



MONTHLY COMMISSION MATERIALS

April 2018

MEETING OVERVIEW – April 5, 2018

Prior to the Commission Meeting there will be an Open House and Public Hearing on the I-66 Commuter Choice Program

Action Items Include:

- **Minutes of the March 1, 2018 Meeting**
- **Consent Agenda: RFP For NTD Data Collection and Comments on the Six-Year Improvement Program (SYIP)**

Other Meeting Highlights:

- **I-66 Commuter Choice FY2018 Program**
- **Report from the Co-Chairs of Legislative and Policy Committee**
- **Reports from WMATA, VRE and DRPT**

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**NVTC COMMISSION MEETING
THURSDAY, APRIL 5, 2018
MAIN FLOOR CONFERENCE ROOM
2300 Wilson Blvd.
Arlington, VA 22201**

Start Time: Immediately Following Public Hearing

**PLEASE NOTE CHANGE:
Executive Committee will meet at 6:00 P.M. in Suite #620
A light dinner will be available at 5:45 P.M.
for Commissioners and staff upstairs in NVTC's Suite #620**

**I-66 Commuter Choice Program – First Floor Conference Room
6:00 P.M. Open House
7:00 P.M. Public Hearing**

AGENDA

1. Opening Remarks
2. **ACTION ITEM: Approve the Minutes of the March 1, 2018 NVTC Meeting**
3. **ACTION ITEM: Approve the Consent Agenda (Subject to Chairman Approval)**
 - A. Authorize the Issuance of a Request for Proposals for NTD Data Collection
 - B. Authorize the Chairman or His Designee to Comment on the Six-Year Improvement Program (SYIP) Before the Commonwealth Transportation Board
4. I-66 Commuter Choice FY2018 Program
5. Washington Metropolitan Area Transit Authority
 - A. Board of Directors Report
 - B. Committee Reports
 - C. Other WMATA News
 - D. Virginia Ridership and Parking Facility Utilization
 - E. Schedule of Upcoming Board Decisions
6. Report from the Co-Chairs of the Legislative and Policy Committee
7. Virginia Railway Express Report
8. Department of Rail and Public Transportation (DRPT) Report

9. Executive Director Report

- A. Executive Director Newsletter
- B. NVTC Financial Items

MINUTES
NVTC COMMISSION MEETING – MARCH 1, 2018
NAVY LEAGUE BUILDING – FIRST FLOOR CONFERENCE ROOM
ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Smedberg at 7:38 P.M.

Members Present

Sharon Bulova
John Cook
Jim Corcoran
Katie Cristol
Christian Dorsey
John Foust
Libby Garvey
Jeff Greenfield
Catherine Hudgins
Matt Letourneau
Tim Lovain
Jennifer Mitchell (Alternate, Commonwealth of Virginia)
Paul Smedberg
David Snyder

General Assembly Members

Absent During Session

Adam Ebbin
David LaRock
Jennifer Wexton

Members Absent

Jeff McKay
Ron A. Meyer

Staff Present

Matt Cheng
Karen Finucan Clarkson
Andrew D'huyvetter
Nobuhiko Daito
Rhonda Gilchrest
Dan Goldfarb
Patricia Happ
Scott Kalkwarf
Aimee Perron Seibert
Kate Mattice
Melissa Walker
Joe Swartz (VRE)

Opening Remarks

Chairman Smedberg announced that there is a full agenda, including a presentation by WMATA General Manager/CEO Paul Wiedefeld on current WMATA activities, as well as a discussion about the Regional Fare Collection Program and pending WMATA funding legislation; a legislative update on other NVTC-related activities at the General Assembly and in Congress; the first look at the I-66 Commuter Choice FY2018 Project scores; and action on an amendment to NVTC's office lease.

Chairman Smedberg stated that since Mr. Greenfield has to leave early, he recommends the Commission take up the two action items at the beginning of the meeting. There were no objections.

Minutes of the February 8, 2018 NVTC Commission Meeting

Mr. Dorsey moved, with a second by Mr. Letourneau, to approve the minutes. The vote in favor was cast by Commissioners Bulova, Cook, Cristol, Dorsey, Garvey, Greenfield, Letourneau and Snyder. Commissioners Corcoran, Foust, Hudgins and Smedberg abstained.

Amendment to the NVTC Office Lease

Chairman Smedberg stated Resolution #2356 would authorize the executive director to sign an amendment to the NVTC office lease. Ms. Mattice introduced NVTC's broker agent, Ben Smith, managing director of MGA, who met earlier with the Executive Committee to review the lease terms and comparables and is available to answer Commissioners' questions.

Ms. Mattice explained that staff responsibilities have grown in the past seven years and they have outgrown the current office space. While the current lease is not up for renewal until 2021, the Navy League Building approached NVTC with an opportunity to move to another floor within the next year and add approximately 40 percent more space. The offer terms would also reduce the lease rate by 18 percent and reduce the annual escalation rate from 3 percent to 2.5 percent. Any construction of the new space would be covered by the building.

Ms. Mattice explained the new lease would provide additional space for current and new staff and consultants, retain the conference room plus the building has guaranteed updated amenities for the first-floor conference space, including Wi-Fi and streaming capabilities.

There were no questions or comments from Commissioners.

Ms. Garvey moved, with a second by Ms. Bulova, to approve Resolution #2356. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Foust, Garvey, Greenfield, Hudgins, Letourneau, Smedberg and Snyder.

Mr. Lovain arrived at 7:43 P.M. and Mr. Greenfield left at the same time.

Washington Metropolitan Area Transit Authority

Chairman Smedberg stated that the Commission will forgo the usual WMATA Board Member Report. He introduced Paul Wiedefeld, WMATA's General Manager/CEO since 2015, who has made great strides in improving safety, service reliability, and financial responsibility at WMATA. Chairman Smedberg noted Mr. Wiedefeld has agreed to stay to participate in the discussion of the next three agenda items.

Mr. Wiedefeld gave an update on Metro funding legislation, service improvements, and the FY2019 budget. He thanked NVTC Commissioners and staff for their support for Metro funding legislation. The Maryland General Assembly is considering legislation calling for \$150 million in dedicated revenue for WMATA (up from \$120 million initially proposed). The District of Columbia is confident they will be able to pass a sales tax in the District, once Maryland and Virginia make a commitment. Mr. Wiedefeld observed that this legislative season is the best chance to get WMATA funding legislation passed, so he encouraged NVTC to continue to push for legislation.

Regarding service improvements, Mr. Wiedefeld reported WMATA has experienced the best railcar performance in the last eight years. The new 7000 series railcars, which now comprise 40 percent of the fleet, are making an impact and helping to rebuild ridership. WMATA's "Rush Hour Promise" program is going well. If a rush hour trip is delayed by 15 minutes or more, WMATA will automatically credit the rider's SmarTrip card. Ninety percent of all service is on schedule, so to-date about two percent of riders have been eligible for that credit. Mr. Wiedefeld also reviewed some of the upcoming track work. The work that would have closed the Huntington and Eisenhower station in May 2018 has now been rescheduled to 2019.

Regarding safety, Mr. Wiedefeld stated that Part 1 crime rate is down 19 percent, the lowest it's been in 10 years. WMATA has closed four of the NTSB recommendations since January. Thirty-six underground rail stations now have Wi-Fi capabilities.

Mr. Wiedefeld stated WMATA management continues to focus on driving down costs. In FY2017, WMATA reduced absenteeism and sick leave by 16 percent, which totals almost \$3 million. Long-term leave has been reduced by 30 percent. WMATA is continuing to pursue P3 public-private partnership projects, including the Cinderbed Road Bus Garage project and the Silver Line Phase 2 project.

Mr. Wiedefeld gave an update on the FY2019 budget, which was introduced in November. WMATA concluded the public hearings and public comment period and the budget will go to the Finance and Budget Committee on March 8th with action by the full Board on March 22nd. He stated he received NVTC's letter regarding the budget. WMATA is committed to holding operating subsidy increase at three percent. To do that, management had to identify another \$38 million in budget cuts and revenue opportunities.

Mr. Letourneau stated there were some service disruptions on the Orange Line this week. Riders had concerns with the lack of coordination with bus service responding to the rail

disruption. He asked about WMATA's ability to bring buses in to provide bus bridge service when Metrorail service is disrupted. Mr. Wiedefeld explained that the response time depends on the time of day. This incident happened during the morning rush hour, which made it a challenge to physically get equipment there, but service was up and running in about 50 minutes. Those affected riders are eligible for the "Rush Hour Promise" credit. Mr. Corcoran asked about the cost to WMATA to provide that credit. Mr. Wiedefeld stated there is no estimate yet, but it is the largest incident to date. WMATA has estimated a \$2.5 - \$3 million exposure for the entire program, but anticipates the new program will help bring back riders, which will offset costs.

Mr. Cook commended WMATA for the three percent cap in operating subsidy, which in his opinion, is the linchpin of getting Metro funding legislation passed in the General Assembly. Cost containment is the key to getting revenue. He stated that the cap needs to be ironclad.

Ms. Bulova observed Delegate Hugo's bill calls for a two percent cap. She asked what would be the impacts of a two percent cap. Mr. Wiedefeld stated that to put it in perspective, three percent for FY2018 breaks down to 0.9 percent for operating growth and 2.1 percent for revenue drop. He stated at some point, management can only make so many budget cuts, so reducing the three percent cap would be problematic. He clarified WMATA could go over the three percent in the future when new service is added.

Mr. Dorsey stated that the General Manager proposed a budget with the three percent cap, but the WMATA Board can always adjust the budget that would require greater subsidy. He stated that it is important that legislation does not prohibit WMATA going above the three percent willingly.

Ms. Garvey asked how decline in ridership compares to the rest of the industry and if teleworking is a factor. Mr. Wiedefeld stated WMATA is seeing rail ridership stabilizing, while bus ridership continues to decline. He stated teleworking, different travel patterns, and Uber/Lyft services have all impacted transit ridership. WMATA's major bus study will look at these impacts.

Mr. Snyder commended the General Manager and the WMATA Board on the improvements on service and reliability he has seen over the last two years. He stated that Falls Church and Fairfax County are interested in impacts to the West Falls Church Metrorail Station and he urged WMATA to closely coordinate with these two jurisdictions. He also asked if there is a better way for the public to get information, such as an online user manual on how to use and navigate the Metro system, especially for tourists and first-time riders.

Mr. Snyder also acknowledged there is new technology on the horizon, such as autonomous vehicles, and asked if WMATA is looking at such technology. He stated that the City of Falls Church is interested in partnering with other agencies on this type of technology. Mr. Wiedefeld stated WMATA is starting to look at what these types of technology and what they mean operationally and how they impact the market place. The Federal Transit Administration (FTA) is doing a lot of research. He stated it is still early, but WMATA will need to spend some resources to look into new technology.

Mr. Lovain observed that with cost escalations of paratransit service, he asked if WMATA has looked into using other sources, such as Uber, to provide this service. Mr. Wiedefeld stated that when WMATA issued a bid, Uber did not respond. In Maryland, there is Ability Ride, which is a new program using taxi service. The paratransit user pays \$5, WMATA pays \$15 and the customer pays any remainder.

Mr. Foust stated the Rush Hour Promise is a good start. He asked what else WMATA can do to aggressively get riders back. Mr. Wiedefeld stated WMATA needs to get the word out and communicate improvements, especially safety issues. WMATA is willing to take some chances and risks and try different things to bring riders back.

Chairman Smedberg asked Mr. Wiedefeld to share some of the feedback he has received from General Assembly members. Mr. Wiedefeld stated he has heard a common theme that WMATA needs to get costs under control.

Chairman Smedberg acknowledged Greg Potts and Regina Sullivan from WMATA. He also acknowledged Ms. Mattice's efforts on the legislative front in Richmond.

Ms. Garvey thanked Mr. Wiedefeld for his hard work.

Regional Fare Collection Program

Ms. Happ, project manager, updated the Commission on NVTC's efforts in progressing the Regional Fare Collection program on behalf of the region. Due to delays at WMATA, several Northern Virginia bus transit agencies are approaching a critical junction that may affect agencies' ability to collect fares and/or procure new buses. Based on the latest information provided by WMATA that the upgrade project is approximately 14 months behind schedule, NVTC has calculated that the earliest likely date for delivery of upgrade kits is January 2019, which will put the ability to collect fares at risk for Arlington and Loudoun. WMATA's lack of transparency and schedule delays have impacted NVTC's ability to respond to the issues.

Ms. Happ explained that the NVTC bus farebox upgrades are necessary because the existing system relies on several components that are no longer manufactured or supported. The New Electronic Payments Program (NEPP) was supposed to implement a new long-term solution. When NEPP was canceled, the region was left with failing fareboxes and no plan for the future. The DCU Upgrade project was designed to keep fareboxes running until a long-term fare collection solution is established. The farebox DCU Upgrade project is dependent on procurement, testing, and implementation activities run by WMATA.

Ms. Happ explained that NVTC has requested WMATA provide and adhere to the current upgrade schedule and require vendors to do so as well, and provide detailed ongoing transparency into the farebox upgrade schedule and process by providing regular updates to all regional partners and responding to requests.

Ms. Cristol asked Mr. Wiedefeld for more details on how the schedule became so delayed. Mr. Wiedefeld explained that the vendor, CUBIC, had some long lead time items that took

longer that anticipated, as well as software issues identified during testing. The delays should not impact Loudoun County and WMATA is working on a short-term solution for Arlington County. He is confident WMATA can meet the new deadline because WMATA is working with the vendor on a daily basis.

Ms. Garvey asked if WMATA is looking at different fare technology to get away from tickets and ticket vending machines, such as what Europe does with a pass. Mr. Wiedefeld stated WMATA is looking at various solutions.

Chairman Smedberg thanked Mr. Wiedefeld for speaking with the Commission. He observed that the key is communication and coordination with the regional partners.

Report from the Co-Chairs of the Legislative and Policy Committee

Ms. Cristol, co-chair of the Legislative and Policy Committee, asked Ms. Siebert to give an update on pending legislation. Ms. Siebert reported things are moving quickly with only nine days left before the General Assembly adjourns. There are four bills NVTC is closely following: Senator Saslaw's omnibus funding bill (SB856), Delegate Hugo's WMATA funding bill (HB1539), and two gas tax bills (SB896 and HB768). All four bills have been appointed to conference. Conferees were appointed yesterday. Senators Saslaw, Wagner and Norment are Senate conferees on all four bills. Delegates Tim Hugo, Chris Peace and Rip Sullivan are Delegate conferees for the two WMATA bills and Delegates Chris Jones, Greg Habib and Eileen Filler-Corn are Delegate conferees for the gas tax bills.

Ms. Siebert stated the Northern Virginia region is working collaboratively with the General Assembly and the Northam administration. Commissioners then discussed different provisions of the bills.

In response to a question from Chairman Smedberg, Ms. Siebert explained that the conferees have not formally met yet. Bills have to be adopted by March 10th before the General Assembly adjourns. Ms. Garvey asked if there is a sense of how supportive legislative staff is to the legislation. Ms. Mitchell gave an overview of the staff role.

Mr. Dorsey left the room at 8:28 P.M.

Ms. Mitchell explained that beyond the Metro piece, the legislation includes some structural changes to the statewide transit program. One requires the state to develop a prioritization program for the transit capital program by 2019. WMATA would not be a part of the prioritization and would have a set amount of funding. The Transit Service Delivery Advisory Committee (TSDAC) will begin meeting again starting on March 12th to begin work to determine how transit capital and operating funding will be prioritized and allocated. The capital prioritization process needs to be in place by December 1, 2018 to be ready for next year's grant cycle. Ms. Mitchell stated there is still hope that some statewide capital funding will be included. The administration will be floating some proposals to the conferees.

Ms. Cristol stated that the Legislative and Policy Committee met earlier and discussed a draft “2018 General Assembly Transit Bills: NVTC Taking Points for Conferees” document, which reflects NVTC’s adopted Legislative Agenda. She stated the committee suggested several changes, including adding clarity if the \$154 million target is not met and what it means for WMATA’s deferred maintenance; adding a description of why there needs to be a three percent cap and making a clear case for that cap; and making it clear that if a reform board is created, NVTC should be involved in the selection of Virginia’s member.

Ms. Garvey asked if individual Commissioners should be taking any action. Ms. Cristol stated there is a good team in place in Richmond. Potentially, NVTC may need help when the bills move back to the House and Senate for a vote. Ms. Mitchell observed that if it comes down to a close vote, it is important to not take any chances. Ms. Siebert reviewed the coordination and stated the team is doing its best not to overwhelm legislators.

Mr. Dorsey returned to the discussion at 8:37 P.M.

Mr. Cook discussed how important a three percent cap is versus a two percent cap, which would result in putting the jurisdictions in a straightjacket. He suggested preparing information (i.e., the rate of inflation, WMATA contract standard escalation rate, etc.) to help educate legislators on the need to keep the cap at three percent. He also stated the importance of the region speaking with one voice. In his opinion, neither WMATA bill is good because of what it does to NVTA funding, but it is important to seek a new source of dedicated funding for WMATA.

Ms. Mitchell agreed about the importance of speaking with one voice. Picking the legislation apart, will start to unravel the whole thing. In her opinion, she does not think there will be another opportunity next year in the General Assembly to get WMATA funding legislation passed.

Ms. Bulova reminded Commissioners of the initial McAuliffe proposal and noted the two WMATA funding bills are better to help resolve Metro’s issues. She stated that SB856 seems to align closer to NVTC’s legislative principles. She noted that once a bill is passed by both chambers, there will still be time to tinker with it before it goes to the governor for his signature. She likes that NVTC’s conferee document includes NVTA’s position on the possible removal of regional revenues. She observed that fixing Metro is a priority among the regional partners and it is important that it is addressed in the General Assembly this year.

Mr. Corcoran stated that the Northern Virginia Alliance, chambers and businesses have been strong advocates through the Metro Now Coalition. Ms. Siebert agreed that it has been a team effort.

Mr. Letourneau stated he wants to make sure NVTC is not saying “as long as they pass something, we are ok...” There comes a point where the General Assembly can do more harm than good. There is an impact to the region with what it is doing to NVTA funding. He does not think NVTC should take a position on that. He stated that there needs to be changes to these bills because they do harm to the jurisdictions and will require passing the costs to constituents.

Ms. Cristol stated she strongly agrees with Mr. Letourneau's comments. The Legislative and Policy Committee has made Ms. Siebert well aware of these nuances. Neither bill would have been what NVTC would have drafted. There is disappointment as well as tempered optimism to get something passed.

Mr. Dorsey stated that the three percent cap cannot be talked about as a preference. It is essential for all the reasons discussed. Legislators need to understand that three percent for a transit agency is very aggressive.

Commissioners thanked Mr. Wiedefeld for his participation in these discussions.

FY2018 I-66 Commuter Choice Program Update

Patricia Happ, project manager, presented the Commission with the results of NVTC's technical evaluation and scoring of projects for consideration under the FY2018 I-66 Commuter Choice Program. NVTC received applications from Arlington County, City of Fairfax, City of Falls Church, City of Manassas, Fairfax County, Loudoun County, PRTC and VRE. Using criteria approved by the Commission, the 17 submitted applications, totaling \$29.6 million, were evaluated. NVTC staff assessed all applications received and determined that each met the eligibility criteria established in the Memorandum of Agreement. Since that time, one application from VRE was removed for consideration as it was funded through the I-66 Outside the Beltway Concessionaire payment.

Ms. Happ announced NVTC will hold two open houses and public hearings on March 20th at the Greater Reston Chamber of Commerce and April 5th at the Navy League Building in Arlington prior to the NVTC April Commission meeting. In May, staff will present a proposed FY2018 program of projects to the Commission for consideration and approval to submit to the Commonwealth Transportation Board for its May 2018 Workshop. The CTB will be asked to approve the NVTC I-66 Commuter Choice FY2018 Program at its June 2018 Action Meeting.

Ms. Mattice gave a brief explanation of why two design projects, although technically eligible, did not receive scores. The program is about moving more people through the corridor, and design projects do not demonstrate this. She stated the full Commission may want to have a bigger policy discussion on this topic in the future as the program moves forward.

Mr. Snyder stated he would like to meet with staff to discuss the technical scoring of several projects. Chairman Smedberg stated NVTC is forming a I-66 Commissioner Working Group to do that very thing. Commissioners Foust, Garvey and Greenfield have agreed to participate. Mr. Snyder also agreed to participate. The group will meet in April. Chairman Smedberg urged any other Commissioners interested in joining the Working Group to contact staff.

NVTC FY2018 2nd Quarter Ridership Report

Dr. Daito gave a brief update on the NVTC FY2018 2nd Quarter Ridership Report, which shows ridership among Northern Virginia transit agencies changed -0.2 percent during the quarter when compared to the same period in FY2017. This quarter represents the second quarter after SafeTrack, and implementation of WMATA's new service and fare policies. While nearly all agencies showed some level of decline in ridership, Metrorail and VRE showed increases of 2.4 percent and 1.9 percent, respectively.

Mr. Snyder stated he would like more detailed analysis (i.e., loss of ridership to ridesharing services, what is the market communicating about bus service, what needs to be done differently, etc.). Mr. Dorsey stated WMATA's bus study will look at these issues. Ms. Mattice stated NVTC is participating in that study, as well as MWCOG's bus study, to represent the Northern Virginia perspective. NVTC also has an established group of jurisdictional staff who are working on the Regional Bus Analysis.

Mr. Snyder stated a national study shows that for major congested urban areas with transit, people are willing to pay significantly more to use Uber/Lyft services compared to bus. He asked what needs to be done differently to be competitive with these new markets. Mr. Corcoran stated that some of it is a safety perception of riding a bus, as well as Uber gets a person exactly where they want to go. Ms. Bulova observed that Attachment 8 shows dramatic increases at some of the station. Dr. Daito stated that these results are due to SafeTrack. Ms. Bulova noted that it is still a hopeful sign that people are coming back to the system.

Department of Rail and Public Transportation

Ms. Mitchell directed Commissioners to her written report. She provided some more information about the upcoming TSDAC meeting, which was discussed earlier in the agenda.

Virginia Railway Express

Chairman Smedberg stated there are no action items. Mr. Swartz stated Mr. Allen was not able to attend tonight's meeting. Mr. Swartz reported that average daily ridership for February was 18,990 with on-time performance of 91 percent. Ms. Bulova noted that VRE is scheduled to meet the Positive Train Control deadline of December 31, 2018.

Executive Director Report

Ms. Mattice directed Commissioners to her written Executive Director Newsletter. She updated Commissioners on several upcoming events, including a Transportation Leadership Forum and a Transit 101 presentation to the Northern Virginia Delegation.

The Financial Report for January 2018 was provided to Commissioners and there were no questions.

Adjournment

Without objection, Chairman Smedberg adjourned the meeting at 9:12 P.M.

Approved this 5th day of April 2018.

Paul C. Smedberg
Chairman

Katie Cristol
Secretary-Treasurer



RESOLUTION #2356

SUBJECT: Authorization to Amend NVTC's Office Lease

WHEREAS: The Northern Virginia Transportation Commission's current office lease at the Navy League Building, 2300 Wilson Blvd., Suite 620 in Arlington expires on May 31, 2021;

WHEREAS: The present suite lacks adequate space for existing staff and anticipated growth due to increasing responsibilities of the Commission;


WHEREAS: At the December 7, 2017 meeting, the Commission authorized the Executive Director to negotiate an amendment to the existing lease for a larger suite through MGA, NVTC's broker; and

WHEREAS: Based on those negotiations, an amendment was prepared and provided to the Commission for consideration.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes its executive director to execute the lease amendment, subject to such further non-substantive modifications designed to correct typographical errors and clarify language as may be approved by the executive director in consultation with legal counsel, with an effective date of March 1, 2019, for a 5,915 square foot suite at the present location, for an additional period of 10 years and five months from the termination date of the existing lease.

Approved this 1st day of March 2018.


Katie Cristol
Secretary-Treasurer


Paul C. Smedberg
Chairman

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TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice

DATE: March 22, 2018

SUBJECT: Consent Agenda (Subject to Chairman Approval)

ACTION ITEM: Approve the Consent Agenda

A. Authorize the Issuance of a Request for Proposals for NTD Data Collection

The Commission is asked to authorize the executive director to issue a Request for Proposals (RFP) for National Transit Data (NTD) data collection services for a three-year contract with two, two-year options. NVTC's current contract with Stantec Consulting expires on June 30, 2018. As with the present contract, the RFP will seek proposals to provide technical consulting services to comply with federal reporting requirements. Award of contract will be presented for action at NVTC's June meeting.

NVTC's NTD project provides data collection services to six NVTC transit systems (ART, DASH, Alexandria Trolley, Fairfax Connector, CUE and Loudoun County Transit), and generates \$10 million in additional annual federal assistance to WMATA, benefiting the entire region. Required services include updating the sampling plans, completing data reports and preparing reports. At the request of the Virginia Railway Express (VRE), an option in the RPF scope of work is included for VRE NTD related services.

Tasks to be completed under the contract include:

1. Sample new transit routes to revise sampling plans for collecting data necessary to complete NTD Form S10.
2. Using valid sampling plans, collect the ridership data necessary for completing NTD Form S10, in cooperation with each transit system.
3. Prepare NTD Form S10 for approval by each transit system.
4. Using data supplied by each transit system, complete all other required NTD forms for approval and submittal by the transit systems to meet FTA's deadlines and cooperate with each transit system to respond to questions from FTA and NTD contractors. This task includes helping transit systems with the reporting of paratransit services. This task also includes advising and helping NVTC complete all NTD required forms.

5. Complete final year-end close out for all transit agencies with pending items that need to be finalized before closing out FY NTD reporting requirements.
6. Annual NTD Training for NVTC jurisdictions.
7. NTD data collection and reporting support for VRE.

B. Authorize the Chairman or His Designee to Comment on the Six-Year Improvement Program (SYIP) Before the Commonwealth Transportation Board

The Commission is asked to authorize the chairman or his designee to comment on the FY2019-2025 SYIP before the Commonwealth Transportation Board (CTB). The CTB has scheduled its Northern Virginia public hearing on April 30th. NVTC typically uses the spring SYIP hearing to articulate our priorities with regards to state funding programs.

Background

The SYIP outlines planned spending for transportation projects proposed for construction, development or study for the next six years. Updated annually, the SYIP is the means by which the CTB meets its statutory obligation under the Code of Virginia to allocate funds to interstate, primary, secondary and urban highway systems, public transit, ports and airports, and other programs for the immediate fiscal year.

Proposed Topics for Comment

As this will be the first opportunity to present to the Commonwealth Transportation Board following the end of the 2018 General Assembly Session, NVTC's comments will align with the [NVTC 2018 Legislative and Policy Agenda](#), approved by the Commission in December 2017, and issues related to the implementation of recently-enacted legislation. NVTC will also speak to the I-66 Commuter Choice program.

Topics to be addressed in the testimony are proposed to include:

1. Express appreciation to the Office of the Secretary and the Department of Rail and Public Transportation leadership and staff for their engagement with NVTC throughout the General Assembly Session.
2. Express appreciation to the General Assembly and Governor for the enactment of legislation that supports three out of NVTC's legislative priorities: 1) funding WMATA capital needs; 2) creating the dedicated funding program for VRE; and, 3) the establishment of a floor on the regional gas tax.
3. State NVTC's desire to work with the Commonwealth, through our role in the Transit Service Delivery Advisory Committee (TSDAC) in the implementation of the new allocation models and proposed prioritization approaches for state transit capital funding, as well as any proposed changes in the funding formula for state transit operating funding.

4. Reiterate the continued need for a long-term sustainable fix to the pending state capital funding shortfall.
5. Provide a commitment to CTB of NVTC's priorities on effectively implementing our new legislative responsibilities with oversight and reporting to the Governor and General Assembly on WMATA performance.
6. Request continued NVTC coordination with the Commonwealth on other reform discussions related to WMATA, specifically the proposed Metro Reform Commission and related WMATA Board studies.
7. Provide an update to the CTB on the I-66 Commuter Choice program, including a preview of the proposed projects for consideration by NVTC and the CTB in May and June.

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TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice and Patricia Happ

DATE: March 22, 2018

SUBJECT: I-66 Commuter Choice Program

At the April meeting, staff will update the Commission on the FY2018 I-66 Commuter Choice Program public meetings and program development efforts. Commissioners will also be briefed on the next steps for the FY2018 program, including convening of a Commissioner Working Group and Commission consideration of a proposed program of projects at its May 2018 meeting.

NVTC's first of two I-66 Commuter Choice open houses and public hearings on March 20th at the Greater Reston Chamber of Commerce was cancelled due to weather. NVTC staff uploaded all of the meeting materials to the [NVTC website](#) and posted alerts via Twitter and Facebook encouraging the public to review the project information and provide comments directly to NVTC via phone, email or the web. Numerous jurisdictions re-tweeted the meeting cancellation and information on how to comment.

The second open house and public hearing will take place on April 5th in the Navy League Building, prior to the Commission meeting. The open house will begin at 6:00 P.M. followed by a presentation at 7:00 P.M. The public hearing will immediately follow the presentation.

Background

The [I-66 Commuter Choice Program](#) invests toll revenues in projects to expand transportation capacity in the I-66 corridor Inside the Beltway. Pursuant to [Section II.B.2\(a\) of the MOA](#), the FY2018 I-66 Commuter Choice Program Call for Projects was authorized by the Commission in September 2017 to be funded under the [I-66 Commuter Choice Program](#).

The Program follows the selection process prescribed in the [Amended and Restated Memorandum of Agreement Transform66 Inside the Beltway Project \(MOA\)](#), whereby eligible projects are evaluated, prioritized, selected and then submitted by NVTC to the CTB for approval.

Evaluation of Applications Submitted under the FY2018 Call for Projects

As presented to the Commission at the February meeting, [NVTC received applications under the FY2018 program](#) from Arlington County, City of Fairfax, City of Falls Church, City of Manassas, Fairfax County, Loudoun County, the Potomac and Rappahannock Transportation Commission (PRTC), and the Virginia Railway Express (VRE). NVTC staff assessed all applications received and determined that each met the eligibility criteria established in the MOA. NVTC staff completed the technical evaluation of the FY2018 applications using [evaluation criteria approved by the Commission](#) in March 2016. The technical scores for the 17 applications, totaling \$29.6 million, were presented at the March Commission meeting.

Next Steps

NVTC staff continue to work with the I-66 Commuter Choice Working Group, which includes representatives of Prince William County, PRTC, VRE, WMATA, Loudoun, Fairfax, and Arlington Counties, and the Cities of Alexandria, Fairfax, and Falls Church. NVTC will also be convening a Commissioner Working Group on April 18th at the City of Fairfax City Hall to review the applications and to provide Commissioner input into a program of projects for Commission selection and approval.

In advance of Commission consideration on a FY2018 program of projects, NVTC will be soliciting comments on the proposed list of projects from March 19th through April 16, 2018 by e-mail to nvtc@novatransit.org, on [NVTC's website](#), and via phone at 703-495-3130. For additional information, contact NVTC at 703-524-3322.

In May, NVTC staff will present a proposed FY2018 program of projects to the Commission for consideration and approval to submit to the Commonwealth Transportation Board for its May 2018 Workshop. The Commonwealth Transportation Board will be asked to approve the NVTC I-66 Commuter Choice FY2018 Program at its June 2018 Action Meeting.

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice and Andrew D'huyvetter

DATE: March 22, 2018

SUBJECT: Washington Metropolitan Area Transit Authority (WMATA)

A. Board of Directors Report

The WMATA Board members will provide highlights of recent WMATA activities.

- *Acceptance of Public Communication and Outreach Report and Adoption of FY2019 Budget & FY2019-2024 CIP*

On March 22nd, the WMATA Board is anticipated to take action on [acceptance of the Public Communication and Outreach Report and adoption of the FY2019 Budget and FY2019-2024 CIP](#). On March 8th, the Finance and Budget Committee recommended approval of the budget to the WMATA Board. The FY2019 operating budget does not increase fares or reduce service and encourages customers to ride through fare pass products. Management actions to improve efficiency and control costs will limit operating budget expense growth to less than one percent (\$12 million), and the budget adheres to the three percent operating subsidy cap in FY2019 called for in the plan to Keep Metro Safe, Reliable, and Affordable. Planned FY2019 capital investment totals \$1.28 billion, and jurisdictional funding support for capital investments increases by \$165 million (21 percent).

- *One-Year Extension of Capital Funding Agreement (CFA)*

On March 22nd, the WMATA Board is anticipated to take action on a [one-year extension of the Capital Funding Agreement](#). The CFA is a financial agreement that provides the framework for jurisdictional investment in the Capital Improvement Program, including match to federal formula and discretionary grants, additional state and local contributions, and WMATA's short and long-term debt strategies. The current CFA among WMATA and the funding jurisdictions expires on June 30, 2018.

- *Acceptance of Title VI Equity Analysis for MetroExtra Route G9*

On March 22nd, the WMATA Board is anticipated to take action on the [approval of the Metrobus Route G9 Title VI equity analysis](#). The WMATA Board previously approved a one year pilot of the G9 route; this action seeks to approve the Title VI equity analysis. The analysis found that the percentage of minority and low-income riders on the G9 was significantly less than system averages. In order to mitigate this impact, the G9 service package will be modified to include two additional trips on the Metrobus Route 80 line.

- *Authorization for a Public Hearing to Discontinue Metrobus Route W9*

On March 22nd, the WMATA Board is anticipated to take action on authorizing a public hearing to [eliminate Metrobus Route W9](#). In 2013, the U.S. Coast Guard entered into a contract with WMATA to subsidize this service. The route has operated between L'Enfant Plaza Station and the St. Elizabeth's Campus, and the U.S. Coast Guard provides 100 percent of the subsidy to operate this service. The Coast Guard is eliminating its subsidy effective July 1, 2018. WMATA staff do not recommend continuing the service. In order to terminate the route, a public hearing and Title VI analysis must be conducted.

- *Creation of a Special Board Committee*

On March 22nd, the WMATA Board is anticipated to take action on the [creation of a special committee](#). This committee would be comprised of voting directors and would hear from experts on surface transportation and infrastructure planning and investing.

B. Committee Reports

1. Business Oversight Committee

- *Small Business Program Update*

On March 8th, the Business Oversight Committee received an [update on the Small Business Programs Office](#). The Business Oversight Committee has requested monthly updates regarding WMATA's reorganization of the Small Business Programs Office. During the first six months of Federal Fiscal Year (FFY) 2017, it appeared that WMATA achieved a DBE participation rate of eight percent (WMATA's DBE goal is 22 percent). It was determined that the data used to compile the DBE achievement was incomplete, and WMATA is currently collecting and verifying data based on contracts eligible for reimbursement. Additionally, an automated prompt payment tracking tool has been developed to ensure that payments to prime and sub-contractors, including DBEs, are tracked and reported in a timely and accurate manner.

2. Safety and Service Delivery Committee

- *Abilities-Ride Impact Update*

On March 8th, WMATA staff provided an update on the first six months of the [Abilities-Ride program](#). The Abilities-Ride program is WMATA's newest paratransit service alternative. It provides MetroAccess-eligible customers with a flexible alternative to MetroAccess paratransit service in Maryland.

Demand for MetroAccess service has grown considerably over the last five years. In order to manage this growth and reduce costs, WMATA is looking for ways to reduce demand for MetroAccess through the development and promotion of alternative services. Through a layered approach, WMATA intends for MetroAccess to be a safety net service instead of a primary option for customers.

The Abilities-Ride program has operated in Maryland since September 18, 2017. MetroAccess customers can call two cab companies to schedule trips they would

otherwise have taken on MetroAccess. The taxi providers feature same day service, reservations, app functionality, and direct trips. Customers pay the first \$5, WMATA pays the next \$15, and the customer pays any amount above \$20. By comparison, MetroAccess trips cost \$50 and the customer pays between \$3.50 and \$6.50. WMATA has conducted outreach efforts for the new service and has seen steady ridership growth. The Abilities-Ride program is projected to save as much as \$4 million in the first 12 months of operation after the soft launch. WMATA is currently marketing the program services and intends to conduct additional outreach to improve the program.

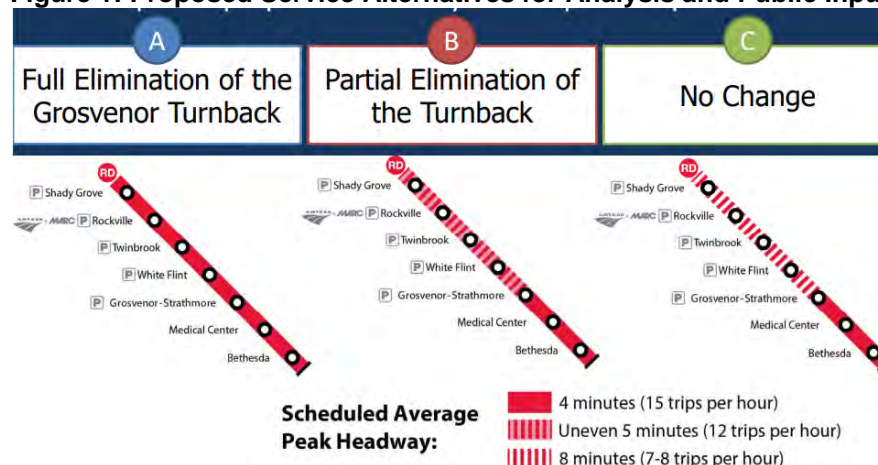
▪ *Alternatives for Additional Red Line Service Grosvenor Turnback Proposals*

On March 8th, WMATA staff provided a briefing on [Alternatives for Additional Red Line Service](#). The briefing informed the committee of alternatives under consideration for increased service on the Red Line and the steps to be taken for public participation and comments on the alternatives. As part of an amendment to the FY2016-2021 CIP to increase planned expenditures for acquisition of additional of 7000 series railcars, [Board Resolution 2015-37](#) directed staff to prepare for the Board's consideration a proposal for the elimination of the Grosvenor turnbacks, such that all trains will originate or terminate at Shady Grove, with a planned implementation date prior to the beginning of FY2019.

Currently, the Red Line service operates every eight minutes between Shady Grove and Glenmont (7.5 trips per hour) with additional service operating between Grosvenor and Silver Spring, providing a four-minute headway (15 trips per hour). Staff developed three alternatives to analyze and present to the public for comment (Figure 1):

- Alternative A: Full elimination of the Grosvenor turnback with 15 trains per hour at Shady Grove, Rockville, Twinbrook, and White Flint.
- Alternative B: Partial elimination of Grosvenor turnback to increase peak period service from 7.5 trains per hour to 12 trains per hour at Shady Grove, Rockville, Twinbrook, and White Flint stations.
- Alternative C: No change.

Figure 1: Proposed Service Alternatives for Analysis and Public Input



Source: WMATA Safety and Service Delivery Committee Presentation on the [Additional Red Line Service Options](#).

The results of the public participation process and the Title VI analysis are anticipated to be presented to the Safety and Service Delivery Committee in July 2018 and based on a Board decision, a recommendation would be presented to the Finance and Budget Committee for an implementation timeframe and any required FY2019 budget action. WMATA is also preparing a scope of work for an external consultant to determine what operational and capital improvements may be necessary to enhance the increased service in a more reliable manner. Based on a Board decision, implementation could begin at the end of December 2018.

C. Other WMATA News

- *Preventative Maintenance and Major Capital Projects*

WMATA has announced a [revised schedule of major track work for 2018](#). The following major projects will affect Metrorail service in Virginia:

- *Blue, Orange, and Silver Lines (August 11 – August 26)*

WMATA will rebuild track infrastructure on the tightest curve in the Metrorail system between McPherson Square and Smithsonian Stations. This will be a 24/7 work zone with single tracking between McPherson Square and Smithsonian.

- *Blue and Yellow Lines (November 2 – November 5)*

WMATA will upgrade several switches outside the Reagan National Airport Station and install new concrete pads beneath the rails along the aerial structure of the station. Reagan National Airport and Crystal City Stations will be closed.

- *Yellow Line (November 26 – December 9)*

In order to provide structural repairs and rail infrastructure improvements to the Yellow Line Bridge, the Yellow Line Bridge will be closed for 14 days. There will be no Yellow Line service between Virginia and D.C., as the Yellow Line will only run between Huntington and Reagan National Airport Stations.

WMATA has also scheduled additional [planned Metrorail track work](#) that includes single tracking and weekend shutdowns. Like done during SafeTrack, WMATA staff has asked NVTC to again coordinate Northern Virginia jurisdictional response during times of system disruption.

- *Corrective Action Plan Monitoring and Tracking, Internal Reviews, and OIG Reports*

WMATA updated its [Overview of Regulatory Compliance Actions](#) on March 16th.

There were no new internal reviews posted to WMATA's [Internal Reviews webpage](#) or to the [OIG page](#).

D. Virginia Ridership and Parking Facility Utilization

The following tables show WMATA ridership by mode for February 2018. When comparing ridership data to 2017, it is important to reference if there were any service disruptions due to [SafeTrack](#). Between February 11-28, 2017, the Blue Line was shut down between Rosslyn and the Pentagon.

WMATA Virginia Ridership (Unlinked Passenger Trips) February 2016, 2017, and 2018					
	February 2016	February 2017	February 2018	Percent Change (2016-2017)	Percent Change (2017-2018)
Metrorail					
Total	7,629,993	6,692,236	6,424,489	-12.3%	-4.0%
Weekday Average	297,477	263,331	265,072	-11.5%	0.7%
Saturday Average	100,892	90,936	81,676	-9.9%	-10.2%
Sunday Average	71,439	63,570	57,906	-11.0%	-8.9%
Metrobus					
Total	1,477,036	1,432,512	1,285,041	-3.0%	-10.3%
Weekday Average	64,000	63,997	58,184	0.0%	-9.1%
MetroAccess					
Total	26,249	26,600	26,932	1.3%	1.2%

Source: WMATA

On February 5th, WMATA instituted [new parking changes](#) that include expanding parking revenue collection hours, lowering parking fees at select stations, and charging higher fees for “non-riders” at additional stations. The following table shows weekday parking utilization. As of February 2018, utilization data includes the above parking changes. The new parking revenue collection periods are 7:30 A.M. – 12:30 A.M. (Monday – Thursday) and 7:30 A.M. – 2:00 A.M. (Friday).

WMATA Virginia Parking Facility Usage (Weekday) February 2016, 2017, and 2018						
Station/Lot	February 2016	Y-T-D FY16	February 2017	Y-T-D FY17	February 2018	Y-T-D FY18
Huntington	80%	69%	72%	66%	68%	69%
West Falls Church	60%	55%	50%	49%	55%	47%
Dunn Loring	83%	76%	68%	56%	67%	71%
Vienna	83%	79%	71%	60%	73%	72%
Franconia	71%	67%	56%	54%	51%	55%
Van Dorn	108%	106%	102%	99%	102%	102%
East Falls Church	115%	114%	112%	113%	112%	113%
Wiehle-Reston East	86%	88%	86%	80%	93%	90%
Northern Virginia Total	80%	74%	68%	62%	69%	68%

Source: WMATA

On February 10, 2018, WMATA started charging a \$2 fee for Saturday parking. This new Saturday parking utilization data is shown in a separate table below. Saturday parking revenue collection periods are 10:00 A.M. – 2:00 A.M.

Saturday parking data is not shown for Wiehle-Reston East Station because Fairfax County sets parking fees for the garage and [chose to continue free parking on Saturdays](#). Fairfax County owns the Wiehle-Reston East Station parking facility and contracts with WMATA to collect and process the parking fees and monitor the exit gates. On January 23rd, the Fairfax County Board chose to extend the hours of collection on weekdays to match the pilot period approved by the WMATA Board and chose to continue free parking on Saturdays.

WMATA Virginia Parking Facility Usage (Saturday) February 2018		
Station/Lot	February 2018	Y-T-D FY18
Huntington	11%	11%
West Falls Church	7%	7%
Dunn Loring	17%	17%
Vienna	16%	16%
Franconia	13%	13%
Van Dorn	30%	30%
East Falls Church	69%	69%
Wiehle-Reston East	N/A	N/A
Northern Virginia Total	15%	15%

Source: WMATA

E. Schedule of Upcoming Board Decisions (subject to change)

Agenda	Meeting	Date
Small Business Program Update (I)	Business Oversight Committee	April 12, 2018
Fare Collection Update (I) Rail Fleet Plan Preview (I) Update to Metro's Joint Development Policies (A) WMATA Policy on Transit-Oriented Development (A)	Capital & Strategic Planning Committee	April 12, 2018
Rail Safety Initiatives and Farragut North Derailment Update (I) Close Call Annual Update (I) Fair Share Update (I)	Safety & Services Delivery Committee	April 12, 2018
Other Post-Employment Benefits Update (I) Permanent Adoption of UPass Program (A) Amend Reimbursable Project Budget for Potomac Yard Metrorail (A)	Finance & Budget Committee	April 12, 2018

Agenda Item #6: Report from the Co-Chairs of the Legislative and Policy Committee



TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice

DATE: March 22, 2018

SUBJECT: Report from the Co-Chairs of the Legislative and Policy Committee

Co-Chairs Katie Cristol and Jeff Greenfield will provide an update on the conclusion of the regular 2018 General Assembly Session and the upcoming April 11th special budget session and April 18th Reconvened Session. Kate Mattice will provide an overview of the legislative provisions and update the Commission on proposed changes to state funding allocations and the activities to be conducted under the Transit Service Delivery Advisory Committee (TSDAC).

State Legislative Activities

March 10th was *sine die* marking the end of the regular 2018 General Assembly Session where three of NVTC's priority areas from its [2018 Legislative and Policy Agenda](#) were reflected in legislation. At this time, many pieces of legislation are still awaiting the Governor's approval or may return to the General Assembly with amendments for consideration at its Reconvened Session on April 18th.

Below are details on bills that recently passed the General Assembly and are awaiting approval or amendments by the Governor. In addition, lawmakers will return to Richmond for a special session on April 11th to pass a budget. There are [several budget amendments that could affect NVTC](#).

Omnibus Transit Funding Bills (HB1539/SB856)

On March 10th, the [General Assembly passed the identical conference report from HB1539 and SB856](#) providing \$154 million in dedicated funding for WMATA and \$15 million for VRE just hours before adjourning the regular session. Attached is a [side-by-side chart](#) indicating the major provisions of [the conference bill](#). Highlights of the bill are included in a [presentation prepared by the Department of Rail and Public Transportation](#).

The bill includes the following new provisions:

State Transit Funding

1. Restructures the state transit funding to set WMATA funding as separate allocation.

2. Requires that state capital assistance be allocated based upon new prioritization schemes for state of good repair and major expansion projects starting in FY2020.
3. Requires that state operating assistance be allocated based wholly on service delivery factors starting in FY2020.
4. Requires transit agencies in urban areas with bus fleets greater than 20 vehicles to complete five-year strategic plans.

VRE Funding

Creates a dedicated funding account “Commuter Rail Operating and Capital Fund” (C-ROC), initially funded at \$15 million through a portion of new revenues from a floor on the gas tax.

WMATA Funding

Redirects existing state, regional and local funding to fund a Washington Metropolitan Area Transit Authority Capital Fund, estimated at \$154 million/year.

Revenue	Millions	Bill Section	Notes
New Revenue:			
NVTC Regional Gas Tax Floor	\$22.3	58.1-2299.20	Gain from floor, less dedicated VRE share
Subtotal	\$ 22.3		
Redirected State Revenue:			
Motor Vehicle Rental Tax (1%)	10.0	58.1-1741, A	One-third of tax revenue, redirected from TTF
NVTD Fund	20.0	33.2-2400, D	Redirected from NVTD fund
Subtotal	\$30.0		
Redirected Regional and Local Revenue:			
Grantors Tax (\$0.15 per \$100)	44.9	58.1-802.3	New tax for NVTC district, NVTA tax repealed
Transit Occupancy Tax (2%)	29.7	58.1-1743	New tax for NVTC district, NVTA tax repealed
Local Funds	27.1	33.2-3404	NVTA 30% or other local funds
Subtotal	\$101.6		
Total Dedicated Revenue	\$154.0		

WMATA Governance and NVTC Reporting

1. Creates Metro Reform Commission
 - o Creates a four-member commission appointed by the House Speaker and Senate Committee on Rules to make recommendations on reforms to the Wolf Act. Members do not need to be GA members nor reside in areas served by WMATA. Recommendations are to be provided to the WMATA Compact members.

2. Requires NVTC Certification of WMATA Reporting
 - As a condition of all WMATA funding, NVTC must certify annually that it has received the WMATA capital budget, results of independent financial audit, NTD profile, and FTA-required single audit.
3. Requires NVTC Reporting on WMATA Benchmarking and Performance
 - On November 1st of each year, NVTC shall report to the Governor and the General Assembly a set of benchmarking and performance data on both the rail and bus systems, information on financial performance, operational cost containment strategies, how funds were used to address safety and condition, and ridership.
 - Note: These items appear to be identical to reporting required by WMATA to the State of Maryland in the latest MD legislative draft.
4. Operating Subsidy Cap
 - Requires Virginia's contribution to WMATA's annual operating budget must not increase by more than three percent from the previous year or CTB shall withhold an amount equal to 35 percent of DRPT's allocations to WMATA (with some limited exceptions).
5. Role of Alternates on WMATA Board (enactment clause 7)
 - CTB shall withhold 20 percent of DPRT funds to WMATA if "any alternate members participate or take action at an official [WMATA] Board meeting as Board members for a WMATA compact member when both members appointed by that same WMATA compact member are present at the WMATA Board meeting."
6. WMATA Budget/Strategic Plan and NVTC Public Meetings (enactment clause 8)
 - CTB shall withhold 20 percent of DRPT funds to WMATA unless WMATA adopts 1) a "detailed capital improvement program" for five fiscal years, plus holds a public hearing in an NVTC locality; 2) an updated strategic plan, with a public hearing in an NVTC locality. The strategic plan needs to address items from the LaHood study.
7. Qualification of Virginia WMATA Board Members (enactment clause 13)
 - Virginia shall seek to appoint WMATA Board members with experience in a number of items and familiarity with the WMATA system (appears consistent with current Virginia code).

Gas Tax Floor

The General Assembly approved [SB896 \(Wagner\)](#) which establishes a floor on the 2.1 percent regional gas tax, a NVTC legislative priority since 2013. The new floor supports gas sold in Northern Virginia and Hampton Roads by requiring that the average distributor price upon which the tax is based be no less than what the statewide average distributor price would have been on February 20, 2013.

Review of WMATA Board Membership Provisions

On March 7th, the General Assembly passed [HB384 \(Keam\)](#) directing the Secretary of Transportation to conduct a review of the membership provisions for the Washington Metropolitan Area Transit Authority Board of Directors.

Northern Virginia Transportation Projects Public Meeting

The General Assembly also approved [HB1285 \(LaRock\)](#) requiring NVTC, the Authority, VRE and CTB to conduct an annual, joint, public meeting on the transportation projects proposed by each entity in Planning District 8.

Federal Legislative Activities

At the Federal level, NVTC staff are tracking the following legislation, in addition to the annual appropriations process:

Sponsor	Current Legislation (as of March 22, 2018)
Rep. Barbara Comstock (R-VA)	METRO Accountability and Reform Act (H.R. 4534)
Rep. Gerry Connolly (D-VA)	Metro Accountability and Investment Act (H.R. 4900)
Rep. John Delaney (R-MD)	WMATA Improvement Act of 2017 (H.R. 1140)
Rep. Anthony Brown (D-MD)	WMATA Flexible Funding and Safety Improvement Act (H.R.4466)

On February 12th, [President Trump's FY2019 Budget Request to Congress](#) proposed reducing the annual federal appropriation to WMATA from \$150 million to \$120 million. The federal funds are used for capital expenditures and are provided as part of the 10-year Passenger Rail Investment and Improvement Act of 2008 (PRIIA). Shortly after that announcement, [Rep. Gerry Connolly joined several colleagues in submitting a letter of support for full PRIIA funding](#) to the subcommittee on Transportation Housing and Urban Development, and related agencies supporting full funding of WMATA in the FY2019 appropriations process.

NVTC staff will continue to monitor the status of the annual federal appropriations process and any legislative actions related to a national infrastructure investment package.

WMATA DISCUSSION DOCUMENT

FUNDING

Issue	House	Senate	Conference
Commonwealth Mass Transit Funds (existing \$): 31% for non-WMATA operating costs 12.5% for non-WMATA capital purposes 53.5% for WMATA capital & operating expenses	Same in all drafts		
\$20 million from Northern Virginia Transportation District Fund to WMATA Capital Fund	Same in all drafts		
NVTA revenues to WMATA Capital Fund	\$45 million prior to local distributions	Each WMATA locality to transfer a share of NVTA distribution to WMATA \$31 million total to WMATA	Each WMATA locality to pay an amount equal to share of NVTA distribution to WMATA - may use NVTA distribution or other source \$27.12 million total to WMATA
1% of existing motor vehicle rental tax allocated to WMATA Capital Fund	Same in all drafts		

Regional TOT to WMATA Capital Fund	2% (existing)	3% (existing 2% + new 1% -- In NVTC, replaces existing NVTA tax that is repealed)	2% (In NVTC, replaces existing NVTA tax that is repealed)
Existing grantor's tax to Mass Transit Fund	Same in all drafts		
Grantor's tax		\$0.10/\$100 to WMATA Capital Fund (new)	\$0.15/\$100 from NVTA to WMATA(In NVTC, replaces existing NVTA tax that is repealed); in non-WMATA jurisdictions, revenue stays with locality but must be used for transportation purposes
Gas Tax Floor (new revenues)		NVTC: 68.4% to WMATA Capital Fund 31.6% to VRE PRTC: 100% to VRE	NVTC: \$22.33 million to WMATA Capital Fund (fixed) \$ 4.85 million to VRE (based on formula) PRTC: \$10.15 million to VRE (based on formula) \$7.85 million to PRTC jurisdictions
Commercial & Industrial Real Property		Allows locality to use C&I proceeds for any transportation purpose, up to amount that locality required to transfer from NVTA allocation	Allows locality to use C&I proceeds for any transportation purpose, up to amount that locality required to transfer from NVTA allocation
Bonds		CTB authorized to one-time \$50 million issue to match federal WMATA funds	CTB authorized to one-time \$50 million issue to match federal WMATA funds

POLICY

Issue	House	Senate	Conference
Prioritization of Mass Transit Funds	Same in all drafts		
WMATA operating budget	If Virginia operating assistance in WMATA budget increases more than 2% from prior year, CTB shall withhold 50% of Commonwealth Mass Transit WMATA allocation	If Virginia operating assistance in WMATA budget increases more than 3% from prior year, CTB may withhold 20% of Commonwealth Mass Transit WMATA allocation	If Virginia operating assistance in WMATA budget increases more than 3% from prior year, CTB shall withhold 35% of Commonwealth Mass Transit WMATA allocation
WMATA 5-year capital improvement program & strategic plan		CTB shall withhold 20% of Commonwealth Mass Transit WMATA allocation if WMATA does not adopt plan	CTB shall withhold 20% of Commonwealth Mass Transit WMATA allocation if WMATA does not adopt plan
WMATA Board: Conference has agreed that alternates should not participate if appointees are present		CTB shall withhold 20% of Commonwealth Mass Transit WMATA allocation if alternates participate	CTB shall withhold 20% of Commonwealth Mass Transit WMATA allocation if alternates participate -- clarifies this only applies to official Board meetings
Metro Reform Commission	Establishes 3-member Metro Reform Commission		Establishes 4-member Metro Reform Commission

WMATA reporting requirements	Commonwealth Mass Transit Funds contingent on semi-annual report to WMATA reform commission	WMATA Capital Funds contingent on NVTC receiving certain documents from WMATA	WMATA Capital Funds contingent on NVTC receiving certain documents from WMATA
Creation/funding for Commuter Rail Operating & Capital Fund		Included and funded at \$26.6M	Included and funded at \$15M
Urban transit strategic plan			Requires certain urban transit agencies to develop a strategic plan - receipt of Mass Transit Funds contingent on developing and updating plan every five years; certain planning districts have additional planning requirements.
Effective date	Effective when DC/Maryland provide dedicated funding for their share of \$500 million; expires if they fail to provide this funding	Effective when DC/Maryland provide dedicated funding for their share of \$500 million	Effective when DC/Maryland provide dedicated funding for their share of \$500 million; Virginia's contribution each year is proportional to how much DC & Maryland contribute to their share each year
Maintenance of Effort	Localities in Planning District 8 must spend for transportation amount equal to average of 2015-2018 transportation funding		Localities in PRTC but not in NVTa must spend for public transportation an amount that is at least equal to the average of 2015-2018

Union membership	Can't require for WMATA projects in Virginia		Can't discriminate based on union (non)participation -- Comstock VPPA language
WMATA Compact Reform	Virginia Secretary of Transportation to engage in reform discussions		
No trigger of 2007, 2013 kill switch		Language included	
Jurisdictional veto			
WMATA Appointee qualifications			Establishes aspirational qualifications of Virginia WMATA appointees
Reversion to existing law			If court finds any reallocation of existing revenues invalid, amendments to that Code section revert to 1/1/2018
Severability Clause	Same in all drafts		

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Virginia Department of Rail and Public Transportation

2018 Transit Reforms

Transit Service Delivery Advisory Committee

March 12, 2018

Chris Smith
Director of Policy,
Legislative Affairs,
and Communications

1

Commonwealth Mass Transit Fund



- **Restructured Fund:**
 - Statewide Operating – 31%
 - Statewide Capital – 12.5%
 - WMATA Operating & Capital – 53.5%
 - Special Projects– 3%
 - TDM, experimental transit, operation studies, & technical assistance
- **CPR Bonds:**
 - Does not address the statewide revenue loss by reauthorizing bonds
 - One-time \$50 million reauthorization for federal PRIIA match

2

Statewide Transit Capital Prioritization



- CTB must develop by July 1, 2019 for FY2020-2025 SYIP
 - Input from transit, local, regional stakeholders required
 - For areas with 200,000+ population, CTB must consider input from MPO or NVTA
 - TSDAC will advise DRPT in prioritization development process
 - WMATA exempt from process
- State of Good Repair:
 - Based on transit asset management principles, including federal requirements for Transit Asset Management
- Major Expansion:
 - Based on SMART SCALE factors:
 - Congestion mitigation
 - Economic development
 - Accessibility
 - Safety
 - Environmental quality
 - Land use

3

Transit Operating Funds Distribution



- By FY2020, 100% of statewide operating funds will be allocated on the basis of service delivery factors
- Factors, if redefined, shall be published and made available for public comment at least one year before application
- Current Factors:
 - Passengers Per Revenue Hour
 - Passengers Per Revenue Mile
 - Net Cost Per Passenger
- WMATA exempt from process

4

Urban Transit Agency Strategic Plans



- Required every five years from transit agencies with 20+ bus fleet serving urbanized areas of 50,000+ population
- Impacted Agencies:

Alexandria (DASH)	Arlington Transit
Fairfax Connector	Loudoun Transit
PRTC	Blacksburg Transit
Charlottesville Area Transit	Fredericksburg Transit
GLTC- Lynchburg	GRTC- Richmond
GRTC- Roanoke	Harrisonburg Transit
Hampton Roads Transit	Petersburg Area Transit
Radford Transit	Williamsburg Area Transit

5

Strategic Plan Guidelines



- Assessment of state of good repair needs
- Review of the performance of fixed-route bus service
- Evaluation of opportunities to improve operating efficiency of the transit network
- Examination and identification of opportunities to share services where multiple transit providers' services overlap
- Examination of opportunities to improve service in underserved areas
- Transit agencies in urban areas between 1.5-2 million must coordinate with regional MPO on planning and include prioritization and regional funding allocations for transit and rail in the region

6

WMATA Capital Fund (\$154 M)



- **\$30M:** Statewide sources include NOVA recordation tax revenues and motor vehicle rental tax
- **\$29.6M:** 2% transient occupancy tax revenues collected in NVTC jurisdictions
- **\$44.9M:** \$0.15/\$100 grantor's tax collected in NVTC jurisdictions
- **\$27.2M:** apportioned by locality according to existing WMATA apportionments, which may be funded by a locality's 30% local share of existing NVTa funding.
- **\$22.3M:** New regional gasoline tax floor revenues collected in NVTC jurisdictions
- *Conditional on DC and Maryland providing requisite annual funding*

7

WMATA Reforms



- WMATA Board of Directors:
 - Limits Virginia appointments to two and role of alternate members
 - Must have experience in public transit, transportation, or land use planning; transit, transportation or public-sector management; engineering; finance; public safety; homeland security; human resources; or the law
 - Must be familiar with WMATA system
- Metro Reform Commission:
 - Comprised of four legislatively appointed members to
 - Advise and make recommendations on reforms to the National Capital Area Interest Arbitration Standards Act to WMATA Compact signatories
- NVTC Oversight and Annual Reporting:
 - WMATA to submit annual budget, independent financial audit, and National Transit Data annual profile as well as audit reports
 - NVTC to certify receipt to state Comptroller before DRPT allocates funding from WMATA Capital Fund
 - NVTC to report by November 1 on WMATA performance and condition
- WMATA Projects:
 - If located solely in VA, bidders, offers, contractors, or subcontractors do not have to enter agreement with labor organizations

8

CTB Oversight



- CTB will withhold:
 - 35 percent: If WMATA operating expenses increase by more than three percent annually
 - 20 percent: If VA Board alternates participate at board meeting when both VA Board members are present
 - 20 percent: If WMATA does not adopt a capital improvement program covering the next five fiscal years and does not adopt a strategic plan within the next three years

9

VRE & PRTC



- VRE:
 - **\$15 M** annually in additional capital and operating deposited into newly established Commuter Rail Operating and Capital Fund:
 - **\$4.85M**: New regional gasoline tax floor revenues collected in NVTC jurisdictions
 - **10.15M**: New regional gasoline tax floor revenues collected in PRTC jurisdictions
- PRTC:
 - **\$7.85 M**: New regional gasoline tax floor revenues collected in PRTC jurisdictions
- Transient Occupancy Tax collected in non-WMATA jurisdictions (Prince William, Manassas, & Manassas Park) must also be used for public transportation
- PRTC members that are not a part of NVTA must maintain public transit spending levels at 2015-2018 rates

10



Virginia Department of Rail and Public Transportation

2018 Transit Reforms

Transit Service Delivery Advisory Committee

March 12, 2018

Chris Smith
Director of Policy,
Legislative Affairs,
and Communications

11

GERALD E. CONNOLLY
11TH DISTRICT, VIRGINIA
2238 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-1492

FAIRFAX OFFICE:
4115 ANNANDALE ROAD
SUITE 103
ANNANDALE, VA 22003
(703) 256-3071

PRINCE WILLIAM OFFICE:
2241-D TACKETT'S MILL DRIVE
WOODBRIIDGE, VA 22192
(571) 408-4407

Congress of the United States
House of Representatives
Washington, DC 20515-4611

COMMITTEE ON
OVERSIGHT AND GOVERNMENT REFORM
SUBCOMMITTEES:
RANKING MEMBER, GOVERNMENT OPERATIONS
INFORMATION TECHNOLOGY
COMMITTEE ON FOREIGN AFFAIRS
SUBCOMMITTEES:
MIDDLE EAST AND NORTH AFRICA
ASIA AND THE PACIFIC

March 19, 2018

The Honorable Mario Diaz-Balart
Chair
Subcommittee on Transportation, Housing
And Urban Development, and Related
Agencies
House Appropriations Committee
2358-A Rayburn House Office Building
Washington, D.C. 20515

The Honorable David Price
Ranking Member
Subcommittee on Transportation, Housing
And Urban Development, and Related
Agencies
House Appropriations Committee
1016 Longworth House Office Building
Washington, D.C. 20515

Dear Chairman Diaz-Balart and Ranking Member Price:

We write to request the House Appropriations Subcommittee on Transportation, Housing and Urban Development continue to provide the Washington Metropolitan Area Transit Authority (WMATA) with \$150 million in federal funds for critical capital and safety improvements.

The Passenger Rail Investment and Improvement Act of 2008 (PRIIA, PL 110-432) created this successful federal-state partnership under which the three WMATA jurisdictions collectively match this funding with another \$150 million each year. Without federal participation, this successful funding partnership would unravel, leaving a massive shortfall in WMATA's capital budget.

WMATA is a \$40 billion asset to the National Capital Region and is essential to the operation of the federal government, with federal employees representing approximately 42 percent of Metrorail's peak period customers. More than one-third of all Metrorail stations are located on federal property, serving federal facilities. Unlike other transportation networks in the nation, the WMATA system serves a unique vital national security role for the federal government, providing transportation for thousands of federal employees traveling to and from the Pentagon, Department of Homeland Security facilities, and the Federal Bureau of Investigation headquarters. On multiple occasions, the system has demonstrated it is vital during times of crisis, including evacuation for weather events and national emergencies.

For all of these reasons, Congress provided a unique authorization for WMATA, recognizing the special responsibility the federal government has to help "America's Subway" fulfill these functions safely and reliably. The federal PRIIA commitment to WMATA represents approximately 40 percent of WMATA's capital budget. Sustaining this commitment ensures WMATA can continue to address its critical safety capital needs. PRIIA funding has led to the acquisition of the new 7000 series railcars, the award of a \$100 million contract to install a 700 MHz radio system to improve communications of public safety personnel, the replacement of second generation track circuits as identified by the National Transportation Safety Board (NTSB) to upgrade the train control system, and the now completed SafeTrack program which rehabilitated, replaced, and restored sections of track infrastructure. In summation, PRIIA enables WMATA to make critical and sustained investments in its railcars, rail system, track structures, station and passenger facilities, buses and bus facilities, and paratransit system.

In an effort to reduce costs and improve operations, WMATA, led by General Manager Paul Wiedefeld, has revised its ethics and nepotism policies, reduced employee absenteeism by 16 percent and long-term absenteeism by one third in the past year, eliminated approximately 1000 positions (or eight percent of its workforce), designated all managers as "at-will" employees, and increased non-represented employee health care contributions. The system also increased the spend rate of its capital program, slashed \$100 million in spending to end Fiscal Year 2017 with a balanced budget, and closed the Federal Transit Administration's Financial Management Oversight audit with all corrective actions completed.

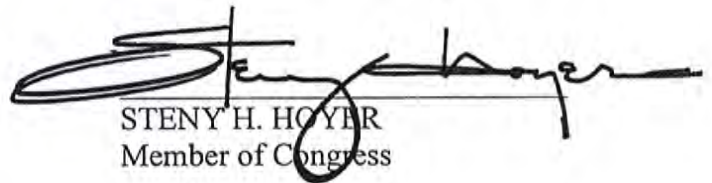
However, much progress remains. WMATA and the signatories to the WMATA Compact are committed to making the investments and reforms necessary to ensure that residents and visitors to the National Capital Region have access to a safe and reliable public transportation system. Virginia, Maryland, and Washington D.C. are working to establish the Metrorail Safety Commission, and the jurisdictions are advancing a proposal to provide WMATA with a dedicated funding source. The federal government has willing partners in the effort to provide accountability and support for this vital transit system.

We understand the Subcommittee faces difficult choices and must focus limited resources on essential services. We firmly believe that WMATA more than meets this criteria, and we respectfully request that the Subcommittee provide WMATA with the full \$150 million authorized for Fiscal Year 2019. Thank you for your consideration of this request.

Sincerely,



GERALD E. CONNOLLY
Member of Congress



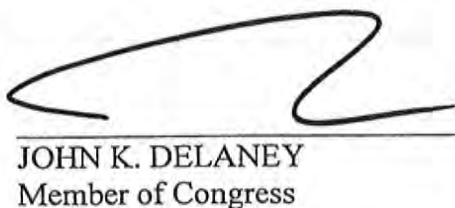
STENY H. HOYER
Member of Congress



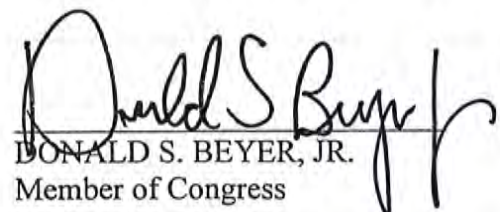
ELEANOR HOLMES NORTON
Member of Congress



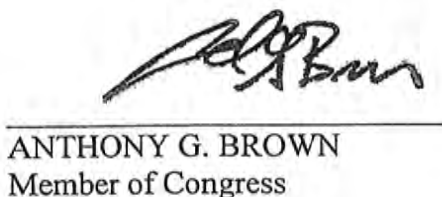
JOHN P. SARBANES
Member of Congress



JOHN K. DELANEY
Member of Congress



DONALD S. BEYER, JR.
Member of Congress



ANTHONY G. BROWN
Member of Congress



JAMIE RASKIN
Member of Congress

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice and Rhonda Gilchrest

DATE: March 22, 2018

SUBJECT: Virginia Railway Express (VRE)

There are no action items for the April NVTC meeting. At the April meeting, VRE CEO Doug Allen's will update the Commission on VRE activities. The [Minutes of the March 16th VRE Operations Board Meeting](#) and the [VRE CEO Report for March 2018](#) are attached.

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**Virginia Railway
Express**

Martin E. Nohe
Chairman

Katie Cristol
Vice-Chairman

Maureen Caddigan
Secretary

John C. Cook
Treasurer

Sharon Bulova
Mark Dudenhefer
John D. Jenkins
Matt Kelly
Wendy Maurer
Jennifer Mitchell
Suhas Naddoni
Pamela Sebesky
Gary Skinner
Paul C. Smedberg

Alternates

Ruth Anderson
Pete Candland
Jack Cavalier
Hector Cendejas
Libby Garvey
Jeanine Lawson
Tim Lovain
Jeff McKay
Michael McLaughlin
Cindy Shelton
Paul Trampe
Billy Withers
Mark Wolfe

Doug Allen
Chief Executive Officer

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

MINUTES

VRE Operations Board Meeting PRTC Headquarters – Prince William County, Virginia March 16, 2018

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
Mark Dudenhefer (PRTC)	Stafford County
John D. Jenkins (PRTC)	Prince William County
Matt Kelly (PRTC)	City of Fredericksburg
Pamela Sebesky (PRTC)	City of Manassas
Paul Smedberg (NVTC)	City of Alexandria

Members Absent	Jurisdiction
Wendy Maurer (PRTC)	Stafford County
Jennifer Mitchell	DRPT
Suhas Naddoni (PRTC)	City of Manassas Park
Martin E. Nohe (PRTC)	Prince William County
Gary Skinner (PRTC)	Spotsylvania County

Alternates Present	Jurisdiction
Ruth Anderson (PRTC)	Prince William County
Michael McLaughlin	DRPT
Paul Trampe (PRTC)	Spotsylvania County

Alternates Absent	Jurisdiction
Pete Candland (PRTC)	Prince William County
Jack Cavalier (PRTC)	Stafford County
Hector Cendejas (PRTC)	City of Manassas Park
Libby Garvey (NVTC)	Arlington County
Jeanine Lawson (PRTC)	Prince William County
Tim Lovain (NVTC)	City of Alexandria
Jeff McKay (NVTC)	Fairfax County
Cindy Shelton (PRTC)	Stafford County
Billy Withers (PRTC)	City of Fredericksburg
Mark Wolfe (PRTC)	City of Manassas

Staff and General Public	
Doug Allen – VRE	Lezlie Lamb – VRE
Paolo Belita – Prince William County	Bob Leibbrandt – Prince William County
Nydia Blake – Prince William County	Steve MacIsaac – VRE Legal Counsel
Rich Dalton – VRE	Betsy Massie – PRTC
Greg Deibler – VRE	Kate Mattice – NVTC
John Duque – VRE	Charlotte Nourse – VRE
Lucy Gaddis – VRE	Kristen Nutter – VRE
Rhonda Gilchrest – NVTC	Aimee Perron Seibert – The Hillbridge Group
Chris Henry – VRE	Lynn Rivers – Arlington County
Tom Hickey – VRE	Scott Schenk – The Free Lance-Star
Christine Hoeffner – VRE	Bob Schneider – PRTC
Todd Horsley – DRPT	Mark Schofield – VRE
John Kerins – Keolis	Joe Swartz – VRE
Cindy King – VRE	Ciara Williams – DRPT
Mike Lake – Fairfax County DOT	

Vice-Chairman Cristol chaired the meeting since Chairman Nohe was on vacation. Vice-Chairman Cristol called the meeting to order at 9:06 A.M. Following the Pledge of Allegiance, Roll Call was taken.

Approval of the Agenda – 3

Mr. Kelly moved, with a second by Mr. Smedberg, to approve the Agenda. The vote in favor was cast by Board Members Anderson, Caddigan, Cook, Cristol, Dudenhefer, Jenkins, Kelly, McLaughlin, Sebesky, Smedberg and Trampe.

Approval of the Minutes of the February 16, 2018 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 Anderson, Caddigan, Cook, Cristol, Dudenhefer, Jenkins, Kelly, McLaughlin, Sebesky and Smedberg. Mr. Trampe abstained.

Chairman's Comments –5

Vice-Chairman Cristol remarked VRE has a few things to celebrate from the recent General Assembly Session. She asked Mr. Swartz and Ms. Siebert to give an update on legislation passed in the General Assembly. Mr. Swartz reviewed VRE's three legislative priorities, which include a gas tax floor, transit capital funding to fix the fiscal cliff, and dedicated funding for VRE. Legislation was passed on a gas tax floor and \$15 million in dedicated funding for VRE as well as the creation of a Commuter Rail Operating and Capital (CROC) fund. Unfortunately, no legislation was passed to address the transit capital funding.

Ms. Siebert thanked all of VRE's partners (NVTC, PRTC, NVT, Northern Virginia Chamber of Commerce, and the jurisdictions) for all their hard work. It was a team effort. Legislation passed that provides \$154 million for WMATA, \$15 million for VRE and a gas tax floor. She stated it is important to keep working forward, as the governor will most likely amend the bills. In response to a question from Mr. Smedberg, Ms. Siebert noted the Veto Session and a Special Session on the budget will occur on April 18th. Any changes made by the governor must occur by April 9th. The two bills (HB1539 and SB856) awaiting the governor's signature are virtually identical. It is anticipated the governor will amend one version. The General Assembly cannot amend bills presented during the Veto Session.

[Ms. Bulova arrived at 9:13 A.M.]

Mr. Kelly commended VRE with developing a focused legislative agenda with specific requests, which resulted in some success. He stated the fiscal cliff still needs to be addressed since the dynamics are not going to change. Regarding the gas tax floor, much of the additional revenue will be shifted to VRE. He stated the City of Fredericksburg understands the importance of VRE, but the smaller jurisdictions don't have another funding source for local projects. Ms. Siebert explained the bill still leaves \$7.5 million in additional gas tax revenue for PRTC jurisdictions. Mr. Kelly expressed his concern that only regional funds are being used to mitigate the problem. Vice-Chairman Cristol stated VRE staff will be analyzing the implications in reductions in NVT funding.

Board members acknowledged all the hard work of Ms. Siebert, along with VRE, NVTC, PRTC and jurisdictional staff. Vice-Chairman Cristol announced the Legislative Committee will meet immediately after this meeting to discuss these legislative issues in more depth. She invited all Board Members to attend.

Vice-Chairman Cristol stated the Operations Board photo has been rescheduled to the April meeting.

Chief Executive Officer's Report –6

On behalf of the VRE staff, Mr. Allen thanked Mr. Swartz and Ms. Siebert, as well as Secretary of Transportation Valentine, Deputy Secretary Donohue and DRPT Director Mitchell and her staff, for advancing VRE's legislative interests in Richmond. He stated it is rewarding to have a good relationship with the Commonwealth.

Mr. Allen reported on March 13th an Amtrak auto train stuck a vehicle near the Lorton Station. VRE service was impacted and he thanked PRTC for providing bus bridges. He also reported on-time performance for February was 95 percent system wide and average daily ridership was 19,000.

Mr. Allen acknowledged Kristin Nutter, who was recently promoted to Manager of Purchasing and Contract Administration. He recognized VRE's Chief Safety, Security and Compliance Officer, Greg Deibler, who was selected as Railway Age's Fast Trackers – Top 10 Under 40, which identifies the top 10 rising industry stars making an impact in their respective fields and represent the "best of the best." Mr. Allen announced Jennifer Young, VRE's Senior Communications Specialist, participated as one of five finalists for the 2018 APTA Call Center Challenge, where they faced off in a national competition to test their customer services and problem-solving skills. Mr. Allen also introduced Charlotte Nourse, VRE's new Communications Specialist.

Mr. Allen gave some highlights of the Lorton Station Extension Project Ribbon Cutting Ceremony on March 15th. As part of VRE's Natural Growth Strategy, platforms will be extended at all stations. Rolling Road Station is the next station for improvements. He also reported VRE is also on track to meet the Positive Train Control deadline on December 31, 2018.

Mr. Allen asked Ms. Hoeffner to give a presentation on the Broad Run Expansion project. Ms. Hoeffner stated VRE was awarded funding from NVTA through the I-66 Outside the Beltway Concessionaire Payment to make comprehensive improvements to the Broad Run Station, including improvements to the station, parking, and maintenance and storage facility.

Ms. Hoeffner explained the current surface parking lot has 1,081 spaces and 88 percent of passengers arrive via Piper Lane, which connects to Route 28. VRE is looking for ways to mitigate impacts to Piper Lane and distribute traffic to other roads. She reviewed the complexity of the expansion project, as well as preserving opportunities for future expansion. There are a number of constraints that impact where VRE can expand, including vertical and height restrictions associated with airport operations. To accomplish parking expansion, VRE is looking at various sites within the footprint of the existing

station site as well as adjacent to the station. She identified private land on the other side of the tracks that would provide space for additional parking as well as an additional point of access to help distribute traffic. Staff has concluded a preferred concept for the yard expansion and station platform, while parking alternatives are still being explored. Staff plans to come back with a preferred concept in April.

Mr. Cook asked why VRE is not considering a parking garage facility. Ms. Hoeffner explained with the timeframe to spend the NVTa funding by Toll Day 1 (2022) of the I-66 Outside the Beltway project, it could be a challenge to complete improvements and get through the design, engineering and construction of a parking structure. Surface parking is more achievable to meet the near-term timeline. VRE plans to present long-term alternatives for future expansion, which could include a parking structure. Mr. Cook and Mr. Smedberg both noted five years seems like enough time to construct a parking structure. Mr. Cook stated VRE does not need a new design plan and suggested using a design plan from another station, such as Burke Centre. Mr. Allen also noted other challenges, including height restrictions, with the station being so close to Manassas Airport's flight path. Mr. Allen stated staff can do more analysis on a parking garage facility and bring back more information to the Board. Vice-Chairman Cristol directed staff to return with a cost benefit analysis of a parking structure versus surface parking.

VRE Riders' and Public Comment – 8

There were no rider comments.

Authorization to Issue a Request for Proposals for Facility Security Services – 9A

Mr. Allen stated the Operations Board is being asked to authorize him to issue a Request for Proposals (RFP) for Facility Security Services for a period of a base year and four option years. Resolution #9A-03-2018 would accomplish this.

Mr. Allen explained VRE uses a multi-pronged strategy to protect its assets and personnel, including armed security officers at the maintenance and storage facilities and other locations. VRE's current contract will expire in November 2018 and there needs to be a seamless transition to a new contract. After evaluation of the proposals, staff will return to the Board to request authorization to award the contract.

Mr. Kelly moved, with a second by Ms. Bulova, to approve Resolution #9A-03-2018. The vote in favor was cast by Board Members Anderson, Bulova, Caddigan, Cook, Cristol, Dudenhefer, Jenkins, Kelly, McLaughlin, Sebesky, Smedberg and Trampe.

Authorization to Amend the Contract for Safety and Security Consulting Services – 9B

Mr. Allen stated the Operations Board is being asked to authorize him to amend the current Safety and Security Consulting Contract with Kensington Consulting, LLC, of Kensington, Maryland, to increase the authorization in the amount of \$100,000 for a total amount not to exceed \$500,000. Resolution #9B-03-2018 would accomplish this.

In response to a question from Mr. Smedberg, Mr. Allen stated as design and construction work has increased, the current authorization of \$400,000 for this contract has been fully

committed at the end of December 2017 (the first month of the second-year option). The amount being requested for this amendment will allow for additional consulting services to continue through the second option year of this contract, ending November 2018, as VRE goes through the procurement process for the next Security Consulting Services contract.

Ms. Bulova moved, with a second by Ms. Caddigan, to approve Resolution #9B-03-2018. The vote in favor was cast by Board Members Anderson, Bulova, Caddigan, Cook, Cristol, Dudenhefer, Jenkins, Kelly, McLaughlin, Sebesky, Smedberg and Trampe.

Authorization to Amend the Contract for Fare Collections Equipment and Software Maintenance – 9C

Mr. Allen stated the Operations Board is being asked to authorize him to execute a contract amendment with Scheidt & Bachmann for maintenance of the fare collection system equipment and software. The term of the amendment is one additional year at a cost of \$702,820, which includes a 2.6 percent escalation based on the Producer Price Index (PPI). The total amount of this amendment is \$702,820, with no contingency, bringing the total contract authorization amount from \$14,048,177, to an amount not to exceed \$14,750,997. Resolution #9C-03-2018 would accomplish this.

Mr. Jenkins moved, with a second by Ms. Bulova, to approve Resolution #9C-03-2018. The vote in favor was cast by Board Members Anderson, Bulova, Caddigan, Cook, Cristol, Dudenhefer, Jenkins, Kelly, McLaughlin, Sebesky, Smedberg and Trampe.

Authorization to Execute a Contract for Insurance Brokerage Services – 9D

Mr. Allen stated the Operations Board is asked to authorize him to execute a contract with Aon Risk Services, Inc., of Baltimore, Maryland for Insurance Brokerage Services in the amount of \$740,000, plus a five percent contingency of \$37,000, for a total amount not to exceed \$777,000, for a base period of three years and two option years, with the CEO exercising the option years at his discretion. Resolution #9D-03-2018 would accomplish this.

Ms. Smedberg moved, with a second by Ms. Bulova, to approve Resolution #9D-03-2018. The vote in favor was cast by Board Members Anderson, Bulova, Caddigan, Cook, Cristol, Dudenhefer, Jenkins, Kelly, McLaughlin, Sebesky, Smedberg and Trampe.

Authorization to Issue a GPC Task Order for the FY 2018 National Transit Database Data Collection – 9E

Mr. Allen stated the Operations Board is being asked to authorize him to issue a General Planning Consultant (GPC) Task Order to Vanasse Hangen Brustlin, Inc. (VHB) for National Transit Database (NTD) ridership data collection for FY 2018 in the amount of \$128,274, plus a 10 percent contingency of \$12,827, for a total not to exceed \$141,101. Resolution #9E-03-2018 would accomplish this.

Vice-Chairman Cristol asked how automatic passenger counters factor into this work. Mr. Allen explained once the counters are installed, calibrated, and verified consistent, they will

help supplement this work and make it easier to submit NTD data. It could result in some cost savings.

Ms. Caddigan moved, with a second by Mr. Kelly, to approve Resolution #9E-03-2018. The vote in favor was cast by Board Members Anderson, Bulova, Caddigan, Cook, Cristol, Dudenhefer, Jenkins, Kelly, McLaughlin, Sebesky, Smedberg and Trampe.

Spending Authority Report –10A

The written report includes one task order in the amount of \$80,809 to NVE, Inc. under the Maintenance Services for VRE Facilities Contract for installation of a booster pump at the Crossroads Yard. There were no questions or comments.

Operations Board Member Time – 12

Ms. Caddigan wished everyone a happy Saint Patrick's Day.

Adjournment

Without objection, Vice-Chairman Cristol adjourned the meeting at 9:56 A.M.


Approved this 20th day of April 2018.

Martin Nohe
Chairman

Maureen Caddigan
Secretary

CERTIFICATION

This certification hereby acknowledges the minutes for the March 16, 2018 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



Rhonda Gilchrest

**Virginia Railway Express
Operations Board**

**Resolution
9A-03-2018**

**Authorization to Issue a Request for Proposals
for Facility Security Services**

WHEREAS, VRE remains committed to protecting passengers, employees and equipment from security risks at VRE facilities; and,

WHEREAS, on October 10, 2013, the VRE Operations Board authorized the CEO to enter into a contract for security services; and,

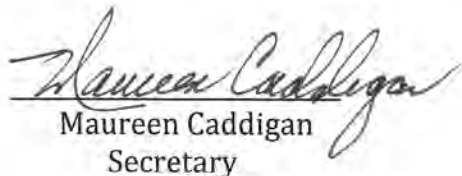
WHEREAS, the current contract will expire in November 2018; and,

WHEREAS, preparations must be made to ensure a seamless transition to a new contract;

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 Facility Security Services.

Approved this 16th day of March 2018


Maureen Caddigan
Secretary


Martin Nohe
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
9B-03-2018**

**Authorization to Amend the Contract for
Safety and Security Consulting Services**

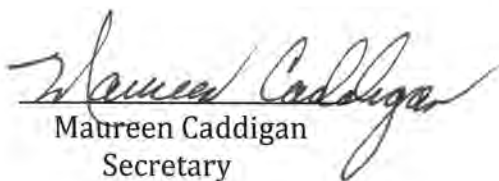
WHEREAS, the VRE Operations Board approved the current Safety and Security Consulting Contract with Kensington Consulting, LLC, of Kensington, Maryland on October 16, 2015, for a period not to exceed five years and an amount not to exceed \$400,000; and,

WHEREAS, the number of active projects has increased, as has demand for third-party safety and security design certification; and,

WHEREAS, the current contract's spending authorization has been fully committed and additional work is anticipated before a new contract can be procured;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to amend the current Safety and Security Consulting Contract with Kensington Consulting LLC of Kensington, Maryland, to increase the authorization in the amount of \$100,000, for a total amount not to exceed \$500,000.

Approved this 16th day of March 2018


Maureen Caddigan
Secretary


Martin Nohe
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
9C-03-2018**

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

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

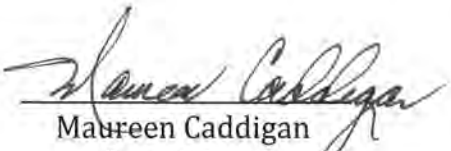
WHEREAS, on October 31, 2002, the system was accepted and maintenance support began; and,

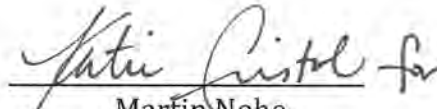
WHEREAS, the current equipment and software maintenance agreement is set to expire on June 30, 2018; and,

WHEREAS, the proprietary nature of the fare collections system and warranty considerations related to the latest system upgrade makes Scheidt & Bachmann the only vendor option to perform the ongoing system maintenance work;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a contract amendment with Scheidt & Bachmann for maintenance of the Fare Collections system equipment and software for an additional year, in the amount of \$702,820, with no contingency, bringing the total contract authorization amount from \$14,048,177, to an amount not to exceed \$14,750,997.

Approved this 16th day of March 2018


Maureen Caddigan
Secretary


Martin Nohe
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
9D-03-2018**

Authorization to Execute a Contract for Insurance Brokerage Services

WHEREAS, the Virginia Department of Risk Management (DRM) and VRE agreed in 2007 to transfer the function of procuring insurance coverage to VRE; and,

WHEREAS, the Operations Board authorized the CEO to issue a Request for Proposals for Insurance Brokerage Services on October 20, 2017 to solicit proposals from prospective offerors to provide property, terrorism, automobile and liability insurance brokerage services in addition to consulting services for risk management; and,

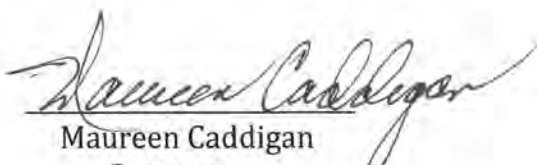
WHEREAS, a competitive procurement process was undertaken, yielding two proposals; and,


WHEREAS, the proposal received from Aon Risk Services, Inc. of Maryland was determined by a technical evaluation team to be the most responsive; 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 Aon Risk Services, Inc. of Maryland for Insurance Brokerage Services in the amount of \$740,000, plus a 5% contingency of \$37,000, for a total amount not to exceed \$777,000, for a base period of three years and two option years, with the VRE CEO exercising the option years at his discretion.

Approved this 16th day of March 2018


Maureen Caddigan
Secretary


Martin Nohe
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
9E-03-2018**

**Authorization to Issue a GPC Task Order for the FY 2018
National Transit Database Data Collection**

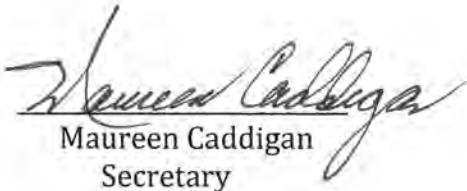
WHEREAS, as a recipient of Federal Urbanized Area Formula (§5307) grant funds, VRE is required to report ridership, passenger miles and other performance data to the National Transit Database on an annual basis; and,

WHEREAS, the data required to report these statistics is collected annually via a boarding/alighting survey of VRE trains; and,

WHEREAS, Vanasse Hangen Brustlin, Inc., VRE's General Planning Consultant contractor, has the qualifications to collect this data and has presented an acceptable proposal to perform said services;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue a General Planning Consultant Task Order to Vanasse Hangen Brustlin, Inc. for National Transit Database data collection for FY2018 in the amount of **\$128,274**, plus a 10% contingency **of \$12,827**, for a total not to exceed **\$141,101**.

Approved this 16th day of March 2018


Maureen Caddigan
Secretary


Martin Nohe
Chairman

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CEO REPORT

MARCH 2018



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.



CEO REPORT | MARCH 2018

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VIRGINIA RAILWAY EXPRESS
A better way. A better life.



SUCCESS AT A GLANCE

Data provided reflects January 2018 information.



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

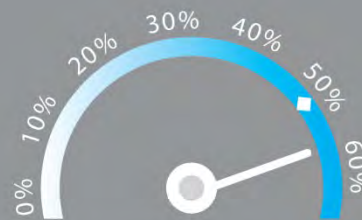
Percentage of trains that arrive at their destination within five minutes of the schedule.

▲ 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 the riders.

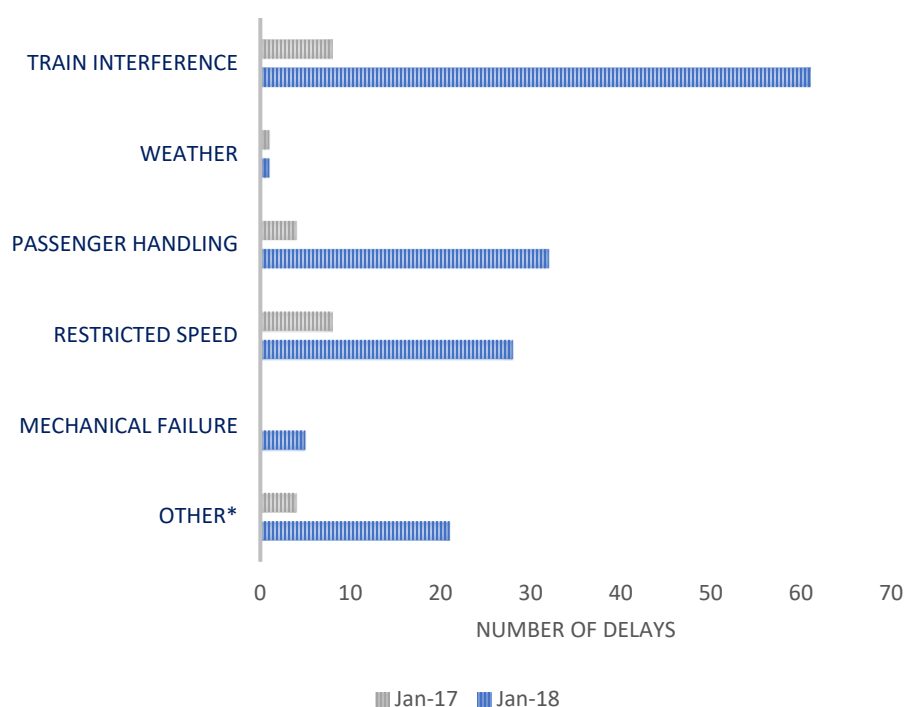
◆ Board-established goal.

ON-TIME PERFORMANCE

OUR RECORD

	January 2018	December 2017	January 2017
Manassas Line	90%	93%	94%
Fredericksburg Line	90%	90%	93%
System Wide	90%	92%	94%

REASONS FOR DELAYS



VRE operated 672 trains in January.

Our on-time rate for January was 90%.

Thirty-six of the trains arrived more than five minutes late to their final destinations. Thirteen of those late trains were on the Manassas Line and twenty-three of those late trains were on the Fredericksburg Line.

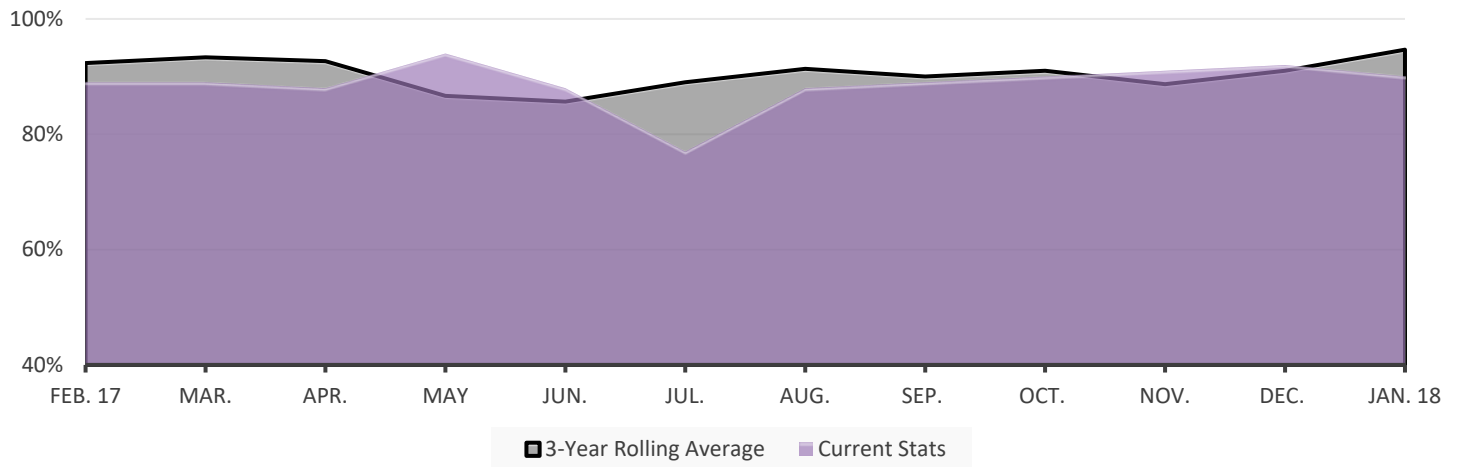
*Includes those trains that were delayed due to late turns, weather, signal/switch failures and maintenance of way.

LATE TRAINS

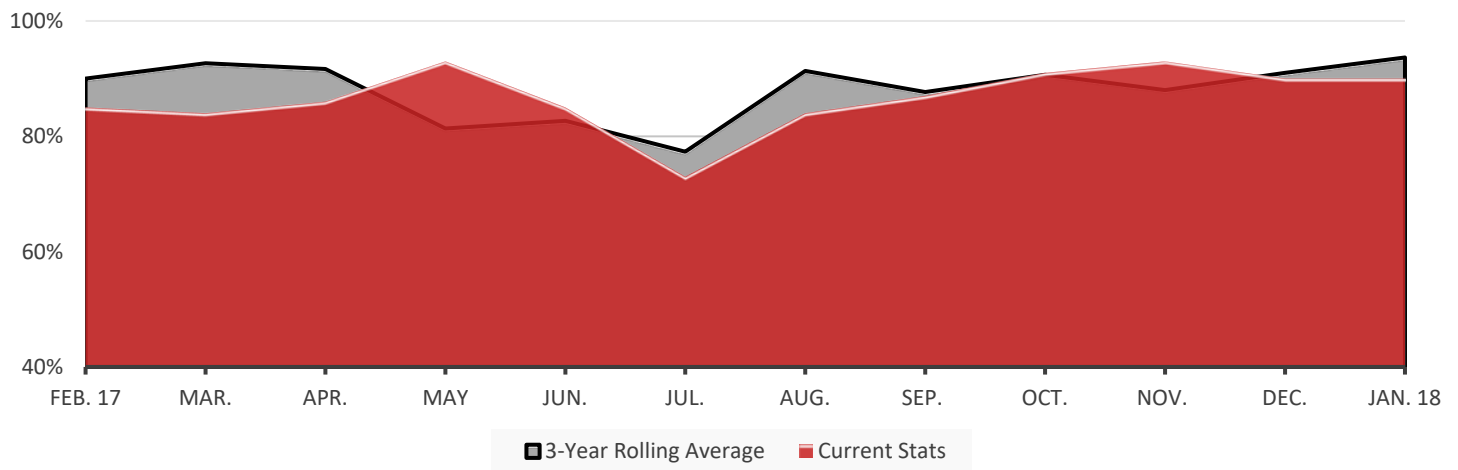
	System Wide			Fredericksburg Line			Manassas Line		
	Nov.	Dec.	Jan.	Nov.	Dec.	Jan.	Nov.	Dec.	Jan.
Total late trains	56	49	36	21	29	23	35	20	13
Average minutes late	21	22	25	21	24	14	21	21	35
Number over 30 minutes	12	8	6	5	4	2	7	4	4
Heat restriction days / total days	0/20	0/20	0/21						

ON-TIME PERFORMANCE

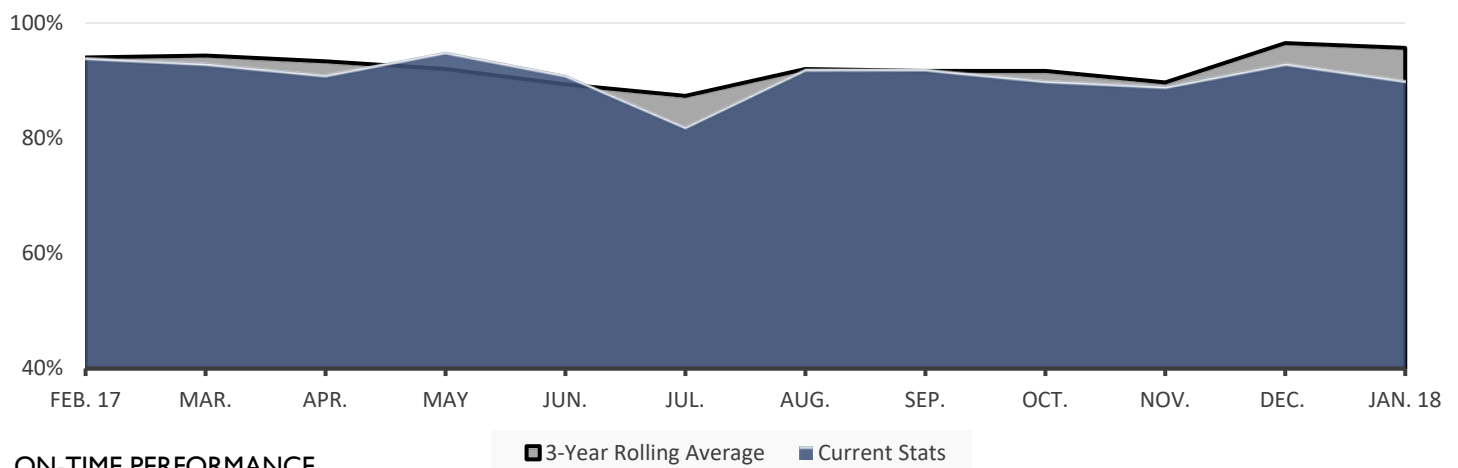
VRE SYSTEM



FREDERICKSBURG LINE

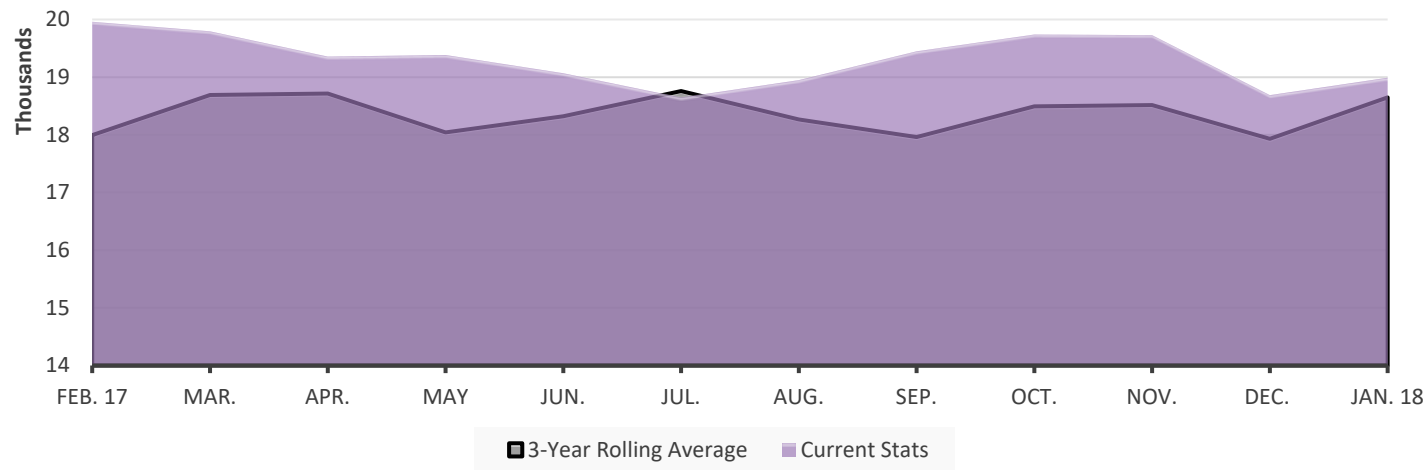


MANASSAS LINE

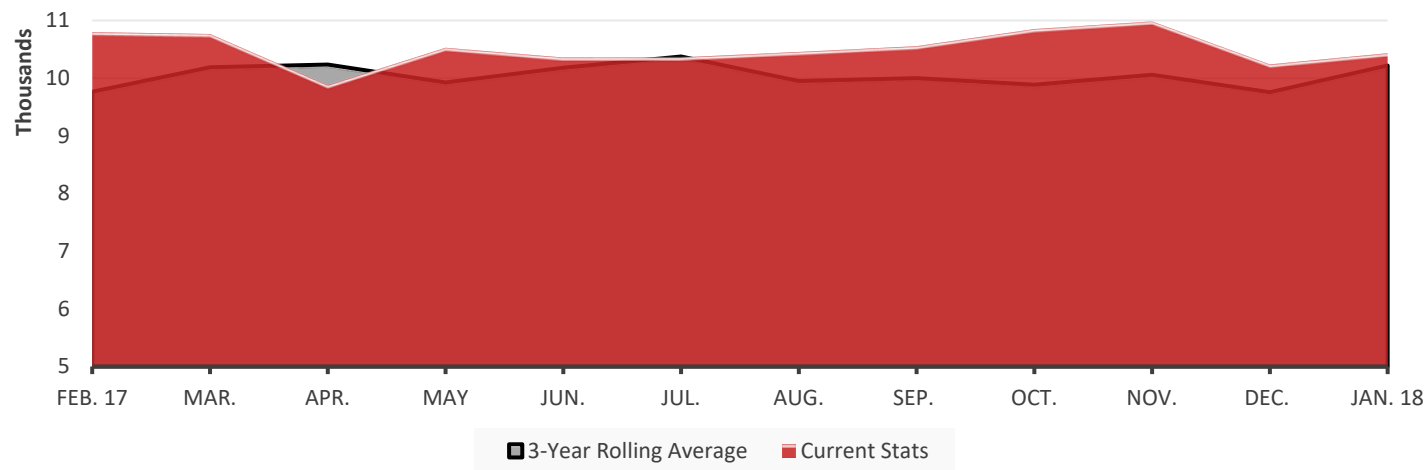


AVERAGE DAILY RIDERSHIP

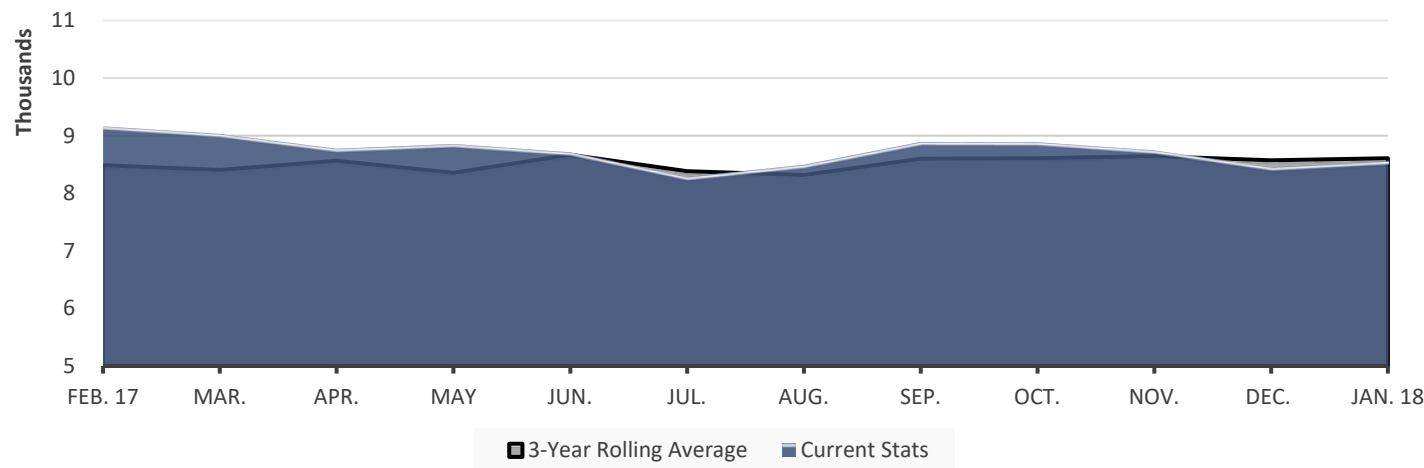
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



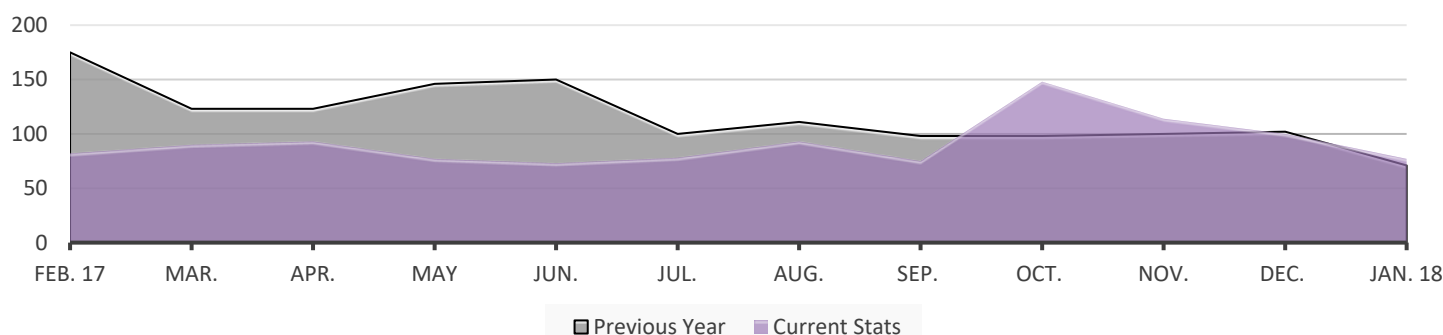
RIDERSHIP UPDATES

Average daily ridership (ADR) in January was approximately 19,000.

	January 2018	December 2017	January 2017
Monthly Ridership	398,785	333,071	378,511
Average Daily Ridership	18,990	18,689	19,922
Full Service Days	21	16	19
"S" Service Days	0	4	0

SUMMONSES ISSUED

VRE SYSTEM

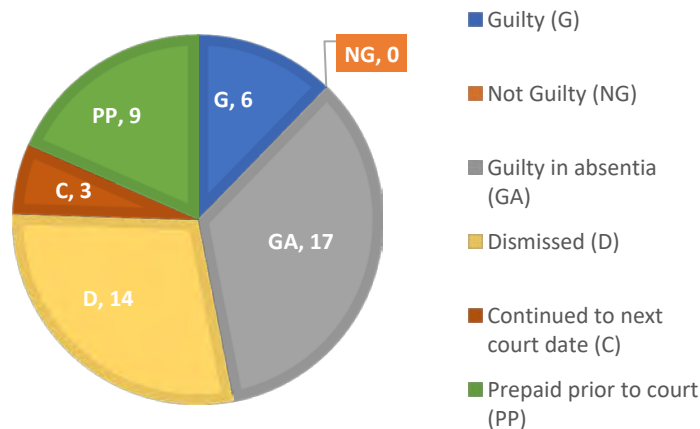


SUMMONSES WAIVED OUTSIDE OF COURT

Reason for Dismissal Occurrences

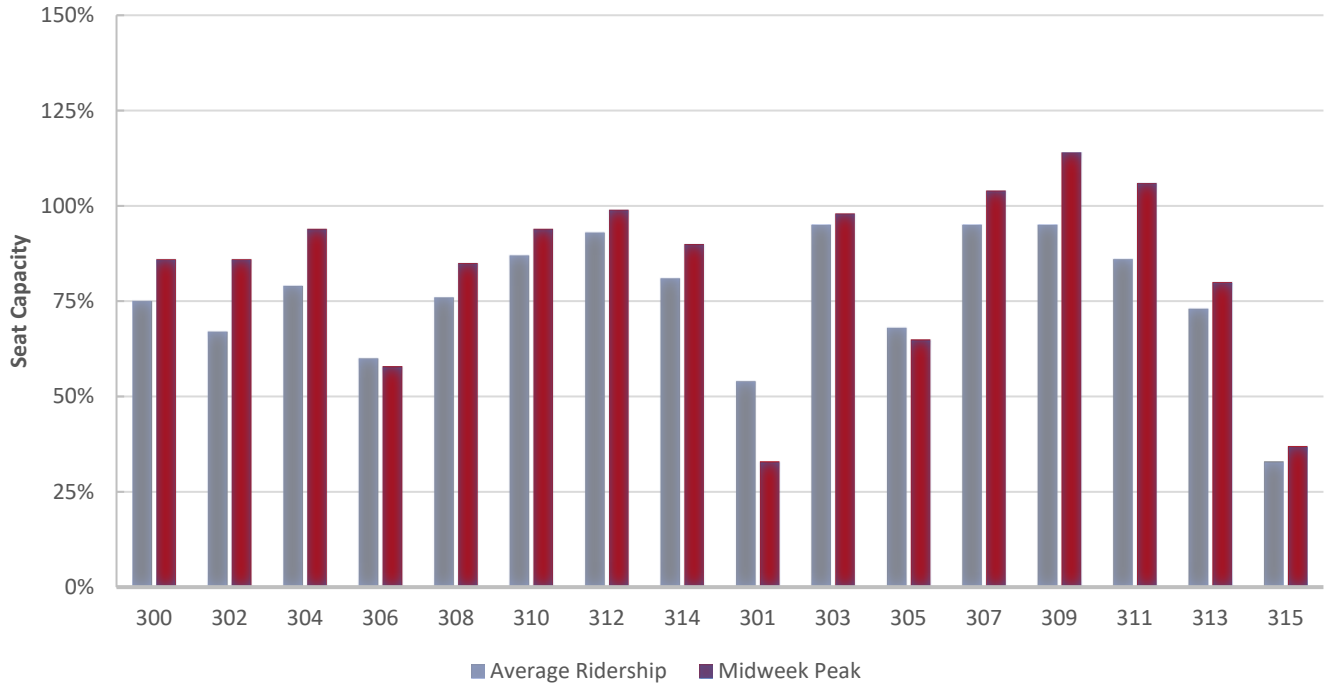
Passenger showed proof of a monthly ticket	33
One-time courtesy	11
Per the request of the conductor	4
Defective ticket	0
Per Ops Manager	0
Unique circumstances	0
Insufficient information	3
Lost and found ticket	0
Other	2
Total Waived	53

MONTHLY SUMMONSES COURT ACTION

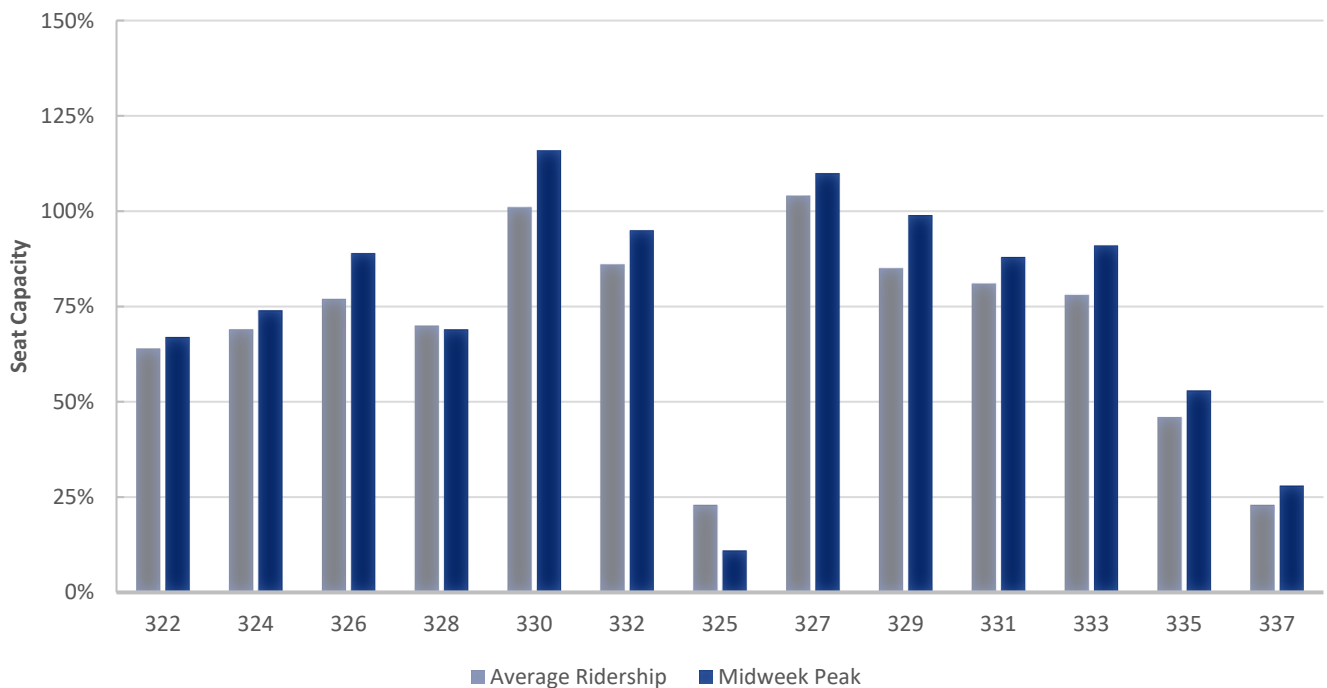


TRAIN UTILIZATION

FREDERICKSBURG LINE

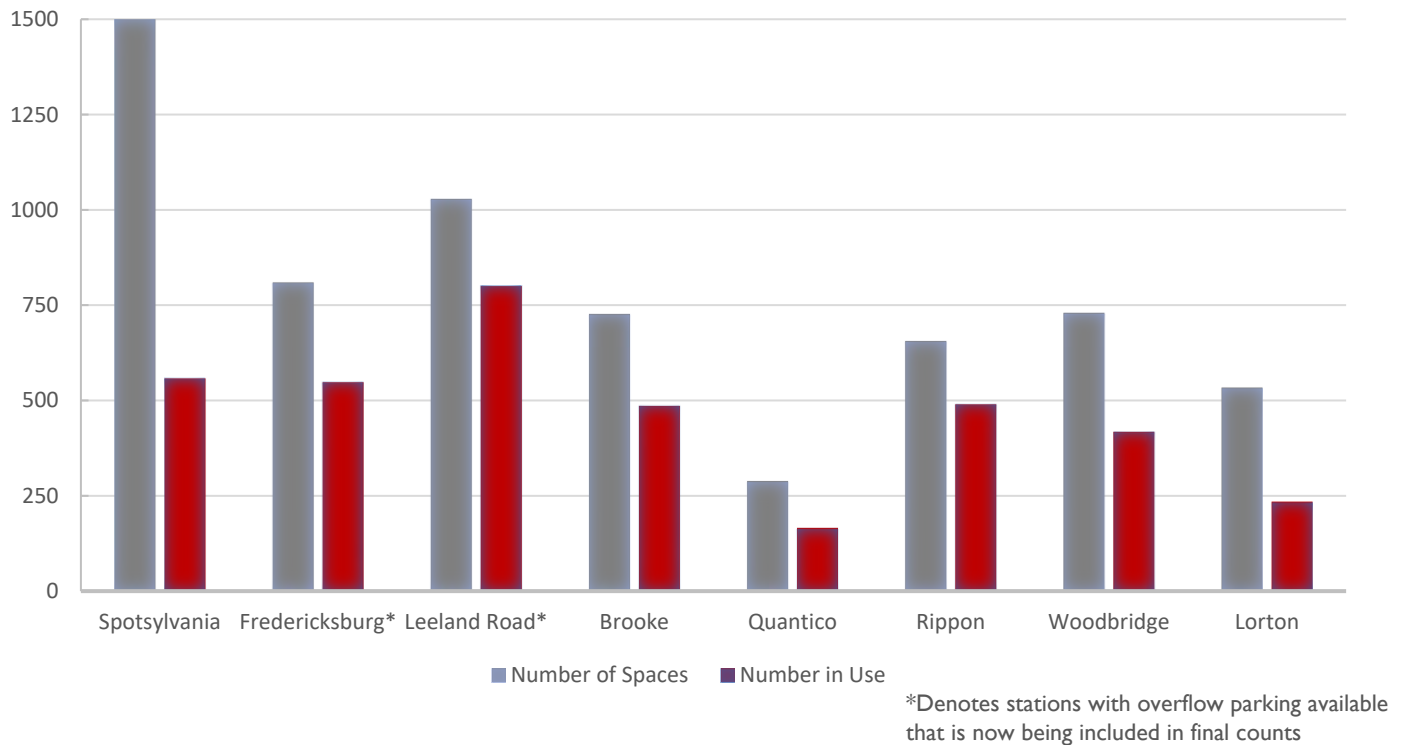


MANASSAS LINE

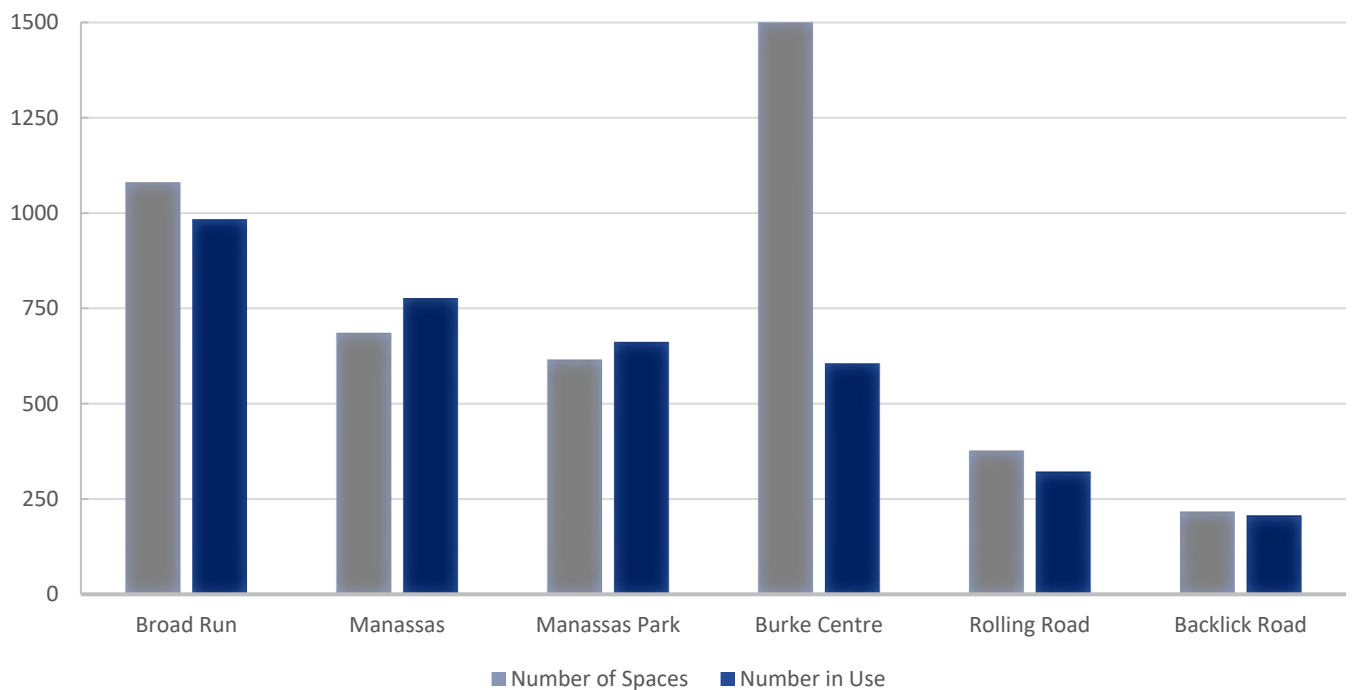


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FINANCIAL REPORT

Fare revenue through the first seven months of FY 2018 is \$1.25 million above budget (a favorable variance of 5.3%) and is up 0.7% compared to the same period in FY 2017.

The operating ratio through January is 57%. VRE's budgeted operating ratio for the full twelve months of FY 2018 is 50%.

A summary of the FY 2018 financial results through January follows, including information on the major revenue and expense categories. Please note that these figures are preliminary and unaudited.

FY 2018 Operating Budget Report							
Month Ended January 31, 2018							
	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY18 BUDGET
Operating Revenue							
Passenger Ticket Revenue	3,593,135	3,718,011	24,726,894	23,481,329	1,245,565	5.3%	40,485,050
Other Operating Revenue	44,443	18,900	167,324	130,500	36,824	28.2%	225,000
Subtotal Operating Revenue	3,637,578	3,736,911	24,894,218	23,611,829	1,282,389	5.4%	40,710,050
Jurisdictional Subsidy (1)	8,451,980	8,451,980	17,250,240	17,250,240	-	0.0%	12,875,140
Federal/State/Other Jurisdictional Subsidy	2,528,160	2,508,398	17,977,739	18,053,059	(75,320)	-0.4%	30,731,253
Appropriation from Reserve/Other Income	-	-	-	-	-	0.0%	955,000
Interest Income	43,041	6,300	323,707	43,500	280,207	644.2%	75,000
Total Operating Revenue	14,660,759	14,703,588	60,445,904	58,958,628	1,487,276	2.5%	85,346,443
Operating Expenses							
Departmental Operating Expenses	5,840,760	6,645,834	44,022,691	46,078,875	2,056,184	4.5%	78,595,573
Debt Service	559,586	559,573	3,918,419	3,917,008	(1,411)	0.0%	6,714,870
Other Non-Departmental Expenses	-	-	-	-	-	0.0%	36,000
Total Operating Expenses	6,400,346	7,205,406	47,941,110	49,995,883	2,054,773	4.1%	85,346,443
Net income (loss) from Operations	8,260,413	7,498,182	12,504,795	8,962,746	3,542,049	0.0%	-
Operating Ratio							
			57%	51%		Goal	50%

(1) Total jurisdictional subsidy is \$17,250,240. Portion shown is attributed to Operating Fund only.

FACILITIES UPDATE

The following is a status update of VRE facilities projects:

Completed projects:

1. Restoration of utility power due to wind storm and implementation of temporary lighting at Franconia-Springfield, Brooke, Rolling Road and Broad Run Stations and Broad Run Yard
2. Installation of improved LED lighting at Spotsylvania Station waiting room
3. Upgrades to electrical power supply for new communication cabinet at Rolling Road Station
4. Replacement of aging HVAC units throughout VRE system
5. Replacement of broken windscreen glass at Rippon Station



Temporary Lighting at Franconia-Springfield Station During Utility Power Outage

Projects scheduled to be completed this quarter:

1. Repairs to fascia and soffit at Woodbridge Station east building
2. Replacement of ADA parking signage at Brooke and Leeland Road Stations
3. Upgrades to electrical power supply for new communication cabinet at Burke Centre Station
4. Repairs to platform concrete at Manassas Station
5. Replacement of light poles and fixtures at Manassas Station
6. Installation of monitoring wells on two outfall drainage pipes at Broad Run Yard to allow for accurate discharge sampling for VPDES General Permit compliance



Rippon Station broken windscreen glass, replaced next day

Projects scheduled to be initiated this quarter:

1. Design of platform widening at L'Enfant Station
2. Replacement of signage at Franconia-Springfield and Fredericksburg Stations
3. Painting of Franconia-Springfield Station
4. Continuation of painting of Woodbridge Station
5. Replacement of light poles and fixtures at Fredericksburg Station
6. Replacement of parking lot signage at Broad Run Station
7. Repairs to pavement and striping at Franconia-Springfield, Rippon, Quantico and Leeland Road Stations, parking lot G in Fredericksburg and Crossroads and Broad Run yards
8. Renovations to Alexandria Headquarters (Suite 201, office space adjacent to Suite 202, to be leased)
9. Replacement of tactile warning strips at various stations
10. Replacement of waste and recycling receptacles throughout VRE system

Ongoing projects:

1. Development of specifications for modernization of Woodbridge Station east elevator
2. Development of design of platform concrete rehabilitation and other station improvements at Fredericksburg Station (to be managed by Office of Development)
3. Development of IFB for Canopy Roof Replacement at the Backlick and Rolling Road Stations

UPCOMING PROCUREMENTS

Scope of Work Pending:

- Replacement of Tactile Warning Strips at Station Platforms
- Purchase of Passenger Elevators
- Construction of the Lifecycle Overhaul and Upgrade Facility
- Construction Management Services for the Lifecycle Overhaul and Upgrade Facility
- Program Management Services
- Graphic Design Services
- Canopy Roof Replacement at the Backlick and Rolling Road Stations
- Passenger Railcar Truck Overhaul Services
- Modernization of VRE Woodbridge Station East Elevator
- Repair and Overhaul of Passenger Car HVAC Assemblies
- Repair and Overhaul of Passenger Car Wheelchair Lift Assemblies
- Seat Bottoms for Passenger Cars
- Gallery Car Door Control Switches
- Automated Electric Motor Parking Brake Systems

CAPITAL PROJECTS UPDATES

AS OF FEBRUARY 2, 2018

Broad Run Expansion Study (BRX)

- Participated in Project Management Team (PMT) meetings on January 16th and January 31st
- Participated in Public Outreach meeting on January 18th
- Reviewed BRX project requirements with AECOM
- Participated in BRX environmental workshop on January 24th
- Reviewed schematic design with internally with the operations and mechanical departments
- Briefed Prince William County Transportation, Planning, and Environmental Services departmental staffs on the status of Preliminary Engineering/National Environmental Policy Act (NEPA) for Broad Run Expansion on January 26th
- Participated in meeting between Norfolk Southern (NS) and VRE on January 30th
- Requested information from Prince William County about the Bristow Battlefield and Browne's Battery and contacts
- Contacted Prince William County's Record Center to inquire about a conservation easement near the Broad Run Station
- Received information about Northern Virginia Electric Cooperative (NOVEC) that provides power to Manassas Park Station and forwarded to VHB
- Reviewed January 3rd PMT meeting notes and provided comments to AECOM and VRE Manager of Project Development
- Participated in January 16th PMT meeting
- Participated in meeting with VRE finance regarding assets for future tracking on January 16th
- Participated in phone call update with Continental Field Services, on January 16th regarding information on Early Acquisition (property) regulations for VRE review
- Participated in meeting on January 18th on project public outreach

Midday Storage Replacement Facility

- Attended Advisory Neighborhood Commissions (ANC) meeting on January 9th to hear District Department of Transportation's (DDOT) presentation on streetcar maintenance and storage location analysis as they relate to New York Yard
- Reviewed Environmental Site Assessment (ESA) for Conrail easement and provided comments to VHB
- Provided Potomac and Rappahannock Transportation Commission (PRTC) with Categorical Exclusion (CE) and attachments to send to Federal Transit Administration (FTA)
- CE was submitted to FTA on January 15th and receipt of all materials was confirmed by FTA on January 16th
- Provided comments on Central Armature development plans to Amtrak
- Received and reviewed Project Management Plan (PMP)
- Project agreement review and discussion continuing
- Completed review of e-mail blast material and update to website
- Amtrak provided comments on February 1st to the on survey-only agreement

MARCH 2018

- Organized and participated in Conrail appraisal SOW review with contractor on Feb 1st; no issues and work has begun

Rolling Road Platform Extension

- Received design comments from NS. Project consultant (Dewberry) is addressing and will provide 90 percent submission for VRE review
- Received comments from Fairfax County; Dewberry to coordinate response with Fairfax County
- Edited Task Order (TO) for Construction Management (CM) activities

Crossroads Real Estate Acquisition

- Submitted appraisal and review appraisal to VRE Legal
- With concurrence from Legal, appraisal and review appraisal were submitted to FTA on January 26th

Long Bridge Expansion Study

- Drafted response to alternatives to be considered in Draft Environmental Impact Statement (DEIS)
- Provided comments on December 8th PMT meeting notes; asked for clarification on treatment of bike/pedestrian facility
- Draft Memorandum of Agreement (MOA) with Federal Railroad Administration (FRA) comments received and forwarded for VRE Legal review
- Responded to issues raised by DDOT and FRA in email received January 19th
- Briefed VRE Chief Executive Officer on status and key issues on January 24th
- Participated in PMT meeting on January 31st

Southeast High Speed Rail Corridor (DC2RVA) Coordination

- VRE provided comments to Department of Rail and Public Transportation (DRPT) and FRA regarding draft environmental impact study document
- Participated in bi-weekly PMT call on January 23th

Lorton Platform Extension

- Final Contract Amendments Processed and executed
- Passed Final Building Inspection
- Final Contract Closeout and Final Invoice anticipated end of February/beginning of March

Quantico Station Improvements

- 60 percent design for station and 90 percent design for site, civil, drainage, track, and retaining wall in vicinity of station released to stakeholders for review and comment
- DRPT Task Order for STV to be able to complete 60-to-90 percent design was executed
- Utility location and potential conflicts coordinated on site through CSXT
- Project progress meeting held at Fredericksburg Office January 25th
- Progress Meeting held at Quantico Station on February 1st
- Met with Marine Corps Base Quantico staff regarding utility locations, coordination with ongoing work at building 1001, Retaining Wall 13 options, and potential impacts to scope and schedule on February 1st



Retaining Wall 13 location on Marine Corps Base Quantico,
looking southward toward Potomac Avenue and Quantico Station

Franconia-Springfield Station Improvements

- 30 percent plan revisions are pending final emergency egress and American with Disabilities Act (ADA) access decisions as well as design review comments by CSXT engineering and operations staff
- Received fully executed CSXT Design Review and Flagging Agreement on January 8th
- Completed initial draft for VRE website project updates for the Communications group
- Participated in the monthly DC2RVA coordination meeting with DRPT on January 23rd

Lorton Station Improvements (Second Platform)

- 30 percent plan revisions are pending final emergency egress and ADA access decisions as well as design review comments by CSXT engineering and operations staff
- Received fully executed CSXT Design Review and Flagging Agreement on January 8th
- Completed initial draft for VRE website project updates for the Communications group
- Participated in the monthly DC2RVA coordination meeting with DRPT on January 23rd

- Provided project updates to the CIP Progress Report for the February monthly meeting

Rippon Station Improvements

- Continued development of 30 percent plans and cost estimate
- Completed initial draft for VRE website project updates for the Communications group
- Participated in the monthly DC2RVA coordination meeting with DRPT on January 23rd

Leeland Road Station Improvements

- Continued development of 30 percent plans and cost estimate
- Completed initial draft for VRE website project updates for the Communications group
- Participated in the monthly DC2RVA coordination meeting with DRPT on January 23rd

Brooke Station Improvements

- Continued development of 30 percent plans and cost estimate
- Continued developing the cost tool estimate for Option 7 based on GEC phasing plan
- Completed initial draft for VRE website project updates for the Communications group
- Participated in the monthly DC2RVA coordination meeting with DRPT on January 23rd
- Requested plan revisions and updates from GEC in response to internal meetings

Alexandria Pedestrian Tunnel Project

- Reviewed meeting notes compiled by Gannett Fleming (GF) for kick-off meeting for study of fourth track, bridges and pedestrian tunnel as a solution to building the pedestrian tunnel with project consultant (Gannett Fleming)
- Participated in a conference call with Gannett Fleming regarding the vertical clearances at the King Street CSXT bridges
- Participated in work session in Gannett Fleming's Baltimore office on January 12th and a conference call with the consultant team on January 19th for analysis of fourth track, bridges and pedestrian tunnel solutions
- Met with City of Alexandria staff on January 19th for a project briefing
- Contacted Virginia Department of Transportation (VDOT) regarding potential changes to the platform in front of the historic station

Crossroads Lifecycle Overhaul & Upgrade Facility (LOU)

- Responded to AECOM on behalf of Maryland Railroad Commuter Service (MARC) regarding the Wheel Truing Machine which MARC is investigating purchasing
- Coordinated with MARC on January 10th and sent the 100 percent design cost estimate for their use
- Forwarded specifications for skylight protection from Kensington Consulting to STV to be incorporated into design of LOU building
- Provided PRTC/Northern Virginia Transportation Commission (NVTC) information to STV for outstanding permit and Best Management Practices Facility Agreement form
- Reviewed details developed by STV for grading study on west side of project

L'Enfant (North) Storage Track Wayside Power

- CSXT has completed acceptance testing

Slaters Lane/Alexandria Track 1 Access

- Confirmed construction agreement executed by VRE and sent notice to CSXT

Manassas Park Station Parking Expansion

- Participated in meeting with VHB Team on January 9th to review cost assumptions and estimate work
- Discussed electrical cooperative power with VRE Chief Operating Officer on January 9th
- Participated in meeting with City of Manassas Park and design team on January 18th
- Forwarded spreadsheet of comments and responses to City of Manassas Park
- Invited VHB to submit scope of work for final design for project on January 18th

PASSENGER FACILITIES

PROJECT	DESCRIPTION	PHASE					
		CD	PD	EC	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		
Manassas Park Parking Expansion	Parking garage to increase parking capacity to 1,100 spaces.	◆	●	●	N/A		
Rolling Road Station Improvements	Extend existing platform.	◆	◆	◆	N/A	●	
Crystal City Station Improvements	Replace existing side platform with new, longer island platform.	◆	●	●	N/A		

PHASE: CD - Conceptual Design PD - Preliminary Design EC - Environment Clearance RW - Right of Way Acquisition FD - Final Design CN - Construction
















STATUS: ◆ Completed ● Underway ■ On Hold

◆ part of the "Penta-Platform" program

¹ Total project cost estimate in adopted FY2018 CIP Budget

² Does not include minor (< \$50,000) operating expenditures

* \$2,181,630 authorization divided across five "Penta-Platform" program stations

Total ¹	ESTIMATED COSTS (\$)			Expended ²	COMPLETION		STATUS
	Funded	Unfunded	Authorized		Percent	Date	
3,201,176	3,201,176	-	1,172,309	602,542	84%	1st QTR 2018	 Project complete.
10,021,865	10,021,865	-	1,814,559	1,534,387	70%	3rd QTR 2020	 60% design complete. Investigating alternative construction strategies.
7,000,000	7,000,000	-	467,500	90,749	30%	1st QTR 2018	 Construction is anticipated to start as part of CSXT work program.
2,400,000	400,000	2,000,000	-	-	5%	3rd QTR 2020	 Design work on East Platform only. West Platform elevation funded.
13,000,000	13,000,000	-	*	290,214	20%	2nd QTR 2020	 Preliminary engineering is anticipated to be complete in 1st QTR 2018.
2,500,000	2,500,000	-	1,846,675	1,688,333	95%	4th QTR 2017	 Project complete.
16,150,000	16,150,000	-	*	269,118	20%	2nd QTR 2020	 Preliminary engineering is anticipated to be complete in 1st QTR 2018.
16,632,716	16,632,716	-	*	203,864	20%	4th QTR 2021	 Preliminary engineering is anticipated to be completed by August 2018.
No costs for VRE. Private developer providing station.					10%	TBD	 Design resumed after resolution of DRPT/CSXT/FRA track project issues.
9,500,000	9,500,000	574,706	-	-	30%	TBD	 Final design up to 90% underway under DRPT management and funding
21,334,506	21,334,506	-	*	185,008	20%	4th QTR 2021	 Preliminary engineering is anticipated to be completed by August 2018.
14,336,156	14,336,156	-	*	153,015	20%	4th QTR 2021	 Preliminary engineering is anticipated to be completed by August 2018.
19,600,000	2,500,000	17,100,000	665,785	540,006	25%	2nd QTR 2018	 30% design plans received and under review.
2,000,000	2,000,000	-	442,900	215,090	20%	3rd QTR 2020	 60% design plans under review by NS.
21,160,000	400,000	20,760,000	278,767	265,743	10%	2nd QTR 2023	 Developing more detailed concept design for selected location.

TRACK AND INFRASTRUCTURE

PROJECT	DESCRIPTION	PHASE					
		CD	PD	EC	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

L'Enfant North Storage Track and Wayside Power	Conversion of existing siding into a midday train storage track.	◆	◆	◆	N/A	◆	●
L'Enfant South Storage Track and Wayside Power	Conversion of CSXT Temporary Track to VRE Storage Track (1,350 feet) and Associated Signal Work	◆	◆	◆	N/A	●	●
Lifecycle Overhaul and Upgrade Facility	New LOU facility to be added to the Crossroads MSF.	◆	◆	◆	N/A	◆	■
Crossroads Maintenance and Storage Facility Land Acquisition	Acquisition of 16.5 acres of land, construction of two storage tracks and stormwater retention and new	◆	N/A	N/A	●	N/A	N/A
Midday Storage	New York Avenue Storage Facility: Planning, environmental and preliminary engineering.	◆	●	●	●		

ROLLING STOCK

Passenger Railcar Procurement	Acquisition of 29 new railcars.	◆	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











Broad Run Expansion (was Gainesville-Haymarket Extension)	NEPA and PE for expanding commuter rail service capacity in Western Prince William County	◆	●	●	-	-	-
Mobile Ticketing	Implementation of a new mobile ticketing system.	◆	N/A	N/A	N/A	◆	●

PHASE: CD - Conceptual Design PD - Preliminary Design EC - Environment Clearance
RW - Right of Way Acquisition FD - Final Design CN - Construction

STATUS: ◆ Completed ● Underway ■ On Hold

¹ Total project cost estimate in adopted FY2018 CIP Budget

² Does not include minor (< \$50,000) operating expenditures

Total ¹	ESTIMATED COSTS (\$)				COMPLETION			STATUS
	Funded	Unfunded	Authorized	Expended ²	Percent	Date		
32,500,000	32,500,000	-	33,285,519	31,299,225	100%	4th QTR 2015		Project complete. Close-out pending.
4,283,618	4,283,618	-	4,207,057	3,238,355	95%	2nd QTR 2017		Power construction 90% complete. Track and signals in service.
3,965,000	3,965,000	-	2,937,323	1,524,304	40%	3rd QTR 2017		Power design under review by CSXT & Pepco. Track and signals in service.
35,196,323	35,196,323	-	3,176,039	2,071,698	60%	TBD		Design 100% complete. On hold pending property acquisition.
2,950,000	2,950,000	-	2,950,000	108,139	75%	TBD		Property appraisal underway, followed by review by FTA.
88,800,000	88,800,000	-	3,171,599	921,370	35%	4th QTR 2018		Progress delayed pending Amtrak approval of site access for survey.
75,264,693	75,264,693	-	69,457,809	36,994,353	95%	4th QTR 2020		All cars received. Completion date reflects end of warranty period.
10,553,000	10,553,000	-	10,294,079	7,472,954	80%	4th QTR 2018		Onboard installations ongoing.
617,791,163	5,885,163	611,906,000	5,483,720	2,905,615	15%	3rd QTR 2022		Focus on capacity improvements on existing Broad Run complex.
3,510,307	3,510,307	-	3,510,627	1,950,757	55%	2nd QTR 2018		Integration with S&B system complete. Mobile now accounts for about 12% of monthly revenue and more than 25% of all tickets sold.

VIRGINIA RAILWAY EXPRESS MAGAZINE

RIDE

MARCH 2018

Meade
Pyramid

DC2RVA

Cystal City
Station Update

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JOIN US AT LORTON

On March 8th at 10am, special guests will join VRE at the Lorton station in commemorating the recent platform extension. The project marks the first in a series of platform extensions to enhance operational efficiencies. The Lorton platform extension, as with other capital projects in VRE's six year plan, represents VRE's commitment to rail safety and customer service. This event will be open to the public.



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Editor in Chief: Cindy King

Magazine Design by Pulsar Advertising

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VRE's 2018 Industry Day

FROM THE CEO VRE'S 2ND ANNUAL INDUSTRY DAY



DOUG ALLEN
Chief Executive Officer

We held our second "Industry Day" early last month for the construction community. Now an annual event, these information sessions outline procurement requirements and other details for the full spectrum of expansion and maintenance projects in VRE's six-year plan.

The event is a great example of VRE at work, with the ultimate goal of ensuring we receive design and construction bids on our projects from highly experienced firms who can deliver the level of quality our system requires. This year's turnout was much higher than expected and included representatives from around the country. In fact, next year we anticipate the need for a larger venue.

You too are invited to learn about our expansion and maintenance projects by way of RIDE magazine, vre.org, and by speaking to us directly at our platform events. Our Meet the Management platform series begins in May, but look for us sooner at your origin and destination stations with smaller pop up events.

Sincerely,

DOUG ALLEN

Chief Executive Officer
Virginia Railway Express



Access RIDE online at
www.VRE.org/RIDE



RAILROAD HISTORY: THE MEADE PYRAMID



Meade Pyramid, Spotsylvania

What stands 23 feet tall, weighs 17 tons, is made entirely of granite stones and is virtually inaccessible? Those who board the VRE from Spotsylvania may recognize this mysterious monument, known as the Meade Pyramid, as a hallmark of the fleeting scenery witnessed from the moving train's window pane. The pyramid is a Civil War memorial that was built in 1898 by the Richmond, Fredericksburg and Potomac Railroad (RF&P), with help from the Confederate Memorial Literary Society.

On December 13, 1862 Major General George G. Meade's Union division, which consisted of between 3,800 and 4,500 soldiers, sought to penetrate the gap in Lieutenant General Thomas J. "Stonewall" Jackson's lines. However, sheltered by woods beyond the railroad and open field, the Confederate soldiers anticipated the attack of Meade's lone division. General Meade wrote, "Owing to the wood, nothing could be seen of them, while all our movements on the cleared ground were exposed to their view."

Meade's corps made a breakthrough at the southern end of the battlefield but were aggressively hurled back, sustaining 40% casualties, in part due to lack of reinforcements and a strong Confederate counterattack. He would later write of his loss this day, "While I deeply regret the inability of the division, after having successfully penetrated the enemy's lines, to remain and hold what had been secured, at the same time I deem their withdrawal a matter of necessity. With one brigade commander

killed, another wounded, nearly half their number hors de combat; with regiments separated from brigades, and companies from regiments, and all the confusion and disorder incidental to the advance of an extended line through wood and other obstructions; assailed by a heavy fire, not only of infantry but of artillery—not only in front but on both flanks—the best troops would be justified in withdrawing without loss of honor."

Thirty-five years later, the Confederate Memorial Literary Society contacted Virginia railroad executives asking them to construct markers at historically significant sites along their lines. While the society simply wanted a sign erected, the president of the RF&P embraced the proposal. On March 31, 1898, RF&P workers assembled the pyramid using unhewn Virginia granite to memorialize the battle in a location visible to train travelers.

The practically inaccessible location and mysterious nature of the Meade Pyramid serves as a reminder of the many stories which compose Virginia's rich history. As residents of the state, it can be easy to overlook the significance embedded in something as inconsequential as the view from your commute. The next time you find yourself glancing outside of the window, remember that every inch of that view has a story to be told.

“On March 31, 1898, RF&P workers assembled the pyramid using unhewn Virginia granite to memorialize the battle in a location visible to train travelers.”

Artistic Expression (Free)

Through April 1, Tuesday - Sunday from 10:00 AM – 5:00 PM

Manassas Museum, 9101 Prince William Street

This annual show will feature the art of students from Osbourn High School. Various mediums and types of art will be featured in this exhibit.

Crow's Nest: An Ecological Gem in Stafford County

March 8 at 6:00 PM

Gari Melchers Home and Studio 224 Washington Street, Falmouth, VA 22405

An illustrated presentation by Mike Lott, Regional Supervisor/Northern Region Steward. Free admission. Pavilion at Gari Melchers Home and Studio. Contact: Michelle Crow-Dolby at mdolby@umw.edu or 540-654-1851.

Annual Dog Easter Egg Hunt

March 24 at 1:00 PM

Memorial Park, 1401 Kenmore Avenue, Fredericksburg, VA 22401

Come dressed to enter the doggie costume contest to compete for prizes! This is a great way to get out and play with your favorite furry friend. Dogs must be at least 12 weeks old. A small dog area will also be available for dogs under 15lbs. All dog parents must sign a release acknowledging their dog(s) are current on shots and are healthy. On-site registration will be available only if space remains. For information, call 540-372-1086 or visit www.FredParksRec.com

Coastal Shore Guided Hike (\$7.50)

March 31 at 11:00 AM through April 1 at 1:15 PM

Leesylvania State Park, 2001 Daniel K. Ludwig Drive, Woodbridge, VA 22172

A 3.5 mile Coastal Shore Guided Hike to learn about the park's history. Have pre-bagged lunches around a bonfire at the Breakwater Store. For only \$7.50, you will be provided with your choice of sandwich, bag of chips, cookie, and a bottled drink. Please call the Visitor Center to register 24 hours in advance of the event at 703-583-6904.

Learn more: dcr.virginia.gov/state-parks/leesylvania

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Imaginary friends can be whoever – or whatever – you want them to be, even a six and half foot tall rabbit. When Elwood starts introducing his imaginary rabbit friend, Harvey, to guests at a party, his sister can no longer tolerate his inebriated antics and worries about her family being exposed to this imaginary rabbit. However, after years of living with Elwood (and Harvey), she begins to start seeing him herself. Tickets: www.thelittletheatre.com / 703-683-0496

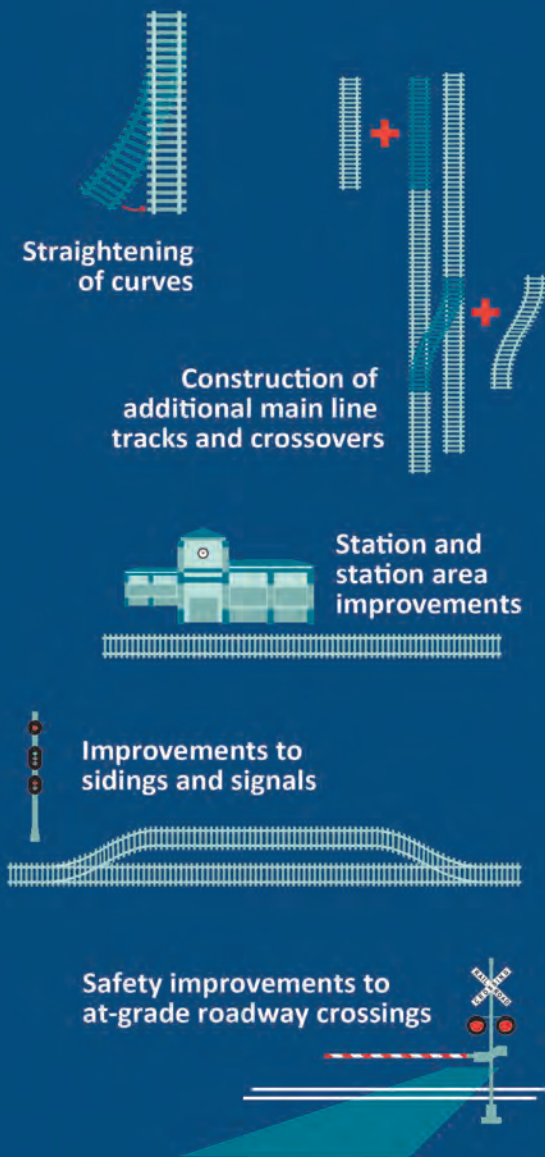
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WHAT IS THE DC2RVA PROJECT?

The Federal Rail Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are working to improve intercity passenger rail service in the north-south corridor between Washington, D.C. and Richmond, VA. These passenger rail service and rail infrastructure improvements are collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project.

The purpose of the DC2RVA Project is to increase capacity to deliver higher speed passenger rail, expand commuter rail, and accommodate growth of freight rail service in an efficient and reliable multimodal rail corridor. The DC2RVA Project will enable passenger rail to be a competitive transportation choice for intercity travelers between Washington, D.C. and Richmond, and beyond. It extends 123 miles along an existing rail corridor owned by CSX Transportation (CSXT) from the Long Bridge across the Potomac River in Arlington, VA, to Centralia, VA in Chesterfield County, south of Richmond.

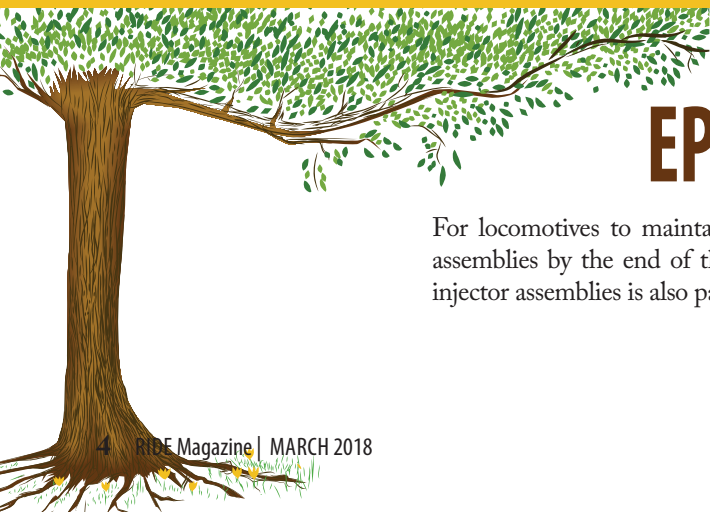
PROPOSED IMPROVEMENTS OF THE DC2RVA PROJECT INCLUDE:

- Construct additional main line tracks and track crossovers
- Straighten curves in existing tracks to allow for higher speeds
- Improve intercity passenger rail stations and station areas
- Improve sidings and signals
- Implement roadway crossing safety improvements

THE DC2RVA PROJECT WOULD:

- Improve service frequency, travel time, and on-time performance of intercity passenger trains by adding capacity
- Accommodate freight and commuter rail service
- Include rail infrastructure and safety improvements
- Include passenger service upgrades
- Address rail congestion in the Richmond area

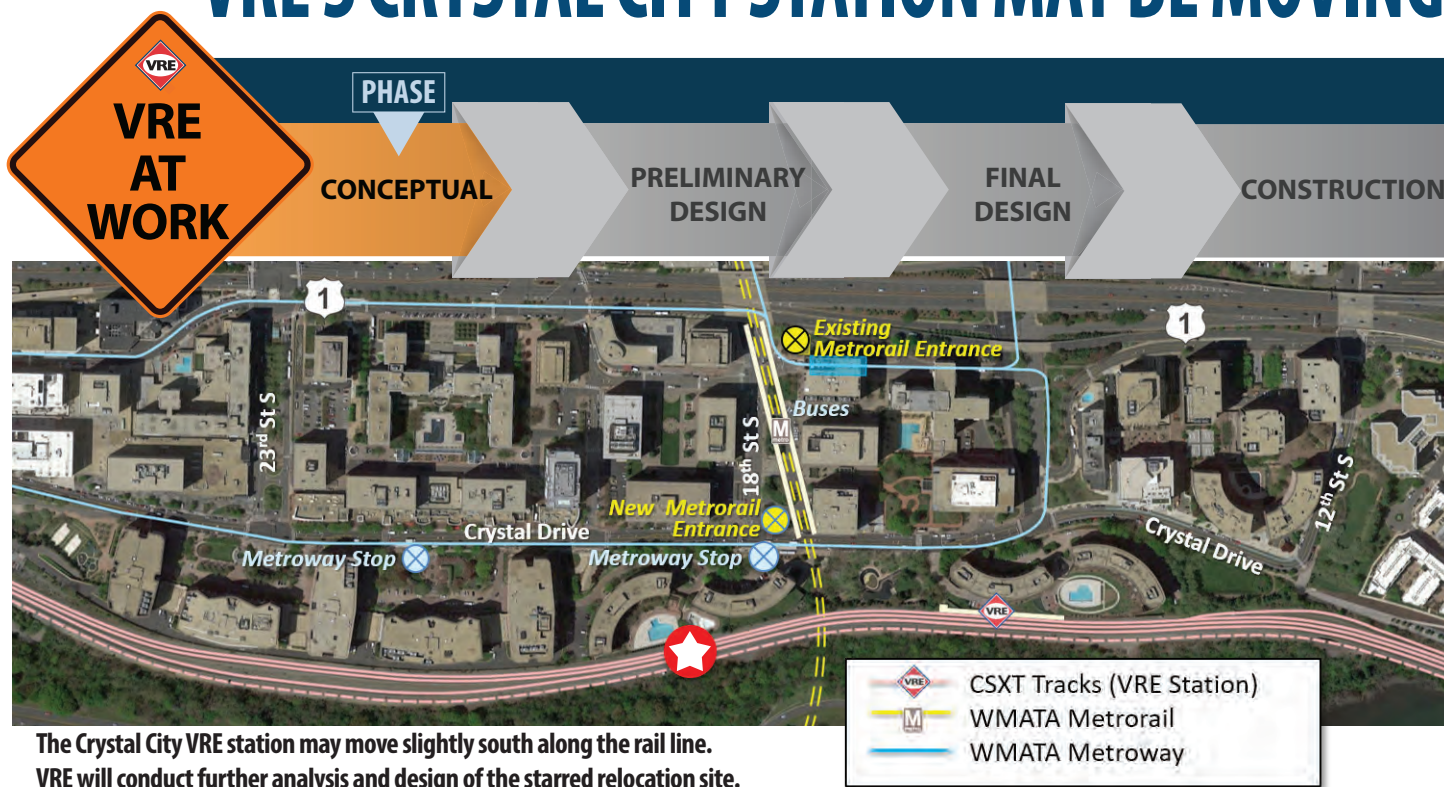
To learn more, visit: dc2rvarail.com



EPA TIER II ENGINE COMPLIANCE

For locomotives to maintain EPA Tier II emissions standards, VRE will replace electronic fuel injector assemblies by the end of this year on its twenty MP36PH-3C locomotives. Replacing the electronic fuel injector assemblies is also part of VRE's lifecycle maintenance strategy to ensure locomotives operate at a high level of reliability throughout their lifecycle.

VRE'S CRYSTAL CITY STATION MAY BE MOVING



Crystal City is one of the busiest VRE stations served by both the Fredericksburg and Manassas Lines. The station however faces a number of operational challenges including but not limited to passenger bottlenecks on the platforms and train bottlenecks on the tracks. To begin determining how to best overcome the site's challenges and to support future system growth, VRE recently completed an evaluation of three potential Crystal City station relocation sites. After careful consideration of the findings, the Arlington County Board, VRE staff and the VRE Operations Board recognized the starred location in the above image as the most favorable station site, and as such, the site will move forward in the process for further analysis and design.

Site Challenge 1. The existing Crystal City platform, at 400 feet, is too short to effectively serve longer trains as it only allows all train car doors to open on a four-car or less train set. The inability for riders to access all train doors creates bottlenecks when getting on/off the train, as currently VRE runs several eight-car train sets. Further, as ridership increases in parallel to population growth, VRE plans to run longer trains. Eventually, an 850-foot platform will be needed for riders to access all doors on future 10-car trains. At the current station location, there is limited space to expand the platform due to the curvature of the tracks and the narrow railroad access.

Site Challenge 2. The Crystal City station platform has access to only one of three existing rail tracks, requiring VRE trains to always use that track. As these tracks are heavily trafficked by other passenger and freight trains and there are only a few locations where trains can switch tracks, all trains on this track must accommodate for the stop at this station. The conceptual design at the starred location incorporates an island platform allowing trains to access the station on two tracks. These conceptual plans also accommodate a future fourth track currently under design by the Virginia Department of Rail and Public Transportation's D.C. to Richmond, Va. (DC2RVA) project (page 4).

Site Challenge 3. The current City City station site is not well connected to other forms of public transportation. The relocation of the Crystal City station will make it easier for riders to access a new Metrorail station entrance on Crystal Drive and the Crystal City-Potomac Yard Transitway. It will also be a shorter walk to many office locations.

What's Next? The timeframe and funding for the final design and construction of this project are yet to be determined. To date, funding has been provided by The Northern Virginia Transportation Authority (NVTA) and the Commonwealth of Virginia. VRE expects to announce a public meeting in late spring/early summer.

Q: WHY CAN'T OPERATIONAL TESTING BE DONE SOME OTHER TIME?

A: In order to ensure your safety as passengers on VRE commuter trains in our heavily used rail corridors, the operating officials of Amtrak, CSX, VRE, Keolis and Norfolk Southern periodically conduct "operational tests" on the crews that operate our trains. These teams, on a monthly basis, create unannounced "tests" and "observations" of employee compliance with the Railroad Codes of Operating Rules.

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WHAT'S BREWING AT THE QUANTICO TRAIN STATION?!

The Town of Quantico has a historic influence dating back to 1654 when it was originally called Potomac. In 1872, the same year the name changed to Quantico, their original train station was built.

This small town, surrounded by the Marine Corps Base, is unquestionably unique. In addition to its historic splendor, this town boasts Ricks Roasters Coffee shop housed in the town's train station served by Amtrak and VRE trains.

The story of Ricks Roasters Coffee began when its owners, Sean and Keely Ricks, had a dream of opening their own business while he was on active duty at the Pentagon and she was a school social worker. They started roasting coffee in their house ... now their dream has grown to its own production facility in south Stafford supplying coffee to over 150 establishments in the mid-Atlantic region, including the Quantico train station.

"Sean and Keely are great people," said Chris Henry VRE Director of Rail Operations. "They have been through a lot, so it is exciting for us to see their growth and success. We also know our riders are happy to have great coffee available every morning," he added.



From left to right: Keely, Danielle and Robin

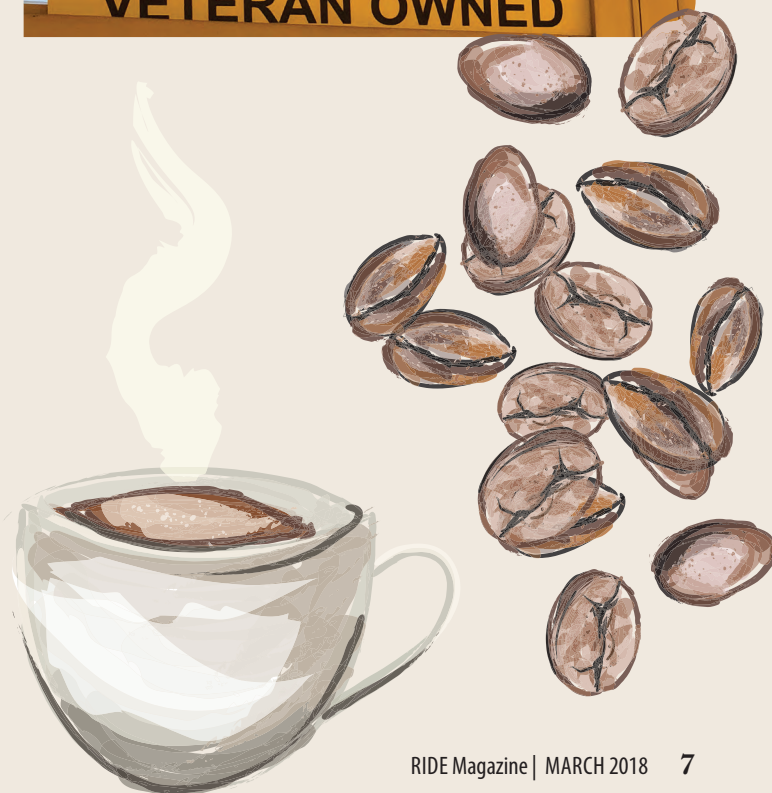
Since 2013, Ricks Roasters Coffee Shop has been serving its freshly roasted coffee to commuters at the Quantico station. Monday through Friday, the shop opens at 5 AM to make sure those passengers either arriving or departing on the first VRE train have a freshly brewed cup of coffee to start the day. The shop is open until 10 AM then reopens at 3 PM until 8 PM to serve the evening commuting rush.

Ricks Roasters Coffee's dedication to serving riders doesn't end at hot beverages, and the shop believes in supporting the local economy. Tuesday through Thursday, a VRE conductor delivers a batch of freshly baked doughnuts from Fredericksburg's delicious Paul's Bakery for morning passengers to enjoy. Also, in addition to being the shop's manager, Robin Long is an owner in North Stafford Farmers Market and supplies snacks and meal options from local farmers market vendors.

Ricks Roasters offers a variety of coffee flavors. From the most popular blend of Four Horsemen to Bourbon Barrel to the latte of the month – there is a beverage for every taste. Their focus is providing a delicious product that everyone can enjoy.

In addition to the variety of food options, riders can also pick up and purchase VRE tickets at the shop.

Even if your destination is not Quantico, stop by Ricks Roasters Coffee shop. You'll get a taste of history, doughnuts, local fare, and of course, freshly brewed coffee!





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LOVING IT?
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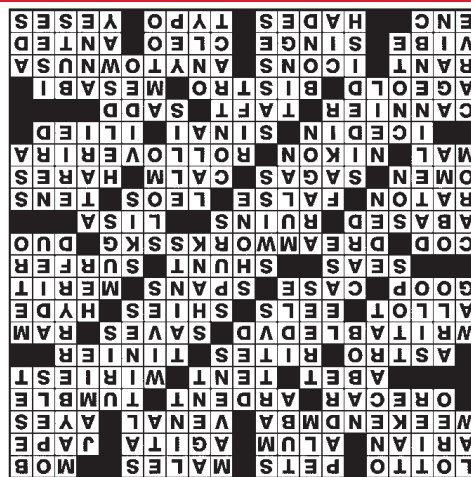
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RIDE Survey URL: Ideas, Likes, Critiques? RIDE Magazine Online Survey: vre.org/ridesurvey

RAIL TIME PUZZLES

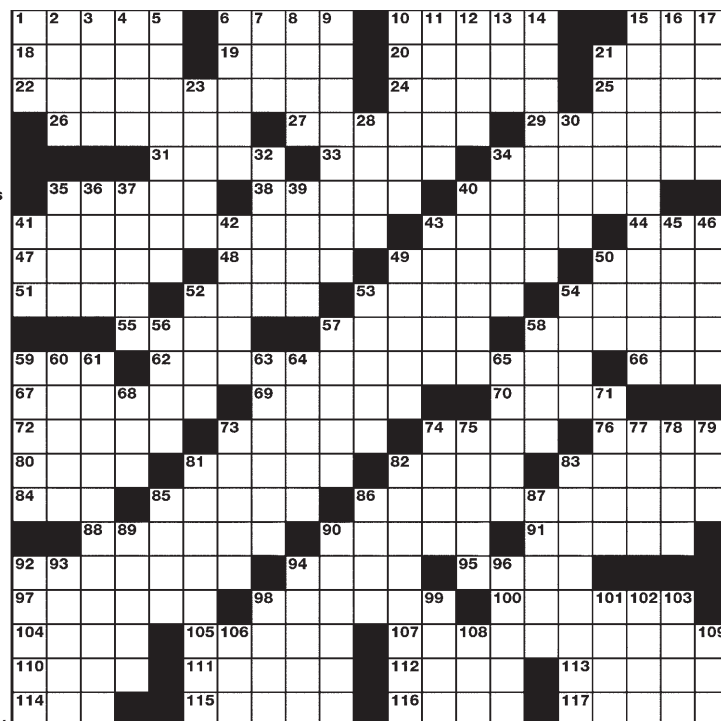
ACROSS

- 1 State-run numbers game
- 6 Shelter adoptees
- 10 Toms and bucks
- 15 Crowd around
- 18 Suffix for sect
- 19 Reunion attendee
- 20 Antsy feeling
- 21 Make a mockery of
- 22 Part-time degree program
- 24 Open to bribery
- 25 Those in favor
- 26 Part of some freight trains
- 27 Full of enthusiasm
- 29 Take a spill
- 31 Act as lookout for, say
- 33 Canvas quarters
- 34 Most lean and muscular
- 35 2017 World Series winner
- 38 Solemn procedures
- 40 Less significant
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- 59 North Atlantic catch
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- 67 Cut down to size

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- 70 Bart's brainy sister
- 72 Inform against
- 73 Not to be trusted
- 74 Most born in August
- 76 Poker pair
- 80 Sign of things to come
- 81 Heroic tales
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- 83 Long-eared hoppers
- 84 It means "bad"
- 85 Leica competitor
- 86 Transferred nest egg
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- 90 Exodus 19 locale
- 91 Fibber's admission
- 92 Comparatively cautious
- 94 Last president with a mustache
- 95 Teens' safety org.
- 97 Venerable
- 98 Casual eatery
- 100 Minnesota iron range
- 104 Blow off steam
- 105 Smartphone screen array
- 107 Generic address
- 110 Instinctive feeling, for short
- 111 Burn superficially
- 112 *Pinochio* goldfish
- 113 Paid (up)
- 114 Env. insert
- 115 Brother of Zeus
- 116 Keyboarding error
- 117 Those in favor

- 6 Priest on a base
- 7 Source of shade
- 8 Sousaphone kin
- 9 Streaming appliances
- 10 Authorities
- 11 Deal facilitator
- 12 Pocket fluff
- 13 Announcement at LAX
- 14 Stuff served with soup
- 15 *Andy Griffith Show* spinoff
- 16 German autos
- 17 Under siege
- 21 Foxx of *Ray*
- 23 Influential person
- 28 Certain proof of purchase
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- 61 True crime series
- 63 King Ferdinand's homeland



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- 71 Video arcade pioneer
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- 74 *Land* (2016 blockbuster film)
- 75 Island near Lady Liberty
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- 78 Uncool one
- 79 Nine-digit ID issuer
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- 86 *deGrasse* Tyson
- 87 Falling-out
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SUDOKU

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Agenda Item #8: Department of Rail and Public Transportation



TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice

DATE: March 22, 2018

SUBJECT: Department of Rail and Public Transportation (DRPT)

The monthly Department of Rail and Public Transportation (DRPT) Report will be provided at the April meeting.

This page intentionally left blank.

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice

DATE: March 22, 2018

SUBJECT: Executive Director Report

A. Executive Director Newsletter

NVTC's [Executive Director Newsletter](#) provides updates on 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 newsletter provides the latest information on the General Assembly Session, TSDAC's work to implement new legislative requirements, I-66 Commuter Choice projects, and VRE station improvements and future openings.

B. NVTC Financial Report

The [Financial Report for February 2018](#) is provided for your information.

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Executive Director Newsletter

April 2018



This year's General Assembly session was one of the more remarkable – by some accounts historic – when it came to transit. It was heartening to see Virginia lead the way in [providing dedicated funding for WMATA](#). The \$154 million that state lawmakers approved, just hours before adjourning the regular session, is the Commonwealth's share of the \$500 million in dedicated funds that WMATA has said it needs annually to ensure Metro's safety and reliability.

In the eyes of some, the funding bill is not without flaws, particularly when it comes to sources of revenue. Governor Ralph Northam is reportedly considering amendments that would tap different sources of money for Metro, though the last thing he or NVTC wants is to jeopardize the hard-won \$154 million. I am proud of the work NVTC did – in partnership with the business community, MetroNow Coalition, Department of Rail and Public Transportation and Transportation Secretary's office – to represent the interests of our jurisdictions in negotiations on a final bill.

Lost in the headlines is what the funding bill does for VRE. A new Commuter Rail Operating and Capital (CROC) fund was established and \$15 million annually was dedicated to the CROC. While that amount is only enough to ensure VRE maintains its current level of service, it is a start. We will continue to work with VRE, the Commonwealth, our jurisdictional partners and state lawmakers to identify other sources of revenue so that VRE can accommodate growth in the region.

There were other legislative successes. The creation of a floor on the 2.1 percent regional gas tax has long been a NVTC priority. [SB896 \(Wagner\)](#) requires that the average distributor price, upon which the tax is based, be no less than what the statewide average distributor price would have been on February 20, 2013. NVTC and PRTC expect to see an additional \$45.2 million annually once the bill becomes law. The floor allows the Commonwealth to commit to its share of dedicated funding for WMATA.

NVTC looks forward to working with the Northern Virginia Transportation Authority, VRE and the Commonwealth Transportation Board to conduct annual, joint, public meetings on transportation projects proposed in Planning District 8, as required by [HB1285 \(LaRock\)](#). We also plan to work with Transportation Secretary Shannon Valentine in conducting a review of the membership provisions for the WMATA Board of Directors, as required by [HB384 \(Keam\)](#).

Our work is not done. Gov. Northam has called a special session for April 11, as the General Assembly was unable to approve a budget prior to adjournment. Several [budget amendments could affect NVTC](#). As we move through the special and April 18 veto sessions, NVTC will continue to represent the interest of its jurisdictional partners in Richmond. Stay tuned.


Executive Director

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



Key Dates

Apr. 5	I-66 Commuter Choice Public Hearing in Arlington
Apr. 5	NVTC Monthly Meeting
Apr. 11	General Assembly Budget Session
Apr. 12	WMATA Board Meeting
Apr. 12	NVTA Monthly Meeting
Apr. 18	General Assembly Veto Session
Apr. 17-18	CTB Monthly Meeting
Apr. 18	TPB Monthly Meeting
Apr. 20	VRE Operations Board Meeting
Apr. 26	WMATA Board Meeting
May 3	NVTC Monthly Meeting

I-66 Commuter Choice Public Hearing Set for April 5



While inclement weather forced the cancellation of the March 20 I-66 Commuter Choice Open House and Public Hearing, NVTC is optimistic its April 5 event will go off without interference from Mother Nature. Next month's Open House begins at 6 p.m. on the main floor of the Navy League Building at 2300 Wilson Blvd. in Arlington. Following a brief presentation at 7 p.m., public comment will commence. NVTC Commissioners will convene immediately following the public hearing.

NVTC staff has created [fact sheets](#) for each of the 17 projects. An [animated PowerPoint presentation](#) gives a quick overview of the I-66 Commuter Choice program and each of the transit and roadway improvement projects submitted for fiscal year 2018 funding. The Commission will select projects to be funded at the May meeting. The Commonwealth Transportation Board will then consider the projects in June.

The I-66 Commuter Choice Working Group met in March to explore ways of building a strong program to benefit the corridor. By combining projects—based on characteristics such as geography, diversity, and cost effectiveness—the group identified those with the greatest potential, built consensus around projects, and ensured projects will benefit toll payers.



VRE Potomac Shores Station to Open in 2020

A new Virginia Railway Express (VRE) station at Potomac Shores in Prince William County will open in 2020, under an agreement between the Virginia Department of Rail Public Transportation (DRPT) and CSX Transportation (CSX), which defines what portion of the third-track corridor improvements will be completed in the immediate future.

This new VRE station is a key component of Potomac Shores' emerging town center. Situated on the banks of the Potomac River 30 miles south of Washington, D.C., the 1,920-acre community is being developed by SunCal, one of the largest real estate development companies in the U.S. that specializes in large-scale, mixed-use master-planned communities.

As part of the Arkendale to Powells Creek Third Track project, funded by grants from the American Recovery and Reinvestment Act (ARRA) and the Virginia DRPT, CSX has been constructing a third set of tracks from the Arkendale station northward to Powells Creek, just north of Potomac Shores, to serve alongside the existing CSX tracks. The design and timing of the construction of the Potomac Shores station has been in coordination with this rail improvement project, itself a significant component of the Commonwealth of Virginia's long-term investment strategy to increase rail capacity, including DC2RVA, Atlantic Gateway and Long Bridge.



TSDAC Begins Work to Address General Assembly Priorities

Several transit funding and policy issues – the result of General Assembly action – were the focus of the [Transit Service Delivery Advisory Committee](#) (TSDAC) meeting in mid-March. NVTC Executive Director Kate Mattice, who is the Virginia Transit Association's TSDAC representative, notes that the group's efforts over the next few months will lead to the development of funding alloca-

tion models and policies that will affect all bus systems in the Commonwealth. TSDAC will address prioritization for state capital funding, allocation of operating assistance, and creation of strategic plans by bus operators with fleets greater than 20. Mattice plans to meet with Northern Virginia transit providers monthly to keep them informed and get their perspective.

VRE Cuts Ribbon on Extended Platform at Lorton Station

Virginia Railway Express [celebrated the completion of a 250-foot extension of its Lorton Station platform](#) on March 8 at a ribbon-cutting event. "Now there is room for everyone to board and exit the train from every car, even an eight car train, which is much more efficient," said Fairfax County Board of Supervisors Chair Sharon Bulova. "A relatively small improvement results in a big deal for VRE riders in Lorton."

Lorton is the first of several planned platform extensions at VRE stations. Funding for the project came from the federal and state governments, Northern Virginia Transportation Authority and Fairfax County. "Talk about bang for the buck, these platform extensions are huge. They add tremendous capacity," said Fairfax County Supervisor John Cook.



A woman with dark hair, wearing a white blazer, is speaking into a microphone. She is seated at a table with other people, some of whom are seen from the back. The setting appears to be a conference or panel discussion, with audio equipment visible in the background.

NVTC Transit Article Wins Award from Parenting Media Organization

on public transit? A personal and reasoned guide to how to let you and your child feel confident navigating around town. The article takes into consideration all the facets of riding buses and subways -- including assessing your child's readiness to go solo," noted the PMA awards jury.

GUIDING KIDS ▶▶▶▶▶▶▶ TO ▶▶▶▶▶▶▶ NAVIGATE TRANSIT

A cartoon illustration of a crowded train car. Five people are visible in the foreground, standing close together. From left to right: a man with a black cap and red headphones, a woman in a blue shirt, a man in a green shirt with a backpack, a man in a pink shirt, and a woman in a yellow shirt. They are all holding onto vertical poles or each other. The background shows more passengers and the interior of the train car.

For Advani, who has been taking public transportation with her son for all 11 years of his life, the trips provide quality time. "When driving, you can't give your child the same attention as you can when riding transit."

Around Town: Headlines from/about NVTC Jurisdictions and Partners



[Perspective in Virginia: Maintain a Strong Federal Role in Public Transit and Rail](#)

[Teleworking at Least One Day a Week Pays Off, State Says](#)

[Open House with DRPT Procurement Department](#)



[Statement from Metro regarding passage of dedicated funding legislation in Virginia](#)



[From Vision to Reality: NVTA 2017 Annual Report](#)



[RIDE Magazine for March 2018](#)

NVTC Cultivates Future Transportation Planners

NVTC's Patricia Happ recently participated in Washington-Lee High School's Career and Technical Education Day. Several teens inquired about types of bus pass discounts available to students, as well as what to study in

college in order to work at an agency such as NVTC. Many of the students were interested in the link between transit and the environment.



George Mason University



The Sandy Creek Transit Center on the Fairfax campus of George Mason University was inaugurated on March 15. Sandy Creek serves as the primary hub of Mason Shuttles, with four of the six shuttle routes passing through. The renovation of Sandy Creek was made possible through a \$1 million grant from Fairfax County. "Fairfax County's support has quadrupled the capacity of Sandy Creek," said Josh Cantor, Director of Parking and Transportation at Mason. "The county saw it as a regional transit opportunity. Part of the long-range plan is to eventually bring regional transit into the core of campus. That conversation couldn't happen until Mason had the capacity. Now we do."



WMATA



Metro brand merchandise is now available at M Shop, Metro's pop-up retail store at Metro Center Station. M Shop has apparel, tote bags, mugs, maps, backpacks, and memorabilia displaying the iconic Metro brand. M Shop merchandise can also be viewed online at wmata.com/mshop.

"This is a great opportunity for people to get something unique from Metro, whether you are a visitor looking for a souvenir or an everyday rider," said Metro General Manager Paul Wiedefeld. "At the same time, M Shop represents another potential source of revenue to help support Metrorail and Metrobus operations."



Your stop & shop for Metro apparel and accessories.

Bike to Work Day



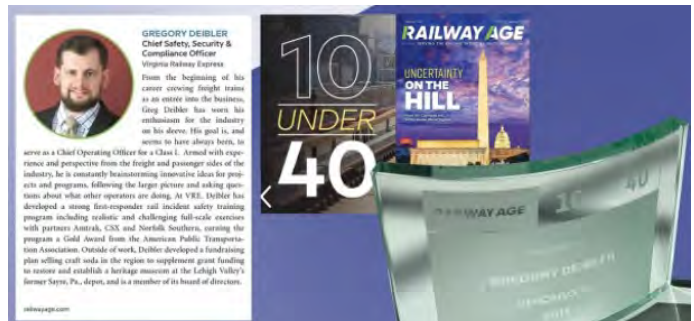
Commuter Connections and the Washington Area Bicyclist Association are sponsoring [Bike to Work Day](#) on Friday, May 18. It is a celebration of bicycling as a clean, fun and healthy way to get to work. Be one of the first 20,000 [to register](#) and attend this free event, then bike to your choice of more than 100 pit stops in the District of Columbia, Maryland and Virginia and receive a free T-shirt and refreshments, and be entered into a raffle for a new bicycle.



Virginia Railway Express



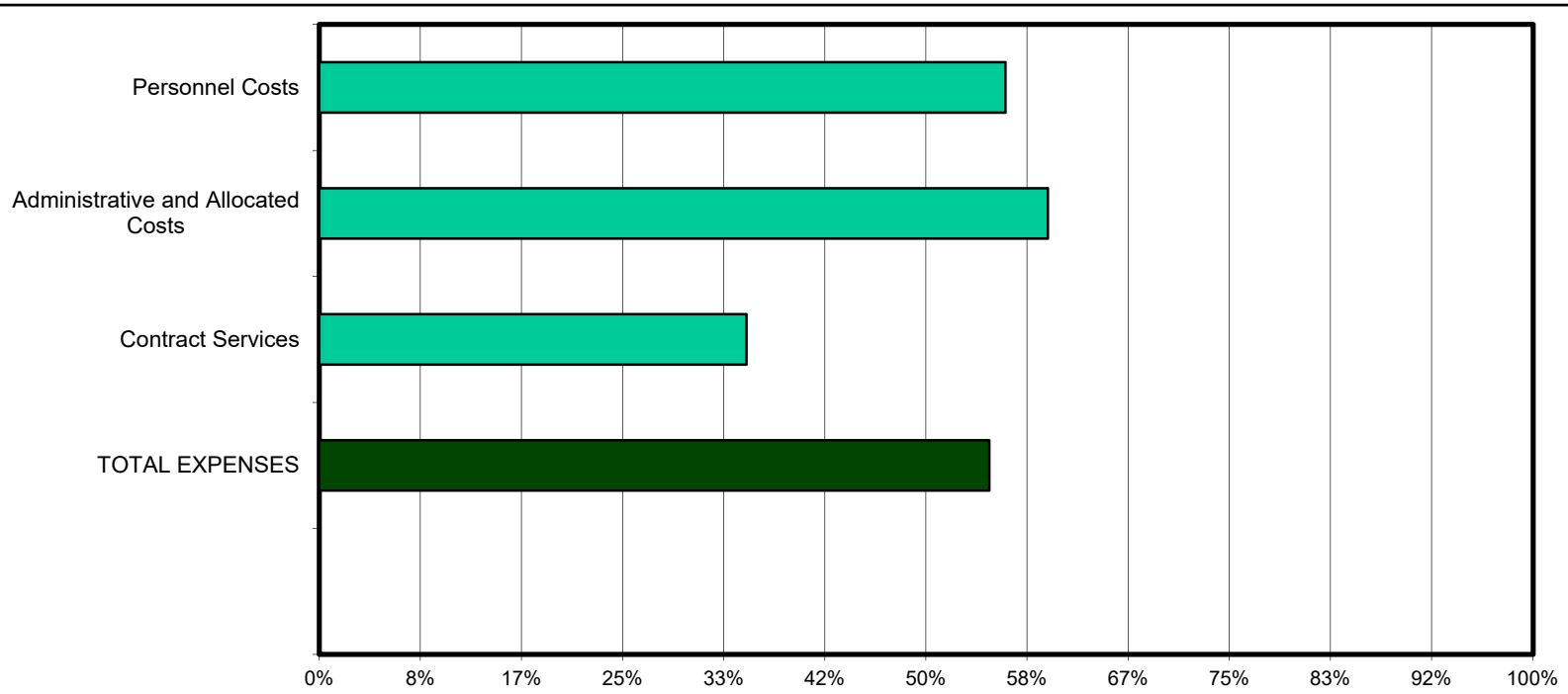
From the beginning of his career crewing freight trains, VRE's Greg Deibler has worn his enthusiasm for the industry on his sleeve. His goal is and always has been to serve as a chief operating officer for a Class 1 railroad. That is, in part, why Deibler, VRE's chief safety, security & compliance officer, [is one of this year's Railway Age's 10 Fast Trackers under 40](#). Armed with experience and perspective from the freight and passenger sides of the industry, he is constantly brainstorming innovative ideas for projects and programs at VRE.



Northern Virginia Transportation Commission

Financial Reports
February, 2018

Percentage of FY 2018 NVTC Administrative Budget Used
February 2018
(Target 66.7% or less)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
February 2018

	<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 Wages	\$ 94,322.96	\$ 785,687.92	\$ 1,390,500.00	\$ 604,812.08	43.5%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>94,322.96</u>	<u>785,687.92</u>	<u>1,390,500.00</u>	<u>604,812.08</u>	<u>43.5%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	6,808.72	51,783.97	93,500.00	41,716.03	44.6%
Group Health Insurance	8,313.86	62,092.22	130,700.00	68,607.78	52.5%
Retirement	10,596.00	84,768.00	123,500.00	38,732.00	31.4%
Workmans & Unemployment Compensation	134.22	1,479.05	4,900.00	3,420.95	69.8%
Life Insurance	-	2,291.62	5,100.00	2,808.38	55.1%
Long Term Disability Insurance	521.38	3,948.64	6,500.00	2,551.36	39.3%
Total Benefit Costs	<u>26,374.18</u>	<u>206,363.50</u>	<u>364,200.00</u>	<u>157,836.50</u>	<u>43.3%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	750.00	8,250.00	12,800.00	4,550.00	35.5%
<i>Rents:</i>	<i>20,700.82</i>	<i>161,740.82</i>	<i>246,000.00</i>	<i>84,259.18</i>	<i>34.3%</i>
Office Rent	19,224.82	150,079.52	229,700.00	79,620.48	34.7%
Parking & Transit Benefits	1,476.00	11,661.30	16,300.00	4,638.70	28.5%
<i>Insurance:</i>	<i>540.35</i>	<i>5,144.10</i>	<i>6,800.00</i>	<i>1,655.90</i>	<i>24.4%</i>
Public Official Bonds	100.00	1,233.00	2,000.00	767.00	38.4%
Liability and Property	440.35	3,911.10	4,800.00	888.90	18.5%
<i>Travel:</i>	<i>3,291.06</i>	<i>14,411.31</i>	<i>30,300.00</i>	<i>15,888.69</i>	<i>52.4%</i>
Conference / Professional Development	1,440.78	6,042.50	17,000.00	10,957.50	64.5%
Non-Local Travel	1,588.08	2,171.90	2,500.00	328.10	13.1%
Local Travel, Meetings and Related Expenses	262.20	6,196.91	10,800.00	4,603.09	42.6%
<i>Communication:</i>	<i>892.61</i>	<i>7,707.88</i>	<i>13,000.00</i>	<i>5,292.12</i>	<i>40.7%</i>
Postage	12.71	914.87	1,700.00	785.13	46.2%
Telephone and Data	879.90	6,793.01	11,300.00	4,506.99	39.9%
<i>Publications & Supplies</i>	<i>731.53</i>	<i>8,566.02</i>	<i>12,500.00</i>	<i>3,933.98</i>	<i>31.5%</i>
Office Supplies	275.53	1,955.47	2,700.00	744.53	27.6%
Duplication and Paper	456.00	6,110.55	9,300.00	3,189.45	34.3%
Public Information	-	500.00	500.00	-	0.0%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
February 2018

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	1,402.64	13,452.86	45,500.00	32,047.14	70.4%
Furniture and Equipment (Capital)	249.00	9,430.34	11,000.00	1,569.66	14.3%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computer Operations	1,153.64	4,022.52	33,500.00	29,477.48	88.0%
 <i>Other General and Administrative:</i>	 650.54	 6,120.12	 8,600.00	 2,794.88	 32.5%
Subscriptions	-	315.00	-	-	0.0%
Memberships	80.75	863.75	1,400.00	536.25	38.3%
Fees and Miscellaneous	569.79	4,211.93	5,600.00	1,388.07	24.8%
Advertising (Personnel/Procurement)	-	729.44	1,600.00	870.56	54.4%
Total Administrative Costs	<u>28,959.55</u>	<u>225,393.11</u>	<u>375,500.00</u>	<u>150,421.89</u>	<u>40.1%</u>
 <u>Contracting Services</u>					
Auditing	-	16,000.00	22,600.00	6,600.00	29.2%
Contract Services and Support	3,125.00	33,753.95	150,000.00	116,246.05	77.5%
Legal	2,916.67	23,333.36	35,000.00	11,666.64	0.0%
Total Contract Services	<u>6,041.67</u>	<u>73,087.31</u>	<u>207,600.00</u>	<u>134,512.69</u>	<u>64.8%</u>
 Total Gross G&A Expenses	<u><u>\$ 155,698.36</u></u>	<u><u>\$ 1,290,531.84</u></u>	<u><u>\$ 2,337,800.00</u></u>	<u><u>\$ 1,047,583.16</u></u>	<u><u>44.8%</u></u>

NVTC
RECEIPTS and DISBURSEMENTS
February 2018

					Virginia LGIP	
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	G&A / Project	Trusts
RECEIPTS						
5	DRPT	Capital grant receipt - City of Fairfax				\$ 805.00
9	DRPT	Capital grant receipt - Fairfax				5,374.00
12	FTA	Grant receipt - Alexandria			2,224.00	
13	DRPT	Capital grants receipts - Fairfax				755,784.00
14	DRPT	Operating assistance - WMATA				8,785,835.00
14	DRPT	Operating assistance - Arlington				731,203.00
14	DRPT	Operating assistance - City of Fairfax				194,417.00
14	DRPT	Operating assistance - Alexandria				896,972.00
14	DRPT	Operating assistance - Fairfax				3,857,576.00
20	VRE	Staff support		7,128.47		
20	Capital Office Solution	Property tax refund		673.50		
22	DRPT	Capital grants receipts - Fairfax				152,522.00
28	Banks	Investment earnings		2.72	12,637.33	121,428.78
			-	7,804.69	14,861.33	15,501,916.78
DISBURSEMENTS						
1-28	Various	G&A expenses	(148,240.60)			
6	Falls Church	Other capital				(1,220.00)
7	Alexandria	Costs incurred			(2,780.00)	
27	Stantec	Consulting - NTD data collection	(28,788.31)			
28	Banks	Service fees	(59.63)	(17.63)		
			(177,088.54)	(17.63)	(2,780.00)	(1,220.00)
TRANSFERS						
8	Transfer	From savings to checking	10,000.00	(10,000.00)		
8	Transfer	From LGIP to checking	150,000.00		(150,000.00)	
26	Transfer	From LGIP to LGIP (NTD data collection)			28,788.31	(28,788.31)
			160,000.00	(10,000.00)	(121,211.69)	(28,788.31)
NET INCREASE (DECREASE) FOR MONTH			\$ (17,088.54)	\$ (2,212.94)	\$ (109,130.36)	\$ 15,471,908.47

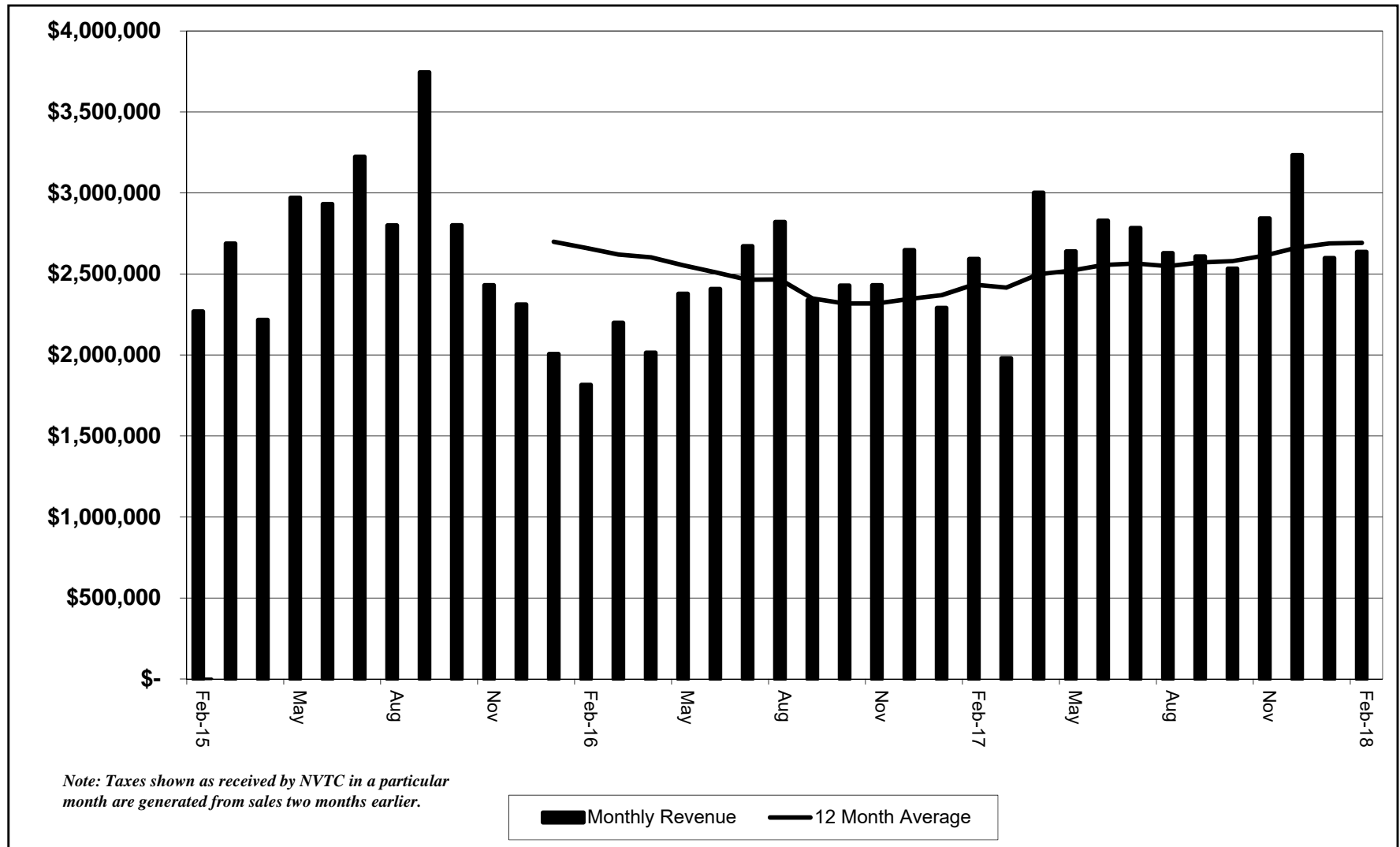
**NVTC
INVESTMENT REPORT
February 2018**

Type	Rate	Balance 1/31/2018	Increase (Decrease)	Balance 2/28/2018	Balance		
					NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund
<u>Cash Deposits</u>							
Wells Fargo: NVTC Checking	N/A	\$ 38,289.92	\$ (17,088.54)	\$ 21,201.38	\$ 21,201.38	\$ -	\$ -
Wells Fargo: NVTC Savings	0.100%	40,367.02	(2,212.94)	38,154.08	38,154.08	-	-
<u>Investments</u>							
Bank of America: Virginia Local Government Investment Pool (LGIP)	1.520%	107,591,294.71	15,362,778.11	122,954,072.82	10,890,883.43	93,732,859.07	18,330,330.32
		<u>\$ 107,669,951.65</u>	<u>\$ 15,433,900.86</u>	<u>\$ 123,013,428.28</u>	<u>\$ 10,950,238.89</u>	<u>\$ 93,732,859.07</u>	<u>\$ 18,330,330.32</u>

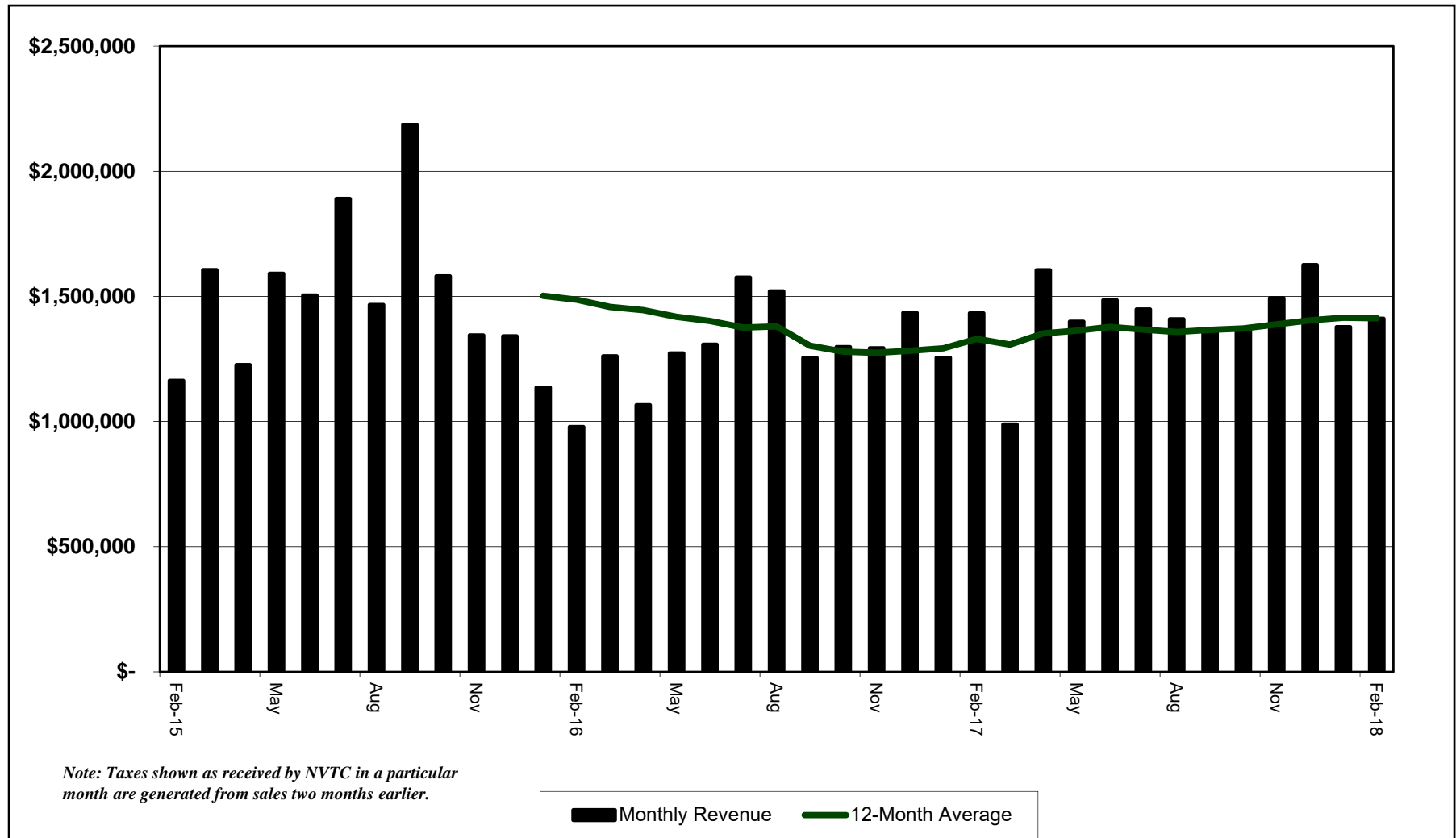
NVTC MONTHLY GAS TAX REVENUE

ALL JURISDICTIONS

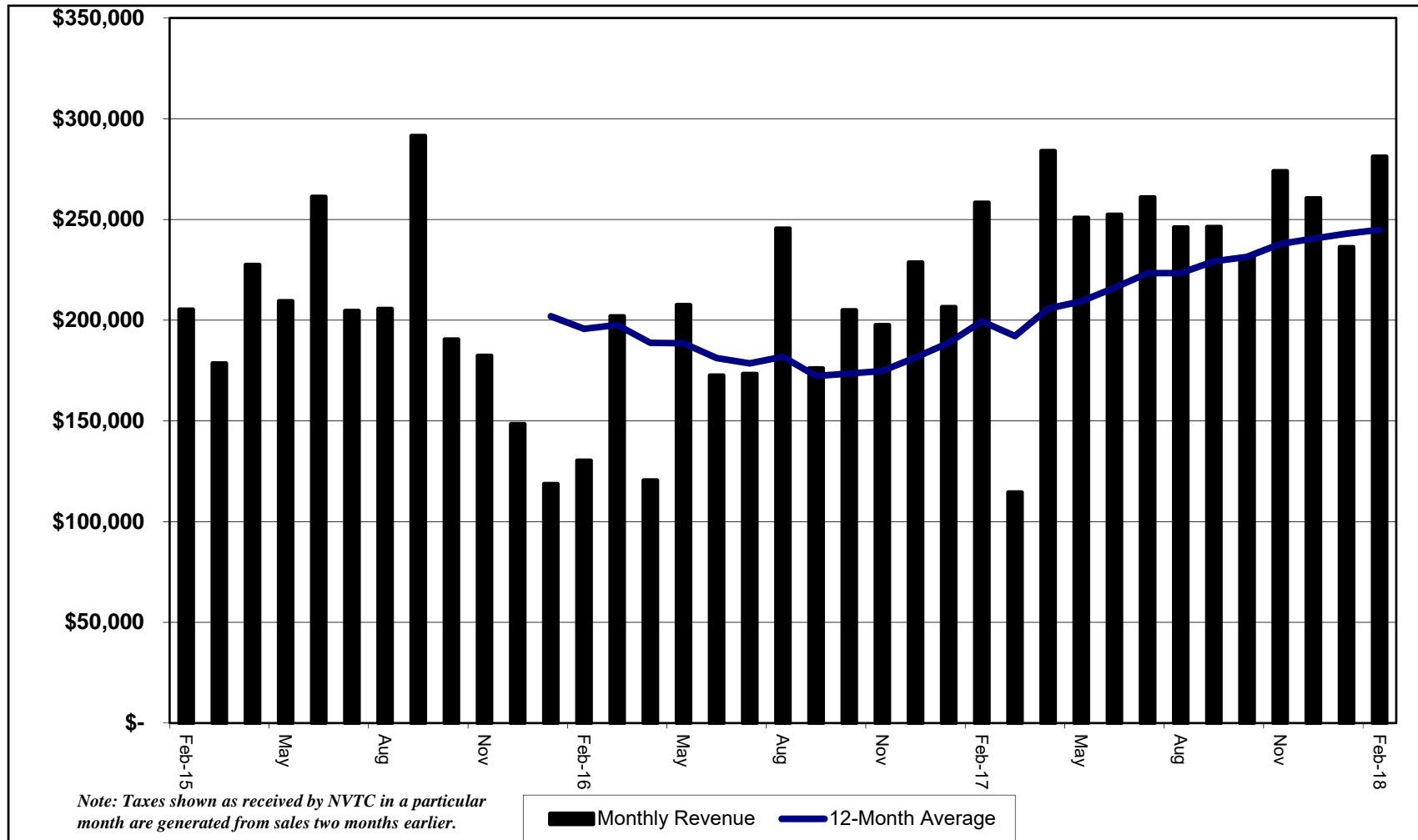
FISCAL YEARS 2015-2018



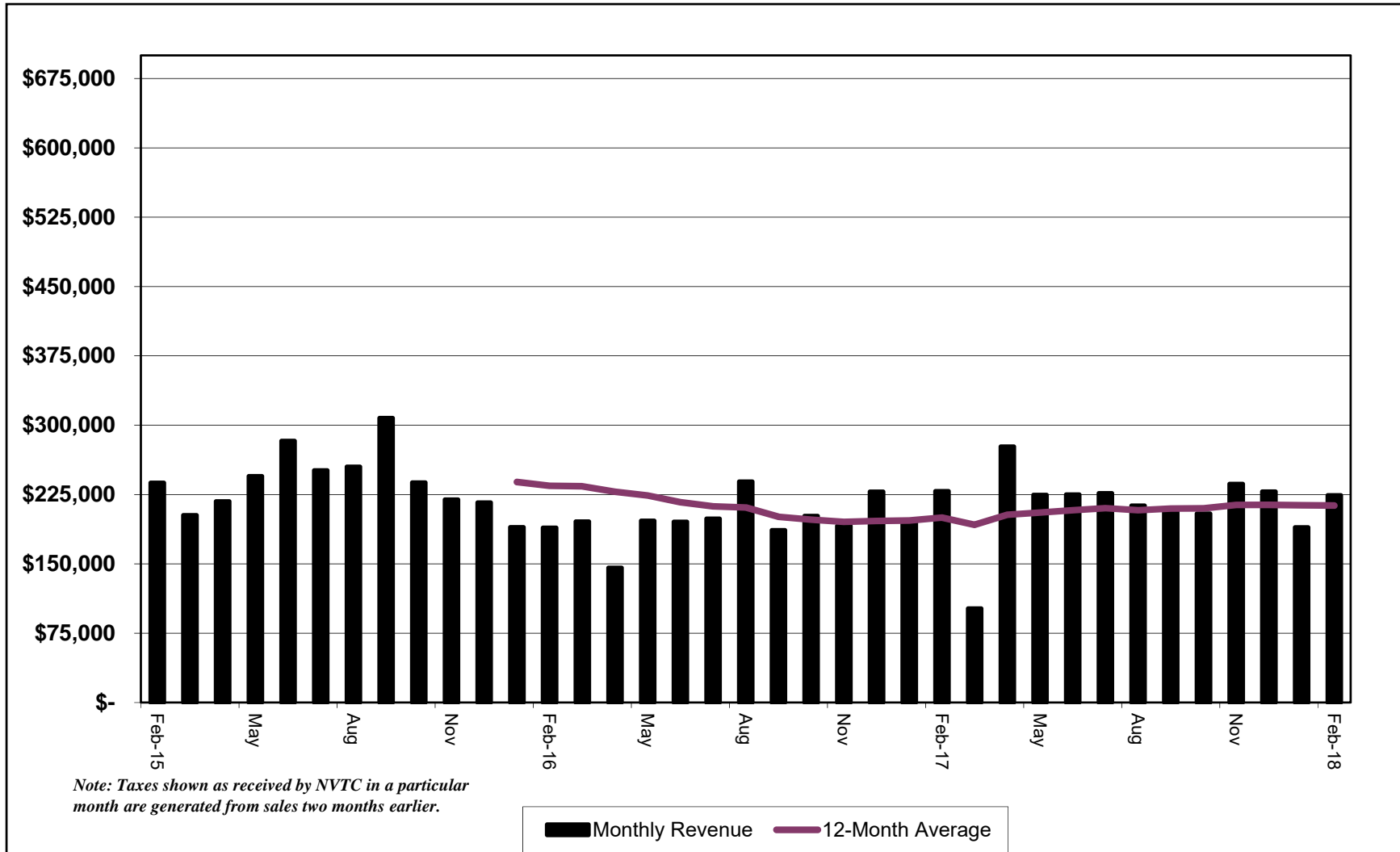
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2015-2018



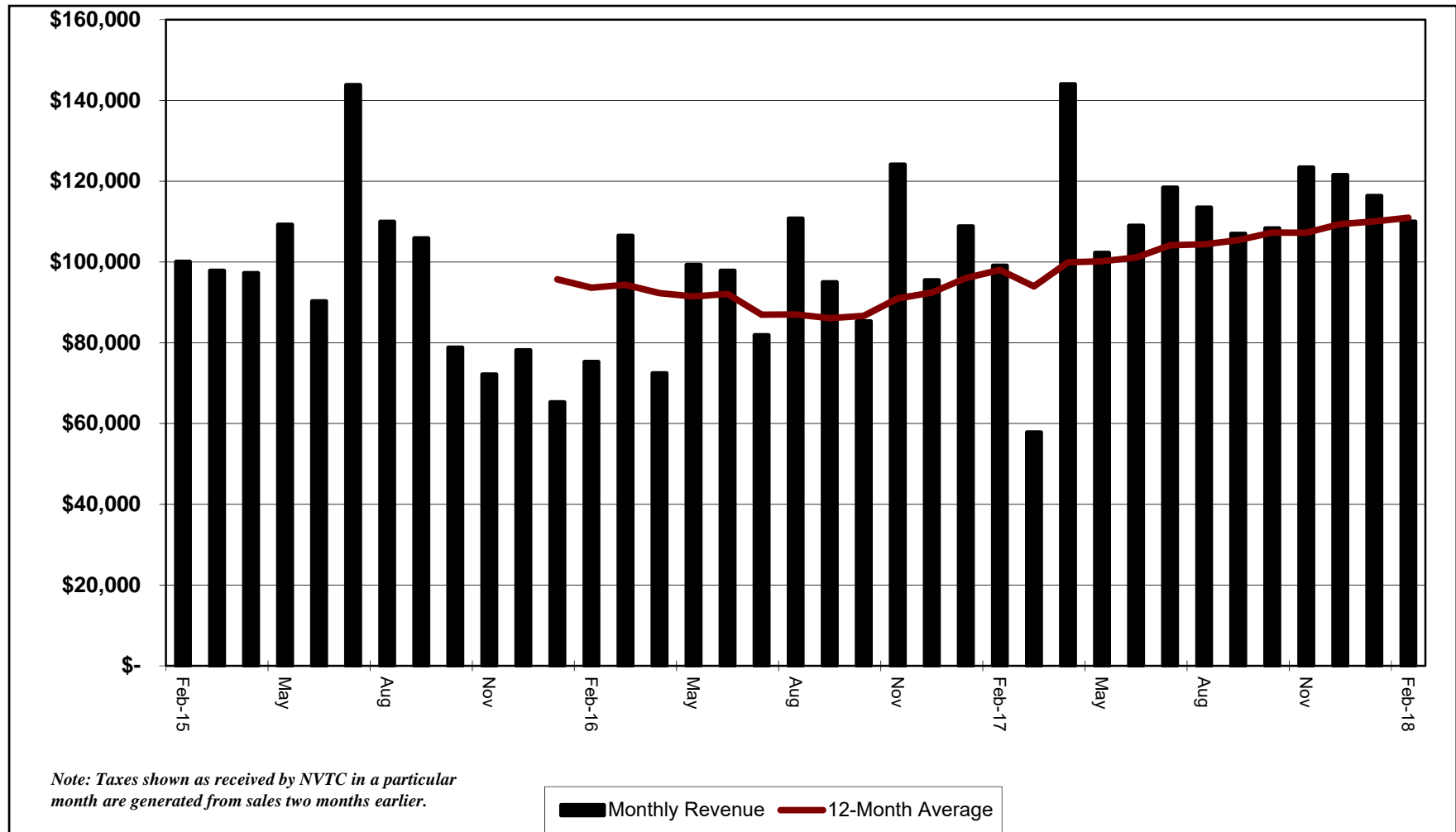
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2015-2018



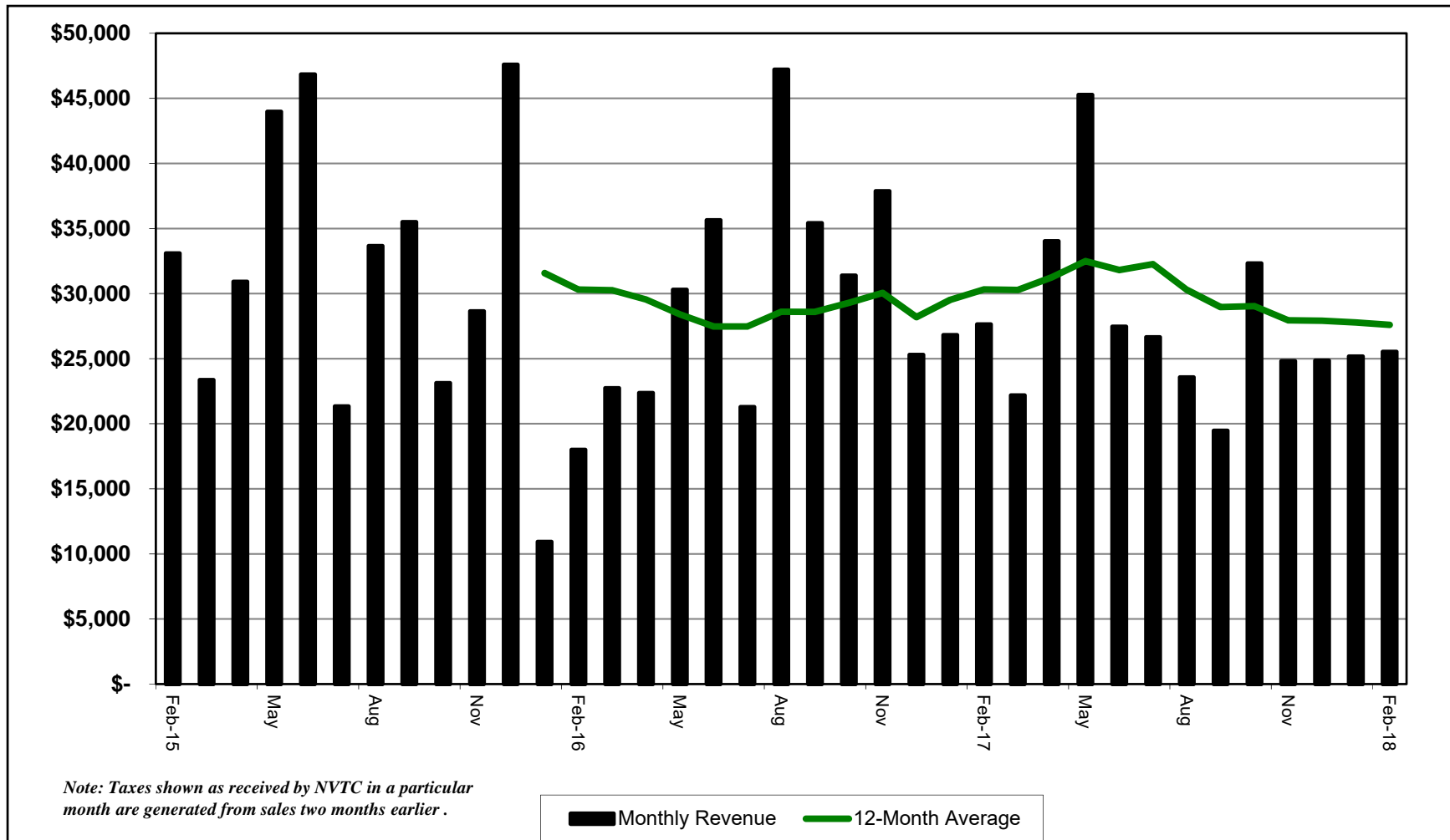
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2015-2018



NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2015-2018



NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2015-2018



NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2015-2018

