

The following items were handed out at  
the March 1, 2018 NVTC Meeting.

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February 22, 2018

The Honorable Jeffrey C. McKay  
 Fairfax County Board of Supervisors  
 6121 Franconia Road  
 Alexandria VA 22310

Dear Supervisor McKay:

Thank you for your February 12 letter regarding Metro's recent parking policy changes and their impact on non-Metro riders using the parking garage at Franconia-Springfield Station.

While it has never been a requirement for parking customers to ride Metro, the Board of Directors established a non-Metro user parking fee program in October 1986. This fee structure was created to help maximize the number of spaces available for Metro customers. Prior to this year, the non-rider parking rate was in effect at three stations: New Carrollton, Twinbrook and White Flint. Following the Board's approval in July 2017, the non-rider parking rate was expanded on a permanent basis to parking lots at ten additional stations beginning February 5, 2018:

- Green Line: Branch Avenue, Greenbelt & Suitland
- Yellow Line: Huntington
- Orange Line: Dunn Loring & Minnesota Ave
- Blue Line: Franconia-Springfield, Largo Town Center
- Silver Line: Largo Town Center
- Red Line: Rhode Island Ave & Rockville

The criteria leading to the selection of these ten new stations included a high percentage of credit card usage and high local parking demand. For example, several large residential properties are within walking distance of Franconia-Springfield Station, which increases parking demand and reduces availability for Metro customers.

We recognize that Virginia Railway Express (VRE) customers also use this parking lot, and we are collaborating with VRE on a solution that would provide the lower "rider" rate to its customers. VRE customers who use a Transit Link card, which must be purchased through Commuter Connect, will be able to pay the rider rate of \$4.95 to exit the parking facility. We anticipate this benefit will be available beginning in March.

**Washington  
 Metropolitan Area  
 Transit Authority**

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

[www.wmata.com](http://www.wmata.com)

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

The Honorable Jeffrey C. McKay  
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Thanks again for your letter and for your continued support of Metro. If you have any future questions or concerns please contact me directly, or your staff can contact Greg Potts in WMATA's Office of Government Relations by phone at 202-962-2756 or by email at [GPotts@wmata.com](mailto:GPotts@wmata.com).

Sincerely,



Paul J. Wiedefeld  
General Manager and  
Chief Executive Officer





| VIRGINIA RAILWAY EXPRESS

February 28, 2018

The Honorable Jeffrey C. McKay  
Fairfax County Board of Supervisors  
6121 Franconia Road  
Alexandria, VA 22310

Dear Supervisor McKay:

I have reviewed the attached February 22 letter you received from GM/CEO Paul Wiedefeld about WMATA's new parking policy changes and want to share some observations.

About seventy VRE customers park in the Franconia-Springfield garage each day. We do not have information on exactly how many of those customers also use Metrorail; however, overall about 20% of VRE riders use Metrorail as part of their commute. The letter indicates the new 'fee structure was created to maximize the number of spaces available for WMATA customers.' Currently about half of the 5,069 spaces at Franconia-Springfield are used on an average day, so the seventy spaces used by VRE riders are not limiting the availability of parking for Metro users.

Trying to apply this new policy region-wide is understandable, but the conditions at Franconia-Springfield will not materially achieve the stated goals of increasing WMATA revenue and freeing up garage spaces for WMATA riders. It will however increase the cost to many of the VRE riders currently paying to park at this station. The extra cost may redirect some of these riders to free parking at another, less convenient VRE station. The Franconia-Springfield Station and the Joe Alexander Transit Center have developed as a regional hub for WMATA trains and buses, Greyhound intercity buses, and VRE commuter rail service. WMATA's decision is counterproductive to the long history of regional coordination and cooperation at Franconia-Springfield.

While WMATA does acknowledge the potential impact of this new rate, their proposed solution, which relies on the Transit Link Card (TLC) pass, will provide no actual benefit to VRE riders. The TLC pass is a joint fare product that allows for unlimited travel on both Metrorail and VRE. The total cost of a TLC pass is equal to the regular-price VRE monthly pass plus \$114.00 for the discounted Metrorail pass. VRE currently sells just over 100 TLC passes each month (representing about 1% of our ridership base), and since those riders are already using Metrorail as part of their commute, they are already eligible for the lower parking rate.

The Honorable Jeffrey C. McKay

February 28, 2018

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But the majority of VRE riders parking at Franconia–Springfield station do not use Metrorail. Asking these customers to spend an additional \$114 per month to purchase a TLC pass, to avoid \$80 per month in additional parking fees, is simply not a viable solution.

However, if WMATA is open to jointly developing a solution that does not charge extra for VRE commuters, we believe there are some ways to do this, and we would welcome the opportunity to work collaboratively with WMATA.

Thank you again for your long-standing support of VRE and your assistance on this parking issue. My staff and I are happy to provide any additional information you may need as we continue to pursue a long-term solution.

Sincerely,

A handwritten signature in dark ink, appearing to read "Doug Allen", with a long horizontal flourish extending to the right.

Doug Allen  
Chief Executive Officer

cc: Marty Nohe, Chairman of VRE Operations Board  
Sharon Bulova  
John Cook

# Letter: The Virginia General Assembly tackles Metro funding

TRANSIT By [Sharon Bulova](#) (Guest Contributor) March 1, 2018 8



Image by [Bechtel](#), via [Fairfax County Government](#), licensed under [Creative Commons](#).

*Sharon Bulova, chair of Fairfax County's Board of Supervisors, has been closely following and advocating for Metro funding in the Virginia General Assembly in Richmond and sent us this dispatch.*

Often called “America’s Subway,” Washington Metrorail is the heart of our region’s transportation network. Our nation’s capital deserves a world class transit system, and we have the opportunity to get Metro back on track.

The Metrorail system has served the Washington, DC region for over 40 years and is integral to the functioning of the federal government, moving residents to major employment centers, and boosting the economic success of our area and the entire Commonwealth of Virginia. Any massive infrastructure network requires consistent



maintenance to provide excellence, but maintenance has not kept up with an aging system. A priority for WMATA, including leaders in Virginia, Maryland and DC who serve on the Metropolitan Washington Council of Governments (COG), is to restore the Metrorail system to a state of good repair. To do this, it is imperative to secure dedicated and reliable funding to sustain Metrorail's and the region's success into the future.

I chaired COG's Metro Strategy Group and deliberated with my colleagues throughout the region on potential funding solutions for our struggling Metrorail system. We adopted a set of [principles](#) that call for permanent and dedicated funding to ensure the long-term stability of Metro. A thorough review by regional chief financial officers and county executives agreed that \$500 million per year in additional, dedicated funding is needed, as well as governance reform, safety improvements, operational efficiencies, and funding participation by all stakeholders (including the federal government). These recommendations are incorporated into our principles.

I am pleased that the Virginia General Assembly is engaged in addressing Metro's needs. Both Senator Dick Saslaw and Delegate Tim Hugo have sponsored bills to provide funding for Metro and address governance reform. Senator Saslaw's bill provides \$154 million per year (Virginia's share of funding needed under the existing WMATA formula) and more closely addresses the funding needs outlined in the adopted principles. This vital issue continues to move forward since both chambers in the General Assembly have approved bills. As the 2018 Virginia General Assembly session nears conclusion, now is the time to finalize an agreement that provides sufficient resources and reforms to deliver on our commitment of maintaining a world class transit system. Our region is counting on it.

# BACK2GOOD



## VEHICLE IMPROVEMENTS

- **Best railcar performance in eight years achieved in 2017**, with customer offloads down 40%.
- **Nearly 500 new 7000-series railcars now in service** – that’s more than 40% of Metro’s active rail fleet.
- **Almost half of the 5000-series railcars are off the tracks**, and ALL 1000- and 4000-series are gone.
- **Metrobus achieved 81% on time performance** in January 2018, its highest in three years.
- **202 new MetroAccess vehicles in 2017** – replacing older vehicles and expanding the fleet.



## SAFETY & SECURITY

- **Serious crime on Metrorail and Metrobus at lowest level in more than a decade, down 19% last year:**
  - Aggravated assaults down 27%
  - Robberies down 18%
  - Snatch/pickpocket incidents down 27%
- **Three National Transportation Safety Board (NTSB) recommendations closed in January 2018** for the removal of all 1000-series railcars and improved tunnel ventilation procedures and training.

*Customer confidence that Metro is “getting better” reached the highest level in two years.*



## RUSH HOUR PROMISE

- **Since the start of Rush Hour Promise, 90% of all rush hour trips on Metrorail have arrived on time.**
- **Metro’s Rush Hour Promise has provided travel credits to registered SmarTrip users for just over 26,000 trips**, less than 0.2% of all trips taken on Metrorail.



## FREE WI-FI

- **Free Wi-Fi now available in 36 underground stations.** All remaining underground stations will have Wi-Fi later this year.



## FINANCIAL MANAGEMENT

- **Saved \$3 million in overtime and sick leave pay** in 2017, and reduced long-term leave by 30%.
- **On track to achieve \$1 billion capital investment** in safety and reliability for the second year in a row.
- **Pursuing cost savings through contracting** new services at Cinder Bed Road bus facility, parts inventory and warehousing, and operating and maintaining the Silver Line extension.

**For more information** visit [wmata.com/back2good](http://wmata.com/back2good)

**Update Published:** February 20, 2018

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## FY 2018 Project Evaluations

Project #	Project Type	Project Name	Applicant	Benefit Score (max points)						Total Funding Request (Normalized)*	Cost Effectiveness Score (benefit/ funding request)
				Increases Person Throughput (45)	Improves Peak Period Travel Time (15)	Enhances Connectivity (15)	Enhances Accessibility (15)	Mitigates Diversion (10)	Total Benefit Score (100)		
FY18-4	Access to Transit	City of Fairfax CUE Access and Technology Improvements	City of Fairfax/CUE	30	0	15	15	10	70	\$ 965,000	73
FY18-6	Intersection Safety / Access to Transit	Multimodal Access to West Falls Church Metrorail Station	City of Falls Church	15	0	15	15	3	48	\$ 6,208,678	8
FY18-7	Access to Transit	Bicycle Parking Improvements at the VRE station in Manassas	City of Manassas	15	10	10	5	3	43	\$ 55,000	788
FY18-8	Access to Transit	Capital Bikeshare Stations in I-66 corridor from Oakton/Vienna to Merrifield/Falls Church	Fairfax County	30	5	15	15	3	68	\$ 497,100	137
FY18-5	Enhanced Bus Service	Metrobus Route 3T Extension and Service Expansion	City of Falls Church	30	0	15	15	10	70	\$ 845,754	83
FY18-10	Enhanced Bus Service	Extension of Route 88X to Dulles South Park and Ride Lot	Loudoun County	30	5	10	10	10	65	\$ 1,706,040	38
FY18-12	Enhanced Bus Service	Manassas Metro Direct Service Enhancement	PRTC	30	0	10	0	3	43	\$ 1,098,100	39
FY18-13	Enhanced Bus Service	Linton Hall Metro Direct Enhancement	PRTC	30	5	15	15	10	75	\$ 134,200	559
FY18-9	New Bus Service	Weekday Commuter Bus Service from Vienna Metro Station to Pentagon	Fairfax County	30	15	10	15	10	80	\$ 4,488,500	18
FY18-11	Park And Ride Lot / New Bus Service	Purcellville Park and Ride lot and Enhanced Metro Connection Transit	Loudoun County	30	10	15	10	10	75	\$ 1,065,960	70
FY18-15	Park and Ride Lot / Access to Transit	PRTC Commuter Lot Shuttles	PRTC	30	5	10	5	7	57	\$ 1,087,796	52
FY18-2	Roadway Operations	I-66 Corridor ITS Enhancements	Arlington County	0	0	5	0	3	8	\$ 400,000	21
FY18-3	Roadway Operations	Arlington County Traffic Management Center	Arlington County	0	5	5	0	3	13	\$ 400,000	33
FY18-1	Transportation Demand Management	Expanded TDM Outreach With Extended Multimodal Options	Arlington County	30	10	10	10	7	67	\$ 350,000	190
FY18-14	Vanpool or Carpool	Flexible Vanpool Program	PRTC	30	5	10	10	7	62	\$ 317,600	194
FY18-16	Capital Rail Improvements	Crystal City Station Improvements	Virginia Railway Express	N/A**	N/A**	N/A**	N/A**	N/A**	**	\$ 4,000,000	**
FY18-17	Capital Rail Improvements	VRE L'Enfant Station and Track Improvements	Virginia Railway Express	N/A**	N/A**	N/A**	N/A**	N/A**	**	\$ 6,000,000	**
Total Evaluated Applications (17)***										\$ 29,619,728	

\*Normalized requested represent no more than 2 years of funding for transit operations

\*\*Evaluation criteria are not applicable to a final design project

\*\*\*VRE withdrew the application for the Manassas Line Realtime Multimodal Traveler Information project

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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 February 16, 2018

Members Present	Jurisdiction
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
Wendy Maurer (PRTC)	Stafford County
Martin E. Nohe (PRTC)	Prince William County
Pamela Sebesky (PRTC)	City of Manassas
Gary Skinner (PRTC)	Spotsylvania County
Paul Smedberg (NVTC)	City of Alexandria

Members Absent	Jurisdiction
Sharon Bulova (NVTC)	Fairfax County
Jennifer Mitchell	DRPT
Suhas Naddoni (PRTC)	City of Manassas Park

Alternates Present	Jurisdiction
Ruth Anderson (PRTC)	Prince William County
Hector Cendejas (PRTC)	City of Manassas Park
Michael McLaughlin	DRPT
Cindy Shelton (PRTC)	Stafford County

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

Staff and General Public	
Doug Allen – VRE	John Kerins – Keolis
Paolo Belita – Prince William County	Cindy King – VRE
Nydia Blake – Prince William County	Uriah Kiser – Potomac News
Alex Buchanan – VRE	Mike Lake – Fairfax County DOT
Rich Dalton – VRE	Lezlie Lamb – VRE
Andrew D’huyvetter – NVTC	Bob Leibbrandt – Prince William County
John Duque – VRE	Steve MacIsaac – VRE Legal Counsel
Julie Elliott – Stafford County	Betsy Massie – PRTC
Alan Fye – City of Alexandria	Kate Mattice – NVTC
Lucy Gaddis – VRE	Kristen Nutter – VRE
Rhonda Gilchrest – NVTC	Bob Schneider – PRTC
Chris Henry – VRE	Mark Schofield – VRE
Tom Hickey – VRE	Joe Swartz – VRE
Sarah Higgins – VRE	Neil Villarin – NVE, Inc.
Christine Hoeffner – VRE	Ryan Warren – VRE
Pierre Holloman – Arlington County	Ciara Williams – DRPT
Todd Johnson – First Transit	

Chairman Smedberg called the meeting to order at 9:05 A.M. Following the Pledge of Allegiance, Roll Call was taken.

### Approval of the Agenda – 3

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

### Approval of the Minutes of the December 15, 2017 Operations Board Meeting – 4

Ms. Cristol moved, with a second by Ms. Caddigan, to approve the Minutes. The vote in favor was cast by Board Caddigan, Cendejas, Cook, Cristol, Jenkins, Kelly, McLaughlin, Nohe, Sebesky, Skinner and Smedberg. Board Members Dudenhefer and Maurer abstained.

### Installation of New Officers – 5

Chairman Smedberg stated the new officers for 2018 were elected at the December meeting:

Chairman: Marty Nohe  
Vice-Chairman: Katie Cristol  
Secretary: Maureen Caddigan  
Treasurer: John Cook

Chairman Smedberg passed the gavel to Mr. Nohe.

On behalf of the entire Board, Chairman Nohe thanked Mr. Smedberg for his dedication as Chairman during 2017. Chairman Nohe presented a framed photograph of historic Alexandria Union Station to Mr. Smedberg.

Mr. Smedberg stated it was a privilege to serve as Chairman. 2017 was a big year for VRE, with its 25<sup>th</sup> anniversary celebration in Fredericksburg, which reflected a lot about where VRE started and where it is today. He observed the last year and a half has laid the groundwork for VRE to move forward, from the work of the Capital Committee to VRE working with its partners to seek legislation for dedicated transit funding. VRE is off to a good start in 2018. He also thanked staff for their professionalism.

Chairman Nohe stated 2017 was an important and productive year under Mr. Smedberg's leadership. VRE completed the Gainesville/Haymarket Study, which concluded the best alternative was to proceed with the Broad Run Expansion. VRE received full funding through the I-66 Outside the Beltway concession payment for the Broad Run Expansion, Manassas Park Garage, and Manassas Platform Extension. VRE completed the Lorton Platform Extension and various projects for Positive Train Control (PTC) implementation.

### Chairman's Comments –5

Chairman Nohe thanked the Operations Board for the opportunity to serve as Chairman. He then announced the committee assignments for 2018:

CEO Review Committee – Marty Nohe, Maureen Caddigan, John Cook, Matt Kelly and Paul Smedberg

Capital Committee – Katie Cristol (Chair), John Cook, John Jenkins and Gary Skinner

Audit Committee – Marty Nohe, Maureen Caddigan, Katie Cristol, John Cook and Paul Smedberg

Legislative Committee – Katie Cristol, John Cook and Matt Kelly

Chairman Nohe stated one more PRTC members is needed to serve on the Audit Committee. Mr. Dudenhefer then volunteered to serve on the committee. Mr. Allen reminded Board Members that all members can attend and participate in any committee meeting.

#### Chief Executive Officer's Report –6

On behalf of the VRE staff, Mr. Allen thanked Mr. Smedberg for his leadership during the last year. Mr. Allen introduced two new employees. Lucy Gaddis is VRE's new Public Relations Administrator and Ryan Warren is VRE's new Warehouse Specialist.

Mr. Allen reported on recent safety and security activities, including partnering with Homeland Security on its VIPR program to train Keolis crew members, as well as conducting a three-day classroom emergency preparedness training session for first responders from the City of Manassas.

Mr. Allen reported on-time performance for January was 91 percent system wide and average daily ridership was 19,000. In January VRE conducted a full system tour for Chairman Nohe. On January 31<sup>st</sup>, Mr. Allen and Mr. Dalton met with Federal Railroad Administration (FRA) staff to brief them on VRE's progress on PTC implementation. VRE is on schedule to meet the December 31, 2018 PTC deadline. There are two action items pertaining to PTC implementation included in today's agenda that will complete the procurement phase of implementation. Mr. Allen also attended a meeting yesterday of the House Transportation Infrastructure Subcommittee, in which PTC was discussed.

Mr. Allen reported VRE's Office of Development held a VRE Industry Day on February 8<sup>th</sup> with approximately 75 prospective contractors and vendors attending to hear an overview of VRE's six capital and five design projects for the next year. He also reported VRE's Rail Rehabilitation and Improvement Financing (RRIF) loan refinance is progressing. Seven of the nine jurisdictions have approved the loan refinance.

Mr. Allen stated WMATA is now charging non-Metro riders a surcharge to park at Metro stations. This impacts about 70 VRE riders who park at the Franconia-Springfield station.

Mr. Allen announced the Lorton Platform Extension Ribbon Cutting Ceremony will be held on March 8<sup>th</sup> at 10:00 A.M. Everyone is invited to attend. This is the first platform expansion of many to come.

Mr. Allen asked Mr. Swartz to give the Operations Board a brief update on pending legislation in the General Assembly. Mr. Swartz reported both chambers passed transit-related legislation prior to the February 13<sup>th</sup> crossover deadline, including legislation addressing the

gas tax floor. Senator Wagner's bill (SB896) would establish a regional gas tax floor back to the 2013 level and Delegate Jones (HB768) would set a gas tax floor every time gas prices go up, but it would not be retroactive from previous years. Senator Stuart's bill (SB683) would create a dedicated funding program for VRE by creating a Commuter Rail Operating and Capital (CROC) fund, although no funding was identified. Unfortunately, neither house passed legislation to address the fiscal cliff. Regarding dedicated funding for transit, Delegate Hugo's bill (HB1539) does not include funding for VRE. Senator Saslaw's bill (SB856) does include funding for VRE and language creating a CROC and a gas tax floor.

Mr. Skinner asked about how the gas tax floor would work. Mr. Swartz explained it would be capped at the 2013 level. Mr. Kelly stated it is his understanding that if there is any additional funding resulting from the gas tax floor it would be dedicated to VRE or PRTC. This is problematic for the cities and he asked how this would affect jurisdictional funding participation with VRE. Chairman Nohe stated it is not clear how it will affect formulas and VRE will need to wait to see what final legislation is passed. He acknowledged it is plausible to assert that with a gas tax floor, the jurisdictions that don't have significant bus service, such as Stafford County, the City of Fredericksburg, Spotsylvania County and City of Manassas Park, will accrue gas tax revenues at a higher level than their VRE obligation. He also noted the region will have to wait to see if legislation passes and any new formulation provides an opportunity to make VRE system wide improvements using NVTAs funds.

Mr. Cook observed VRE asked for a new funding source but pending legislation includes no actual new state money since the Commonwealth is looking to do the same thing with VRE that it is doing with Metro by diverting funds from NVTAs already going to the jurisdictions and then claim it is state money and then leave the bill to the localities. Mr. Kelly stated he supports VRE but is also concerned for his jurisdiction and the ability to fund maintenance projects. He stated the Operations Board needs to be prepared to discuss this as it relates to the Master Agreement. Chairman Nohe stated SB856 is the best VRE can hope for, even though it is not what it asked for and the fear right now is if nothing passes or the legislature passes something that is supposed to help but actually makes things worse, it could impact hundreds of millions of dollars of revenues. Mr. Kelly stated it is important to not look at in a VRE "bubble" but at the overall impact to all the jurisdictions.

Mr. Swartz announced the Legislative Committee will meet immediately after the Operations Board meeting.

Mr. Smedberg stated that at the beginning of the meeting he neglected to introduce two new Operations Board members. He introduced Wendy Maurer and Mark Dudenhefer from the Stafford County Board of Supervisors. Ms. Maurer also introduced their Stafford County Board colleague, Cindy Shelton, who serves as a VRE Alternate. Mr. Dudenhefer stated he served on the House of Delegates for four years and he shared some of his experience as a member of the House Transportation Committee.

#### VRE Riders' and Public Comment – 8

There were no rider comments.

#### Authorization to Issue an Invitation for Bids for the Purchase and Delivery of Automated Electric Motor Parking Brake Systems – 9A

Mr. Allen stated the Operations Board is being asked to authorize him to issue an Invitation for Bids (IFB) for the purchase and delivery of automated electric motor parking brake system for a period of 90 calendar days. This work is part of VRE's life cycle maintenance. Resolution #9A-02-2018 would accomplish this.

Mr. Kelly moved, with a second by Mr. Skinner, to approve Resolution #9A-02-2018. The vote in favor was cast by Board Members Caddigan, Cendejas, Cook, Cristol, Dudenhefer, Jenkins, Kelly, Maurer, McLaughlin, Nohe, Sebesky, Skinner and Smedberg.

Authorization to Execute a Sole Source Maintenance and Service Agreement for Positive Train Control – 9B

Mr. Allen stated the Operations Board is being asked to authorize him to execute a sole source Maintenance and Service Agreement with Wabtec Railway Electronics (Wabtec) for Positive Train Control (PTC) for a period of five years in an amount of \$1,635,000 with a 10 percent contingency of \$163,500, for a total amount not to exceed \$1,798,500. Resolution #9B-02-2018 would accomplish this.

In response to questions from Mr. Dudenhefer and Ms. Maurer about the sole source contract, Mr. Allen explained the two host railroads (CSX and Norfolk Sothern) use the same PTC equipment and VRE, as a tenant, needs to acquire the same system to be consistent with the host railroads. Through a previous sole source contract, VRE purchased the I-ETMS® PTC onboard equipment designed and manufactured exclusively by Wabtec. To ensure the system is monitored, managed and maintained properly, VRE needs a Maintenance and Service Agreement with Wabtec, the Original Equipment Manufacturer (OEM). VRE followed all proper procurement protocols and processes for this sole source contract, as well as for the next action item.

In response to a question from Mr. Smedberg, Mr. Allen stated that PRTC was not required in the sections of Amtrak territory in which VRE operates due to the slower speeds in this section. Mr. McLaughlin stated there is a heightened interest from the Commonwealth Transportation Board on the PTC issue. There was some discussion about recent train accidents. Positive Train Control would not have prevented the Crozet, Virginia or Hoboken, New Jersey accidents, but might have prevented the recent Seattle, Washington crash where speed was a factor.

Mr. Skinner moved, with a second by Mr. Kelly, to approve Resolution #9B-02-2018. The vote in favor was cast by Board Members Caddigan, Cendejas, Cook, Cristol, Dudenhefer, Jenkins, Kelly, Maurer, McLaughlin, Nohe, Sebesky, Skinner and Smedberg.

Authorization to Execute a Sole Source Contract for Positive Train Control Simulator Training Services – 9C

Mr. Allen stated the Operations Board is being asked to authorize him to execute a sole source contract with PS Technology for Simulator Training Services for PTC for a period of five years in an amount of \$295,000, with a 10 percent contingency of \$29,500, for a total amount not to exceed \$324,500. VRE must implement a comprehensive PTC training program to meet the requirements on the Rail Safety Improvement Act (RSIA) of 2008. The

locomotive simulator solution provided by PS Technology will serve as an integral part of VRE's crew training program. Resolution #9C-02-2018 would accomplish this.

Ms. Cristol asked how much flexibility VRE will have in the contract if there are technology changes over the next five years. Mr. Dalton stated the contract provides flexibility and will include software updates and automatic rule changes. There is also a termination clause.

In response to a question from Mr. Smedberg, Mr. Dalton gave an update on the host railroads' PTC implementation. All wayside equipment and technology have been installed. CSX has started their communication testing and Norfolk Southern is not far behind. Once that testing is completed, VRE and its host railroads can start the collective inoperability and integration testing. Norfolk Southern and CSX have implemented PTC in other regions.

Mr. Jenkins moved, with a second by Mr. Smedberg, to approve Resolution #9C-02-2018. The vote in favor was cast by Board Members Caddigan, Cendejas, Cook, Cristol, Dudenhefer, Jenkins, Kelly, Maurer, McLaughlin, Nohe, Sebesky, Skinner and Smedberg.

#### Authorization to Issue a Supplemental Task Order to Electrical Repair Services – 9D

Mr. Allen stated the Operations Board is asked to authorize a Supplemental Task Order 1F under the Facilities Maintenance Services Contract to NV Enterprises for electrical repair services in the amount of \$60,000, plus a five percent contingency of \$3,000, for a total of \$63,000. This brings the total not to exceed amount for Task Order 1 (plus Supplemental Task Orders, 1A, 1B, 1C, 1D, 1E and 1F) to \$588,000. Resolution #9D-02-2018 would accomplish this.

Ms. Caddigan moved, with a second by Ms. Cristol, to approve Resolution #9D-02-2018. The vote in favor was cast by Board Members Caddigan, Cendejas, Cook, Cristol, Dudenhefer, Jenkins, Kelly, Maurer, McLaughlin, Nohe, Sebesky, Skinner and Smedberg.

#### Acceptance of Title VI Services Standards and Policies Monitoring Results – 9E

Mr. Allen stated the Operations Board is being asked to accept the results of the Title VI Service Standards and Policies monitoring and forward them to PRTC for inclusion in PRTC's Title VI submittal. Resolution #9E-02-2018 would accomplish this.

Mr. Swartz explained to safeguard against service design and operations that discriminate on the basis of race, color, or national origin, the Federal Transit Administration (FTA) requires transit systems to monitor and analyze the performance of their systems relative to their system wide service standards not less than every three years. The results of VRE's Service Standards and Policies monitoring must be submitted as part of PRTC's Title VI submission due in April 2018.

Mr. Kelly moved, with a second by Ms. Maurer, to approve Resolution #9E-02-2018. The vote in favor was cast by Board Members Caddigan, Cendejas, Cook, Cristol, Dudenhefer, Jenkins, Kelly, Maurer, McLaughlin, Nohe, Sebesky, Skinner and Smedberg.

#### Adoption of Changes to the 2018 VRE Operations Board Meeting Schedule – 9F

Mr. Allen stated the Operations Board is being asked to adopt the 2018 VRE Operations Board Meeting Schedule establishing a regular meeting to be held on July 20, 2018 and deleting the regular meeting that was to be held on August 17, 2018, and changing the December meeting date from December 21<sup>st</sup> to December 14, 2018. Resolution #9F-02-2018 would accomplish this.

Chairman Nohe suggested the Operations Board have a discussion during this next year to look at changing the Bylaws to permanently change the August meeting to July.

Ms. Cristol moved, with a second by Mr. Jenkins, to approve Resolution #9F-02-2018. The vote in favor was cast by Board Members Caddigan, Cendejas, Cook, Cristol, Dudenhefer, Jenkins, Kelly, Maurer, McLaughlin, Nohe, Sebesky, Skinner and Smedberg.

#### Spending Authority Report –10A

There were no expenditures to report.

#### Operations Board Member Time – 12

Ms. Cristol sadly announced the passing of Dave Salmon on January 15, 2018. Mr. Salmon served as a member of the Crystal City Civic Association and, a passionate advocate for Crystal City, and attended several VRE Operations Board meeting.

Ms. Caddigan thanked Mr. Smedberg for his leadership during 2017.

#### Adjournment

Without objection, Chairman Nohe adjourned the meeting at 10:06 A.M.

Approved this 16<sup>th</sup> day of March 2018.

\_\_\_\_\_  
Martin Nohe  
Chairman

\_\_\_\_\_  
Maureen Caddigan  
Secretary

#### **CERTIFICATION**

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

*Rhonda Gilchrest*

\_\_\_\_\_  
Rhonda Gilchrest

**Virginia Railway Express  
Operations Board**

**Resolution  
9A-02-2018**

**Authorization to Issue an Invitation for Bids for the Purchase and  
Delivery of Automated Electric Motor Parking Brake Systems**

**WHEREAS**, each of VRE's MP36PH-3C locomotives are equipped with a lever-style manually operated handbrake; and,

**WHEREAS**, the handbrakes have reached the end of their useful life; and,

**WHEREAS**, a replacement automated handbrake is available which provides consistent braking forces and prevents repetitive motion injuries; and,

**WHEREAS**, VRE's lifecycle maintenance team recommends the replacement of the lever-style manually operated handbrake;

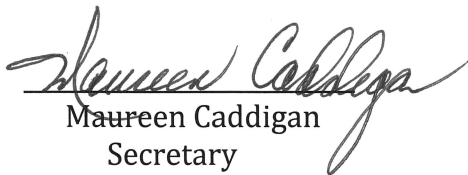
**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue an Invitation for Bids for the Purchase and Delivery of Automated Electric Motor Parking Brake Systems.

Approved this 16<sup>th</sup> day of February 2018



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Martin Nohe  
Chairman



Maureen Caddigan  
Secretary



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**Virginia Railway Express  
Operations Board**

**Resolution  
9B-02-2018**

**Authorization to Execute a Sole Source Maintenance and  
Service Agreement for Positive Train Control**

**WHEREAS**, Positive Train Control was mandated by Congress in the Rail Safety Improvement Act of 2008 for all railroads that carry passengers or hazardous materials; and,


**WHEREAS**, VRE has worked with CSX, NS and Amtrak (host railroads) to determine the type of equipment and systems to install on VRE locomotives and cab control cars to meet the mandate and ensure system interoperability with the host railroads; and,

**WHEREAS**, in September of 2013, the VRE Operations Board authorized a sole source contract with Wabtec Corporation for the purchase and installation of I-ETMS ® Positive Train Control onboard equipment; and,

**WHEREAS**, this action will provide the needed ongoing monitoring and management by the Original Equipment Manufacturer, Wabtec, to ensure compliance with the mandate;

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a Sole Source Maintenance and Service Agreement for Positive Train Control for a period of five years in an amount of \$1,635,000, plus a 10% contingency of \$163,500, for a total amount not to exceed \$1,798,500.

Approved this 16th day of February 2018

  
Maureen Caddigan  
Secretary



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Martin Nohe  
Chairman

**Virginia Railway Express  
Operations Board**

**Resolution  
9C-02-2018**

**Authorization to Execute a Sole Source Contract  
for Positive Train Control Simulator Training Services**

**WHEREAS**, Positive Train Control was mandated by Congress in the Rail Safety Improvement Act of 2008 for all railroads that carry passengers or hazardous materials; and,

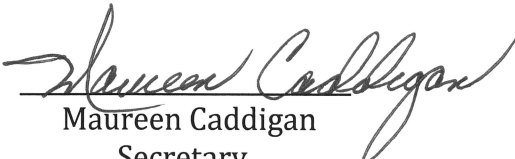
**WHEREAS**, VRE has worked with CSX, Norfolk Southern and Amtrak (host railroads) to determine the type of equipment and systems to install on VRE locomotives and cab control cars to meet the mandate and ensure system interoperability with the host railroads; and,


**WHEREAS**, a supplier of train simulator services has a system qualified for Tenant Railroads operating on the Norfolk Southern; and,

**WHEREAS**, this action will provide the needed simulator training services to ensure compliance with the RSIA mandate;

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby authorize the Chief Executive Officer to Execute a Sole Source Contract with PS Technology for Simulator Training Services for Positive Train Control for a period of five years in an amount of \$295,000, with a 10% contingency of \$29,500, for a total amount not to exceed \$324,500.

Approved this 16<sup>th</sup> day of February 2018

  
Maureen Caddigan  
Secretary

  
\_\_\_\_\_  
Martin Nohe  
Chairman

**Virginia Railway Express  
Operations Board**

**Resolution  
9D-02-2018**

**Authorization to Issue a Supplemental Task Order for  
Electrical Repair Services**

**WHEREAS**, in April of 2013, the Operations Board approved a five-year contract with one base year and four one-year options for the Facilities Maintenance Services Contract with NV Enterprises; and,

**WHEREAS**, the Operations Board approved the first option year in April of 2014, the second option year in April of 2015, the third option year in April of 2016 and the fourth option year in April of 2017; and,

**WHEREAS**, routine electrical repairs, including lighting and conduit repairs, electrical circuit and component troubleshooting, and power restoration services at stations, parking lots, rail storage yards, and office spaces are necessary for safe operations; and,

**WHEREAS**, the Operations Board previously approved Task Order 1 for \$75,000, Supplemental Task Order 1A for \$90,000, Supplemental Task Order 1B for \$90,000, Supplemental Task Order 1C for \$90,000, Supplemental Task Order 1D for \$90,000 and Supplemental Task Order 1E for \$90,000; and,

**WHEREAS**, the amount expended for Task Order 1 and Supplemental Task Orders 1A, 1B, 1C, 1D and 1E, Electrical Repair Services, has approached the approved Task Order total; and,

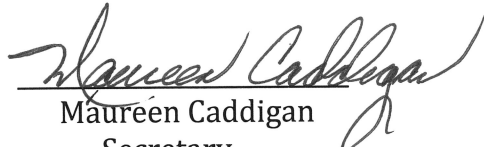
**WHEREAS**, this Supplemental Task Order 1F will allow NV Enterprises to continue performing electrical repair services through the end of the fourth option year;

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue Supplemental Task Order 1F under the Facilities Maintenance Services Contract to NV Enterprises for electrical repair services in an amount of \$63,000 (\$60,000, plus a 5% contingency of \$3,000), for a total amount (Task Order 1 plus Supplemental Task Orders 1A, 1B, 1C, 1D, 1E and 1F) not to exceed \$588,000.

[Continued to page 4]

[Resolution 9D-02-2018 continued]

Approved this 16<sup>th</sup> day of February 2018

  
Maureen Caddigan  
Secretary



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Martin Nohe  
Chairman

**Virginia Railway Express  
Operations Board**

**Resolution  
9E-02-2018**

**Acceptance of Title VI Service Standards and Policies Monitoring Results**

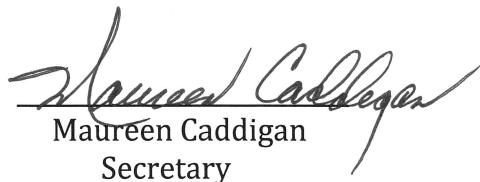
**WHEREAS**, the Federal Transit Administration requires transit providers to monitor the performance of their transit system relative to their system-wide service standards and service policies; and,


**WHEREAS**, VRE must submit results of the monitoring of its system-wide service standards and service policies to the Potomac and Rappahannock Transportation Commission for inclusion in the Potomac and Rappahannock Transportation Commission Title VI submittal;

**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby accept the results of the system-wide service standards and service policies monitoring; and,

**BE IT FURTHER RESOLVED THAT**, the results of the system-wide service standards and service policies monitoring will be forwarded to the Potomac and Rappahannock Transportation Commission for inclusion in the Potomac and Rappahannock Transportation Commission's Title VI submittal.

Approved this 16<sup>th</sup> day of February 2018

  
Maureen Caddigan  
Secretary

  
\_\_\_\_\_  
Martin Nohe  
Chairman

**Virginia Railway Express  
Operations Board**

**Resolution  
9F -02-2018**

**Adoption of Changes to the 2018  
VRE Operations Board Meeting Schedule**

**WHEREAS**, per the Bylaws of the VRE Operations Board, meetings are held the third Friday of each month except July; and,

**WHEREAS**, VRE Operations Board Members' jurisdictions do not typically meet in the month of August; and

**WHEREAS**, achieving a quorum for VRE Operations Board action in the month of August is not always possible; and,

**WHEREAS**, the potential exists for a detrimental postponement of VRE business throughout the months of July and August; and,

**WHEREAS**, the Bylaws of the VRE Operations Board state "Such changes to, deletion of, or addition of a regular meeting may be accomplished by adoption of a resolution changing, deleting or establishing a regular meeting date";

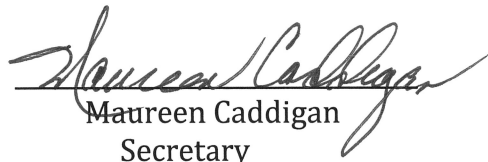
**NOW, THEREFORE, BE IT RESOLVED THAT**, the VRE Operations Board does hereby establish a regular meeting to be held on July 20, 2018, and deletes the regular meeting that was to be held on August 17, 2018; and,

**BE IT FURTHER RESOLVED THAT**, the VRE Operations Board does hereby change the date for the December regular meeting from December 21, 2018 to December 14, 2018.

Approved this 16<sup>th</sup> day of February 2018



Martin Nohe  
Chairman



Maureen Caddigan  
Secretary

**WMATA/Transit Funding Bills**  
**February 23, 2018**

	<a href="#"><u>HB 1539 (Hugo)</u></a>	<a href="#"><u>SB 856 (Saslaw)</u></a>
<b><i>WMATA and Regional Provisions</i></b>		
<b>New Funding for WMATA</b>	<ul style="list-style-type: none"> <li>Creates a WMATA Capital Fund: \$110 million/year               <ul style="list-style-type: none"> <li>Restricted Fund for non-debt service capital purposes:                   <ul style="list-style-type: none"> <li>Approximately \$30 million in existing state revenues: \$20 million from state recordation tax (Northern Virginia Transportation District Fund) and \$10 million from 1/3 of motor vehicle rental tax revenues.</li> </ul> </li> <li>Non-Restricted Fund for capital and debt service:                   <ul style="list-style-type: none"> <li>\$45 million from existing NVTAs 30% funds; and,</li> <li>Approximately \$30 million from the existing NVTAs 2% Transient Occupancy Tax (TOT).</li> </ul> </li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Creates a WMATA Capital Fund: \$135.4 million/year (excluding gas tax floor, which is discussed below)               <ul style="list-style-type: none"> <li>Restricted Fund for non-debt service capital purposes:                   <ul style="list-style-type: none"> <li>Approximately \$30 million in existing state revenues: \$20 million from state recordation tax (Northern Virginia Transportation District Fund) and \$10 million from 1/3 of motor vehicle rental tax revenues.</li> </ul> </li> <li>Non-Restricted Fund for capital and debt service:                   <ul style="list-style-type: none"> <li>\$31 million from existing NVTAs 30% funds based on WMATA formula.</li> <li>\$30 million from increasing the grantor's tax in NVTC jurisdictions (currently assessed at \$0.15/\$100 in NVTAs jurisdictions and increased under the bill to \$0.25/\$100 in NVTC jurisdictions).</li> <li>\$45 million from 3% TOT for NVTC jurisdictions – repeals existing 2% TOT from NVTAs jurisdictions, imposes 3% TOT on NVTC jurisdictions (also maintains 2% TOT on Prince William, Manassas and Manassas Park to be used for public transportation purposes).</li> </ul> </li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>TOT and NVTAs 30% funding changes become effective 30 days after the District of Columbia and state of Maryland each enact legislation or take actions to provide their share of the \$500 million.</li> <li>States that any NVTAs funds used in Virginia for WMATA are essentially determined to be for the benefit of the NVTAs jurisdictions.</li> <li>Deposits/expenditures from this fund will not be used to calculate or reduce the share of federal, state, or local revenues otherwise available to participating jurisdictions, and will not be used in any computation of or formula for public education funding.</li> </ul>	



**WMATA/Transit Funding Bills**  
**February 23, 2018**

	<a href="#"><u>HB 1539 (Hugo)</u></a>	<a href="#"><u>SB 856 (Saslaw)</u></a>
<b>WMATA Board Composition</b>	<ul style="list-style-type: none"> <li>• Near Term Reform Board (4-5 members):               <ul style="list-style-type: none"> <li>○ Until July 1, 2021, limits NVTC to appoint one non-elected official to the WMATA Board.</li> <li>○ Additional language permits a larger board size if Maryland and D.C. do not comply.</li> </ul> </li> <li>• Longer-Term Board:               <ul style="list-style-type: none"> <li>○ Changes permanent NVTC appointment to a single appointee, plus Secretary of Transportation or their designee.</li> <li>○ Maintains the Governor's appointee as a Principal Director of WMATA.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Principals-Only Board (8 members):               <ul style="list-style-type: none"> <li>○ Restricts participation of alternates.</li> <li>○ 20% of funding from Commonwealth to be withheld if any alternates participate or take action as WMATA Board members when both appointed members by that same WMATA compact member are present.</li> </ul> </li> </ul>
<b>WMATA Operating Expense Limitation</b>	<ul style="list-style-type: none"> <li>• Stipulates that total operating assistance for WMATA cannot increase by more than 2% annually or CTB will withhold 50% of state funds:               <ul style="list-style-type: none"> <li>○ Does not include: (i) any service, equipment, or facility that is required by any applicable law, rule, or regulation; (ii) any capital project approved by the WMATA Board; and (iii) any payments or obligations of any kind arising from or related to legal disputes or proceedings between or among WMATA and any other person or entity.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Stipulates that total operating assistance for WMATA cannot increase by more than 3% annually or CTB may withhold up to 20% of state funds:               <ul style="list-style-type: none"> <li>○ Does not include: (i) any service, equipment, or facility that is required by any applicable law, rule, or regulation; (ii) any capital project approved by the WMATA Board; and (iii) any payments or obligations of any kind arising from or related to legal disputes or proceedings between or among WMATA and any other person or entity.</li> </ul> </li> </ul>

**WMATA/Transit Funding Bills**  
**February 23, 2018**

	<a href="#"><u>HB 1539 (Hugo)</u></a>	<a href="#"><u>SB 856 (Saslaw)</u></a>
<b>WMATA Strategic Plans/CIP/Reform Efforts</b>	<ul style="list-style-type: none"> <li>• Establishes a Metro Reform Commission (appointed by General Assembly (GA)): <ul style="list-style-type: none"> <li>○ Advises and makes recommendations to WMATA Compact Signatories on Wolf (National Capital Area Interest Arbitration Standards) Act.</li> <li>○ Makes recommendations on reforms to the WMATA Compact.</li> <li>○ Receives semiannual reports from WMATA. <ul style="list-style-type: none"> <li>▪ All state funding from Mass Transit Fund withheld if semiannual reports not received.</li> </ul> </li> </ul> </li> <li>• Requires Secretary of Transportation to conduct Compact Review and report quarterly to GA and Metro Reform Commission on status of revising the WMATA Compact and implementation of reforms, including: <ul style="list-style-type: none"> <li>○ review of the legal and organizational structure of WMATA;</li> <li>○ the composition and qualification of Board Members;</li> <li>○ labor costs;</li> <li>○ elimination of binding–arbitration;</li> <li>○ addressing pension liabilities; and,</li> <li>○ addressing safety improvements, financial and operational improvements.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Requires WMATA to adopt capital improvement program (CIP) and Strategic Plan: <ul style="list-style-type: none"> <li>○ Detailed CIP covering the current fiscal year and, at a minimum, the next five fiscal years, with NVTC public hearing.</li> <li>○ First strategic plan must include a plan to align services with demand and to satisfy recommendations included in LaHood Study.</li> <li>○ 20% of funding from Commonwealth to be withheld if not completed by July 1, 2019, and in subsequent years.</li> </ul> </li> <li>• Requires WMATA Performance Annual Report (NVTC) to the Governor and the GA on the performance and condition of WMATA, including: <ul style="list-style-type: none"> <li>○ safety and reliability of rapid heavy rail and bus systems;</li> <li>○ financial performance of WMATA related to rail and bus operations, including: farebox recovery, service per rider, cost per service hour;</li> <li>○ potential strategies to reduce the growth in such costs and to improve the efficiency of WMATA operations;</li> <li>○ use of the funds provided from the Capital Fund to improve the safety and condition of the rapid heavy rail mass transportation system; and,</li> <li>○ ridership of rail and bus system.</li> </ul> </li> </ul>

**WMATA/Transit Funding Bills**  
**February 23, 2018**

	<a href="#"><u>HB 1539 (Hugo)</u></a>	<a href="#"><u>SB 856 (Saslaw)</u></a>
<b>NVTC WMATA Oversight &amp; Reporting</b>	<ul style="list-style-type: none"> <li>Requires annual certification by NVTC of receipt of the following: <ul style="list-style-type: none"> <li>WMATA’s annual capital budget;</li> <li>WMATA’s annual independent financial audit;</li> <li>WMATA’s National Transit Database annual profile; and,</li> <li>Single audit reports.</li> </ul> </li> <li>All funding from new WMATA Capital Fund will be withheld if certification is not received.</li> </ul>	
<b>Gas Tax Floor</b>	No provision. HB 768 (Jones), which is being considered separately, includes a “stepped up” gas tax floor.	<ul style="list-style-type: none"> <li>Makes the following changes to the regional gas tax: <ul style="list-style-type: none"> <li>Implements 2.1% tax at the distributor level for a gallon of unleaded gas; and,</li> <li>Places a floor on the gas tax at the statewide average wholesale price of a gallon of fuel on February 20, 2013, plus a distributor charge calculated by the Commissioner for that date.</li> </ul> </li> </ul> <p>Additionally, SB 896 (Wagner), which is being considered separately, includes a gas tax floor.</p>
<b>Allocation of Proceeds from Gas Tax Floor</b>	No provision.	<ul style="list-style-type: none"> <li>Allocates additional revenues from imposition of the regional gas tax floor: <ul style="list-style-type: none"> <li>In NVTC jurisdictions: 68.4% (approximately \$18.6 million) to WMATA Capital Fund and 31.6% (approximately \$8.6 million) to VRE.</li> <li>Outside NVTC: approximately \$18 million to VRE.</li> </ul> </li> </ul>
<b>Expanded Use of C&amp;I Tax</b>	No provision.	<ul style="list-style-type: none"> <li>Allows use of C&amp;I to pay a portion of local share of WMATA funding.</li> </ul>

**WMATA/Transit Funding Bills**  
**February 23, 2018**

	<a href="#"><u>HB 1539 (Hugo)</u></a>	<a href="#"><u>SB 856 (Saslaw)</u></a>
<b>“Kill Switch” Provisions</b>	<ul style="list-style-type: none"> <li>Ends Virginia’s contributions enacted by HB 1539 on June 30 of any year in which Maryland and D.C. fail to provide their share of dedicated funding.</li> </ul>	<ul style="list-style-type: none"> <li>Provisions of SB 856 generating additional revenues will expire on December 31 of any year in which the GA appropriates any such revenues for non-transportation purposes or transfers any additional revenues that are to be deposited into the WMATA Capital Fund or Commuter Rail Operating and Capital Fund.</li> <li>States that SB 856 will not activate the “kill switches” included in HB 3202 and HB 2313.</li> </ul>
<b>Labor Provisions</b>	<ul style="list-style-type: none"> <li>After July 1, 2018, no employee of a WMATA contractor for a WMATA project solely within the Commonwealth of Virginia shall be required to be a member of a labor union.</li> </ul>	No provision.
<b>Maintenance of Effort</b>	<ul style="list-style-type: none"> <li>Includes a new Maintenance of Effort provision.</li> </ul>	No provision.
<b><u>Statewide Provisions</u></b>		
<b>State Prioritization</b>	<ul style="list-style-type: none"> <li>Establishes statewide prioritization process to allocate transit funds. <ul style="list-style-type: none"> <li>Process for state of good repair capital projects to be based on federal asset management requirements.</li> <li>Process for major expansion projects to be based on SMART SCALE factors.</li> </ul> </li> </ul>	
	<ul style="list-style-type: none"> <li>Directs the Department of Rail and Public Transportation (DRPT) and the Transit Service Delivery Advisory Committee (TSDAC) to develop and implement a process (no later than July 1, 2019), to be used in the development of the FY 2020-25 Six-Year Improvement Program (SYIP).</li> </ul>	<ul style="list-style-type: none"> <li>Directs DRPT and TSDAC to develop and implement a process (no later than January 1, 2019), to be used in the development of the FY 2020-25 SYIP.</li> </ul>

**WMATA/Transit Funding Bills**  
**February 23, 2018**

	<a href="#"><u>HB 1539 (Hugo)</u></a>	<a href="#"><u>SB 856 (Saslaw)</u></a>
<b>DPRT Transit Funding Allocation</b>	<ul style="list-style-type: none"> <li>• Restructures the allocation of transit operating and capital funding based upon previous years' average as follows: <ul style="list-style-type: none"> <li>○ At least 31% to be used for operating costs for properties excluding WMATA;</li> <li>○ 12.5% to be used for statewide capital improvements for properties excluding WMATA;</li> <li>○ 53.5% to NVTC for WMATA operating and capital assistance;</li> <li>○ 3% for special projects (<i>current amount</i>).</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Restructures the allocation of transit operating and capital funding based upon previous years' average as follows: <ul style="list-style-type: none"> <li>○ At least 28.9% to be used for operating costs for properties excluding WMATA;</li> <li>○ 18.4% to be used for statewide capital improvements for properties excluding WMATA;</li> <li>○ 49.9% to NVTC for WMATA operating and capital assistance;</li> <li>○ 2.8% for special projects.</li> </ul> </li> </ul>
<b>State Fiscal Cliff</b>	No provision.	<ul style="list-style-type: none"> <li>• Reauthorizes transportation bonds for single year of \$50 million match for federal Passenger Rail Investment and Improvement Act (PRIIA) funds.</li> </ul>