase and replace batteries in FY 2017 aligns with the lifecycle maintenance plan established for passenger railcars; and,

WHEREAS, once the batteries are received by the Contractor, the mechanical contractor will replace the batteries on the passenger railcars;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue an Invitation for Bids for the purchase of 21 cab control and 50 trailer car replacement batteries.

Approved this 15th day of July 2016


Maureen Caddigan
Secretary


Gary Skinner
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
9A-07-2016**

FY 2018 Key Budget Issues

WHEREAS, financial planning for the Virginia Railway Express is based on a set of budget issues and assumptions discussed by the VRE Operations Board prior to the development of the annual operating and capital budget; and,

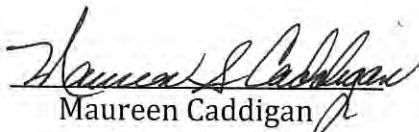
WHEREAS, the VRE Operations Board has directed that the development of each annual budget involve consultation and cooperation with the Chief Administrative Officers (CAO) Budget Taskforce established by VRE's participating and contributing jurisdictions; and,

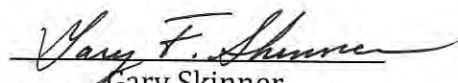
WHEREAS, budget issues and assumptions for the development of the FY 2018 operating and capital budget were reviewed by the CAO Budget Taskforce prior to their presentation to the Operations Board; and,

WHEREAS, the Key Issues related to the CIP were reviewed by the Capital Committee prior to their presentation to the Operations Board;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board directs VRE staff to develop the FY 2018 Budget and CIP in accordance with the Board's direction.

Approved this 15th day of July 2016


Maureen Caddigan
Secretary


Gary Skinner
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
9B-07-2016**

Authorization to Execute a Contract for Federal Relations Services

WHEREAS, VRE has been interacting with Congress, the Federal Railroad and Transit Administrations, and other federal entities (e.g. the Surface Transportation Board) on issues including Positive Train Control, the definition of the Northeast Corridor, Commuter Benefits, the reauthorization of the FAST Act Transportation bill, and Commuter Rail Liability, which directly impact VRE; and,

WHEREAS, VRE anticipates seeking endorsement and/or financial support from Congress and the Federal Railroad and Transit Administrations for major capital projects; and,

WHEREAS, VRE must remain vigilant regarding possible legislative and regulatory changes that could impact the operation of the service; and,

WHEREAS, VRE needs a thorough understanding of the federal environment and continued advocacy with federal stakeholders to continue our success; and,

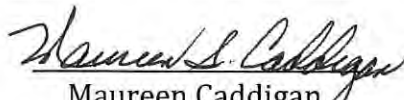
WHEREAS, staff was augmented through a short-term contract by a contractor that specialized in federal relations services and now believes on-going services are warranted; and,

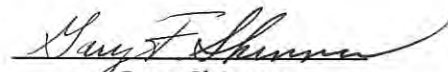
WHEREAS, the Operations Board's approval of this procurement does not represent its independent assessment of the candidate's responses to the solicitation or of each step in the procurement process followed by staff; rather, the Operations Board's action is premised upon its conclusion, after review of the information before it, that the process used by the staff was in accordance with law and that the staff recommendation appears to be reasonable;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive to execute a contract with Ann Warner, LLC of Alexandria, VA for Federal Relations Services in the amount of **\$564,000**, plus a 10% contingency of **\$56,400**, for a total amount not to exceed **\$620,400**, for a three year base period and two option years, with the CEO exercising the option years at his discretion.

Resolution 9B-07-2016
Page 2

Approved this 15th day of July 2016


Maureen Caddigan
Secretary


Gary Skinner
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
9C-07-2016**

**Authorization to Execute a Contract for Environmental and
Design Services for a Midday Train Storage Facility**

WHEREAS, VRE requires midday storage in the District of Columbia north of Washington Union Station in order to operate passenger train service in a cost-effective manner; and,

WHEREAS, VRE and Amtrak agree that future demand for maintenance and storage space at the Ivy City Maintenance Facility that VRE presently uses will soon exceed the space currently available; and,

WHEREAS, on July 15, 2015, VRE and Amtrak entered into an *Agreement for the Continuation of Commuter Rail Passenger Service Access to Washington Union Terminal and Station and Storage of Commuter Rail Passenger Equipment*, the terms of which permit Amtrak to reduce VRE storage in Ivy City starting in July 2018; and,

WHEREAS, VRE and Amtrak have collectively identified and determined the feasibility of a suitable alternative midday storage site in the District along New York Avenue NE; and,

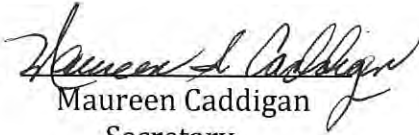
WHEREAS, VRE issued a request for proposals for Engineering and Environmental Services for engineering and environmental services for a Midday Train Storage Facility on May 12, 2016; and,

WHEREAS, the Operations Board's approval of this procurement does not represent its independent assessment of the candidate's responses to the solicitation or of each step in the procurement process followed by staff; rather, the Operations Board's action is premised upon its conclusion, after review of the information before it, that the process used by the staff was in accordance with law and that the staff recommendation appears to be reasonable;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a contract with Vanasse Hangen Brustlin, Inc. of Vienna, Virginia, to provide Environmental and Design Services for a Midday Storage Facility in the amount of \$2,883,272, plus a 10% contingency of \$288,327, for a total amount not to exceed \$3,171,599

Resolution 9C-07-2016
Page 2

Approved this 15th day of July, 2016


Maureen Caddigan
Secretary


Gary Skinner
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
9D-07-2016**

**Authorization to Execute a Contract for Engineering and Environmental
Services for the VRE Penta-Platform Corridor Improvement Project**

WHEREAS, due to current ridership demand along with future growth projections, VRE has initiated platform improvements that will include Franconia-Springfield, Lorton, Rippon, Brooke and Leeland Road stations; and,

WHEREAS, second and extended platforms will enhance safety, expedite train operations, accommodate ridership growth, and provide increased flexibility for railroad operations; and,

WHEREAS, VRE has specifically committed through the *Second Amendment to the Corridor Improvement Project Memorandum of Understanding* with CSX Transportation and the Virginia Department of Rail and Public Transportation to add second platforms at Lorton, Rippon, Brooke, and Leeland Road stations; and,

WHEREAS, this authorization and anticipated schedule will allow the design process to begin by initiating field survey and geotechnical evaluations, identification and remediation of environmental concerns, and development of design concepts, alternatives, and details; and,

WHEREAS, VRE issued a Request for Proposals for Engineering and Environmental Services for the VRE Penta-Platform Corridor Improvement May 6, 2016; and,

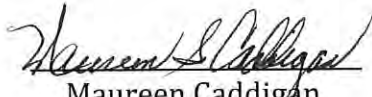
WHEREAS, the Operations Board's approval of this procurement does not represent its independent assessment of the candidate's responses to the solicitation or of each step in the procurement process followed by staff; rather, the Operations Board's action is premised upon its conclusion, after review of the information before it, that the process used by the staff was in accordance with law and that the staff recommendation appears to be reasonable;


NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a contract with STV Incorporated dba STV Group Incorporated, of Fairfax, VA, to provide Engineering and Environmental Services for the VRE Penta-Platform Corridor Improvement Project in the amount of \$1,983,300, plus a 10% contingency of \$198,330, for a total amount not to exceed \$2,181,630.

Resolution 9D-07-2016

Page 2

Approved this 15th day of July, 2016


Maureen Caddigan
Secretary


Gary Skinner
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
9E-07-2016**

**Recommend Authorization to Submit VRE Project to the Commonwealth
Transportation Board for Evaluation Under Smart Scale**

WHEREAS, VRE has identified two candidate projects for evaluation under the Smart Scale prioritization process; and,


WHEREAS, projects must go through the Smart Scale prioritization process to receive funding under the High-Priority Projects Program; and,

WHEREAS, the Commonwealth Transportation Board (CTB) will use the Smart Scale scoring along with other information to inform their funding decisions;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Chief Executive Officer to submit, on behalf of the Commissions, the Gainesville-Haymarket Extension Project and the Fredericksburg Line Capacity Expansion Project to the Commonwealth Transportation Board for evaluation under the Smart Scale scoring process and funding consideration in the FY 2022-2023 Program, make necessary corrections to project amounts or descriptions, and execute all project funding agreements that may result from consideration of the projects.

Approved this 15th day of July, 2016


Maureen Caddigan
Secretary


Gary Skinner
Chairman

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CEO REPORT

AUGUST 2016



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.



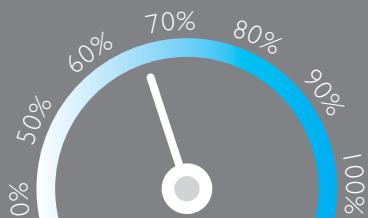
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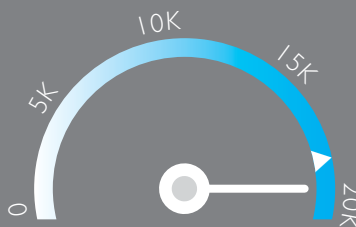
Virginia Railway Express | 1500 King Street, Suite 202 | Alexandria, VA 22314 | 703.684.1001 | www.vre.org

SUCCESS AT A GLANCE



PARKING UTILIZATION

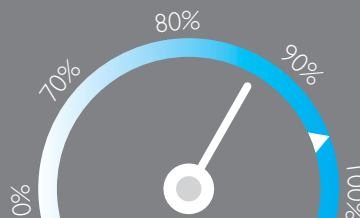
The total number of parking spaces used in the VRE system during the month, divided by the total number of parking spaces available.



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

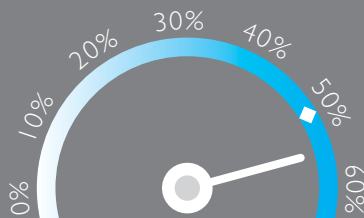
Percentage of trains that arrive at their destination within five minutes of the schedule.

▲ 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.

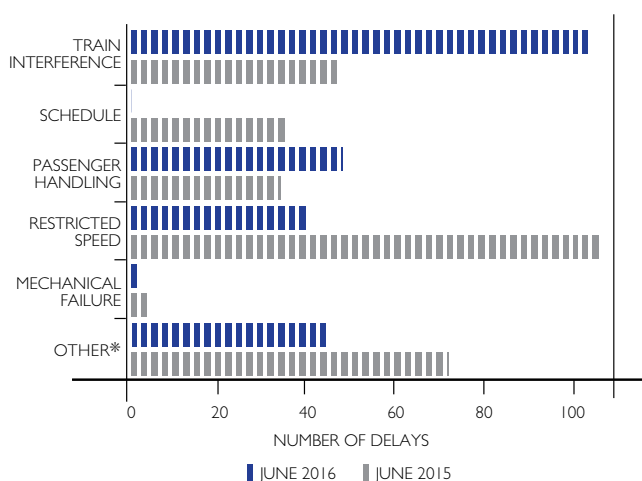
ON-TIME PERFORMANCE

OUR RECORD

	June 2016	May 2016	June 2015
Manassas Line	88%	92%	88%
Fredericksburg Line	83%	84%	84%
System Wide	85%	88%	86%

Train interference, passenger handling, maintenance of way and restricted speed orders were the principal causes of delays and reduced overall OTP.

REASONS FOR DELAYS



In June, VRE operated 704 trains, 103 of which arrived over five minutes late to their final destinations. There were 42 late trains on the Manassas Line and 61 late trains on the Fredericksburg Line, resulting in an 85 percent on-time rate for our trains in June.

Train interference (when dispatchers move trains in front of VRE trains at signals, for example, due to congestion) and track construction continue to be the cause for falling short of our 90 percent on-time goal. We will continue to see many delays in the short term, but will improve performance and operational flexibility in the long term. The rails on which we operate are already at capacity with all the VRE, Amtrak and freight trains that run through the area and any one event such as track work, heat-related speed restrictions or a broken down train (let alone a combination of these) can cascade delays to multiple trains.

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

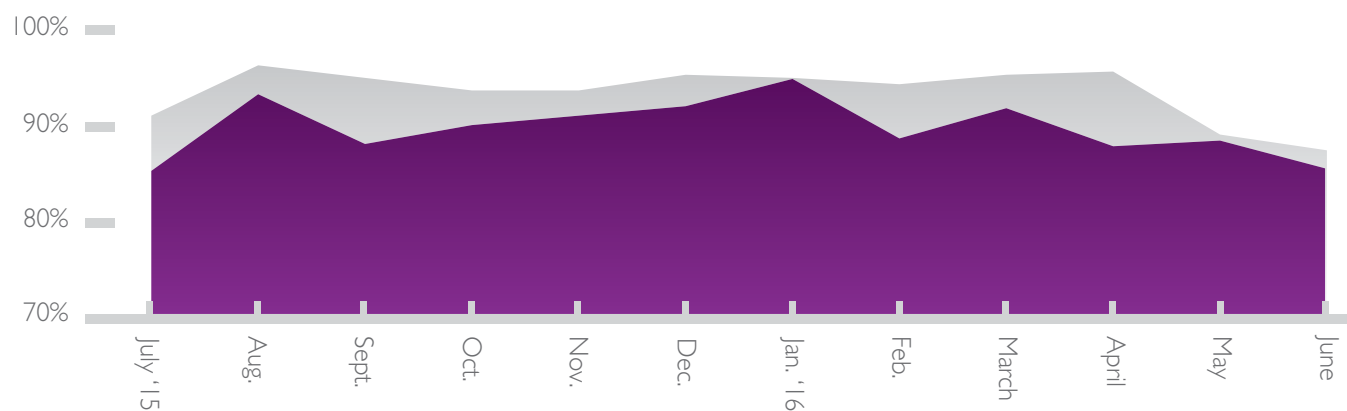
LATE TRAINS

	System Wide			Fredericksburg Line			Manassas Line		
	Apr.	May	June	Apr.	May	June	Apr.	May	June
Total late trains	82	78	103	47	53	61	35	25	42
Average minutes late	32	30	15	35	32	15	27	27	14
Number over 30 minutes	23	13	6	16	8	2	7	5	4
Heat restriction days / total days	2/21	2/21	4/22						

ON-TIME PERFORMANCE

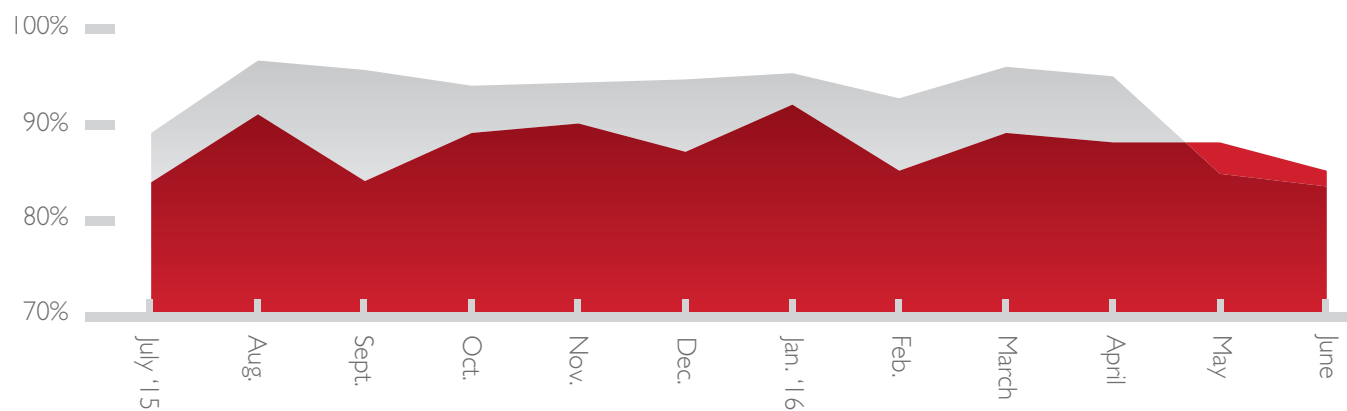
VRE SYSTEM

BOTH LINES ■ Current Stats ■ 3-Year Rolling Average

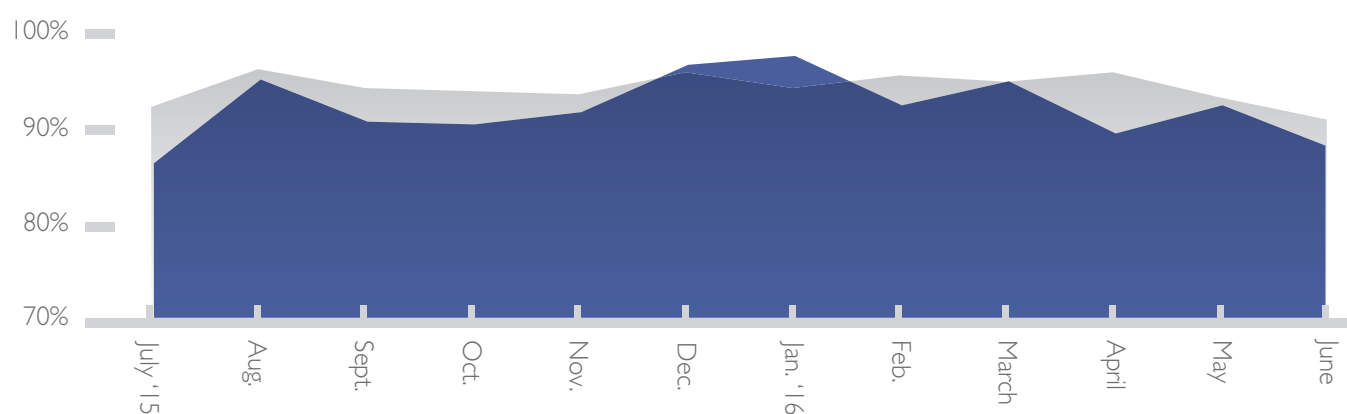


ON-TIME PERFORMANCE BY LINE

FREDERICKSBURG LINE ■ Current Stats ■ 3-Year Rolling Average



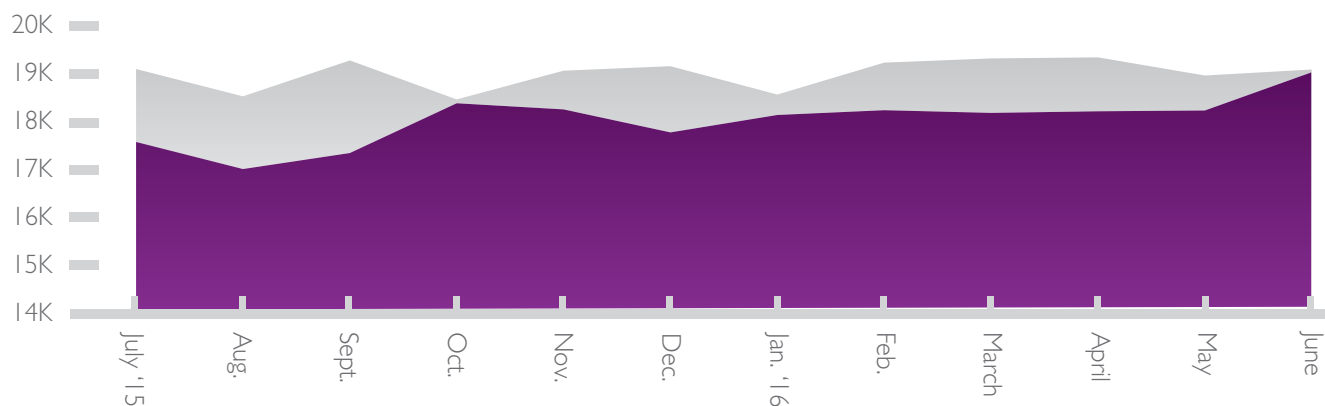
MANASSAS LINE ■ Current Stats ■ 3-Year Rolling Average



AVERAGE DAILY RIDERSHIP

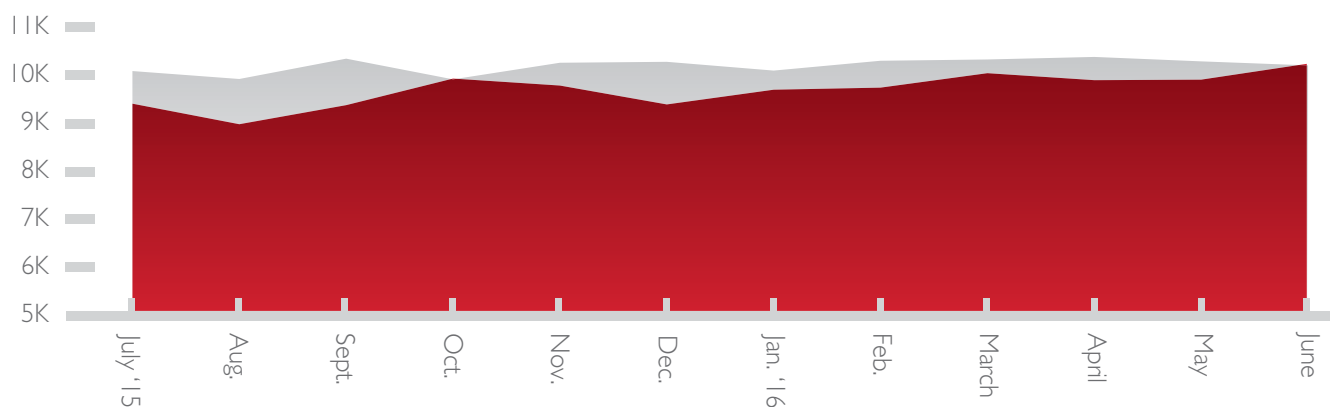
VRE SYSTEM

BOTH LINES ■ Current Stats ■ 3-Year Rolling Average

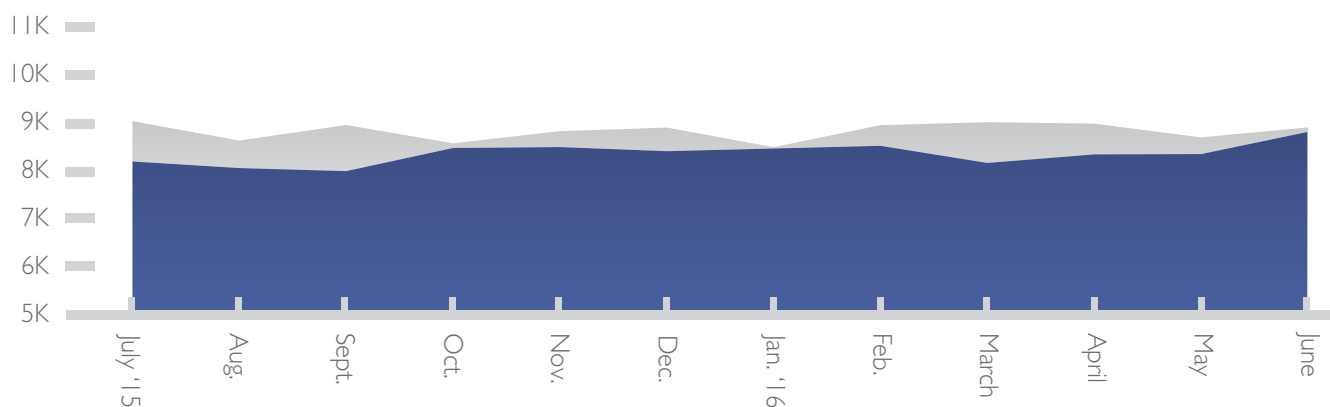


AVERAGE DAILY RIDERSHIP BY LINE

FREDERICKSBURG LINE ■ Current Stats ■ 3-Year Rolling Average



MANASSAS LINE ■ Current Stats ■ 3-Year Rolling Average



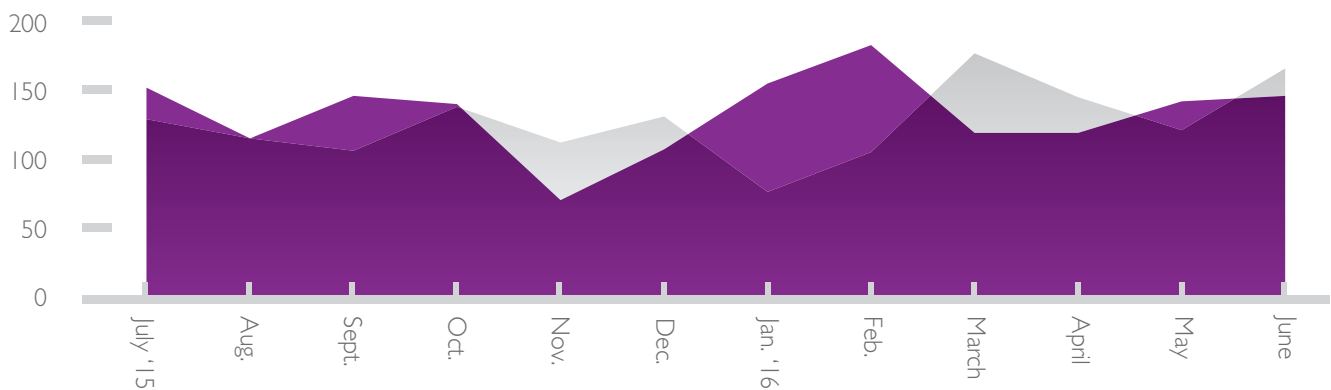
RIDERSHIP UPDATES



	June 2016	June 2015
Monthly Ridership	418,417	410,971
Average Daily Ridership	19,019	18,681
Full Service Days	22	22
"S" Service Days	0	0

SUMMONSES ISSUED

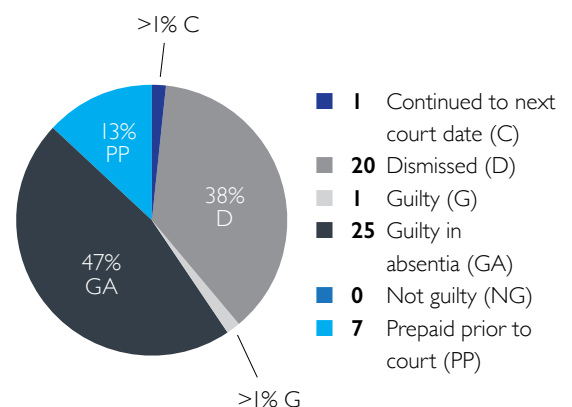
BOTH LINES ■ Current Stats ■ FY 2015



SUMMONSES WAIVED

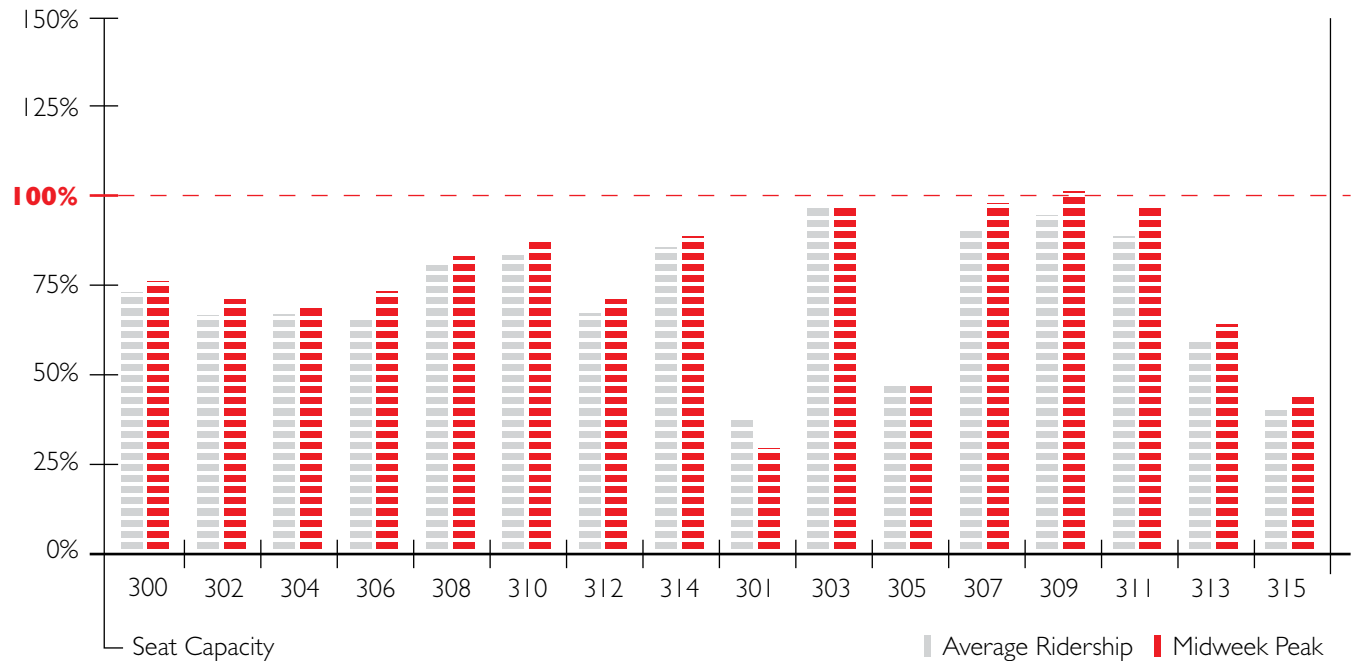
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	29
One-time courtesy	23
Per the request of the conductor	16
TVM error	0
Defective ticket	0
Per Ops Manager	0
Unique circumstances	0
Insufficient processing time	0
Insufficient information	3
Lost and found ticket	0
Other	0
Total Waived	71

MONTHLY SUMMONSES COURT ACTION

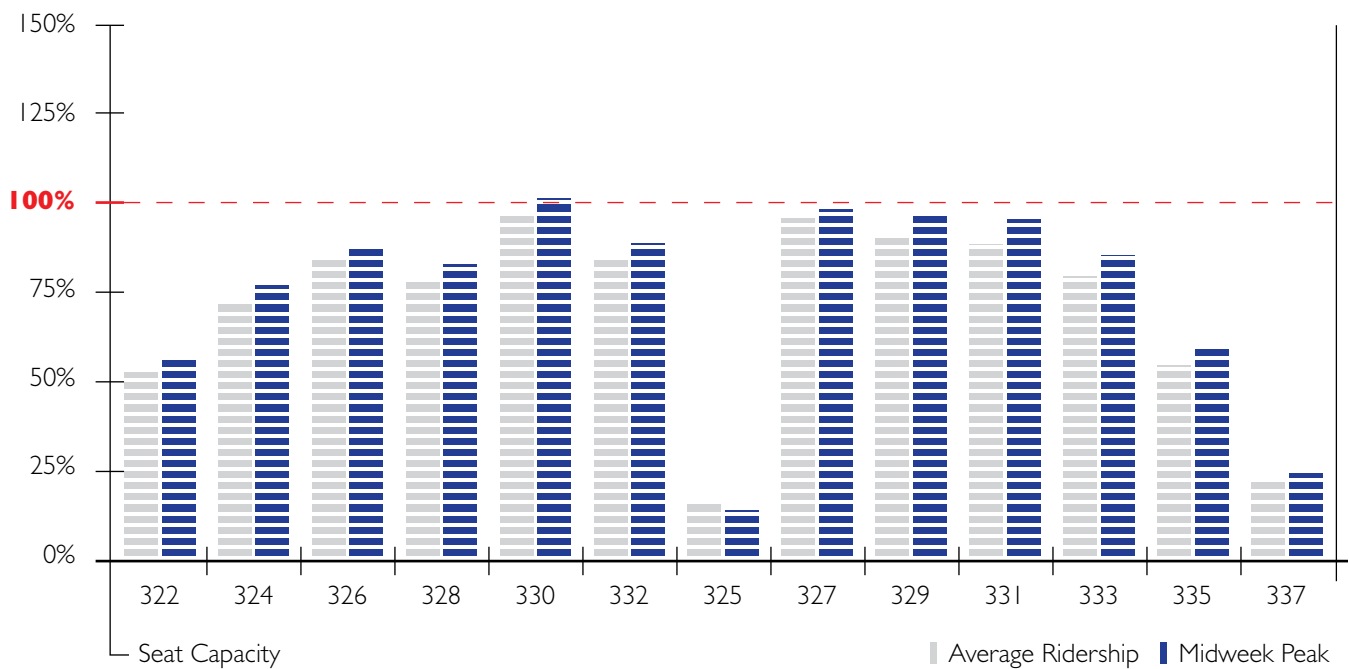


TRAIN UTILIZATION

FREDERICKSBURG LINE

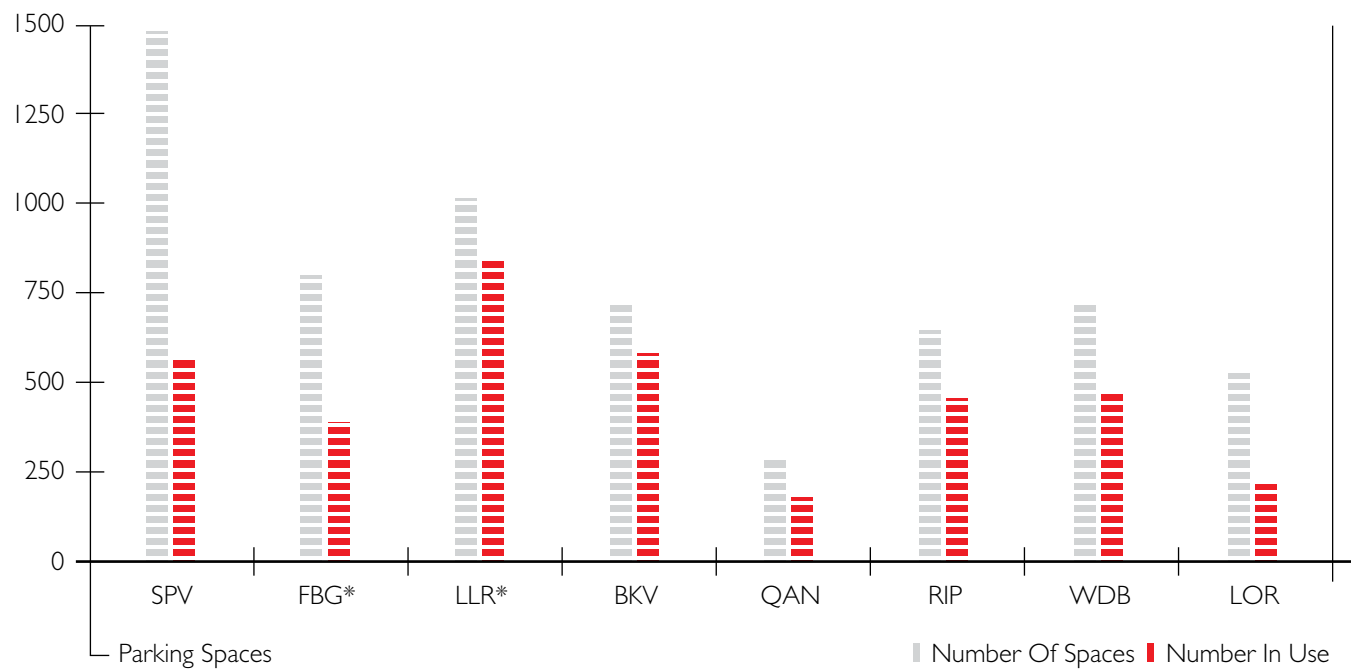


MANASSAS LINE



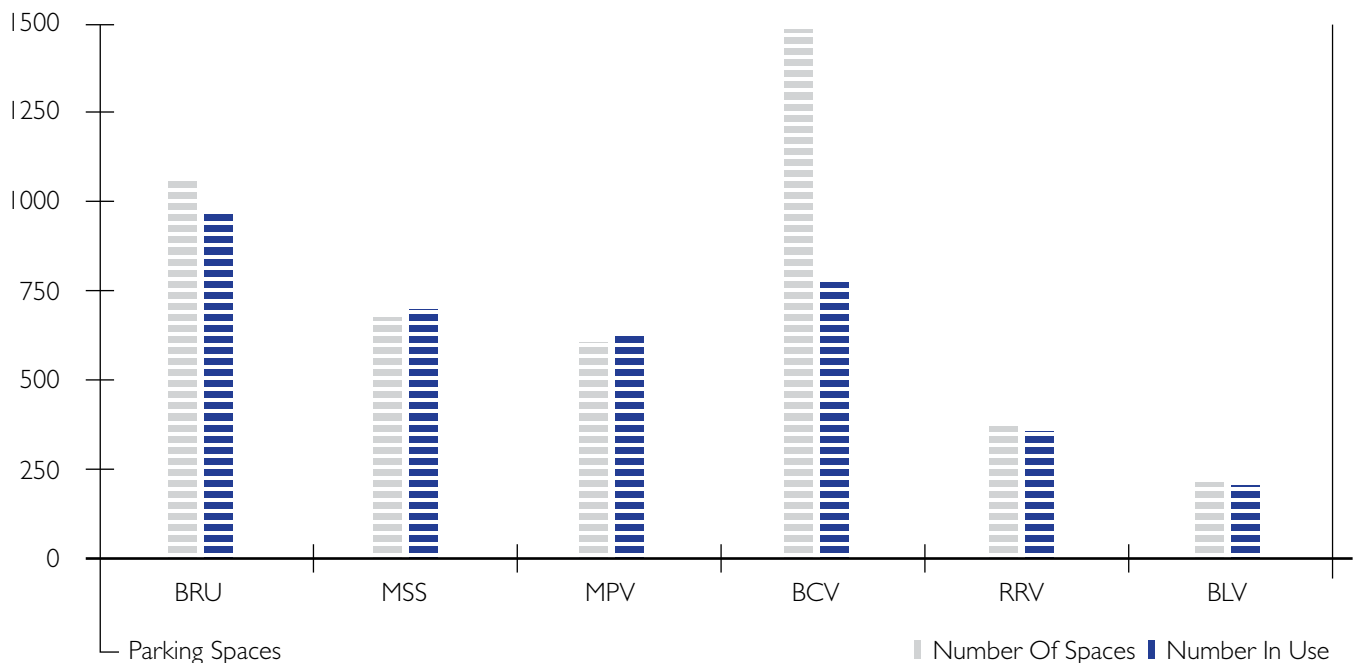
PARKING UTILIZATION

FREDERICKSBURG LINE



*Denotes stations with overflow parking available that is now being included in final counts

MANASSAS LINE



FINANCIAL REPORT

Due to the end of fiscal year finance audit, the financial report will not appear this month. The reports for July and FY 2016 will appear in the September CEO Report.

GHX PROJECT UPDATE

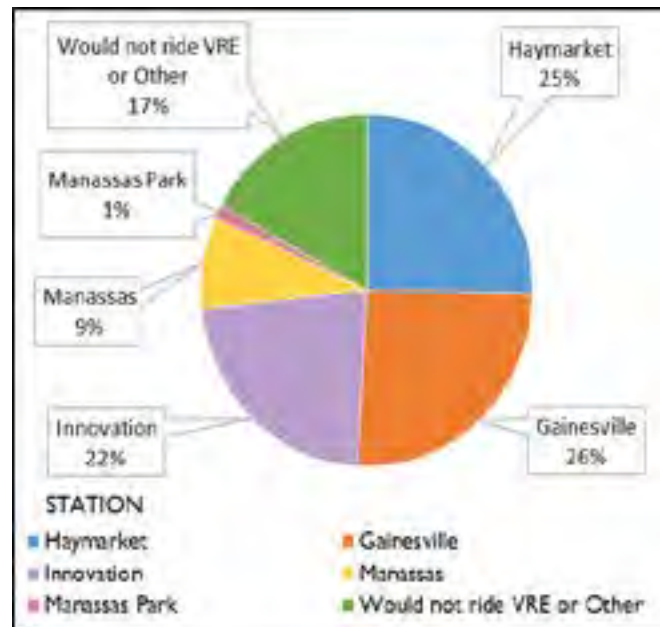
BROAD RUN RIDERS WOULD MIGRATE TO GAINESVILLE-HAYMARKET STATIONS IF EXTENSION BUILT

The results of a June 15 survey of VRE riders show that nearly 75 percent of current Broad Run passengers would switch to either a Haymarket, Gainesville or Innovation station if the Gainesville-Haymarket Extension (GHX) is built. The potential GHX riders were about evenly distributed among the three stations. Seventeen percent of Broad Run riders indicated they would no longer ride VRE or would find another option if the GHX is built. Of that group, about 60 percent noted they wanted VRE to continue to provide service to the Broad Run station.

One item of particular interest for VRE was what Broad Run riders would do should the extension be built and whether the Manassas and Manassas Park stations could be inundated with riders if the Broad Run station closed. The survey results suggest about 10 percent of current Broad Run riders would switch to boarding at Manassas or Manassas Park while the majority would use one of the GHX stations.

Of current Manassas and Manassas Park riders, 81 percent responded they would continue to use those stations even if the GHX were built, while 17 percent would switch to extension stations. At least 83 percent of riders boarding at Burke Centre, Rolling Road or Backlick Road said they would continue to use those stations even with an extension to Haymarket; another seven percent did not respond to the question. Somewhat surprising is that six percent of riders currently using one of the Fairfax County stations would consider switching to a GHX station while one percent would switch to Manassas or Manassas Park. Also notable is that three percent of Fairfax County station riders responded they would not ride VRE if GHX is built. While not all respondents gave a reason for their choice, those who did comment expressed concerns that trains would be too crowded once they reached Fairfax County. Because the number of VRE daily trains is proposed to increase if the extension is built, all Manassas Line stations are expected to attract additional riders. Ridership projections by station are under development and the potential impacts at each station relative to seating capacity on trains and station parking capacity are being evaluated. The results of that analysis will be presented to the VRE Operations Board this fall.

Approximately 60 percent of the 4,500 Manassas Line riders that morning (Wednesday, June 15) participated in the survey. This number is consistent with the response rates for the two annual on-board surveys VRE conducts: the fall Master Agreement Survey and the spring Customer Opinion Survey.



Broad Run Rider Response:
*If a VRE extension to Haymarket is built,
which station would you use?*



An important goal of the VRE Extension to Haymarket is to improve Manassas Line Service and attract new riders.



CAPITAL PROJECTS UPDATES

**AS OF JULY 6, 2016*

VRE contractor laying part of the new third track north of US Route 17 in Spotsylvania County.

MANASSAS PARK STATION PARKING EXPANSION

Additional parking is needed at the VRE Manassas Park station, as the lot is usually full before the last morning train leaves the station. This often results in VRE riders parking on adjacent streets or in a city-owned parking lot, and then walking, or sometimes running, across an at-grade crossing to access the station. Ridership at this station is only expected to increase with new development near the station and enhanced VRE service on the Manassas Line. VRE is currently working to identify the best solution to solve the problem for today and for future growth.

VRE issued a Request for Proposals (RFP) for Engineering and Environmental Services for the VRE Manassas Park Station Parking Expansion to identify such a solution. The RFP scope of work includes an assessment of future parking demand in the station area and the evaluation of alternative concepts for expanding parking.

After receiving proposals in May, the technical evaluation team interviewed three short-listed firms. The Operations Board approved the award of Engineering and Environmental Services to Vanasse Hangen Brustlin, Inc. (VHB) at the June meeting, and the project kick-off was scheduled for mid-July. VRE planners are working on project set-up and data collection that will foster a better understanding of the precise parking needs of VRE riders and the land uses adjacent to this station.



A VRE Commuter train approaches the Manassas Park station during the morning rush hour.

ROLLING ROAD PLATFORM EXTENSION

This project focuses on extending the existing platform at Rolling Road Station in Fairfax County to accommodate longer trains and associated canopy modifications. Extending the platform will allow full-length trains to platform all their doors at Rolling Road, allowing passengers to board and alight at a much quicker pace. The proposed expansion project will occur entirely within the Norfolk Southern right-of-way, which cuts down on potential environmental and community impacts.

A contract award for Preliminary Design and Environmental Studies was made to Dewberry in May and Notice to Proceed was issued the next day. The project kick-off meeting was held on May 25. Dewberry acquired the Right of Entry (ROE) permit in July, allowing work to advance. A site visit planned for August will allow IT, Safety and Security, and Facilities and Operations staff to begin the analysis.

MIDDAY STORAGE FACILITY

Midday storage of VRE trains in the District of Columbia is in high demand. The purpose of this project is to acquire property, conduct the necessary environmental clearance activities and design and construct a permanent midday storage facility for VRE equipment. This will replace the current storage space leased from Amtrak at Ivy City Coach Yard.

VRE issued a Request for Proposals in May for engineering consulting assistance to conduct the necessary environmental, right-of-way acquisition, and engineering design activities for a new midday storage facility to handle current and future midday storage needs. Proposals were received and evaluated in June. A contract awarded to Vanasse Hangen Brustlin, Inc. (VHB) is anticipated in July with NTP to August.

SPOTSYLVANIA STATION

Spotsylvania Station opened on the Fredericksburg Line in November 2016. The punch list was completed in March of this year and VRE is continuing to process the remaining invoices. Final closeout is anticipated this summer.

LONG BRIDGE FEASIBILITY AND ENVIRONMENTAL STUDIES

The Long Bridge across the Potomac River is a railroad bottleneck for the Eastern Seaboard and the primary constraint limiting VRE's ability to operate more trains. The purpose of this project is to provide additional railroad capacity at Long Bridge.

VRE is currently collaborating with the District Department of Transportation (DDOT), the Virginia Department of Rail and Public Transportation (DRPT), the Federal Railroad Administration (FRA) and CSX Transportation, the bridge owner, on development activities to expand the crossing, doubling the amount of tracks from two to four. The team is presently conducting engineering and environmental analyses under a United States Department of Transportation American Recovery and Reinvestment Act grant. The work will involve analyzing potential bridge replacement and expansion options aimed at improving railroad capacity at the only railroad crossing of the Potomac River between the District of Columbia and Virginia.

A Memoranda of Agreement will be signed by DDOT, VRE, and DRPT later in July. The RFP for Phase III, which is for an Environmental Impact Statement under the National Environmental Policy Act, will document and disclose potential impacts and benefits of expanding and/or replacing Long Bridge, and was anticipated to be advertised in July. The NTP is expected in October 2016.

FREDERICKSBURG TO CROSSROADS THIRD TRACK

The Fredericksburg to Crossroads Third Track project added approximately 2.5 miles of third track between Hamilton (near Fredericksburg) and Crossroads (in Spotsylvania County). The additional track provides added operational flexibility and increases capacity on a line used for both passenger and freight service.

VRE contractors completed their project work in April and CSXT followed this work by cutting in signals and placing the track into service on Tuesday, May 17. With the third track officially open for business, project closeout is nearing completion. CSXT continues to complete punch list items, the biggest of which is the final surfacing of the new mile of mainline. The remaining items are expected to be complete by the end of summer.

QUANTICO STATION IMPROVEMENTS

VRE has identified some improvements to be made to the Quantico Station that include the extension of the existing platform as well as the addition of an island platform, a pedestrian bridge and bus facilities. The project is being developed in conjunction with DRPT-CSXT Arkendale to Powell's Creek Third Track Project.

As of July 6, the design for Retaining Wall 13 north of Potomac Avenue was nearly complete. Construction is set to begin in August and is anticipated to take six months to construct retaining walls, track, and the platform. Another 12 to 18 months will be required to complete other aspects of the project, which include completing the west tower stairway, elevator, and pedestrian overpass and an extension of the existing east platform. The projected in-service date for all of the improvements is mid-2018.

VRE, CSXT and the Virginia Department of Rail and Public Transportation are meeting on a bi-weekly basis in an effort to encourage communication among the major stakeholders and adhere to scope, schedule and design consistency.

LORTON PLATFORM EXTENSION

The Lorton Platform Extension Project focuses on lengthening the existing platform to accommodate eight-car trains.

The CSXT Construction Agreement (that includes the Right of Entry for the project) was executed at the end of May, allowing for CSXT Engineering Review and CSXT Flagging Support. As of July 1, the job was on hold awaiting flagging services from CSXT. The project is expected to resume later this summer with the implementation of tree clearing and fiber optic relocation. Once the fiber optic relocation is complete, VRE can give the contractor NTP and the project will move forward.

PENTA-PLATFORMS

The Penta-Platforms Project will enhance existing stations by extending platforms and/or adding second platforms at five Fredericksburg Line stations (Franconia-Springfield, Lorton, Rippon, Brooke and Leeland Road). Proposals were due in early June, and potential contractors were interviewed on June 21. A contract award to STV, Inc. is anticipated in July, with NTP to follow in August.

ARKENDALE TO POWELL'S CREEK THIRD TRACK PROJECT

VRE and DRPT are collaborating on the installation of 11 miles of new third track between Arkendale and Powell's Creek on the CSX Transportation RF&P Secondary. The project is moving forward with earthwork, retaining wall work, new structures (as needed), and corresponding track and signal work after several years of design and project preparations.

Third track construction has continued with attention given to final Potomac Shores configuration, refined Quantico scope, and the negotiation of contractual responsibilities among major stakeholders. Bi-monthly meetings continue as all parties work to further clarify their roles.



The area adjacent to Turner Field at Marine Corps Base, Quantico is home to two important structures: The Bauer Road Bridge, which crosses over the railroad, and the Chopawamsic Creek Bridge, which traverses the Chopawamsic Creek.



North Possum Point, which is located just north of the town of Quantico, is a central stretch of the Arkendale to Powell's Creek Third Track Project.

ALEXANDRIA PEDESTRIAN TUNNEL PROJECT

Currently in the design phase is a pedestrian connection between the Alexandria Union Station and WMATA's King Street-Old Town Metrorail Station and bus transit center. The 60 percent design was submitted in May. The new connection will provide for ADA-compliant access between the east and west platforms at Union Station and remove the existing at-grade pedestrian crossing between the platforms. In addition, the plan calls for a widening and extension of the existing east platform that will open access to the easternmost track (Track 1 of 3).

In June, VRE staff discussed with VDOT the qualifications for potential construction contractors. In addition, VRE presented canopy options to the City Board of Architectural Review for information and comment. Overall project design completion is anticipated sometime next spring.

LIFECYCLE OVERHAUL AND UPGRADE FACILITY

Design work continues for a new heavy maintenance facility at the VRE Crossroads Yard in Spotsylvania County. The two indoor tracks will allow for maintenance under the locomotives and rail cars by using a drop table and a wheel truing machine. The new equipment will provide for upkeep and repairs on-site instead of sending vehicles out of the area, allowing for greater efficiency. Two replacement storage tracks will be built on adjacent property along with an upgraded access road to the south end of the property for construction and emergency. Construction is expected to begin in 2017.

Activities in June 2016 focused on property acquisition. Once property appraisals are approved by FTA and the Categorical Exclusion has been filed (with FTA), the Board will be approached for property acquisition. Once approved, awards for both the drop table and the wheel truing machine will be made and the procurement for the construction of the main building will begin.

L'ENFANT (NORTH) STORAGE TRACK WAYSIDE POWER

CSXT built a storage track just north of the VRE L'Enfant Station several years ago. The current project entails installing the appliances needed to supply power to a VRE train stored on the track during the midday. A major milestone was met in June with the installation of the power pedestal for the wayside power appliances. After the electrical and construction contractor completes the majority of the installation work, Pepco will make the electrical connections needed to energize the track, after which CSXT will install signal and switch reconfigurations in October. The L'Enfant (North) Storage Track is expected to be available for service after the first of the new year.



External trenches are being installed north of the VRE L'Enfant Station in order for the storage track to be equipped with electrical power, and ultimately make the track operational.

L'ENFANT (SOUTH) STORAGE TRACK WAYSIDE POWER CONSTRUCTION

CSXT is changing the regrading of its main line tracks south of the VRE L'Enfant Station to permit operation of higher freight trains. To keep both tracks active during the project, a bypass track was installed as a temporary detour. With the regrading project nearly complete, CSXT and VRE have collaborated to leave the temporary track in place and convert it into a 1,350-foot storage track for VRE for midday storage or as a lay-off track in emergencies. VRE has contracted with HDR for the design of wayside power for the track that will be able to store two train sets. While HDR will provide the coordination for power, CSX will furnish communications and signals for the track. It is anticipated that CSX will be able to turn over the track to VRE for use around Oct. 1, 2016, and power will be provided after the first of the new year.

FACILITIES UPDATE

The following is a status update of VRE facilities projects:

Completed projects:

1. Canopy roof and gutter replacement at L'Enfant Station
2. Removal of trees at Lorton Station to facilitate pending construction of platform extension project
3. Office space renovations at Crossroads Warehouse
4. Restriping of stop bars and lettering, directional arrows and crosswalk at Brooke Station upper parking lot
5. Construction of temporary pedestrian grade crossings at Rippon and Lorton Stations for CSX track work
6. Removal and replacement of inter-track fence at Woodbridge Station, and removal of inter-track fence at Franconia-Springfield Station, for CSX track work
7. Replacement of main water supply backflow device at Crossroads Yard
8. Inspection of dry standpipe system at Woodbridge Station



Crossroads Warehouse Office Renovation

Projects scheduled to be completed this quarter:

1. Canopy roof and gutter replacement at Leeland Road Station, contingent upon CSX flagman availability
2. Pavement repairs and restriping of several parking lots at Broad Run Station
3. Restriping of Woodbridge Station parking garage
4. Correction of canopy drainage problem at Crystal City Station
5. Repairs to damaged railings at Manassas Station parking garage
6. Replacement of broken glass panes at Woodbridge Station west elevator/stair tower
7. Replacement of parking lot entrance signage at several Fredericksburg lots
8. Installation of monitoring wells on two outfall drainage pipes at Broad Run Yard to allow for accurate discharge sampling for VPDES General Permit compliance
9. Resealing of Spotsylvania Station waiting room floor
10. Caulking of stairs at Rippon Station
11. Repairs to stair railings at Rippon Station
12. Installation of pathfinder signs for Spotsylvania Station
13. Inspection of dry standpipe system at Manassas Station parking garage

Projects scheduled to be initiated this quarter:

1. Development of design of platform concrete rehabilitation at Fredericksburg Station
2. Replacement of platform lighting at L'Enfant Station
3. Painting of stair railings at Rippon Station
4. Painting of Alexandria Station east, Manassas Station, including garage stairwells and railings, and touch-up painting at Woodbridge Station
5. Replacement of name/address Braille signage at all stations
6. Installation of inter-track warning signs at various stations
7. Replacement of tactile warning strips at various stations
8. Cleaning of ductwork at Woodbridge Station vendor spaces, Quantico Station and VRE Fredericksburg office
9. Repairs to fascia and soffit at Woodbridge Station east building

Ongoing projects:

1. Elevator modernization project, underway at Franconia-Springfield Station and pending at Rippon Station.
2. Renovations of Alexandria Headquarters communications and server rooms
3. Renovations of Alexandria Headquarters building third floor leased space
4. Installation of utility power status remote monitoring at various stations
5. Design of emergency generator at Woodbridge Station west elevator/stair tower
6. Assist with coordination of Featherstone Wildlife Refuge access stair and ramp construction

UPCOMING PROCUREMENTS

- General Planning Consulting Services
- Graphic Design Services
- Crystal City Station Improvements
- Replacement of Tactile Warning Strips at Station Platforms
- Automatic Parking Counter System
- Automatic Passenger Counter System
- Purchase of Passenger Elevators
- Construction of the Lifecycle Overhaul and Upgrade Facility
- Construction Management Services for the Lifecycle Overhaul and Upgrade Facility
- Hosted Back Office Services for Positive Train Control
- Information Technology Services
- Program Management Services
- Repair and Overhaul of Air Brake Equipment
- Purchase of Replacement Railcar Batteries

PROJECTS PROGRESS REPORT

PASSENGER FACILITIES

AS OF JULY 6, 2016

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 and eliminate at-grade track crossing.	◆	◆	●	N/A	●	—
	Modify Slaters Lane Interlocking and East Platform for passenger trains on Track #1.	◆	●	—	N/A	—	—
	Extend East Platform and elevate West Platform.	◆	—	—	N/A	—	—
Franconia-Springfield Station Improvements	Extend both platforms and widen East Platform for future third track.	◆	—	—	N/A	—	—
Lorton Station Improvements	Extend existing platform.	◆	◆	◆	N/A	◆	●
	Construct new second platform with pedestrian overpass.	◆	—	—	N/A	—	—
Rippon Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass.	◆	—	—	N/A	—	—
Potomac Shores Station Improvements	New VRE station in Prince William County provided by private developer.	◆	◆	◆	N/A	●	—
Quantico Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass.	◆	◆	◆	N/A	●	—
Brooke Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass.	◆	—	—	N/A	—	—
Leeland Road Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass.	◆	—	—	N/A	—	—
Spotsylvania Station Improvements	New VRE station in Spotsylvania County near the Crossroads MSF.	◆	◆	◆	N/A	◆	◆
Manassas Station Improvements	Parking garage to increase parking capacity by 1,260 spaces.	◆			N/A		
Rolling Road Station Improvements	Extend existing platform.	◆	—	—	N/A	—	—
Broad Run Station Improvements	Parking garage to increase parking capacity 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	Authorized	Expended	Percent	Date		
3,201,176	3,201,176	–	1,451,176	574,706	75%	4th QTR 2016	●	Work resumed in April 2016.
10,021,865	10,021,865	–	2,200,824	1,502,663	51%	3rd QTR 2017	●	60% Comments under review.
7,000,000	7,000,000	–	467,500	–	5%	3rd QTR 2017	●	CSXT Force Account agreement signed; work anticipated to begin 3rd Quarter 2016.
2,400,000	400,000	2,000,000	–	–	5%	3rd QTR 2017	●	West Platform elevation funded.
13,000,000	13,000,000	–	–	–	5%	TBD	●	Part of Penta-Platform program. Interviews conducted in June; NTP expected in August
2,500,000	2,500,000	–	–	410,351	16%	3rd QTR 2018	●	Right of entry and flagging being coordinated with CSXT.
16,140,000	16,140,000	–	–	–	5%	3rd QTR 2017	●	Part of Penta-Platform program. Interviews conducted in June; NTP expected in August
16,633,535	16,633,535	–	–	–	5%	1st QTR 2020	●	Part of Penta-Platform program. Interviews conducted in June; NTP expected in August
No costs for VRE. Station being developed by private developer					25%	3rd QTR 2017	●	Being coordinated in conjunction with the DRPT/CSX Arkendale to Powell's Creek Third Track Project.
9,500,000	9,500,000	–	–	–	10%	4th QTR 2018	●	Being coordinated in conjunction with the DRPT/CSX Arkendale to Powell's Creek Third Track Project.
14,650,000	9,264,300	5,385,700	21,790	–	5%	3rd QTR 2020	●	Part of Penta-Platform program. Interviews conducted in June; NTP expected in August
14,000,000	9,264,300	4,735,700	–	–	5%	3rd QTR 2020	●	Part of Penta-Platform program. Interviews conducted in June; NTP expected in August
3,422,500	3,422,500	–	3,901,886	3,620,000	99%	3rd QTR 2016	●	Project complete. Proceeding with close-out.
500,000	–	–	500,000	–	5%	2nd QTR 2018	●	Project awarded in June 2016. NTP anticipated in July.
2,000,000	2,000,000	–	–	–	5%	3rd QTR 2020	●	NTP issued to Dewberry; project kick-off held in May.
24,420,000	12,998,282	11,421,718	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	PHASE					
		CD	PE	ES	RW	FD	CN
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	◆	■
L'Enfant North Storage Track Wayside Power	Conversion of existing siding into a midday train storage track.	◆	◆	◆	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 received • 12 being built • 9 pending).	◆	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

ESTIMATED COSTS (\$)					COMPLETION		STATUS	
Total	Funded	Unfunded	Authorize	Expended	Percent	Date		
32,500,000	32,500,000	–	32,823,227	22,907,609	98%	3rd QTR 2016	●	Contract Closeout with Abernathy and CSX Forthcoming in next 90 days.
2,494,711	307,513	2,187,198	307,513	174,875	55%	TBD	■	Design 90% complete; on hold.
4,283,618	4,283,618	–	4,207,057	1,243,079	30%	4th QTR 2016	●	Power construction has resumed with District permitting resolved.
35,100,000	22,500,000	0.00	3,146,403	2,201,768	60%	1st QTR 2018	●	Design 100% complete. Bids received for long-lead equipment.
75,264,693	75,264,693	–	72,296,772	36,956,114	49%	4th QTR 2018	●	Eight cars received in FY 2015, seven cars scheduled to be received in FY 2016 and five cars scheduled to be received in FY 2017.
10,553,000	10,553,000	–	7,980,877	6,362,506	80%	4th QTR 2016	●	Onboard installations ongoing.
291,724,300	5,823,052	285,988,586	4,815,163	1,761,616	15%	3rd QTR 2022	●	Planning underway: travel demand analysis/ridership projection, alternatives analysis, public outreach and conceptual engineering.
3,510,307	3,510,307	–	3,510,627	1,415,307	50%	4th QTR 2016	●	Integration with S&B system complete. Mobile now accounts for about 12% of monthly revenue and more than 25% of all tickets sold.
FD – Final Design CN – Construction ◆ Completed ● Underway ■ On Hold								



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RESOLUTION #2315

SUBJECT: Authorize the VRE CEO to Amend the Contract for New Passenger Railcars with Sumitomo Corporation of Americas and to Execute an Assignment Agreement to Assign Options to Purchase Additional Railcars to Chicago Metra

WHEREAS: In March of 2012 the VRE CEO executed a Contract with Sumitomo Corporation of the Americas (SCOA) for a base order of eight passenger railcars with the option for 42 additional passenger railcars;

WHEREAS: The Contract has been amended three times to exercise options for the purchase of 21 passenger railcars;

WHEREAS: The current Contract expires in March of 2017;

WHEREAS: VRE will not exercise the remaining options for 21 passenger railcars prior to March of 2017;

WHEREAS: Metra of Chicago approached VRE requesting VRE assign to them the remaining options;

WHEREAS: VRE, SCOA and Metra are currently working to finalize agreements to assign these options to Metra in a form approved by VRE's legal counsel; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to execute the attached contract amendment with Sumitomo Corporation of the Americas to assign options for up to 21 passenger railcars to Metra in a form approved by legal counsel, and to execute the attached assignment agreement with Metra assigning the options for up to 21 passenger railcars in a form approved by legal counsel.

Approved this 1st day of September 2016.

Jay Fisette
Chairman

Paul C. Smedberg
Secretary-Treasurer

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CONTRACT AMENDMENT

CONTRACT NUMBER: VRE-012-001
CONTRACT TITLE: New Passenger Rail Cars III
AMENDMENT NUMBER: 7

The parties to the above Contract hereby agree to amend the terms thereof as described below:

1. VRE shall assign its right to purchase the remaining options for up to twenty-one (21) additional rail cars, along with all related obligations, to the Commuter Rail Division of the Regional Transportation Authority, a division of a municipal corporation of the State of Illinois ("Metra"). Metra shall have the same rights and obligations as VRE solely in relation to the assignment and any rail cars thereunder. Metra shall make direct payment to Sumitomo Corporation of Americas for all costs incurred, which shall not result in any increased costs to VRE.
2. The Contract is amended as follows:
 - Paragraph 4. **CONTRACT DOCUMENTS** is amended to include the following:
 - J. Contract Amendment No. 7.
3. All other Contract terms and conditions remain the same.

{SIGNATURE PAGE FOLLOWS}

IN WITNESS WHEREOF, the parties have caused this Contract Amendment to be duly executed intending to be bound thereby.

WITNESS:

SUMITOMO CORPORATION OF AMERICAS

By: _____
Signature

Print Name

Title

Date

By: _____
Signature

Print Name

Title

Date

WITNESS:

**POTOMAC AND RAPPAHANNOCK
TRANSPORTATION COMMISSION
and the NORTHERN VIRGINIA
TRANSPORTATION COMMISSION,
together known as VIRGINIA
RAILWAY EXPRESS**

By: _____
Signature

Print Name

Title

Date

By: _____
Signature

Doug Allen
Print Name

Chief Executive Officer
Title

Date

**INTERGOVERNMENTAL AGREEMENT AMONG
NVTC, PRTC, and Metra**

THIS INTERGOVERNMENTAL AGREEMENT (“Agreement” or “IGA”) is made and entered into by and among the NORTHERN VIRGINIA TRANSPORTATION COMMISSION, (“NVTC”), the POTOMAC and RAPPAHANOCK TRANSPORTATION COMMISSION, (“PRTC”) both transportation districts established under the laws of the Commonwealth of Virginia and political subdivisions thereof, and the owners and operators of the Virginia Railway Express commuter rail service (hereinafter collectively referred to as “VRE”) and the COMMUTER RAIL DIVISION OF THE REGIONAL TRANSPORTATION AUTHORITY, a division of a municipal corporation of the State of Illinois (“Metra” and collectively with NVTC and PRTC, the “Transit Agencies”).

RECITALS

WHEREAS, NVTC and PRTC are transportation districts established in accordance with the Transportation District Act of 1964, §§ 33.3 – 1900 et seq. of the Code Virginia, 1950, as amended, and as such are political subdivisions of the Commonwealth of Virginia; and

WHEREAS, NVTC and PRTC jointly own and operate the VRE to provide commuter rail service from the Northern Virginia suburbs to Alexandria, Crystal City and downtown Washington, D.C., along the I-66 and I-95 corridors.

WHEREAS, Metra, existing pursuant to the RTA Act (70 ILCS 3615) is the Commuter Rail Division of the Regional Transportation Authority, provides rail transit services to customers in Cook, DuPage, Kane, Lake, McHenry and Will Counties; and

WHEREAS, VRE, pursuant to a competitive Request for Proposals issued July 1, 2011, entered into a contract with Sumitomo Corporation of Americas (“SCOA”) on February 15, 2012, for up to 50 railcars (“Acquisition”). The Acquisition called for a base order of 8 railcars on Notice to Proceed, released on February 28, 2012. Seven (7) additional railcars were ordered on December 19, 2013, through Amendment 1; five (5) additional railcars were ordered on October 22, 2014, through Amendment 4; and nine (9) additional railcars were ordered on December 18, 2015. VRE has submitted orders for 29 railcars, and options for up to 21 additional railcars remain (“Option”); and

WHEREAS, Metra is in need of new rolling stock to replenish its aging fleet, and the Transit Agencies operate substantially similar rolling stock. Metra is currently pursuing funding and its own contract for up to 367 railcars; however given the enormous lead time to purchase railcars in quantity, Metra finds the Option would provide an accelerated opportunity for Metra to acquire new rolling stock to replace aged equipment at a favorable price; and

WHEREAS, VRE has elected to not exercise the Option for additional railcars above and beyond the 29 that have been ordered under the Acquisition and will assign its right to purchase the remaining railcars, along with all related obligations, including those under the Acquisition, to

Metra and Metra, finding that this assignment is in the best interests of its customers, will accept this assignment of rights and obligations as detailed in this IGA.

NOW THEREFORE, for and in consideration of the foregoing Recitals, which are hereby incorporated into this IGA, and the mutual promises and covenants contained herein, the receipt, sufficiency and adequacy of which are hereby acknowledged, the Transit Agencies covenant and agree as follows:

AGREEMENT

Section 01.01 Agreement and General Cooperation.

- A. VRE shall, subject to the terms of this IGA, give notice to SCOA of VRE's assignment to Metra of the rights and obligations for the Option ("**Assignment**"). The Transit Agencies shall cooperate if any contracts or supplemental agreements are necessary. In exchange Metra will pay VRE \$1,000 for consideration.
- B. Metra and VRE shall each separately administer their orders made under the Acquisition. VRE agrees to not make any change order that would affect the Assignment, without Metra's written consent.

Section 01.02 Rights and Obligations. The following subsections outline the relationship between Metra, VRE, and SCOA:

- A. Metra shall have the same rights and obligations as VRE solely in relation to the Assignment and any railcars ordered thereunder. Where necessary, Metra will stand in place of VRE. This includes, but is not limited to the following sections:
 - 1. B.4 Conformity with Scope of Work/Plans/Specifications
 - 2. B.5 Liquidated Damages
 - 3. B.7 Subcontracting
 - 4. B.8 Warranty
 - 5. B.11 Litigation and Notification
 - 6. B.13 Use of Documents
 - 7. B.16 Substitutions
 - 8. B.17 Testing/Inspection/Review of Work
 - 9. B.18 In-Plant Inspection
 - 10. B.19 Quality Assurance
 - 11. B.20 Work Site Damages
 - 12. B.21 Delays
 - 13. B.22 Change Order Proposal Requests From Over and Above Work: (as used in this section)
 - 14. B.23 Price Adjustment
 - 15. C.2 Railroad Protective Liability Insurance
 - 16. D. Bond Requirements
 - 17. E.2 Payment

- 18. H.12 Brand Name or Equal
- 19. O.1 Insurance Coverage Requirements
- B. Additionally, Metra will, without VRE involvement, pay SCOA directly for all costs incurred through the Assignment; administer, review, and approve change orders and other modifications related to the Assignment; and will enforce any necessary remedies related to the Assignment.
- C. Where necessary for orders placed under Assignment, any VRE specific documentation, such as the “VRE Safety Plan” or “Contractor Safety and Security Awareness Rules to Live By,” will be substituted with Metra specific materials.

Section 01.03 Metra Payment. Metra shall make direct payment to SCOA for all costs incurred under the Assignment in a timely fashion. Any costs incurred through a Metra Change Order shall be payable solely by Metra and shall not result in any increased costs to VRE under the Acquisition or otherwise. Payments to SCOA will be made by Metra in accordance with the agreed upon method currently utilized by VRE.

Section 01.04 Acquisition Termination & Contracting Rights. Metra recognizes that VRE, pursuant to Section 13 of the General Terms and Conditions, has termination rights in the Acquisition, in whole and part. VRE agrees that it will not terminate the Assignment.

Section 01.05 Indemnification. Metra shall indemnify and hold harmless VRE, their respective employees and Commission Members against all claims, losses, or suits that may be asserted by any third party (including SCOA) against VRE, its employees or Commission Members on account of third party claims of (i) negligent or reckless actions or omissions of, or willful misconduct of, Metra, its employees or officials having any relation to the Assignment, or (ii) the failure of Metra to perform its obligations under this IGA, or the Assignment, if any. When seeking indemnification, VRE shall tender defense and give notice of such claim, loss or suit as soon as it is aware of such and assist Metra in the defense of such matter.

VRE shall indemnify and hold harmless Metra, their respective employees and Board Members against all claims, losses, or suits that may be asserted by any third party (including SCOA) against Metra, its employees or Commission Members on account of third party claims of (i) negligent or reckless actions or omissions of, or willful misconduct of, VRE, its employees or officials having any relation to the Assignment, or (ii) the failure of VRE to perform its obligations under this IGA, or the Acquisition (notwithstanding the Assignment), if any. When seeking indemnification, Metra shall tender defense and give notice of such claim, loss or suit as soon as it is aware of such and assist VRE in the defense of such matter.

Section 01.06. Notices. All notices, demands, requests, consents, approvals, certificates or other communications required under this Agreement to be in writing shall be sufficiently given and shall be deemed to have been properly given three days after the same is mailed by certified mail, postage prepaid, return receipt requested, addressed to the person to whom any such notice, demand, request, consent, approval, certificate or other communication is to be given, at the appropriate address for the principal office of such person designated below:

Metra:

Attention:

VRE:

VRE
1500 King Street, Suite 202
Alexandria, Virginia 22314
Attention: Chief Executive Officer

Either person listed above may, by notice given hereunder, designate any further or different addresses to which subsequent notices, certificates or other communications shall be sent.

Section 01.07 Entire Agreement; Prior Agreements Canceled. This Agreement embodies the entire understanding of the Transit Agencies, may not be waived or modified except in a writing signed by authorized representatives of both Transit Agencies, and supersedes all other prior or contemporaneous written or oral understandings or agreements relating to the subject matter hereof.

Section 01.08 Binding Effect. This Agreement shall inure to the benefit of and shall be binding upon the Transit Agencies and any successors or assigns thereof.

Section 01.09 Illegality. If fulfillment of any provision hereof, at the time performance of such provisions shall be due, shall involve transcending the limit of validity prescribed by law, then the obligation to be fulfilled shall be reduced to the limit of such validity; and if any clause or provisions herein contained operates or would prospectively operate to invalidate this Agreement in whole or in part, then such clause or provision only shall be void, as though not herein contained, and the remainder of this Agreement shall remain operative and in full force and effect.

Section 01.10 Execution of Counterparts. This Agreement may be executed in several counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument.

Section 01.11 Law Governing Construction of Agreement. This Agreement is prepared and entered into with the intention that the law of the Commonwealth of Virginia shall govern its construction.

Section 01.12 Authorized Representatives; Successors. Metra hereby designates _____ as its Authorized Representative for purposes of this Agreement. VRE hereby designates its Chief Executive Officer as its Authorized Representative for purposes of this Agreement. The Transit Agencies may designate a different or alternate Authorized Representative by written notice given to the other party. Whenever under the provisions of this Agreement the approval of the Transit Agencies is required, or one or both the Transit Agencies is required to take some action at the request of the other, such approval or such request shall be given for Metra by Metra's Authorized Representative, and for VRE by VRE's Authorized Representative, and the other party hereto is authorized to rely upon any such approval or request, and neither party hereto shall have any complaint against the other as a result of any such reliance.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year set forth below.

**POTOMAC AND RAPPAHANNOCK
TRANSPORTATION COMMISSION/
NORTHERN VIRGINIA
TRANSPORTATION COMMISSION,
together together the owners and operators of
the VIRGINIA RAILWAY EXPRESS**

**COMMUTER RAIL DIVISION OF THE
REGIONAL TRANSPORTATION
AUTHORITY**

By: _____
(Signature)

By: _____
(Signature)

Name

Name

Title

Title

Date of execution by VRE:

Date of execution by METRA:

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VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 8-G
Action Item

To: Chairman Skinner and the VRE Operations Board

From: Doug Allen

Date: June 17, 2016

Re: Recommend Authorization to Amend the Contract for New Passenger Railcars and to Execute an Assignment Agreement to Assign Options to Purchase Additional Railcars to Chicago Metra

Recommendation:

The VRE Operations Board recommends the Commissions authorize the Chief Executive Officer to execute a contract amendment with Sumitomo Corporation of the Americas to assign up to 21 passenger railcar options to Metra in a form approved by legal counsel and to also enter into an assignment agreement with Metra to assign the options.

Background:

In March of 2012, VRE executed a five year Contract with Sumitomo Corporation of the Americas (SCOA) for a base order of eight Gallery style passenger railcars. The contract included the option for 42 passenger railcars to be exercised by VRE if funding was made available during the five-year term of the Contract. To date, VRE has amended the original agreement three times and exercised 21 options. There are options for 21 passenger railcars remaining on this Contract.

The current Contract expires in March of 2017. VRE will not exercise the additional options in this Contract prior to this date. VRE is unable to extend the current Contract due to the limitations for multi-year rolling stock contracts as stated in 49 USC 5325(e)(1):



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

"(e) Multiyear Rolling Stock. — (1) CONTRACTS. — A recipient procuring rolling stock with Government financial assistance under this chapter may make a multiyear contract to buy the rolling stock and replacement parts under which the recipient has an option to buy additional rolling stock or replacement parts for not more than 5 years after the date of the original contract."

The Commuter Rail Division of the Regional Transportation Authority and the Northeast Illinois Regional Commuter Rail Corporation ("Metra"), the commuter rail system serving the Chicago area, uses the same Gallery style passenger railcars manufactured by Nippon-Sharyo. Metra approached VRE about assigning to them the remaining options from VRE's Contract with Sumitomo. From this, Metra would be able to purchase passenger railcars from VRE's Contract so long as Metra executes the order with SCOA prior to March of 2017. VRE, Metra and SCOA are working to develop a contract amendment to accomplish this in a form approved by VRE's legal counsel.

Fiscal Impact:

There is no fiscal impact to VRE.



RESOLUTION #2316

SUBJECT: Authorize the Sale of Seven VRE Legacy Gallery Cars

WHEREAS: In February of 2013, the VRE Operations Board granted authority to sell the remaining Legacy Gallery cars in anticipation of the new railcar delivery;

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

WHEREAS: A proposal was received from Metra of Chicago, Illinois to purchase the 405, 408, 412, 422, 423, 425 and 429 Legacy Gallery cars.

NOW, THEREFORE, BE IT RESOLVED by the Northern Virginia Transportation Commission hereby authorizes the VRE Chief Executive Officer to enter into the attached agreement to sell seven Legacy Gallery cars Nos. 405, 408, 412, 422, 423, 425 and 429 to Metra of Chicago, Illinois for a total amount of \$3,500.

Approved this 1st day of September 2016.

Jay Fisette
Chairman

Paul C. Smedberg
Secretary-Treasurer

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AGREEMENT
TO TRANSFER GALLERY COMMUTER CARS

THIS PURCHASE AGREEMENT, entered into this ____ day of _____, 2016, by and between the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission together known as the Virginia Railway Express (“VRE”), 1500 King St. Suite 202, Alexandria, Virginia 22314, hereinafter called the "Seller" and the Commuter Rail Division of the Regional Transportation Authority and the Northeast Illinois Regional Commuter Rail Corporation, units of local government created under the laws of the State of Illinois (referred to as “Metra”), "Purchaser."

WITNESSETH:

WHEREAS, the Seller owns seven Gallery Style Pullman Standard Commuter Railcars currently stored at one of the VRE maintenance and storage facilities in Virginia; and,

WHEREAS, the Purchaser has agreed to buy and Seller has agreed to sell said Gallery Style Pullman Standard Commuter Railcars; and

WHEREAS, the Seller and the Purchaser have agreed upon the terms and conditions of a sale of said Gallery Style Pullman Standard Commuter Railcars.

NOW, THEREFORE, in consideration of the mutual covenants, promises and agreements herein contained, the Seller and the Purchaser agree as follows:

1. Seller agrees to sell and Purchaser agrees to purchase the following Gallery Style Pullman Standard Commuter Railcars: 405, 408, 412, 422, 423, 425 and 429, at the price of \$3,500 in cash or cash equivalent on an "as is, where is" basis, \$500 payable upon delivery of each

Gallery Style Pullman Standard Commuter Railcar at a VRE maintenance and storage facility. Seller warrants the aforesaid Gallery Style Pullman Standard Commuter Railcars are unencumbered by any liens, security interests or other claims. Purchaser confirms it has inspected the Gallery Style Pullman Standard Commuter Railcars.

2. Settlement on the aforesaid Gallery Style Pullman Standard Commuter Railcars shall occur on a date mutually agreed by the parties, which in no event shall be later than _____, 2016. At settlement, Purchaser shall pay Seller the purchase price in the total amount of \$500 for each Gallery Style Pullman Standard Commuter Railcars described above, and Seller shall deliver a Bill of Sale as evidence the Gallery Style Pullman Standard Commuter Railcars are unencumbered by any liens or other claims. Title to the Gallery style Pullman Standard Commuter Railcars shall pass upon receipt by Purchaser.
3. Purchaser agrees to reimburse Seller for all cost associated with shipping the Gallery Style Pullman Standard Commuter Railcars from the delivery point to the destination point as determined by the Purchaser.
4. This Purchase Agreement shall be governed by the laws of the Commonwealth of Virginia and any causes of action pertaining to the subject matter thereof shall be brought in the federal courts of the Commonwealth of Virginia.
5. This Purchase Agreement is the entire agreement between the parties. There is no other understanding, representation, or agreement other than that set forth herein.

IN WITNESS WHEREOF, the parties hereto have executed this Purchase Agreement on the date and year aforesaid.

NORTHERN VIRGINIA TRANSPORTATION
COMMISSION And POTOMAC AND
RAPPAHANNOCK TRANSPORTATION
COMMISSION together known as the VIRGINIA
RAILWAY EXPRESS

Doug Allen, Chief Executive Officer

Metra

Don Orseno, Executive Director & CEO

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RESOLUTION #2317

SUBJECT: Authorize the Submission of VRE Projects to the Commonwealth Transportation Board for Evaluation Under Smart Scale

WHEREAS: VRE has identified two candidate projects for evaluation under the Smart Scale prioritization process (formerly known as HB2);

WHEREAS: The projects are the Gainesville-Haymarket Extension Project and the Fredericksburg Line Capacity Expansion Project;

WHEREAS: Projects must go through the Smart Scale prioritization process to receive funding under the High-Priority Projects Program;

WHEREAS: The Commonwealth Transportation Board (CTB) will use the Smart Scale scoring along with other information to inform their funding decisions; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED by the Northern Virginia Transportation Commission hereby authorizes its Acting Executive Director to submit the Gainesville-Haymarket Extension Project and the Fredericksburg Line Capacity Expansion Project to the Commonwealth Transportation Board for evaluation under the Smart Scale scoring process and funding consideration in the FY 2022-2023 Program, to make necessary corrections to project amounts or descriptions, and to execute all project funding agreements that may result from consideration of the projects.

Approved this 1st day of September 2016.

Jay Fisette
Chairman

Paul C. Smedberg
Secretary-Treasurer

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VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Agenda Item 9-E
Action Item

To: Chairman Skinner and the VRE Operations Board

From: Doug Allen

Date: July 15, 2016

Re: Recommend Authorization to Submit VRE Projects to the Commonwealth Transportation Board for Evaluation Under Smart Scale

Recommendation:

The VRE Operations Board is asked to recommend the Commissions authorize the VRE Chief Executive Officer to submit, on behalf of the Commissions, the Gainesville-Haymarket Extension Project and the Fredericksburg Line Capacity Expansion Project to the Commonwealth Transportation Board (CTB) for evaluation under the Smart Scale scoring process and funding consideration in the FY 2022-2023 Program, make any necessary corrections to project amounts or descriptions in the applications, and execute all project funding agreements that may result from consideration of the projects.

Background:

Smart Scale (formerly known as HB2) is the prioritization process that was signed into law in 2014. Projects must meet the capacity and operations needs of VTrans2040, Virginia's long-range multimodal transportation plan, and go through the Smart Scale process to receive state funding under the Construction District Grant Program (CDGP) and the High-Priority Projects Program (HPPP). These two grant programs were established in 2015 under House Bill 1887. The CDGP is open only to localities. Transit agencies may apply for HPPP funding with a resolution of support from the relevant regional agency, i.e. Northern Virginia Transportation Authority, Transportation Planning Board, or Fredericksburg Area



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

Metropolitan Planning Organization. A project applying for funds from the HPPP is prioritized with projects statewide. The CTB then makes a final decision on which projects to fund.

For the current round of Smart Scale evaluations, candidate projects must be submitted between August 1 and September 30, 2016. VRE has identified two candidate projects for submittal: VRE Gainesville-Haymarket Extension Project and VRE Fredericksburg Line Capacity Expansion Project. Both projects are capacity expansion projects located in Corridors of Statewide Significance (COSS) as well as on Regional Networks, and qualify for funding through the High-Priority Projects Program.

The VRE Gainesville-Haymarket Extension Project was submitted for the last round of evaluations and scored well, but was not selected for funding. The project will be resubmitted with updated information, including ridership and capital needs, developed through the ongoing study. The estimated total cost of the project is \$540 million and the Smart Scale grant request will be ***\$270 million***.

The Fredericksburg Line Capacity Expansion Project combines several currently unfunded or underfunded projects in the VRE CIP and will include necessary station, parking, and storage yard expansions along the Line as well as rolling stock to complete implementation of Phase I of the System Plan 2040, including operating longer trains. The estimated total cost of the project is ***\$136 million*** and the Smart Scale grant request will be ***\$99 million***.

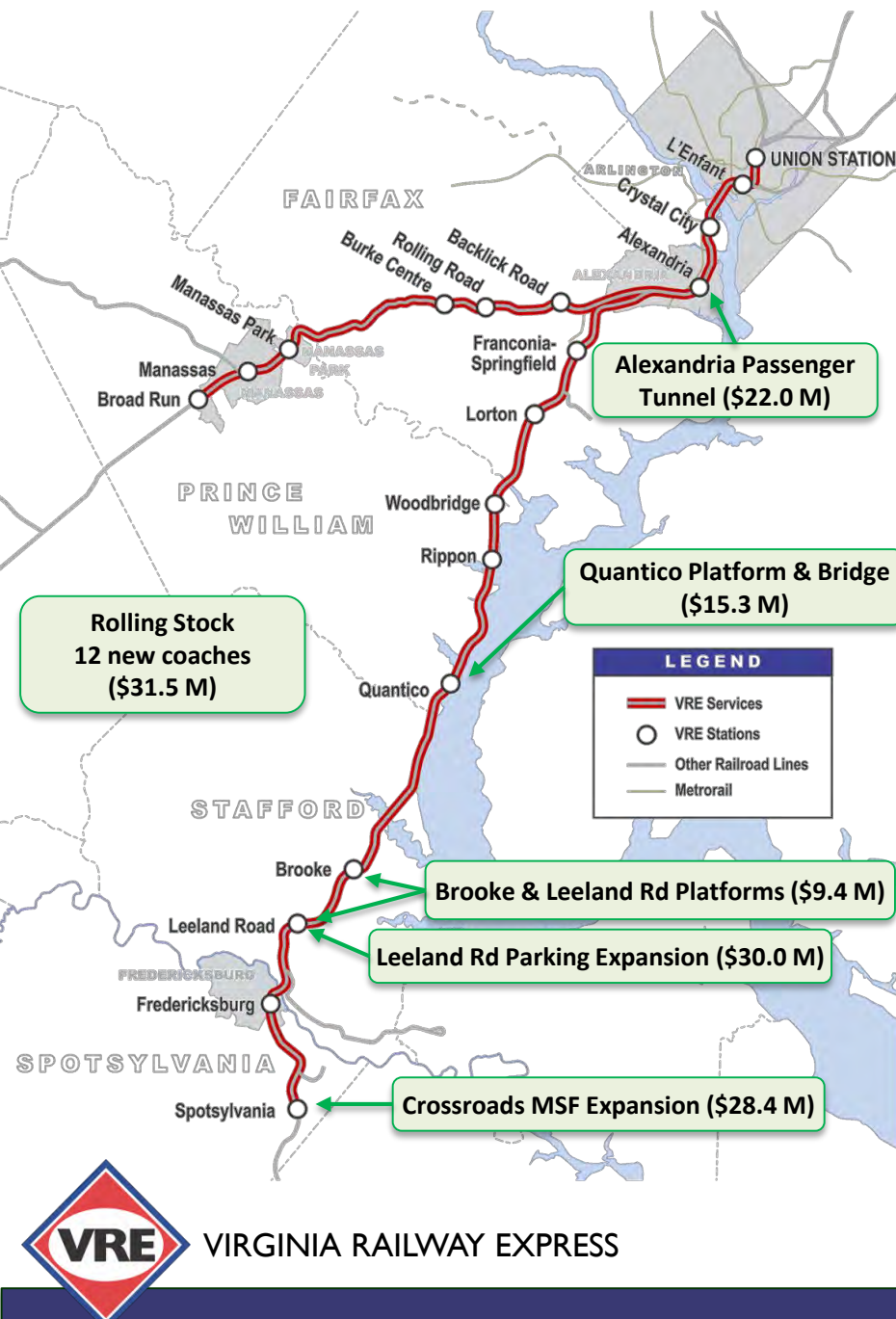
Fiscal Impact:

The submission of a project list has no fiscal impact. If selected for funding, the funds would allow the VRE Projects to be completed on an accelerated schedule.

SMART SCALE APPLICATION

Fredericksburg Line Capacity Expansion

- Finish underfunded/unfunded Phase 1 projects
 - Alexandria Passenger Tunnel
 - Brooke & Leeland Rd Platforms (modify existing platforms)
 - Leeland Rd Parking Expansion (675 additional spaces)
 - 12 additional coaches (1,474 seats per peak period)
 - Crossroads MSF Expansion (parking for longer trains)
- Total Project Cost: \$136.6 M
 - Committed Funds: \$37.7 M
5307, SSTP, Other State, VRE & CMAQ
 - SMART SCALE Request: \$98.9 M



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TO: Chairman Fiset and NVTC Commissioners

FROM: Kate Mattice

DATE: August 25, 2016

SUBJECT: Department of Rail and Public Transportation (DRPT)

A. DRPT Report

DRPT Director Jennifer Mitchell will provide an update on DRPT activities at the September meeting. The monthly [Department of Rail and Public Transportation \(DRPT\) Report](#) is attached and includes an update on the I-395 Transit/TDM Study.

B. High Speed Rail (DC2RVA) Update

The development of the Draft Environmental Impact Statement (DEIS) is currently underway, and the [DC2RVA](#) team is in the process of evaluating a series of potential track alignments, station locations, and station features necessary for future higher speed passenger rail service along the 123-mile Washington, D.C. to Richmond corridor. The DEIS is scheduled to be released for public review and comment in late 2016. A series of public hearings and an official comment period will follow the release, allowing stakeholders and the public ample opportunity to inform any final decision on a preferred alternative. DRPT will be providing in-person updates to transportation planning organizations in conjunction with the DEIS public release. NVTC expects a presentation in the fall. Attached is a [DC2RVA presentation given at a recent briefing for Virginia legislators](#) which provides more information about the project.

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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 Fissette and NVTC Commissioners

FROM: Jennifer Mitchell, Director

DATE: August 18, 2016

SUBJECT: DRPT Update

General Update

The next meeting of the Transit Capital Project Revenue Advisory Board (TCPRAB) is scheduled for Monday, September 19 from 10:00 AM to 2:00 PM in the VDOT Auditorium located at 1221 E. Broad Street in Richmond.

I-66 Corridor Improvements

On July 28, the Commonwealth Transportation Board (CTB) approved DRPT's recommendation to add \$9.8 million in components of the I-66 Inside the Beltway multimodal program to the FY17-22 Six Year Improvement Program (SYIP). The CTB had previously approved \$10 million from the Toll Revolving Account to advance multimodal component projects that could be operational by 2017 when tolling begins.

The CTB also approved the extension of HOV-2 lanes on I-66 from Gainesville to Haymarket on July 28. Final paving for the HOV lane as well as one additional general purpose lane is occurring during August and that particular project is expected to be completed in late summer 2016. In the same resolution, the CTB also clarified that the future HOV-3 designation applied only to the portion east of Gainesville that is encompassed by the I-66 Outside the Beltway improvements.

On August 1, Governor Terry McAuliffe and Transportation Secretary Aubrey Layne hosted a groundbreaking for the installation of the I-66 Inside the Beltway toll gantries at Washington-Lee High School in Arlington. Media outlets that attended the event were Arlington Connection Newspapers, ARLnow, WAMU 88.5 FM, the Washington Post, WJLA ABC7, WMAL 630 AM, WRC NBC4, WTOP 103.5 FM, WUSA9, and the Sun Gazette. Elected officials and other dignitaries that attended the event were CTB Member (and former NVTC Commissioner) Mary Hynes, Arlington County Board Chair Libby Garvey, Fairfax County Supervisor Penny Gross, City of Falls Church Revenue Commissioner Tom Clinton, Fairfax City Councilmember David Meyers, Delegate Mark

DRPT.Virginia.gov

Improving the mobility of people and goods while expanding transportation choices.

Kearns, Delegate Eileen Filler-Corn, Delegate Vivian Watts, Senator David Marsden, and staff from the office of Senator Barbara Favola.

Procurement activities continue for the Transform 66: Outside the Beltway project. The final RFP was issued on July 29 to the two remaining pre-qualified concessionaire teams. Technical and financial proposals are due on October 4, with announcement of successful bidder anticipated on October 31. Commercial close is anticipated in December 2016 and financial close in July 2017.

I-395 Express Lanes

The third regional Stakeholder Technical Advisory Group (STAG) was held on July 11 at the VDOT Northern Virginia District Office in Fairfax. The STAG was updated on the status of the Environmental Assessment, the traffic analysis, the Pentagon/Eads Street interchange Option 4 concept, the DRPT-led Transit and Transportation Demand Management (TDM) study, and the \$165 million award from the FASTLANE program to the Atlantic Gateway. The meeting was attended by staff from Arlington County, the City of Alexandria, Fairfax County, NVTC, VDOT and DRPT. Staff from the Department of Defense Washington Headquarters Services (WHS), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the George Washington Regional Commission (GWRC), the Potomac & Rappahannock Transportation Commission (PRTC), Spotsylvania County, and the Washington Metropolitan Area Transit Authority (WMATA) participated via teleconference.

The sixth Key Stakeholder Group (KSG) meeting for the I-95/395 project was held on July 27 at the Alexandria City Hall. A draft project list was distributed in advance to KSG members for review and comment, and model inputs for low, medium and high investment scenarios were discussed. A summary of TDM recommendations for the low, medium, and high investment scenarios was also distributed.

DRPT has been holding “pop up” public information meetings during July and August in the corridor to gather input from commuters and residents. In NVTC jurisdictions, DRPT held pop up meetings at the Gambrell Road Park and Ride Lot in Springfield on July 25, the Crystal City Farmers Market in Arlington on August 2, the Fairlington Farmers Market in Arlington on August 13, and the Lorton VRE Station on August 16. Pop ups are also being held in PRTC jurisdictions, and pop ups planned for the Huntington and Van Dorn Metrorail stations are still being scheduled. The next KSG meeting is scheduled for September 7 in Stafford County.

On August 11, TransUrban issued a Request for Proposals (RFP) for the construction of the additional lane within the current HOV right-of-way.

Smart Scale

A statewide webinar and training session was hosted at the VDOT Northern Virginia District Office in Fairfax on August 3. The training was attended by staff from the City of Fairfax, the City of Falls Church, Fairfax County, Loudoun County, the Northern Virginia Transportation Authority (NVTA), Prince William County, the Town of Dumfries, the Town of Herndon, the Town of Hillsboro, the Town of Vienna, and VDOT. A video of the training and the presentation slides can be viewed at https://www.youtube.com/watch?v=BmLbV_8kLhc&list=PLiCplfP-UWcCqHG2qeXuW1-fiY8fb1-FE.

DRPT.Virginia.gov

Improving the mobility of people and goods while expanding transportation choices.

The application period opened on August 1 and closes September 30. The deadline to file a Notice of Intent (NOI) to apply for Smart Scale funding is August 22. Agencies wishing to apply for Smart Scale funding must file an NOI to ensure technical assistance from the Commonwealth during the application process.

Updated policy and technical guidance, pre application coordination forms, a training video, and the VTrans plan, measures and goals as well as the text of the House Bill 2 legislation passed in 2014 are available on the project website at <http://vasmartscale.org/resources/default.asp>. Northern Virginia jurisdictions and transit agencies wishing to submit transit projects for SMART SCALE funding should coordinate with Todd Horsley, DRPT's Director of Northern Virginia Transit Programs.

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Virginia Rail Update

July 25, 2016

 **SEHSR Corridor**

 **Richmond to Raleigh**
Tier II EIS

 **Richmond to Hampton Roads**
Tier I EIS

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

 **Charlotte to Atlanta**
Tier I EIS

 **SEHSR Extended**
Feasibility Studies Complete

Washington D.C.

Fredericksburg

Richmond

Petersburg

Hampton Roads

Virginia

Tennessee

Greensboro

Durham

Salisbury

Burlington

Cary

Raleigh

North Carolina

Charlotte

Gastonia

Spartanburg

Toccoa

Gainesville

Atlanta

Columbia

Denmark

South Carolina

Savannah

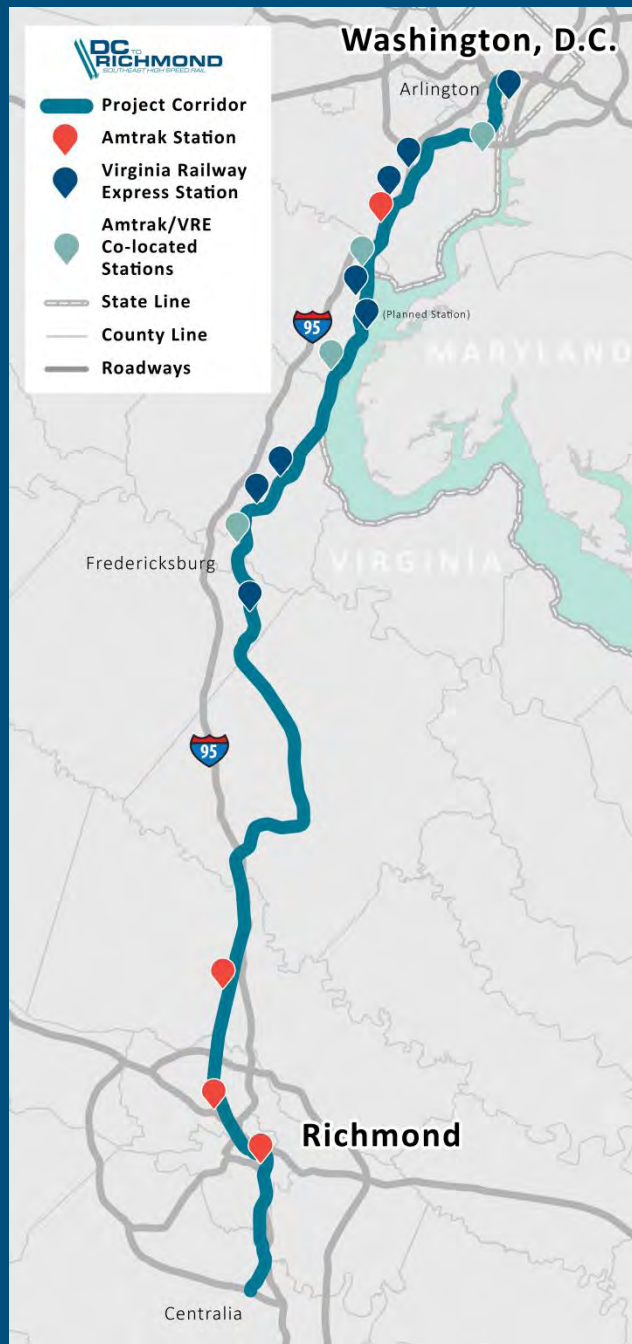
Jesup

Georgia

Florida

Jacksonville

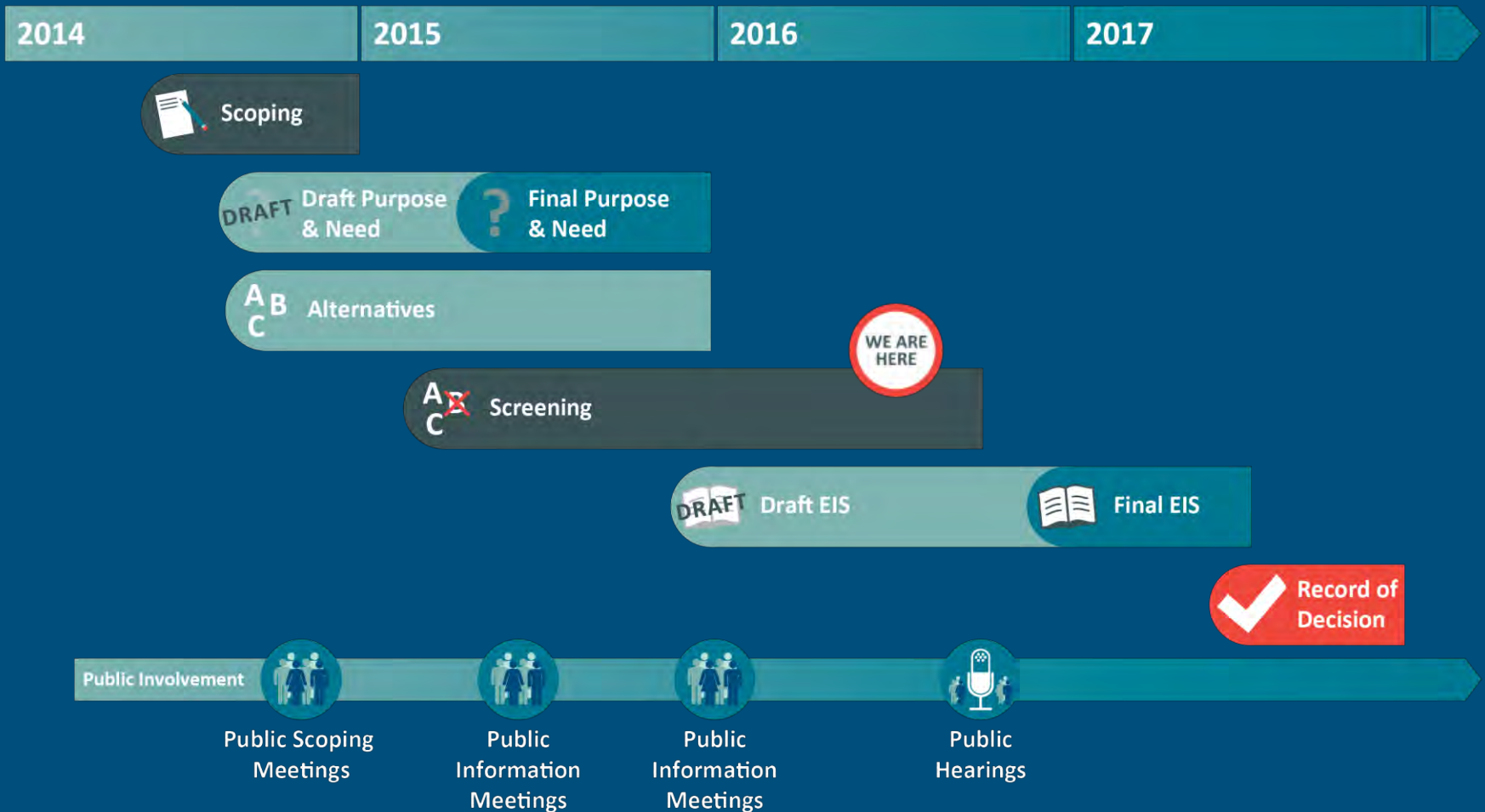
Southeast High Speed Rail (SEHSR)



Corridor Overview

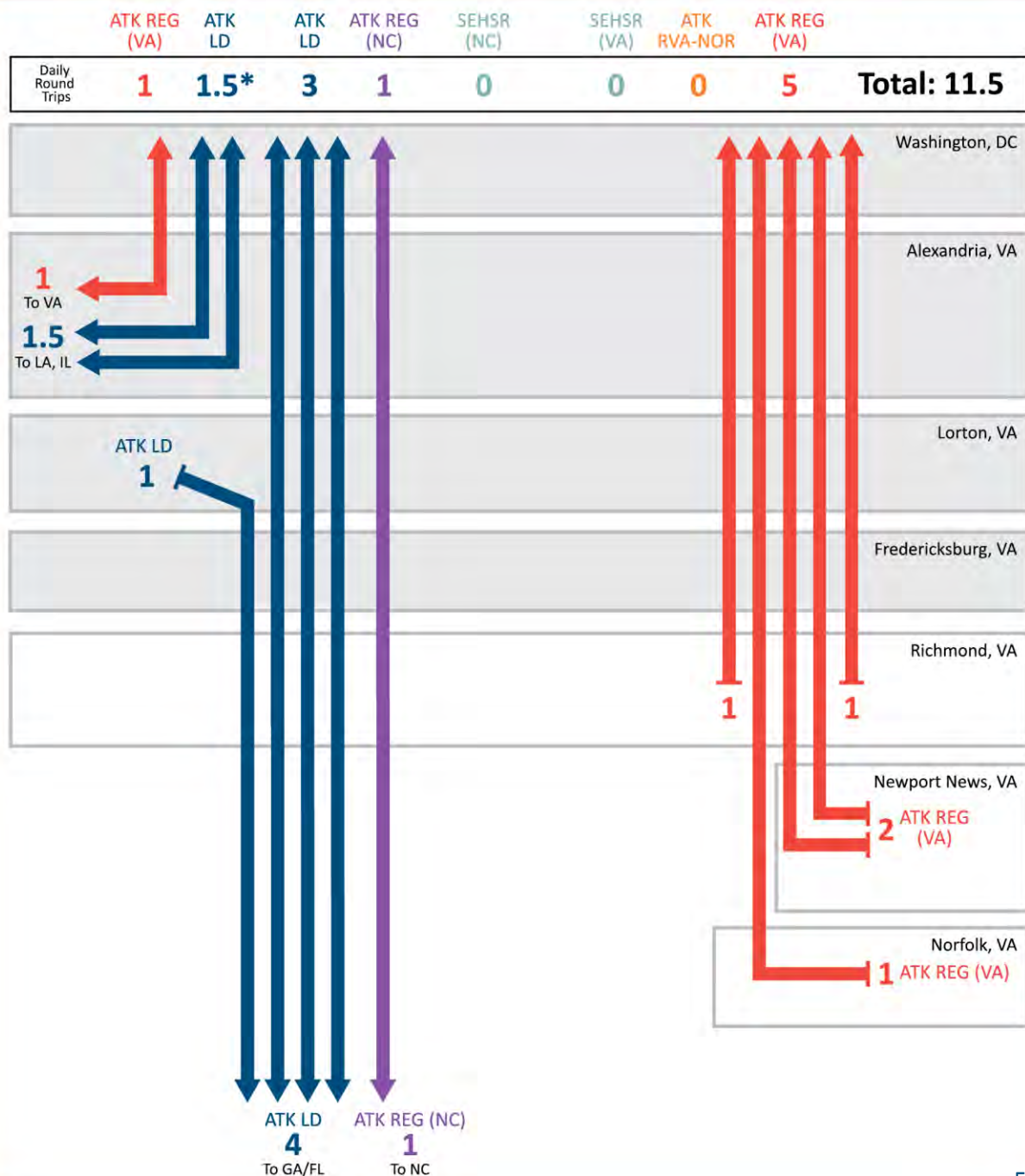
- 123-mile corridor
- Follows CSX's rail line
- Shared freight rail and passenger rail corridor
- Amtrak provides intercity passenger rail service
- Virginia Railway Express provides commuter rail service

A Look Back | Progress To Date



Intercity Passenger Train Frequencies 2015

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



2025

- Existing train extended to Norfolk

Revised: 4/20/2016

Changes from No Build

- 1 to Richmond



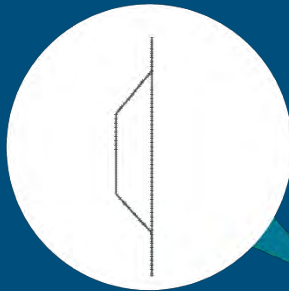
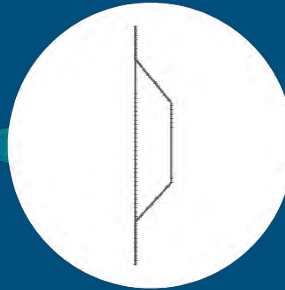
Existing Service and No Build Service Assumptions

Train Service	Existing Service	2025 No Build
Freight	20-30 Daily Trains	Existing + 2% annual growth (Est. 24-36 trains)
Amtrak Long Distance	10-11 Daily Trains (1 train 3x a week)	12 Daily Trains
Interstate Corridor (NC)	2 Daily Trains	2 Daily Trains
Northeast Regional (VA)	12 Daily Trains	14 Daily Trains
VRE	34 Daily Trains (Including non-revenue movements)	38 Daily Trains
Total Daily Trains (est.)	78-89 Daily Trains	88-100 Daily Trains

Washington, D.C.



Fredericksburg



Ashland

Richmond



Summary of Alternatives Carried Forward

The Atlantic Gateway

Project Partners

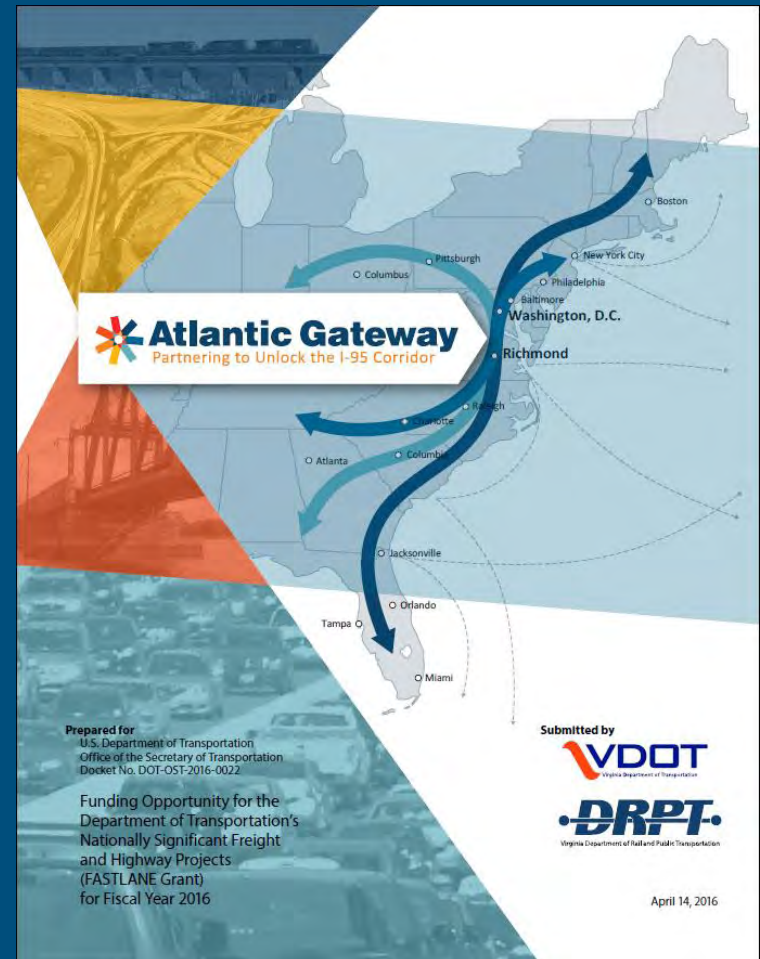
- DRPT, VDOT, Transurban, CSX

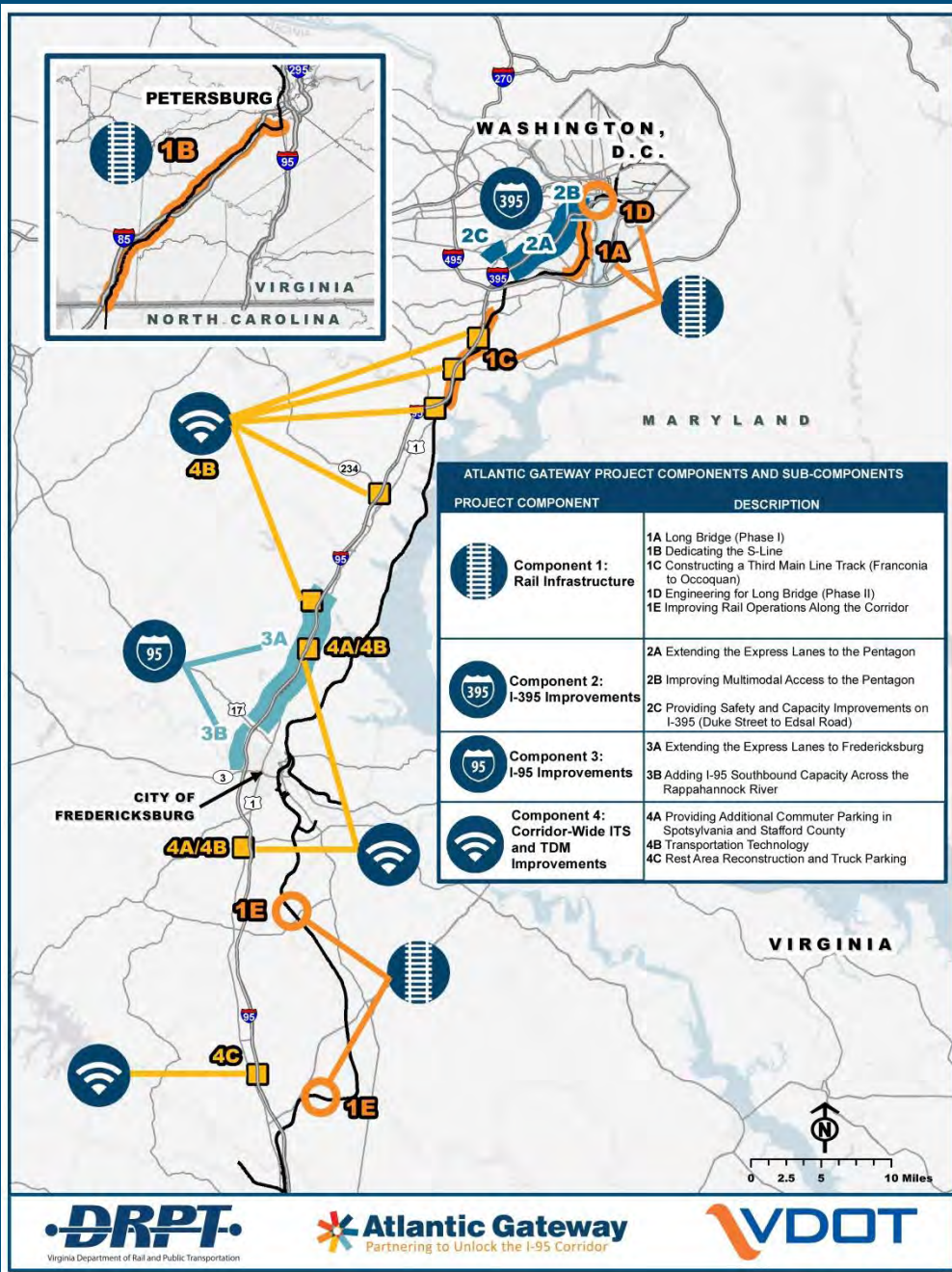
Purpose

- Accelerate projects for long-term, multimodal network
- Resolve bottlenecks, congestion, safety concerns
- Accommodate growth

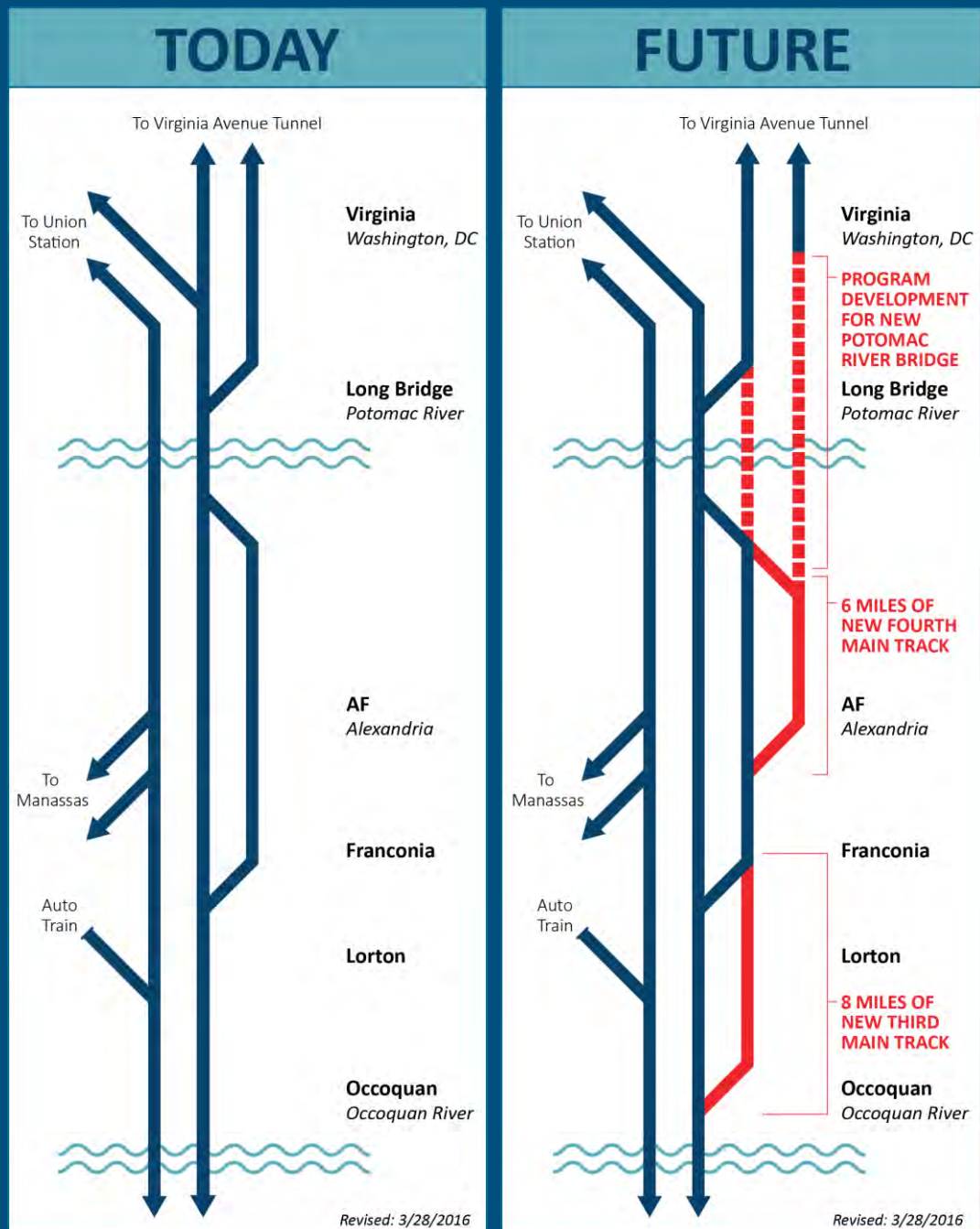
Projected Cost

- \$1.4 Billion



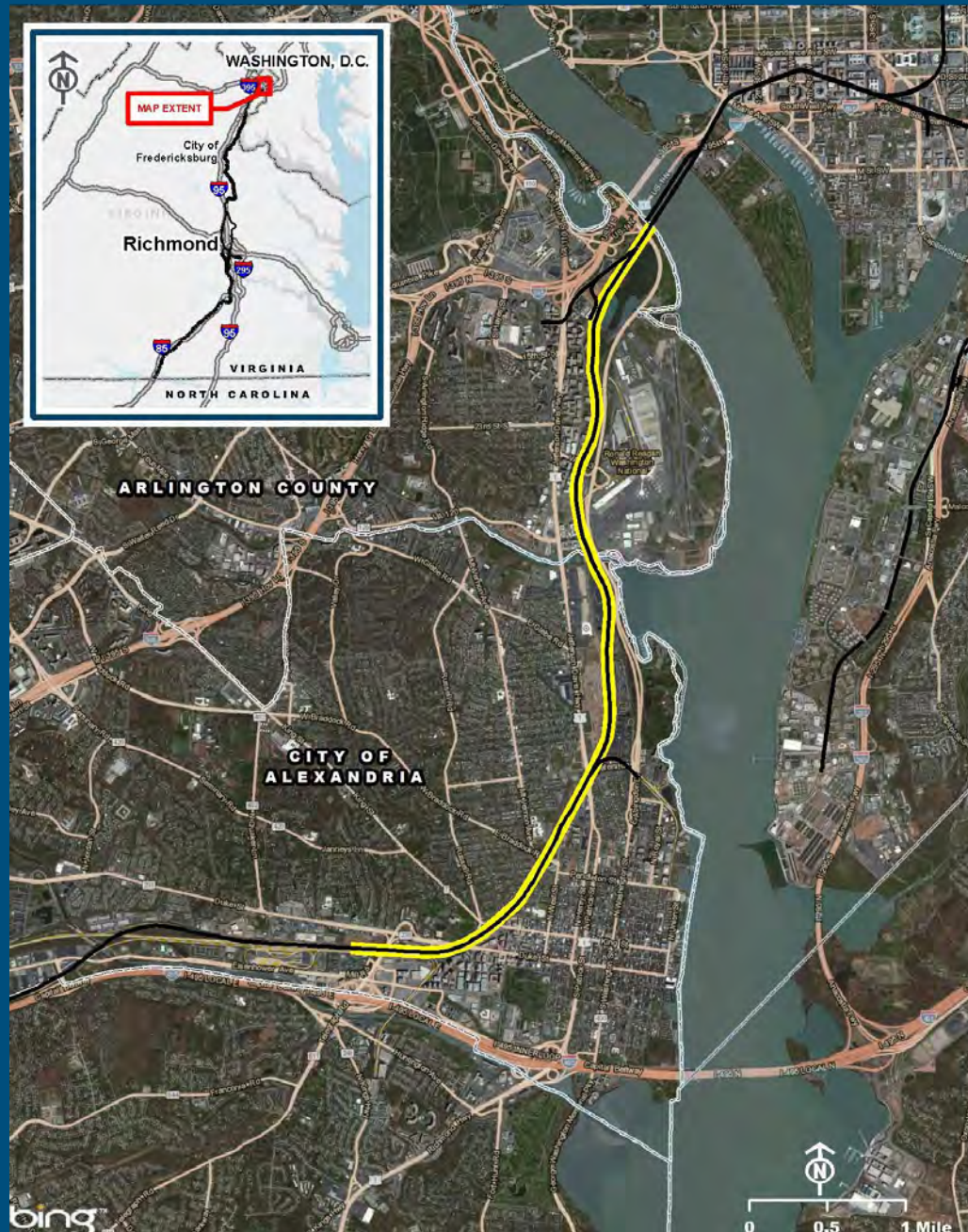


Atlantic Gateway Components Map



Franconia to Occoquan Third Mainline

- Part of Atlantic Gateway suite of projects
- Construct approximately eight miles of new third main line track between Franconia and Occoquan River
- Enhance passenger and freight rail along the corridor, improving reliability and capacity of the rail network
- DRPT is commencing work on the NEPA CE and Preliminary Engineering
- Anticipate project construction in late 2017



Long Bridge Phase 1

- Construct 6 miles of new, fourth mainline track from Control Point RO in Arlington, Virginia to Control Point AF in Alexandria, Virginia.
- Increase rail capacity between Washington, DC and Virginia across the Potomac River.
- NEPA completion anticipated as part of DC2RVA Fall 2017

Key Dates and Contact Information

DC2RVA Draft Environmental Impact Statement Release
Estimated Fall 2016



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www.dc2rvarail.com



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TO: Chairman Fiset and NVTC Commissioners

FROM: Kate Mattice

DATE: August 25, 2016

SUBJECT: Executive Director Report

A. Executive Director Report

NVTC's Executive Director Report updates specific NVTC projects and programs and highlights items of interest at the federal and state levels and among partners such as the Transportation Planning Board and the Northern Virginia Transportation Authority.

This month's report focuses on a wide array of initiatives, including Transform 66, Smart Scale, CTB activities, NVTC's Emergency Planning progress, regional response to Safe Track, regional bus and VRE ridership, Atlantic Gateway, and TPB Safe Track traffic studies.

B. Commission Actions: Outlook for Fall

The list of upcoming Commission proposed actions and information items for the remainder of the calendar year is attached.

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Executive Director Report

September 2016



#9A



Standing on a parking deck above I-66 last month as Governor McAuliffe officially launched Transform 66, I was struck both by how far NVTC has come and how much further we can go. These are exciting times for NVTC staff, as our role in moving more people more efficiently and reliably through the corridor is significant.

Our road map – for Transform 66 and a host of projects and programs – is a new work plan, being developed in consultation with the MAC. It will guide us through June 2018 as we endeavor to further NVTC's mission.

Creating the plan is more than an academic exercise. Information gleaned through meetings with commissioners, conversations with partners, and much research and reflection has instilled in staff members a greater understanding of NVTC's role — in NoVa, the Commonwealth and the D.C. region — and how each of us can best contribute.

The plan, to be shared with the Commission in October, contains an exciting array of programs, projects, activities and events that will support our jurisdictions, engage a range of stakeholders, and provide a forum for the discussion and solution of regional transit issues. Here are some highlights of planned efforts:

- Products to inform the Commission on WMATA's economic contributions to NoVa and the Commonwealth
- Celebratory groundbreakings and kick-offs of components funded through the Transform 66 Multimodal Project
- Release of our Legislative & Policy Agenda at a joint NVTC-PRTC briefing, featuring high-profile speakers, for members of the General Assembly
- Release of NVTC's work identifying opportunities to enhance the regional bus network
- A Transit Means Business event with NoVa's chambers of commerce

As always, your thoughts and ideas — on the work plan or any NVTC– or transit-related topic — are welcome. I'm a quick call or email away.

~ **Kate Mattice**
Acting Executive Director

Stay in Touch with NVTC Online

Whether your preference is to Friend or Follow, you can now interact with NVTC on [Facebook \(@NoVaTransit\)](#) and [Twitter \(@NoVaTransit\)](#). Our expanded online presence allows us to share news and updates with a wider audience and to connect with our jurisdictions and transit agencies, reposting or retweeting interesting and important information. Chances are, if you have a Twitter account, NVTC is following you. We encourage you to return the favor.

The Twitter feed also is displayed on NVTC's homepage. Beneath the feed is a "Read the Latest" icon which allows visitors to peruse and subscribe to NVTC's daily press clips, which features transit-related headlines from NoVa, the region, the commonwealth and beyond.



Inside this Issue

Transform 66 Multimodal Update	2
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Northern Virginia Transportation Authority	6



Northern Virginia Transportation Commission
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Arlington, VA 22201
info@nvtc.org
www.novatransit.org

Key Dates

Sept. 7	VRE Management Online Chat
Sept. 8	WMATA Board Meeting
Sept. 8	NVTA Monthly Meeting
Sept. 16	VRE Operations Board Meeting
Sept. 20-21	CTB Monthly Meeting
Sept. 21	TPB Monthly Meeting
Sept. 22	WMATA Board Meeting
Sept. 22	NVTA West Ox Garage Groundbreaking
Oct. 6	NVTC Monthly Meeting

Transform 66 September Update

Within days of [the CTB's endorsement of the 10 multimodal components](#) approved by NVTC, Gov. Terry McAuliffe was joined by members of the General Assembly and local elected officials [to kick off the installation of the tolling infrastructure](#). Eight toll gantries and 125 signs will be installed over and around I-66 inside the Beltway. Tolling of the Interstate, which will provide revenue to fund additional multimodal components, will begin next summer.

NVTC staff, in collaboration with the Commission's jurisdictions and Multimodal Project grantees, has developed a Standard Component Agreement (SCA), which the Commission will consider at its September meeting. Each SCA contains an addendum that specifies the measures NVTC will use to determine the component's effectiveness in meeting the goals of the [Memorandum of Agreement](#) between NVTC and the Commonwealth.

NVTC is working with local jurisdictions on component-specific kick-off events. The first will be an October groundbreaking for [construction of a 250-space park-and-ride](#) lot, which will anchor new commuter bus service, in Loudoun County's Aldie community.



Gov. McAuliffe (third from right) and Transportation Sec. Aubrey Layne (third from left), unveil sign saying "Transforming I-66 Begins Here"



NVTC staff at the Transform 66 groundbreaking on the parking deck at Washington-Lee High School in Arlington on Aug. 1

NVTC-Approved Multimodal Components

Bus Stop Consolidation and Accessibility Improvements

Peak Period Service Expansion to ART Bus Route 55

Peak Period Service Expansion to Metrobus Route 2A

Loudoun County Stone Ridge Enhanced Transit

Fairfax Connector Express Bus, Gov. Center to State Dept.

PRTC Gainesville to Pentagon Commuter Service

Expanded TDM Outreach to the I-66 Corridor

Expanded Transit Access, through Capital Bikeshare

Loudoun County Transportation Demand Management

Multimodal Real-Time Transportation Information Screens

Transform 66 Resources

NVTC's July 2016
Presentation to the CTB

DRPT's July 2016
Presentation to the CTB

FY2017
Component Scores

FY2017
Component Profiles

FY2017
Submitted Applications

Transform 66
Evaluation/Prioritization
Process

Transform 66
Memorandum of
Agreement

Transform 66
Inside the Beltway
Fact Sheet

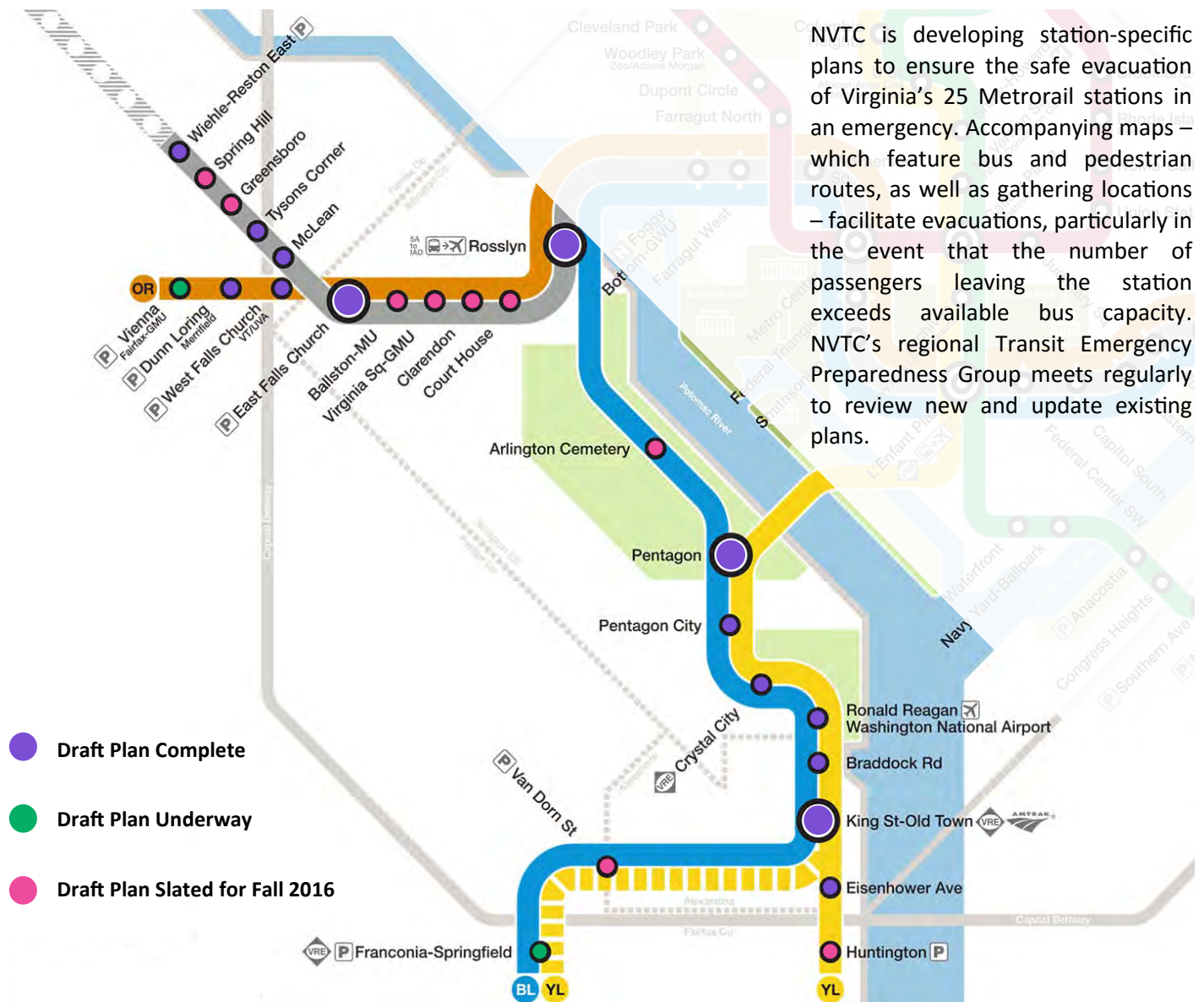
2013 DRPT
Transit/TDM Study
for the I-66 Corridor

VDOT I-66
Multimodal Study
Inside the Beltway

NVTC's Transform 66 website is updated regularly. Visit www.novatransit.org/i66multimodal to learn more.

NVTC Completes 14 Emergency Plan Drafts for VA's Metrorail Stations

NVTC is developing station-specific plans to ensure the safe evacuation of Virginia's 25 Metrorail stations in an emergency. Accompanying maps – which feature bus and pedestrian routes, as well as gathering locations – facilitate evacuations, particularly in the event that the number of passengers leaving the station exceeds available bus capacity. NVTC's regional Transit Emergency Preparedness Group meets regularly to review new and update existing plans.



State Update

Smart Scale

Jurisdictions and transit agencies can [apply for funding under the Commonwealth's Smart Scale program through Sept. 30](#). To help transit agencies with their applications, the Virginia Transit Association has created [Winning Transit Projects in HB2 "Smart Scale."](#)

Smart Scale, which rates and prioritizes transportation projects, was [honored by the Southern Legislative Conference](#) for "its creative approach to solving problems and issues, far-reaching benefits and solutions, ability to transfer best practices to other states, and overall success in operating effectively and efficiently."

Commonwealth Transportation Board

Noting that expenses are rising faster than revenues, Virginia Railway Express CEO Doug Allen told the Commonwealth Transportation Board on July 28 that raising fares alone is not a viable solution. [Allen's presentation focused on adding capacity to corridors of statewide significance](#) and the funding necessary to do so.

[Following a presentation](#) by NVTC Acting Executive Director Kate Mattice, the [CTB adopted a resolution](#) to include the NVTC-selected multimodal components in the commonwealth's Six Year Improvement Program for FY 2017-FY 2022.

As WMATA Revises SafeTrack, NVTC Coordinates Regional Response

To address federal safety recommendations, [Metro GM Paul Wiedefeld announced changes to SafeTrack](#) to allow for aggressive work to be performed on interlockings, the points where trains change tracks, and account for slowdowns in work due to high heat and humidity.

Surge 8, originally scheduled to begin Aug. 20, has been pushed back to Aug. 27 and will continue through Sept. 11. In addition to weekday single-tracking between Franconia-Springfield and Van Dorn Street, the surge now includes three consecutive weekend shutdowns.

Surge 9, which features daily single-tracking between Vienna and West Falls Church, will run from Sept. 15 to Oct. 26, with weekend shutdowns. Vienna and Dunn Loring will be closed for all shutdowns. West Falls Church will be closed Sept. 24-25 and Oct. 1-2.

Metro will further revise the SafeTrack plan and announce modifications to surges 10-15 on Sept. 12. NVTC continues to coordinate NoVa's SafeTrack response, holding weekly calls that allow stakeholders to gain clarity on issues and provide feedback.

YL

BL

SINGLE TRACKING

A map of the Blue Line in Washington, D.C., highlighting the segment between Van Dorn and King St. Springfield. A red line indicates the single-tracking area. The map shows the route from Franconia-Springfield to Van Dorn Street, with a red line connecting Van Dorn and King St. Springfield.

Franconia-Springfield to Van Dorn Street

Continuous single-tracking between Franconia-Springfield and Van Dorn Street. Reduced service at Franconia-Springfield and Van Dorn Street only. Some trains will run to/from Huntington instead. Three consecutive weekend shutdowns with shuttles replacing trains along segments of the Blue Line.

DATES: Aug. 27 to Sept. 11 (16 days)

WEEKDAY TRIPS AFFECTED: 18,000

TRAIN FREQUENCY: From Franconia every 24 minutes; from Van Dorn Street every 12 minutes. Near-normal service for other Blue Line stations. No Rush+ Yellow Line trains.

SHUTTLE BUSES: Express bus shuttles will be available during rush hour between Franconia-Springfield and Pentagon via 395HOV.

ADVICE FROM METRO: Riders who use Franconia-Springfield or Van Dorn Street should consider using other stations, especially during rush hour.

OR

SINGLE TRACKING

A map of the Orange Line in Washington, D.C., highlighting the segment between Vienna and West Falls Church. A red line indicates the single-tracking area. The map shows the route between Vienna and West Falls Church, with a red line connecting them.

West Falls Church to Vienna

Continuous single-tracking between Vienna and West Falls Church. Four consecutive weekend shutdowns with shuttles replacing trains along segments of the Orange Line between Vienna and East Falls Church

DATES: Sept. 15 to Oct. 26 (42 days)

WEEKDAY TRIPS AFFECTED: 30,000

TRAIN FREQUENCY: Every 18 minutes at Vienna and Dunn Loring. Normal service levels at other Orange Line stations.

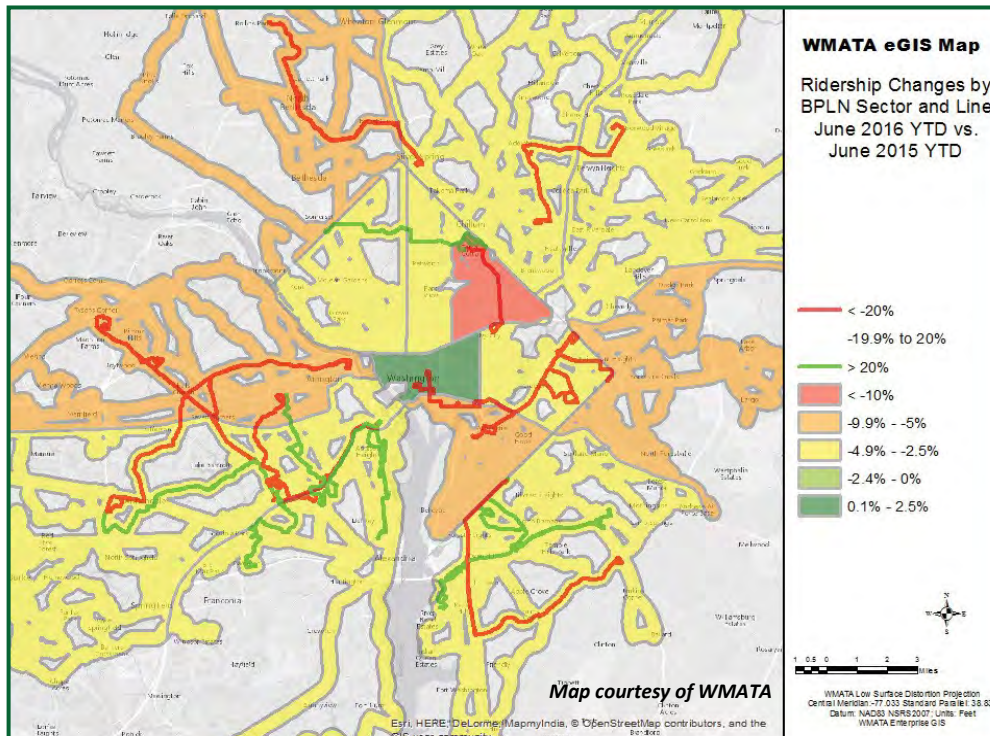
SHUTTLE BUSES: Not specified.

ADVICE FROM METRO: Consider alternatives to the Vienna and Dunn Loring stations.

Graphics via The Washington Post online

Declining Bus Ridership Is Focus of Regional Workshop

Bus ridership is down in the U.S. A definitive explanation is hard to come by, according to a panel convened by the Washington Metropolitan Area Transit Authority (WMATA) in July. [Slate.com reports that bus trips have fallen nationwide](#) from 5.86 billion in 2002, a peak year, to 5.11 billion last year, and dropped almost 3 percent from 2014 to 2015.



During the same period, all NoVa bus systems experienced declines except DASH and Loudoun County Transit. When combined, trips [on NoVa's seven bus systems dropped about 3 percent](#) from 2014 to 2015, in keeping with the national trend.

Sixty percent of WMATA bus and rail customers cite these reasons for riding less:

- lack of service reliability
- lack of sense of safety
- value of service for price paid
- less traffic congestion

Other possible factors include:

- shifting demographics
- changing land use patterns
- availability of alternative modes
- increased teleworking
- fare increases

NVTC will continue to work with WMATA and NoVa bus systems to explore the reasons underpinning the drop in ridership and find solutions that can be implemented at the local and regional levels.

Around Town: Headlines from NVTC Jurisdictions & Transit Providers



[Potomac Yard Metro Station receives \\$66 million from NVT](#)

[Improvements to King Street-Old Town Metrorail Station proposed](#)



[Bike share is getting in gear](#)



[Silver Line Phase 2 construction is 30 percent complete](#)



[Georgetown-Rosslyn Gondola public meeting materials](#)

[Arlington considers on-demand ridesharing](#)

[Arlington's Moving Words bus program is back](#)



[Renovations proposed for Union Station Concourse](#)

[Union Station Great Hall returned to its former glory](#)



[Embark Richmond Hwy community meeting video](#)



[MyTripTime gives personalized information on your Metrorail trips](#)

[Metro invites public to preview the new \[wmata.com\]\(#\)](#)

Virginia Railway Express



While bus ridership is declining, commuter rail is experiencing an uptick. The [Virginia Railway Express \(VRE\) recorded 23,309 individual trips on July 12, its highest single-day ridership](#). A weekly ridership

record was also set, as VRE topped 100,000 trips for the first time. This increase in ridership can be linked to WMATA's SafeTrack program.

Many of these new VRE riders took advantage of the VRE Mobile app, which experienced a spike in downloads in early July. VRE was the first transit system in the Washington, D.C. region to offer such an app, which allows customers to plan their routes and purchase their tickets directly on their smartphones.



Atlantic Gateway

Calling it “the most comprehensive transportation package in Virginia history,” Gov. Terry McAuliffe detailed [a \\$1.4 billion program to fund road and rail projects](#). At Alexandria’s Union Station in July, McAuliffe announced a \$165 million federal grant that finalized the state’s financial plan.



The project will improve freight and passenger rail (Amtrak and Virginia Railway Express) capacity and reliability in the corridor and increase bus service. The I-95 Express Lanes will be extended both to the north and south, offering commuters a reliable trip from the Potomac River to Fredericksburg, and points in between. Atlantic Gateway also will:

- Add commuter parking and technology upgrades
- Build pavement to allow for autonomous vehicles
- Acquire a rail corridor, abandoned by CSX, that runs from North Carolina to Richmond to safeguard the future of high speed rail in the Southeast.

Transportation Planning Board



Was it WMATA SafeTrack surge 1,2,3 or 4 that kept folks sitting in traffic longest? [The Transportation Planning Board \(TPB\)](#), which examined hour-by-hour traffic patterns on area roadways, says the first was the worst. Its analysis reveals some

noteworthy impacts that could help traffic management agencies, transit providers, employers, and daily commuters plan for future disruptions. Its recently published [list of lessons learned](#), broken out by jurisdiction, during the first four SafeTrack surges is insightful. These include:

- Convening a broad, inclusive group of parties that may not regularly work together allows stakeholders to gain clarity on issues and provide feedback .
- Coordinated, clear messaging among all stakeholders is key, as the control of information is critical.
- On-platform communication with passengers is necessary to reinforce advertising and web-based and social media announcements.

Northern Virginia Transportation Authority



NoVa's quality of life in terms of transportation was rated 5.8 on a 10-point scale, [according to a new poll](#) by the Northern Virginia Transportation Authority (NVTA). Respondents described ideal travel as quick, smooth or easy, safe and

predictable, noting that typical travel in the NoVa is slow, congested, unpredictable and frustrating. Among the findings:

- Residents spent 64 minutes on average commuting round trip, primarily by automobile and motorcycle.
- Traffic flow and congestion were cited by 59 percent as having the biggest impact on quality of life. Of those, 71 percent felt the region is doing a ‘mostly bad’ job in this area.
- Reducing trip times (58 percent) and making the transportation system affordable (53 percent) were the improvements most frequently mentioned.

OCTOBER 2016

PROPOSED ACTIONS:

- Amendments to the Transform 66 Memorandum of Agreement
- Pre-Allocation Testimony to the Commonwealth Transportation Board (CTB)
- VRE Budget (to forward to jurisdictions)
- Notice of Direct Contributions to Jurisdictions

INFORMATION:

- Preliminary NVTC FY2018 G&A Budget
- NVTC Federal and State Legislative and Policy Agenda
- I-395 Transit/TDM Study Update
- Report from the Virginia Board Members of WMATA
 - SafeTrack
 - Proposed Changes to Metrorail Service Hours
 - WMATA FY2018 Budget Prep
 - Metrobus State of Good Operations Service Changes
 - Quarterly WMATA System Performance (Vital Signs) – prepared by NVTC
- VRE Report
- DRPT Report
- NVTC Financial Report

EVENT: Groundbreaking for Stone Ridge Park and Ride -Transform 66 Project (date to be announced)

NOVEMBER 2016

PROPOSED ACTIONS:

- FY2018 G&A Budget
- NVTC Federal and State Legislative and Policy Agenda
- 2017 Meeting Schedule
- VRE Legislative Agenda
- Call for Nominations to NVTC Committees

INFORMATION:

- I-395 Express Lanes Revenue Estimates
- High-Speed Rail (DC2VA) Update
- NVTC FY2017 1st Quarter Ridership Report
- Report from the Virginia Board Members of WMATA
 - SafeTrack
 - WMATA Preliminary FY2018 Budget
 - Capital Needs Inventory
- VRE Report
- DRPT Report
- NVTC Financial Report

DECEMBER 2016

PROPOSED ACTIONS:

- NVTC and VRE Audits

INFORMATION:

- Transform66 Multimodal Project Update
- Report from the Virginia Board Members of WMATA
 - WMATA Preliminary FY2018 Budget
 - Capital Needs Inventory
- VRE Report and Action Items
- DRPT Report
- NVTC Financial Report

EVENT: Joint NVTC/PRTC Federal and State Legislative and Policy Briefing (date to be announced)

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TO: Chairman Fisette and NVTC Commissioners

FROM: Kate Mattice, Scott Kalkwarf and Colethia Quarles

DATE: August 25, 2016

SUBJECT: NVTC Financial Items

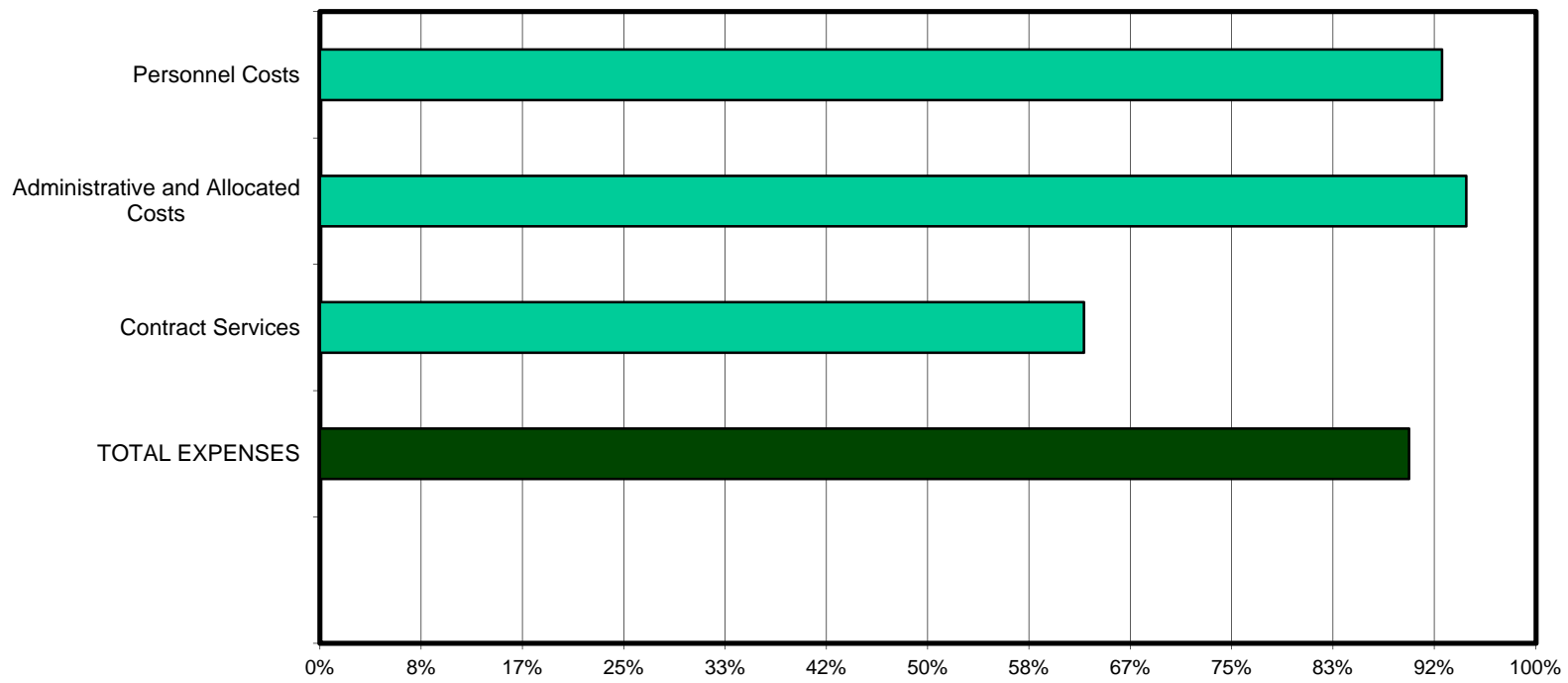
The Financial Reports for June and July 2016 are provided for your information.

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Northern Virginia Transportation Commission

Financial Reports
June, 2016

Percentage of FY 2016 NVTC Administrative Budget Used
June 2016
(Target 100% or less)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
June, 2016

	<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	\$ 118,099.22	\$ 1,167,483.73	\$ 1,195,700.00	\$ 28,216.27	2.4%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>118,099.22</u>	<u>1,167,483.73</u>	<u>1,195,700.00</u>	<u>28,216.27</u>	<u>2.4%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	10,133.30	77,968.83	79,300.00	1,331.17	1.7%
Group Health Insurance	7,187.13	66,385.53	162,000.00	95,614.47	59.0%
Retirement	9,117.09	99,697.09	90,200.00	(9,497.09)	-10.5%
Workmans & Unemployment Compensation	84.05	3,691.72	4,700.00	1,008.28	21.5%
Life Insurance	246.15	3,125.98	5,100.00	1,974.02	38.7%
Long Term Disability Insurance	480.06	5,105.72	5,600.00	494.28	8.8%
Total Benefit Costs	<u>27,247.78</u>	<u>255,974.87</u>	<u>346,900.00</u>	<u>90,925.13</u>	<u>26.2%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	1,050.00	11,046.18	11,100.00	53.82	0.5%
<i>Rents:</i>	<i>18,708.26</i>	<i>219,078.33</i>	<i>227,700.00</i>	<i>8,621.67</i>	<i>3.8%</i>
Office Rent	17,715.11	206,123.68	211,100.00	4,976.32	2.4%
Parking & Transit Benefits	993.15	12,954.65	16,600.00	3,645.35	22.0%
<i>Insurance:</i>	<i>764.51</i>	<i>5,699.21</i>	<i>6,100.00</i>	<i>400.79</i>	<i>6.6%</i>
Public Official Bonds	-	1,700.00	2,300.00	600.00	26.1%
Liability and Property	764.51	3,999.21	3,800.00	(199.21)	-5.2%
<i>Travel:</i>	<i>3,289.51</i>	<i>28,129.08</i>	<i>28,000.00</i>	<i>(129.08)</i>	<i>-0.5%</i>
Conference / Professional Development	-	11,347.81	17,000.00	5,652.19	33.2%
Non-Local Travel	585.90	3,287.47	1,900.00	(1,387.47)	-73.0%
Local Travel, Meetings and Related Expenses	2,703.61	13,493.80	9,100.00	(4,393.80)	-48.3%
<i>Communication:</i>	<i>931.59</i>	<i>9,321.41</i>	<i>16,000.00</i>	<i>6,678.59</i>	<i>41.7%</i>
Postage	210.00	1,604.54	2,500.00	895.46	35.8%
Telephone and Data	721.59	7,716.87	13,500.00	5,783.13	42.8%
<i>Publications & Supplies</i>	<i>3,408.82</i>	<i>15,879.58</i>	<i>11,000.00</i>	<i>(4,879.58)</i>	<i>-44.4%</i>
Office Supplies	470.47	4,050.34	2,500.00	(1,550.34)	-62.0%
Duplication and Paper	2,838.35	11,329.24	8,000.00	(3,329.24)	-41.6%
Public Information	100.00	500.00	500.00	-	0.0%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
June, 2016

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	8,216.47	33,383.02	42,500.00	9,116.98	21.5%
Furniture and Equipment (Capital)	7,256.81	25,145.48	30,900.00	5,754.52	18.6%
Repairs and Maintenance	-	270.73	1,000.00	729.27	72.9%
Computer Operations	959.66	7,966.81	10,600.00	2,633.19	24.8%
<i>Other General and Administrative:</i>	1,312.95	8,724.22	9,000.00	275.78	3.1%
Subscriptions	-	-	-	-	0.0%
Memberships	159.33	1,201.03	1,800.00	598.97	33.3%
Fees and Miscellaneous	639.62	6,159.19	5,600.00	(559.19)	-10.0%
Advertising (Personnel/Procurement)	514.00	1,364.00	1,600.00	236.00	14.8%
Total Administrative Costs	<u>37,682.11</u>	<u>331,261.03</u>	<u>351,400.00</u>	<u>20,138.97</u>	<u>5.7%</u>
<u>Contracting Services</u>					
Auditing	-	13,500.00	29,000.00	15,500.00	53.4%
Contract Services and Support	28,978.30	82,306.35	155,000.00	72,693.65	46.9%
Legal	41,806.22	41,806.22	35,000.00	-	0.0%
Total Contract Services	<u>70,784.52</u>	<u>137,612.57</u>	<u>219,000.00</u>	<u>88,193.65</u>	<u>40.3%</u>
 Total Gross G&A Expenses	<u><u>\$ 253,813.63</u></u>	<u><u>\$ 1,892,332.20</u></u>	<u><u>\$ 2,113,000.00</u></u>	<u><u>\$ 227,474.02</u></u>	<u><u>10.8%</u></u>

NVTC
RECEIPTS and DISBURSEMENTS
June, 2016

	Payer/ Payee	Purpose	Wells Fargo (Checking)	Wells Fargo (Savings)	VA LGIP	
Date					G&A / Project	Trusts
RECEIPTS						
1	DMV	Motor Vehicle Fuels Sales tax receipt				\$ 2,374,382.37
3	DRPT	Capital grant receipt - Falls Church			1,784.00	
3	DRPT	Capital grant receipt - Falls Church				3,226.00
3	DRPT	Capital grants receipts - VRE			5,625,097.00	
6	DRPT	Capital grants receipts - VRE			75,216.00	
8	DRPT	Intern grant receipt			8,490.00	
8	DRPT	Capital grants receipts - VRE			11,968.00	
9	DRPT	Technical assistance grant receipt - NEPP			3,500.00	
9	DRPT	Operating assistance receipt - WMATA				8,315,853.00
18	Arlington	G&A contribution		13,891.75		
18	VRE	Staff support		14,287.37		
21	DRPT	Capital grants receipts - Arlington				642,210.00
21	DRPT	Capital grants receipts				128,733.00
21	DRPT	Capital grants receipts - Alexandria			62,181.00	
21	DRPT	Capital grant receipt - Falls Church			4,674.00	
21	DRPT	Capital grants receipts - VRE			20,813.00	
22	DRPT	Capital grants receipts - Arlington				41,494.00
27	DRPT	Capital grants receipts				8,873.00
27	DMV	Motor Vehicle Fuels Sales tax receipt				1,153.08
27	DRPT	Capital grants receipts - VRE			243,076.00	
29	FTA	Grant receipt - Falls Church			25,833.00	
29	FTA	Grants receipts - Alexandria			248,720.00	
30	NVTA	Revenue receipt - Route 7		15,503.62		2,405,494.85
30	DMV	Motor Vehicle Fuels Sales tax receipt				75,905.82
30	Banks	Interest earnings		8.28	30.87	
			-	43,691.02	6,331,382.87	13,997,325.12
DISBURSEMENTS						
1-30	Various	G&A expenses	(239,965.03)			
3	VRE	Grant revenue			(5,625,097.00)	
6	VRE	Grant revenue			(75,216.00)	
8	Falls Church	Costs incurred			(1,784.00)	
8	Falls Church	Other capital				(3,226.00)
8	VRE	Grant revenue			(11,968.00)	
15	Parsons	Consulting - Route 7	(15,503.62)			
15	Kimley-Horn	Consulting - NEPP	(7,000.00)			
21	VRE	Grant revenue			(20,813.00)	
27	Falls Church	Costs incurred			(4,674.00)	
27	VRE	Grant revenue			(243,076.00)	
28	Alexandria	Costs incurred			(62,181.00)	
29	Falls Church	Costs incurred			(25,833.00)	
29	Alexandria	Costs incurred			(248,720.00)	
29	Arlington County	Other capital				(6,522,130.34)
29	Arlington County	Other operating				(4,561,469.00)
29	Fairfax County	Other operating				(14,160,353.00)
30	Stantec	Consulting - NTD data collection	(25,730.17)			
30	Banks	Service fees	(53.93)	(70.02)		
			(288,252.75)	(70.02)	(6,319,362.00)	(25,247,178.34)
TRANSFERS						
15	Transfer	From savings to checking	150,000.00	(150,000.00)		
30	Transfer	From LGIP to LGIP - NTD data collection			25,730.17	(25,730.17)
30	Transfer	From savings to checking	200,000.00	(200,000.00)		
			350,000.00	(350,000.00)	25,730.17	(25,730.17)
NET INCREASE (DECREASE) FOR MONTH			\$ 61,747.25	\$ (306,379.00)	\$ 37,751.04	\$ (11,275,583.39)

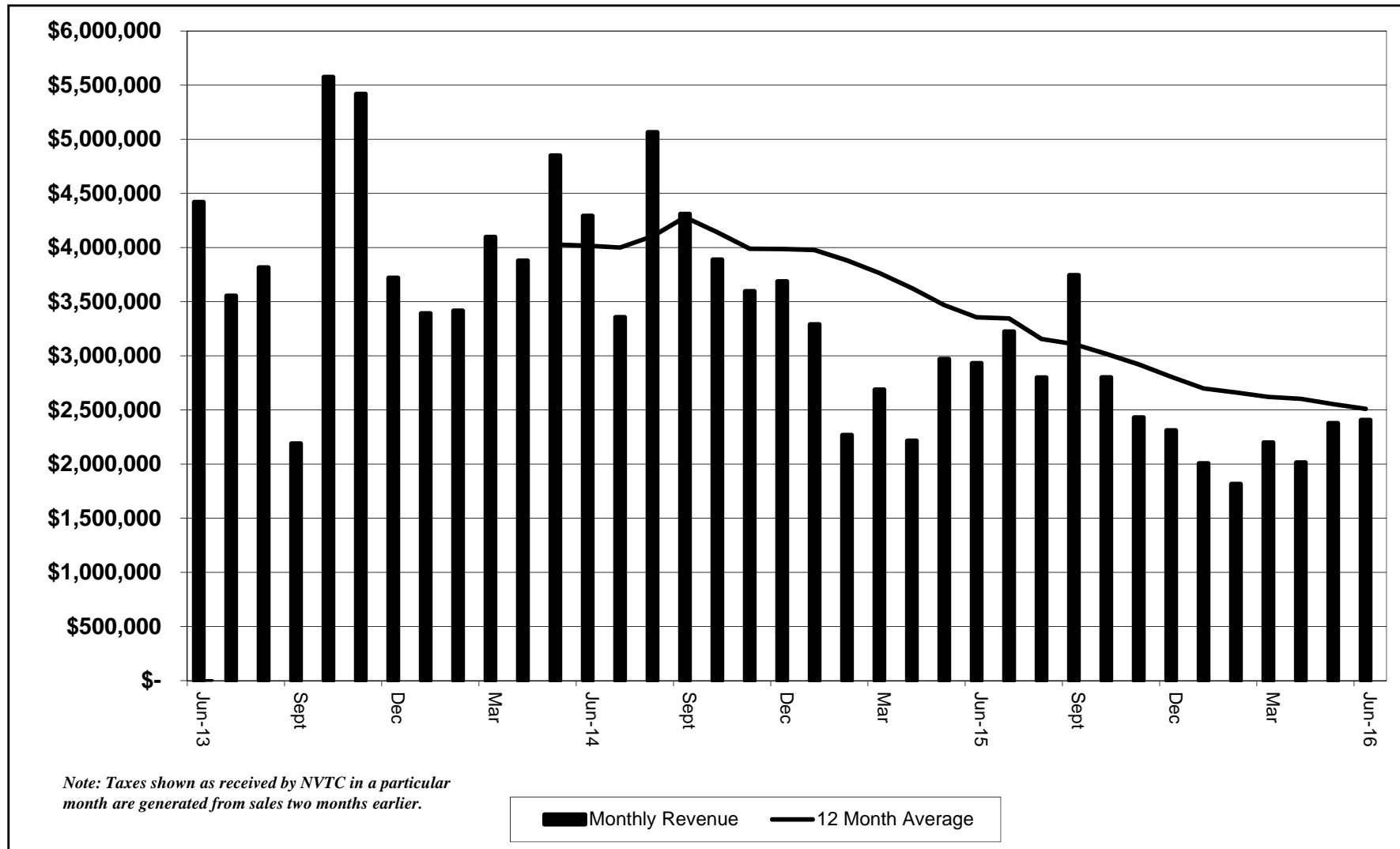
**NVTC
INVESTMENT REPORT
June, 2016**

<u>Type</u>	<u>Rate</u>	<u>Balance 5/31/2016</u>	<u>Increase (Decrease)</u>	<u>Balance 6/30/2016</u>	<u>NVTC G&A/Project</u>	<u>Jurisdictions Trust Fund</u>	<u>Loudoun Trust Fund</u>
<u>Cash Deposits</u>							
Wells Fargo: NVTC Checking	N/A	\$ 77,320.32	\$ 61,747.25	\$ 139,067.57	\$ 139,067.57	\$ -	\$ -
Wells Fargo: NVTC Savings	0.200%	548,252.65	(306,379.00)	241,873.65	241,873.65	-	-
<u>Investments - State Pool</u>							
Bank of America - LGIP	0.480%	185,456,580.15	(11,237,832.35)	174,218,747.80	81,316.44	150,131,325.52	24,006,105.84
		<u>\$ 186,082,153.12</u>	<u>\$ (11,392,039.87)</u>	<u>\$ 174,599,689.02</u>	<u>\$ 462,257.66</u>	<u>\$ 150,131,325.52</u>	<u>\$ 24,006,105.84</u>

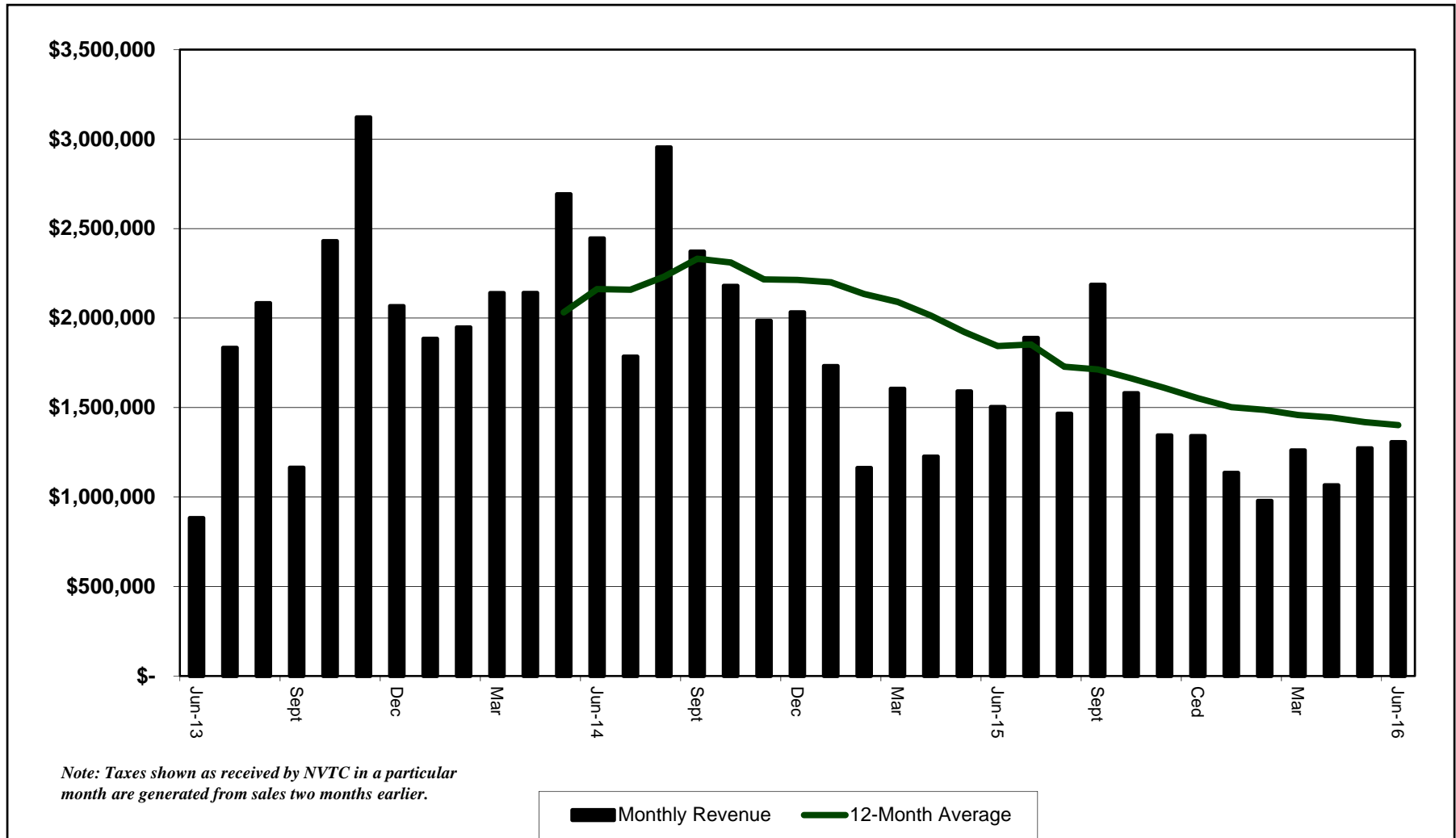
NVTC MONTHLY GAS TAX REVENUE

ALL JURISDICTIONS

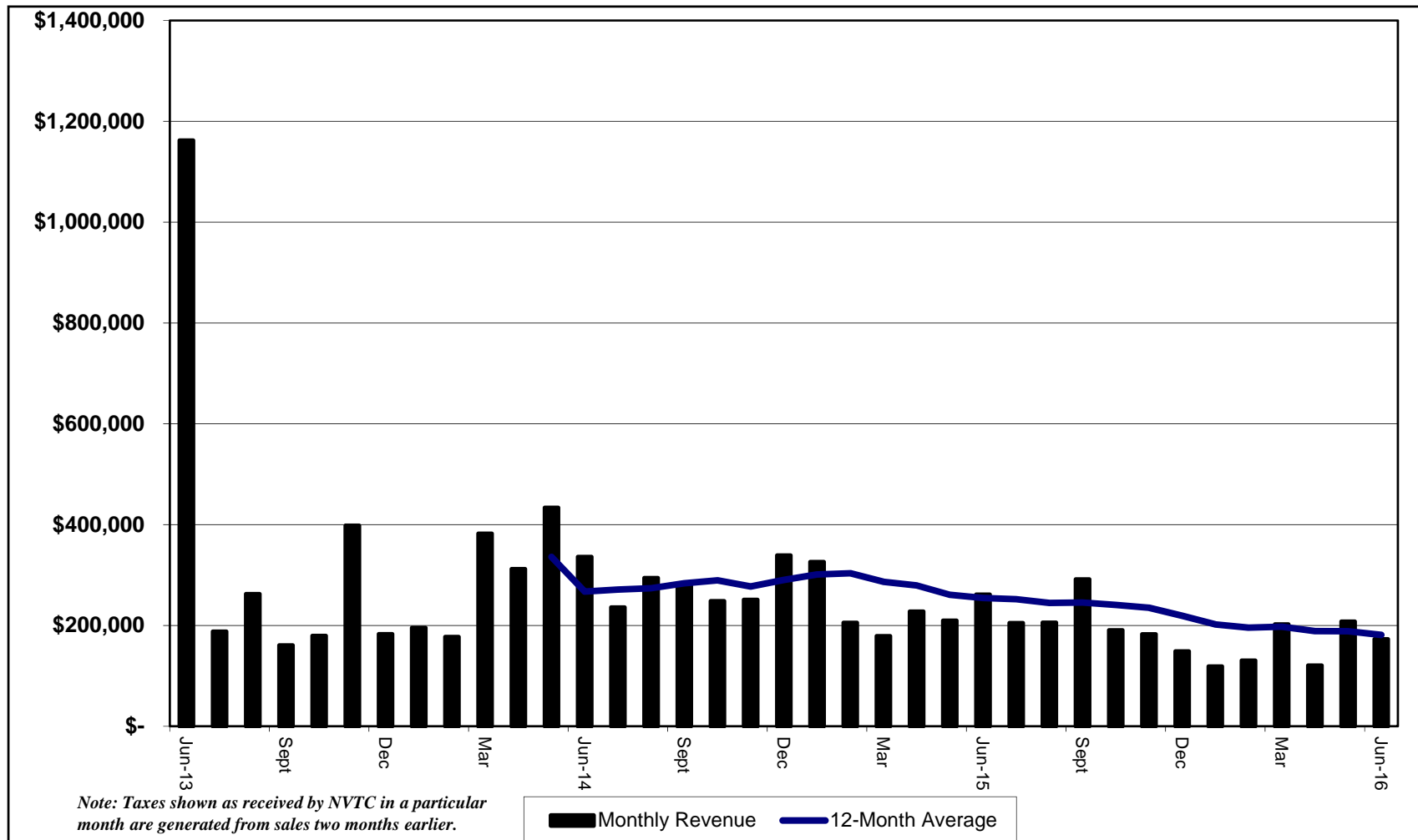
FISCAL YEARS 2013-2016



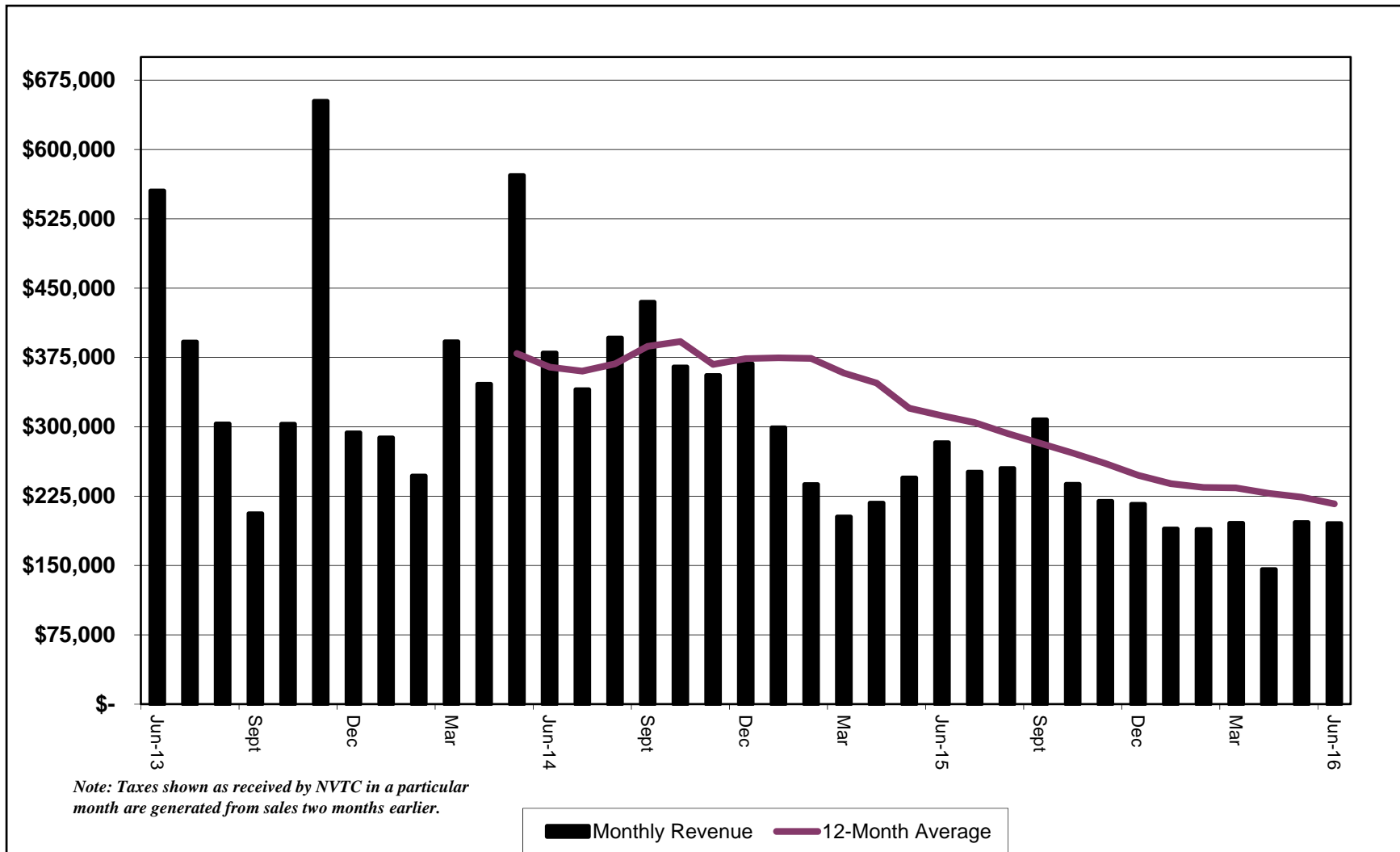
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2013-2016



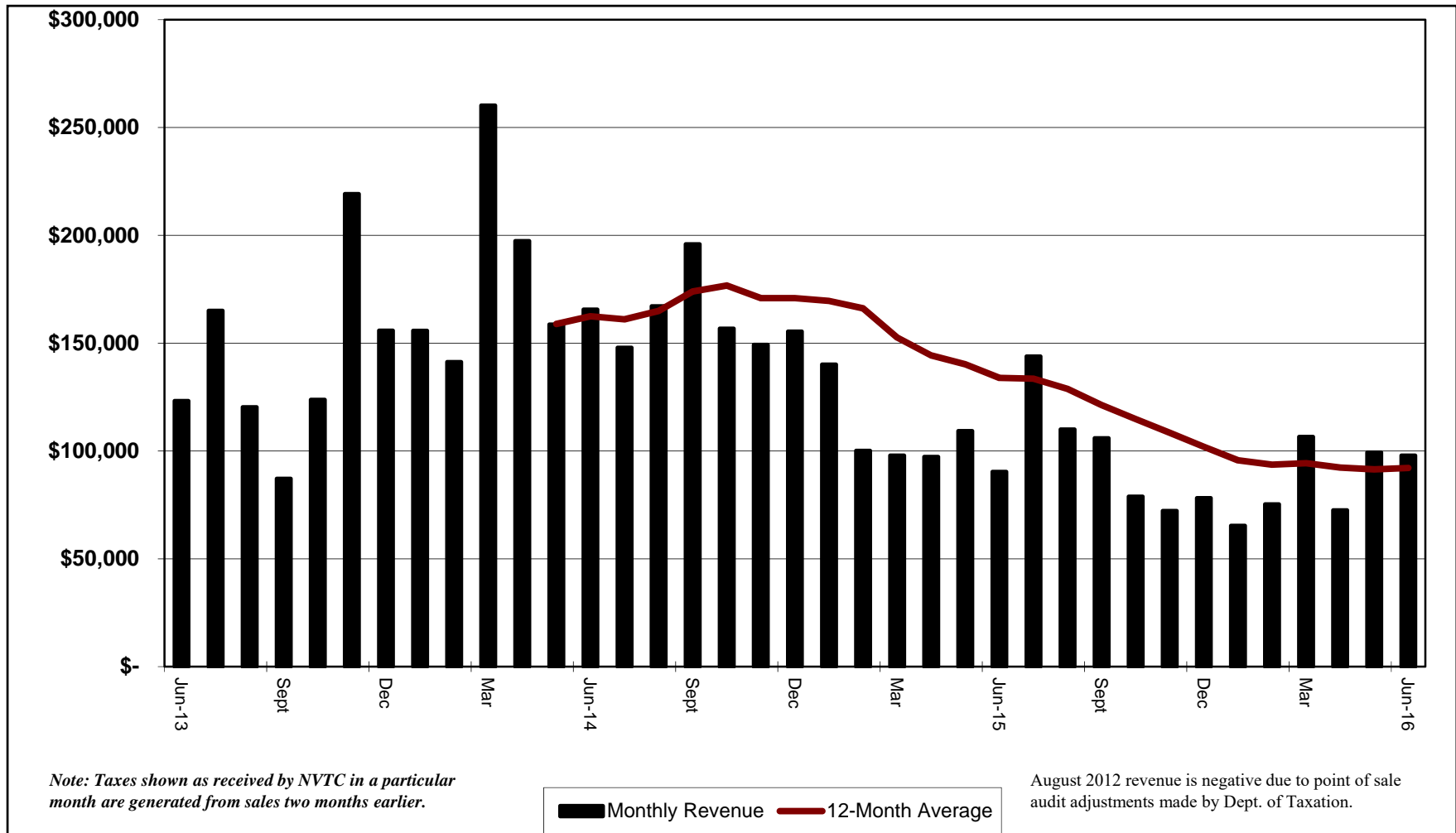
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2013-2016



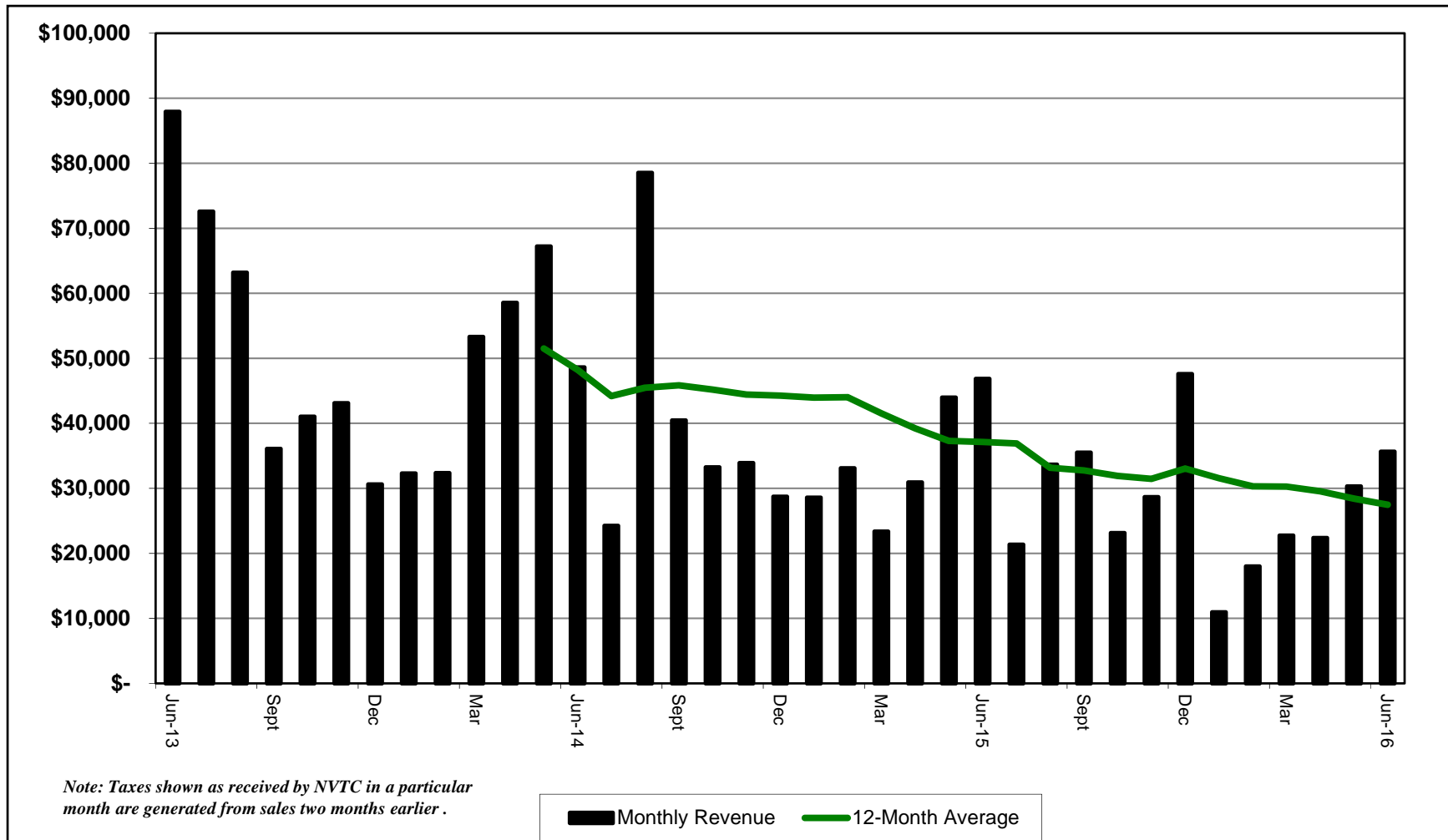
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2013-2016



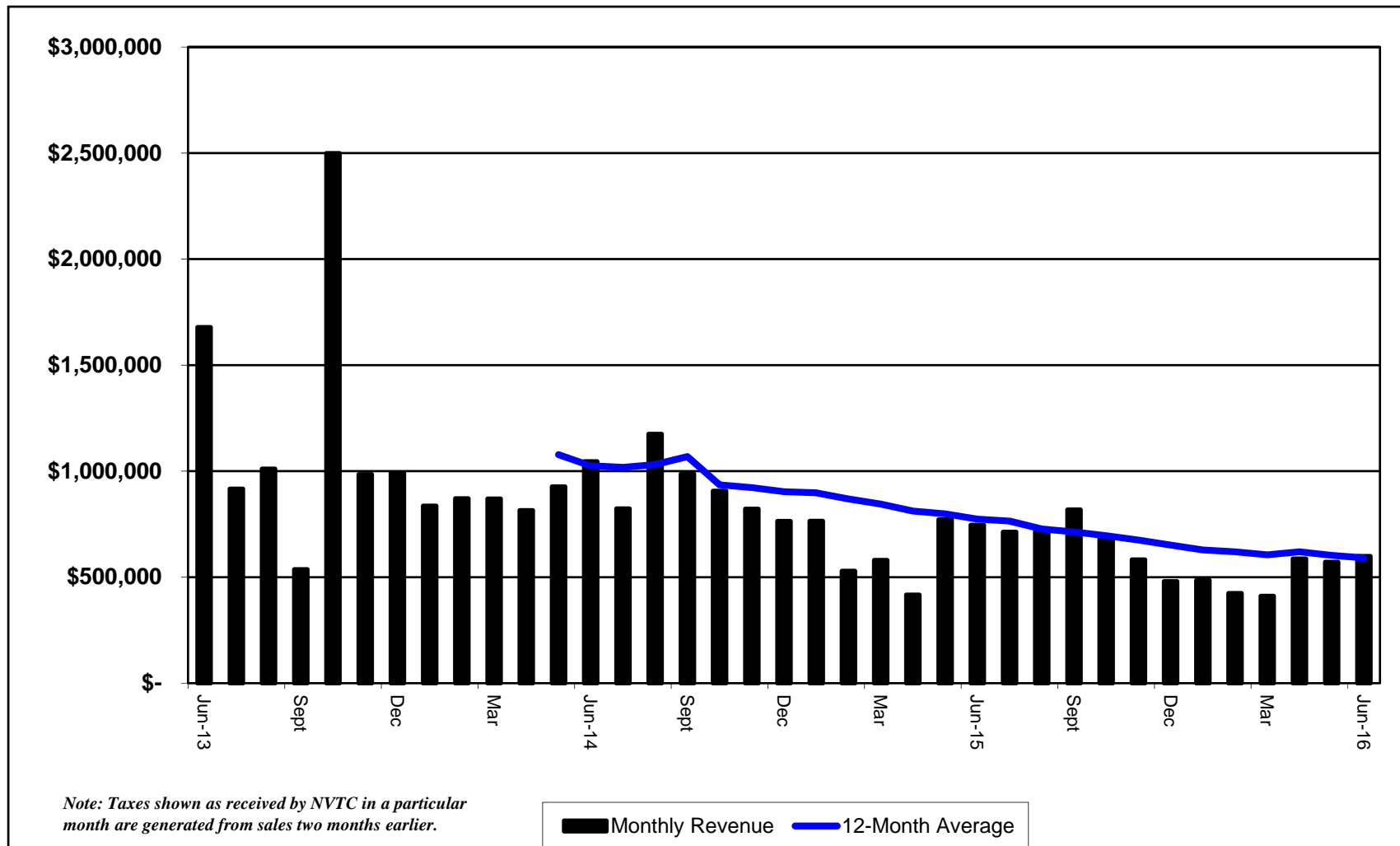
NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2013-2016



NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2013-2016



NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2013-2016



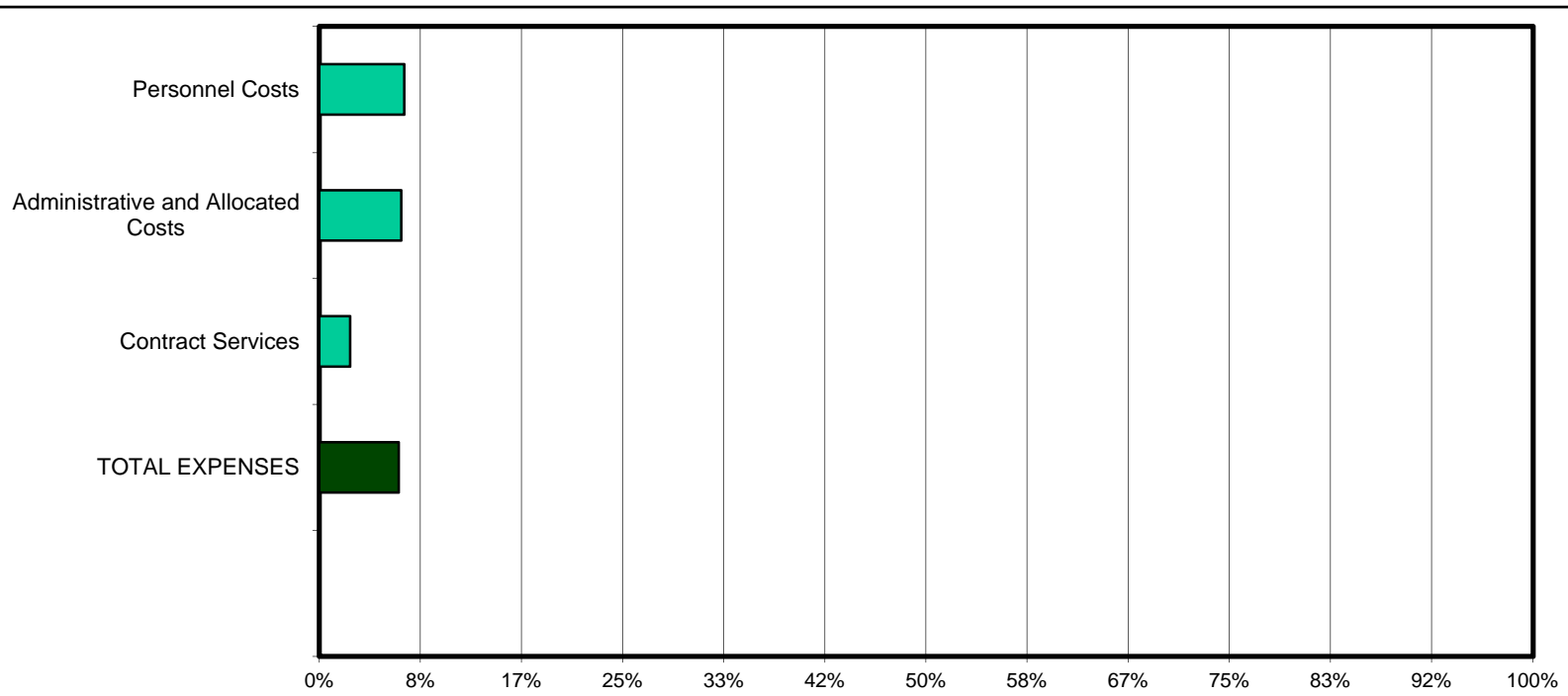
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Northern Virginia Transportation Commission

Financial Reports

July, 2016

Percentage of FY 2017 NVTC Administrative Budget Used
July 2016
(Target 8.34% or less)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
July, 2016

	<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	\$ 98,849.11	\$ 98,849.11	\$ 1,352,000.00	\$ 1,253,150.89	92.7%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>98,849.11</u>	<u>98,849.11</u>	<u>1,352,000.00</u>	<u>1,253,150.89</u>	<u>92.7%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	6,453.74	6,453.74	90,300.00	83,846.26	92.9%
Group Health Insurance	6,763.87	6,763.87	139,500.00	132,736.13	95.2%
Retirement	9,080.00	9,080.00	145,000.00	135,920.00	93.7%
Workmans & Unemployment Compensation	105.99	105.99	4,900.00	4,794.01	97.8%
Life Insurance	337.14	337.14	5,300.00	4,962.86	93.6%
Long Term Disability Insurance	514.36	514.36	6,400.00	5,885.64	92.0%
Total Benefit Costs	<u>23,255.10</u>	<u>23,255.10</u>	<u>391,400.00</u>	<u>368,144.90</u>	<u>94.1%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	850.00	850.00	9,800.00	8,950.00	91.3%
<i>Rents:</i>	<i>18,417.73</i>	<i>18,417.73</i>	<i>239,600.00</i>	<i>221,182.27</i>	<i>92.3%</i>
Office Rent	17,507.73	17,507.73	223,400.00	205,892.27	92.2%
Parking & Transit Benefits	910.00	910.00	16,200.00	15,290.00	94.4%
<i>Insurance:</i>	<i>410.00</i>	<i>410.00</i>	<i>5,800.00</i>	<i>5,390.00</i>	<i>92.9%</i>
Public Official Bonds	100.00	100.00	2,000.00	1,900.00	95.0%
Liability and Property	310.00	310.00	3,800.00	3,490.00	91.8%
<i>Travel:</i>	<i>1,195.00</i>	<i>1,195.00</i>	<i>29,300.00</i>	<i>28,105.00</i>	<i>95.9%</i>
Conference / Professional Development	255.00	255.00	17,000.00	16,745.00	98.5%
Non-Local Travel	959.76	959.76	2,300.00	1,340.24	58.3%
Local Travel, Meetings and Related Expenses	(19.76)	(19.76)	10,000.00	10,019.76	100.2%
<i>Communication:</i>	<i>519.14</i>	<i>519.14</i>	<i>15,700.00</i>	<i>15,180.86</i>	<i>96.7%</i>
Postage	-	-	2,000.00	2,000.00	100.0%
Telephone and Data	519.14	519.14	13,700.00	13,180.86	96.2%
<i>Publications & Supplies</i>	<i>960.37</i>	<i>960.37</i>	<i>11,600.00</i>	<i>10,639.63</i>	<i>91.7%</i>
Office Supplies	608.04	608.04	2,500.00	1,891.96	75.7%
Duplication and Paper	352.33	352.33	8,600.00	8,247.67	95.9%
Public Information	-	-	500.00	500.00	100.0%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
July, 2016

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	233.33	233.33	22,900.00	22,666.67	99.0%
Furniture and Equipment (Capital)	-	-	11,500.00	11,500.00	100.0%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computer Operations	233.33	233.33	10,400.00	10,166.67	97.8%
<i>Other General and Administrative:</i>	669.43	669.43	9,000.00	8,330.57	92.6%
Subscriptions	-	-	-	-	0.0%
Memberships	79.67	79.67	1,800.00	1,720.33	95.6%
Fees and Miscellaneous	589.76	589.76	5,600.00	5,010.24	89.5%
Advertising (Personnel/Procurement)	-	-	1,600.00	1,600.00	100.0%
Total Administrative Costs	<u>23,255.00</u>	<u>23,255.00</u>	<u>343,700.00</u>	<u>320,445.00</u>	<u>93.2%</u>
<u>Contracting Services</u>					
Auditing	-	-	22,000.00	22,000.00	100.0%
Contract Services and Support	2,500.00	2,500.00	155,000.00	152,500.00	98.4%
Legal	2,916.67	2,916.67	35,000.00	32,083.33	0.0%
Total Contract Services	<u>5,416.67</u>	<u>5,416.67</u>	<u>212,000.00</u>	<u>206,583.33</u>	<u>97.4%</u>
 Total Gross G&A Expenses	<u><u>\$ 150,775.88</u></u>	<u><u>\$ 150,775.88</u></u>	<u><u>\$ 2,299,100.00</u></u>	<u><u>\$ 2,148,324.12</u></u>	<u><u>93.4%</u></u>

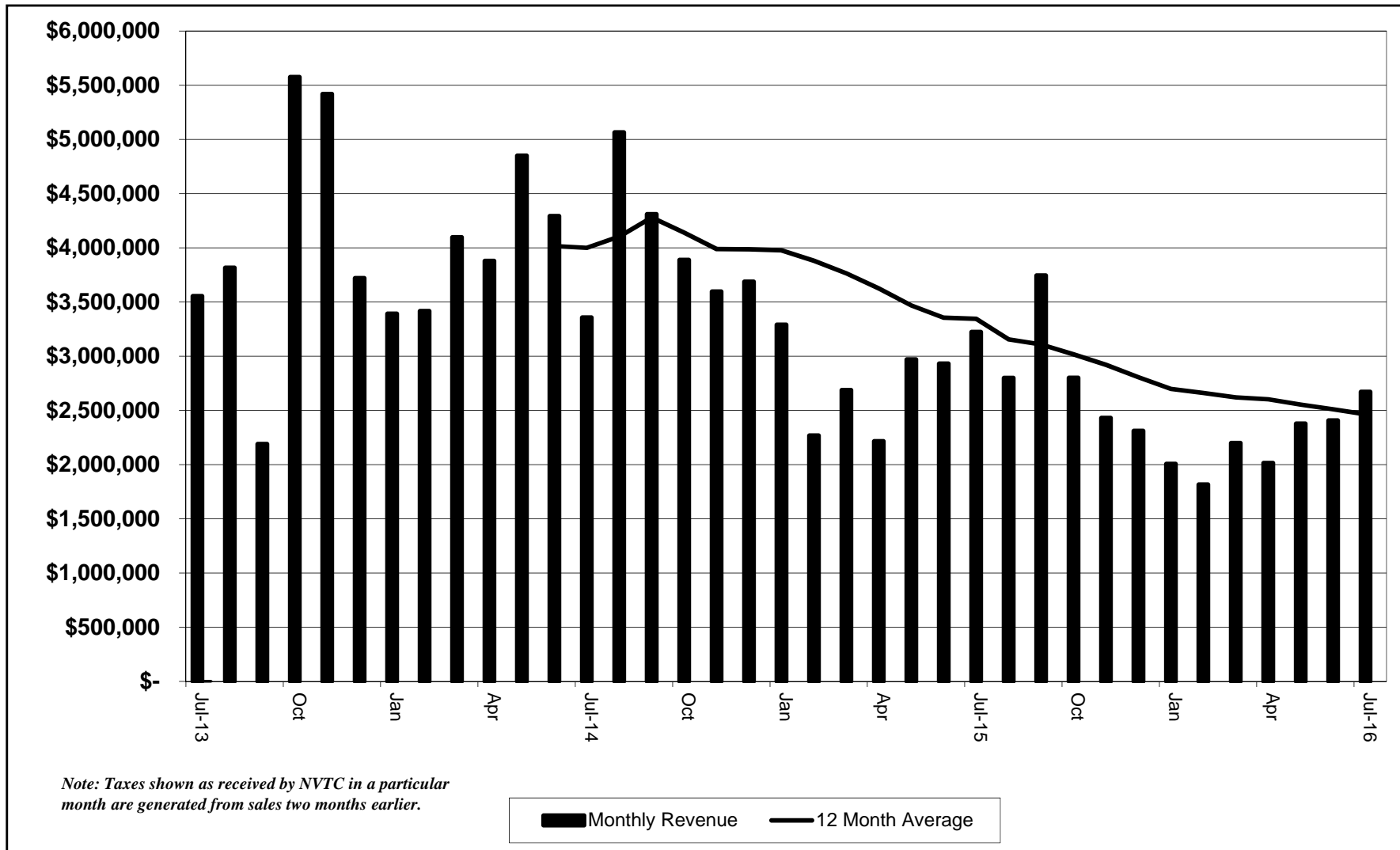
NVTC
RECEIPTS and DISBURSEMENTS
July, 2016

Payer/			Wells Fargo	Wells Fargo	VA LGIP	
Date	Payee	Purpose	(Checking)	(Savings)	G&A / Project	Trusts
RECEIPTS						
1	Alexandria	G&A contribution		\$ 9,461.50		
12	DRPT	Technical assistance receipt - NEPP			9,500.00	
12	DRPT	Capital grants receipts - Fairfax				543,518.00
13	VRE	Staff support		7,116.56		
13	NVTA	Revenue receipt - Route 7		9,280.08		
28	DRPT	Technical assistance receipt - NEPP			4,500.00	
28	DRPT	Capital grants receipts - VRE			1,092,636.00	
29	DMV	Motor Vehicle Fuels Sales tax receipt				2,670,794.30
31	Banks	Interest earnings		3.53	45.89	55,000.66
			-	25,861.67	1,106,681.89	3,269,312.96
DISBURSEMENTS						
1-31	Various	G&A expenses	(147,761.67)			
1	WMATA	Bus operating				(23,230,729.00)
1	WMATA	Paratransit operating				(3,098,525.00)
1	WMATA	Rail operating				(14,194,060.00)
1	WMATA	FY17 CIP				(4,483,605.00)
1	WMATA	Project development				(102,000.00)
1	Arlington	Other operating				(205,692.00)
13	Parsons	Consulting - Route 7	(9,280.08)			
28	Kimley-Horn	Consulting - NEPP	(9,000.00)			
28	VRE	Grant revenue			(1,092,636.00)	
31	Banks	Service fees	44.88	(77.27)		
			(165,996.87)	(77.27)	(1,092,636.00)	(45,314,611.00)
TRANSFERS						
20	Transfer	From savings to checking	150,000.00	(150,000.00)		
21	Transfer	From LGIP to LGIP (NEPP)			55,031.92	(55,031.92)
			150,000.00	(150,000.00)	55,031.92	(55,031.92)
NET INCREASE (DECREASE) FOR MONTH			\$ (15,996.87)	\$ (124,215.60)	\$ 69,077.81	\$ (42,100,329.96)

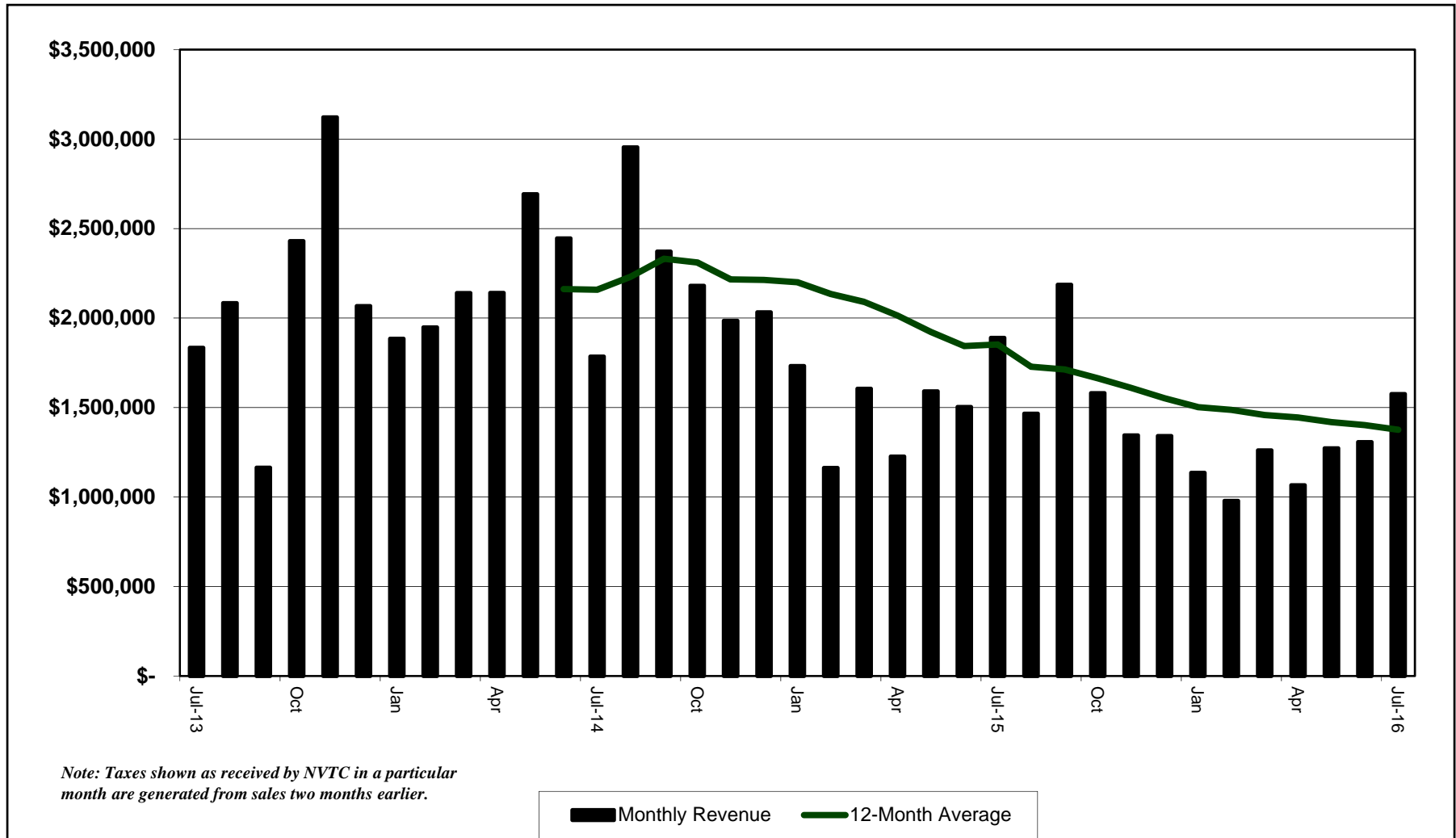
**NVTC
INVESTMENT REPORT
July, 2016**

<u>Type</u>	<u>Rate</u>	<u>Balance 6/30/2016</u>	<u>Increase (Decrease)</u>	<u>Balance 7/31/2016</u>	<u>NVTC G&A/Project</u>	<u>Jurisdictions Trust Fund</u>	<u>Loudoun Trust Fund</u>
<u>Cash Deposits</u>							
Wells Fargo: NVTC Checking	N/A	\$ 139,067.57	\$ (15,996.87)	\$ 123,070.70	\$ 123,070.70	\$ -	\$ -
Wells Fargo: NVTC Savings	0.200%	241,873.65	(124,215.60)	117,658.05	117,658.05	-	-
<u>Investments - State Pool</u>							
Bank of America - LGIP	0.502%	174,218,747.80	(42,031,252.15)	132,187,495.65	150,394.25	107,400,299.69	24,636,801.71
		<u>\$ 174,599,689.02</u>	<u>\$ (42,081,040.39)</u>	<u>\$ 132,428,224.40</u>	<u>\$ 391,123.00</u>	<u>\$ 107,400,299.69</u>	<u>\$ 24,636,801.71</u>

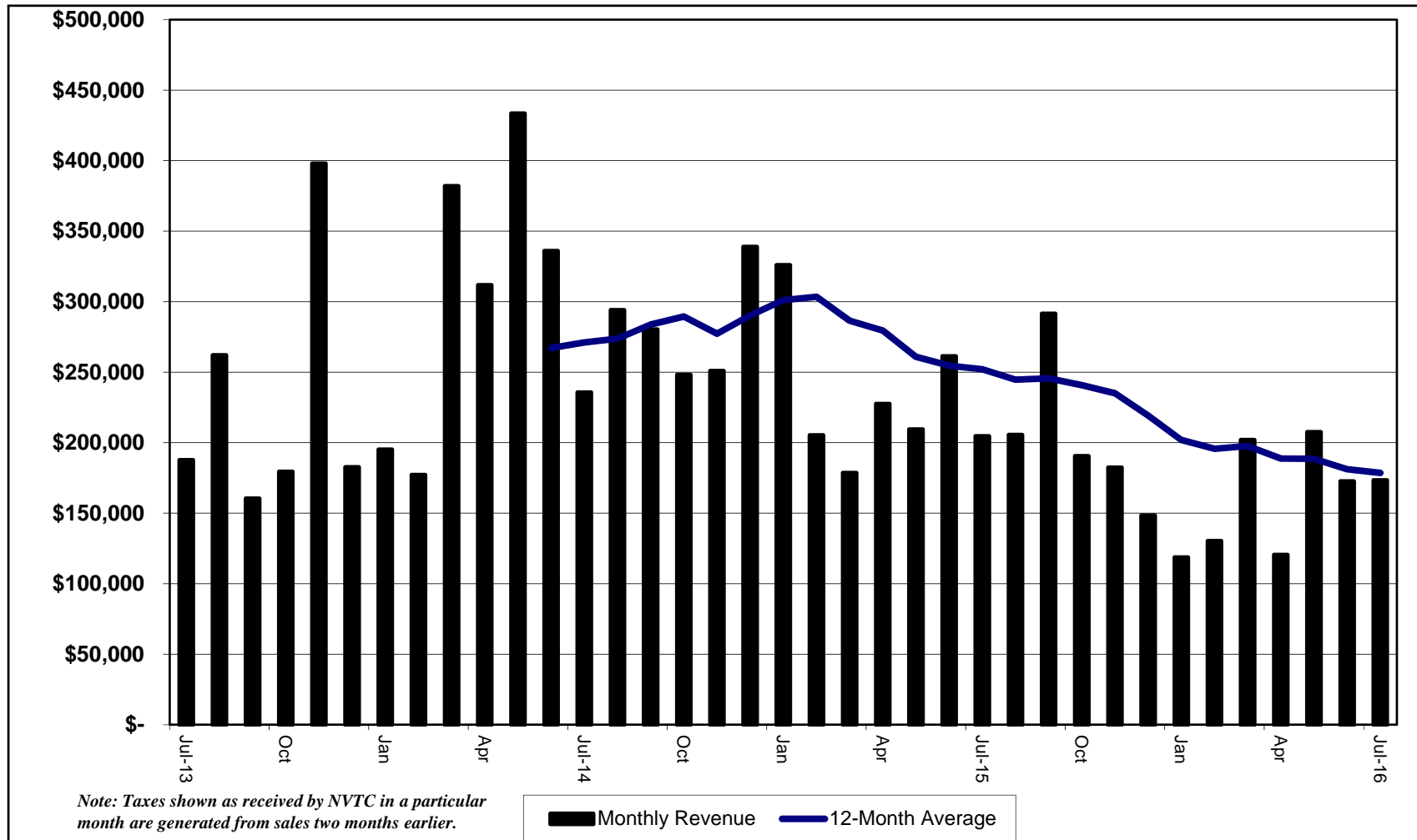
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2014-2017



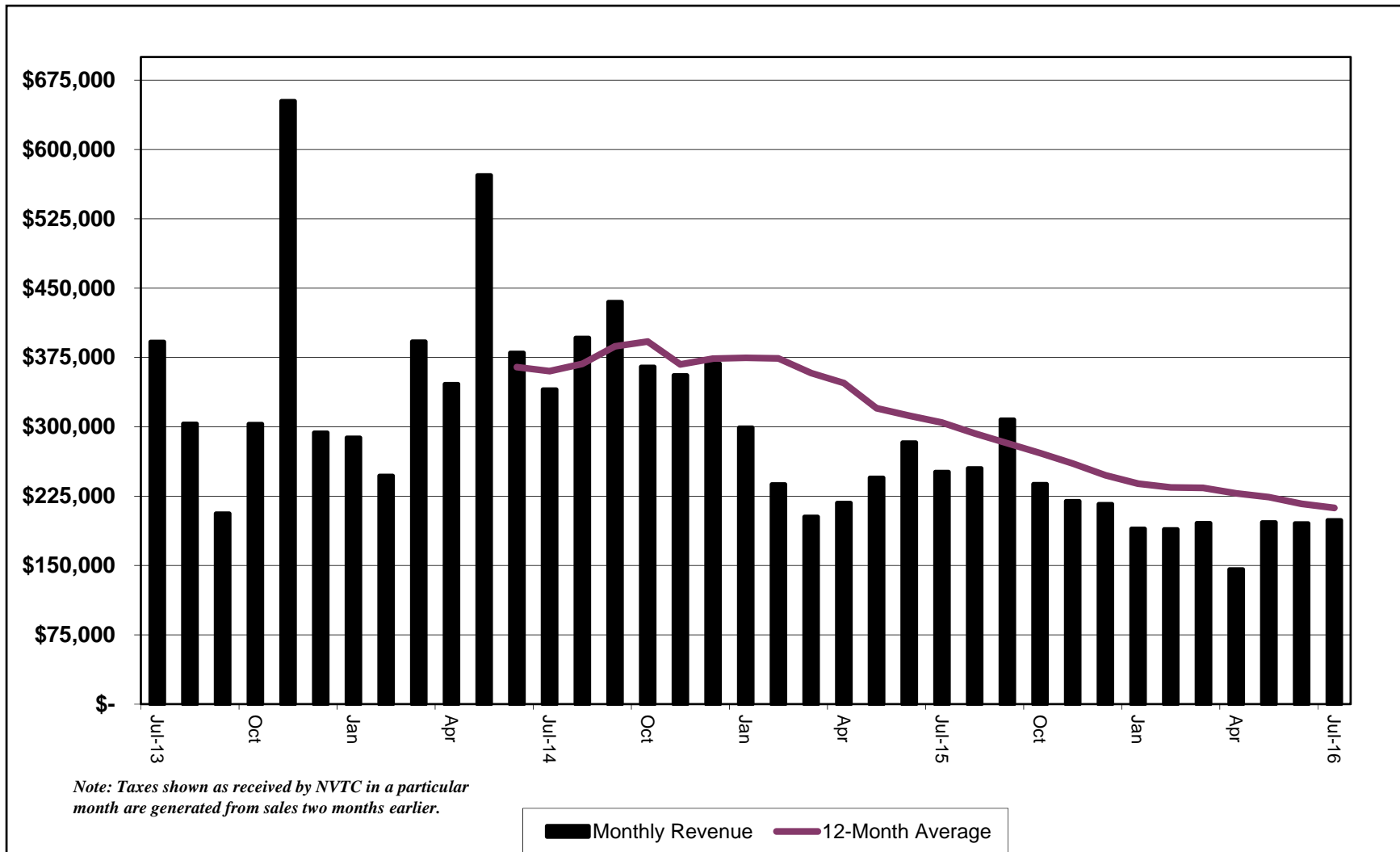
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2014-2017



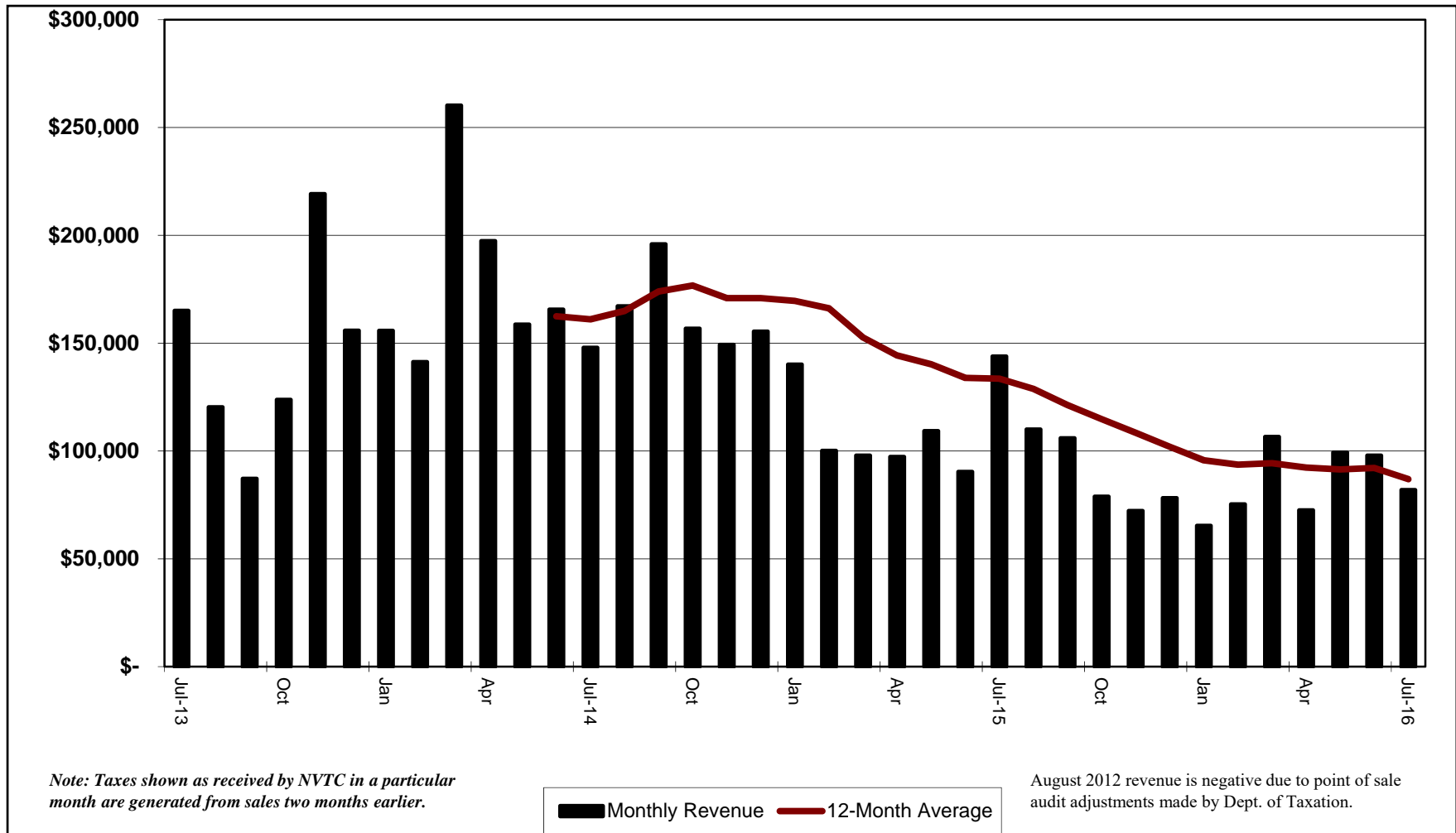
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2014-2017



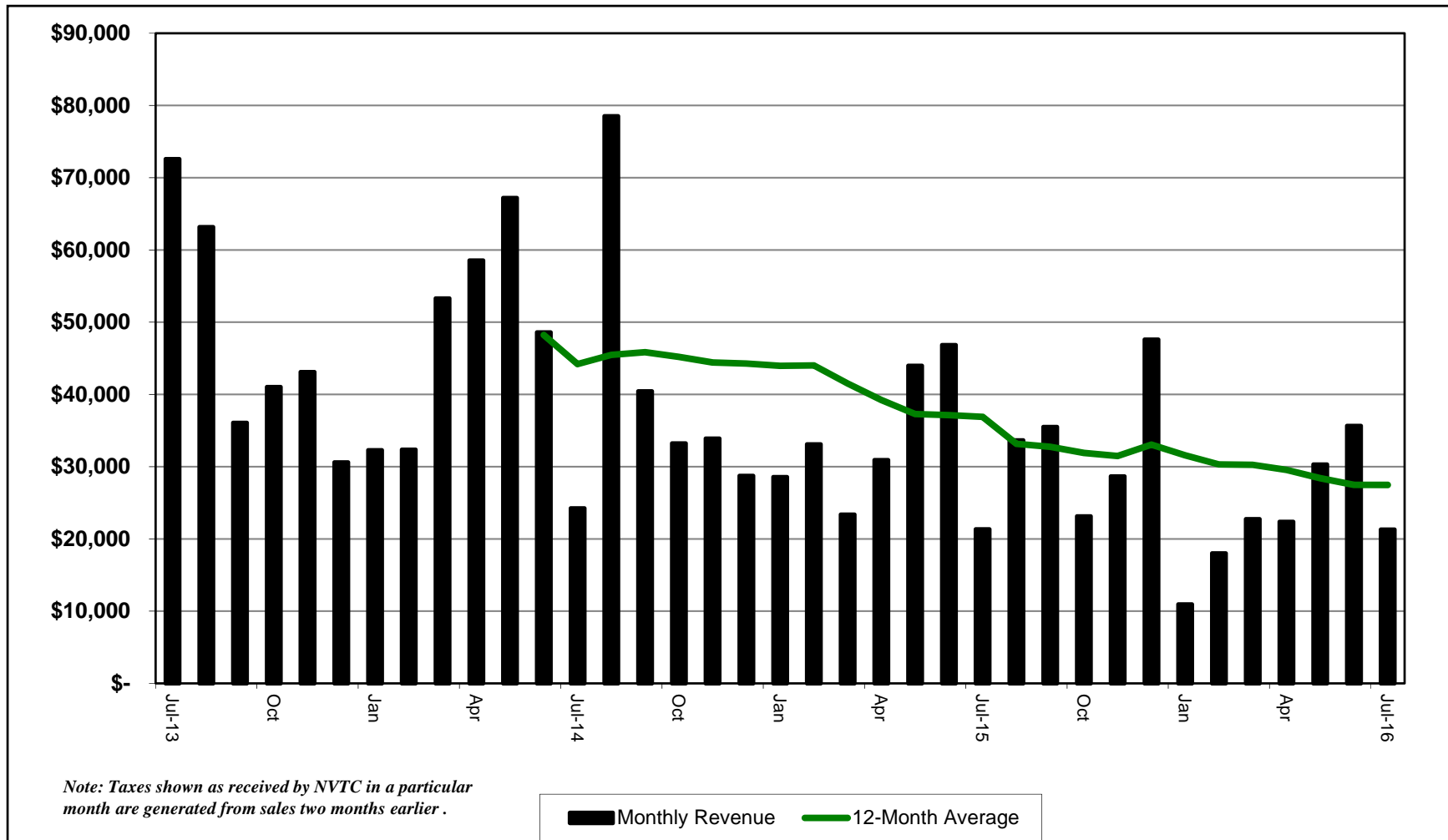
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2014-2017



NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2014-2017



NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2014-2017



NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2014-2017

