



MONTHLY COMMISSION MATERIALS

March 2018

MEETING OVERVIEW – March 1, 2018

Action Items Include:

- Minutes of February 8, 2018 Meeting
- Resolution #2356: Amend NVTC 's Office Lease

Other Meeting Highlights:

- Presentation by WMATA General Manager/CEO Paul Wiedefeld and Discussion Regarding:
 - Regional Fare Collection Program
 - Pending WMATA Legislation
- Report from Co-Chairs of Legislative and Policy Committee
- I-66 Commuter Choice FY2018 Project Scores

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**NVTC COMMISSION MEETING
THURSDAY, MARCH 1, 2018
MAIN FLOOR CONFERENCE ROOM
2300 Wilson Blvd.
Arlington, VA 22201**

7:30 P.M.

**6:00 P.M. Legislative and Policy Committee
6:40 P.M. Dinner is Available for Commissioners and Staff
6:45 P.M. Executive Committee**

AGENDA

1. Opening Remarks
2. **ACTION ITEM: Approve the Minutes of the February 8, 2018 NVTC Meeting**
3. Washington Metropolitan Area Transit Authority
 - A. Presentation by WMATA General Manager/CEO Paul Wiedefeld
 - B. Board of Directors Report
 - C. Committee Reports
 - D. Other WMATA News
 - E. Virginia Ridership and Parking Facility Utilization
 - F. Schedule of Upcoming Board Decisions
4. Regional Fare Collection Program Update
5. Report from the Co-Chairs of the Legislative and Policy Committee
6. **ACTION ITEM: Approve Resolution #2356: Authorization to Amend NVTC's Office Lease**
7. I-66 Commuter Choice FY2018 Program
8. NVTC FY2018 2nd Quarter Ridership Report
9. Virginia Railway Express
 - A. VRE CEO Report and Minutes
 - B. Positive Train Control Update
 - C. VRE Title VI Update
 - D. VRE Operations Board Meeting Schedule
 - E. VRE Industry Day

10. Department of Rail and Public Transportation (DRPT) Report

11. Executive Director Report

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

MINUTES
NVTC COMMISSION MEETING – FEBRUARY 8, 2018
PATRICK HENRY BUILDING – EAST READING ROOM
RICHMOND, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Vice-Chairman Letourneau at 4:02 P.M.

Members Present

Sharon Bulova
John Cook
Katie Cristol
Christian Dorsey
Adam Ebbin
Libby Garvey
David LaRock
Matt Letourneau
Jeff McKay
Ron A. Meyer
Jennifer Mitchell (Alternate, Commonwealth of Virginia)
David Snyder
Jennifer Wexton

Members Absent

Jim Corcoran
John Foust
Jeff Greenfield
Catherine Hudgins
Tim Lovain
Paul Smedberg

Staff Present

Matt Cheng
Karen Finucan Clarkson
Andrew D'huyvetter
Rhonda Gilchrest
Dan Goldfarb
Patricia Happ
Scott Kalkwarf
Kate Mattice
Aimee Perron Seibert
Steve MacIsaac (counsel)
Joe Swartz (VRE)

Opening Remarks

Vice-Chairman Letourneau thanked Commissioners for attending the meeting in Richmond. He is chairing the meeting since Chairman Smedberg was unable to attend. He thanked Senator Wexton and her staff for assisting NVTC in reserving the meeting space.

Vice-Chairman Letourneau welcomed Secretary of Transportation Shannon Valentine who, along with DRPT Director Mitchell, will give a report on transit legislation pending in the General Assembly. He explained that a Senate Finance Committee meeting has been scheduled for 4:30 P.M. so the NVTC meeting will be brief so Secretary Valentine and others can attend the committee meeting.

Minutes of the January 4, 2018 NVTC Commission Meeting

Ms. Bulova moved, with a second by Mr. Meyer, to approve the minutes. The vote in favor was cast by Commissioners Bulova, Cook, Cristol, Dorsey, Letourneau, McKay, Meyer, Mitchell and Snyder.

FY2019 State Transit Assistance Applications

Ms. Mattice stated that Resolution #2355 authorizes NVTC staff to submit the state assistance applications to the Virginia Department of Rail and Public Transportation (DRPT) for state operating and capital transit assistance on behalf of NVTC's five WMATA jurisdictions for their local bus systems, and the NVTC jurisdictions' share of WMATA subsidies. The applications total \$579.4 million in eligible operating costs and \$151.3 million in total capital expenses for FY2019. FY2019 state assistance applications on behalf of VRE include \$54.3 million in eligible operating costs, and \$26.3 million in total capital costs. NVTC also submitted an application for DRPT's Intern Program to support NVTC's Fellows Program for FY2019. Total cost as included in the FY2019 NVTC General and Administrative Budget for this program equals \$50,000, with a \$40,000 state share provided at 80 percent.

Ms. Bulova moved, with a second by Mr. Snyder, to approve Resolution #2355 (attached). The vote in favor was cast by Commissioners Bulova, Cook, Cristol, Dorsey, Letourneau, McKay, Meyer, Mitchell and Snyder.

Legislative Update

Vice-Chairman Letourneau introduced Secretary of Transportation Shannon Valentine and DRPT Director Jennifer Mitchell. Secretary Valentine stated that former Governor McAuliffe presented a Metro proposal in his budget bill. After listening to concerns, the new administration worked over a 10-day period with NVTC, NVRTA, the Northern Virginia Delegation, and various jurisdictions to come up with a Metro proposal that most people can agree is fair. Delegate Sullivan's bill (HB1319) was the result of this hard work. His

bill was rolled into Delegate's Hugo's bill (HB1539) this morning during a House Appropriations Committee meeting.

Delegate LaRock arrived and joined the discussion.

Secretary Valentine stated everyone agrees WMATA needs funding for state of good repair. There are now bills in both Houses that include funding for Metro: \$105 million (HB1539) and \$154 million (SB856). This afternoon Senator Saslaw's bill (SB856) will be heard by the Senate Finance Committee. Both bills include WMATA reforms. SB856 includes capping operating at three percent, a WMATA reform board of up to eight members, and would require a strategic plan and six-year capital improvement plan. If these measures are not met, the Commonwealth Transportation Board (CTB) could withhold 20 percent of funding (\$31 million). The legislation would also require NVTC to submit detailed annual reports on WMATA's financial performance, safety, ridership and level of state of good repair. She noted that NVTC is the right organization to do this. Senator Saslaw's bill also includes \$26 million for VRE.

Secretary Valentine stated that SB856 includes \$50 million for the federal PRIIA (Passenger Rail Investment and Improvement Act) match, which will allow Virginia to initiate negotiations with the federal government on PRIIA funding. The \$50 million authorization is for one year, so it would have to come back for future funding authorization. Senator Saslaw's bill also includes a dedicated source of revenue for transit, which would come from a transportation network companies (TNCs) tax and it is predicted to raise \$20 million annually. She acknowledged that this is not enough to solve the fiscal cliff, but it is a start in the right direction.

In response to a question from Ms. Bulova, Secretary Valentine stated that the TNC tax would be statewide and used for statewide transit through a prioritization process yet to be determined. Commissioners discussed whether this revenue could be used for WMATA. Secretary Valentine stated Northern Virginia would have access to this funding source but she would need to verify if it could be used for WMATA. The Commonwealth is putting together a chart comparing all the bills, which will include this information.

Mr. Cook stated his focus is on pending legislation that would divert NVTA funds thus reducing funds available to NVTA for road projects. Mr. Nohe, chairman of the Northern Virginia Transportation Authority, stated SB856 includes \$31 million that localities are responsible for out of the "30 percent" funds. Currently, NVTA collects a two percent hotel tax which would go away and be reimposed on NVTC jurisdictions as a three percent tax. It would be a net reduction of \$31 million flowing to NVTA. Mr. Nohe stated there will be \$20 million fewer capital dollars available each year for roads or large-scale transit projects. In response to a question from Ms. Bulova, Secretary Valentine stated that regarding the "30 percent" funding, the wording may be able to be changed in the bill to allow for more flexibility for the jurisdictions.

Vice-Chairman Letourneau stated NVTC would like to see a greater state contribution for WMATA. He asked if the main obstacle to that is the General Assembly or the Northam administration. Secretary Valentine stated the funding in the proposed legislation is in addition to what the Commonwealth is already providing, including \$200 million in operating funds and the PRIIA match for WMATA.

Mr. Dorsey asked if there has been any consultation with financial advisors to determine if the amount of funds and conditions will deliver a dedicated source of funding at a credit rating that is acceptable to the Commonwealth. Secretary Valentine responded that \$124 million of the \$154 million would be bondable. This has been reviewed by lawyers in the Attorney General's office.

Mr. Meyer stated it is his understanding that localities would lose \$20 million in "70 percent" funds from NVTa and lose \$40 million in "30 percent" funds for a total loss of approximately \$60 million. He asked about other funding sources, such as using I-66 Inside the Beltway revenues and if they would be bondable. Secretary Valentine stated that the I-66 toll revenues so far have been programmed for other projects through NVTC. Ms. Mitchell stated that state of good repair funding would most likely not pass the Meeks test regarding new capacity. Vice-Chairman Letourneau stated that an argument could be made that getting WMATA to a state of good repair would increase capacity.

Senator Ebbin arrived at 4:18 P.M.

Ms. Cristol thanked Secretary Valentine for meeting with her, Chairman Smedberg and Ms. Mattice a few weeks ago to hear recommendations resulting from the work done by NVTC's Governance and Personnel Committee's on WMATA reform issues. Ms. Cristol stated that NVTC wants to ensure governance reforms serve the interests of a more sustainable and healthy WMATA. She asked about legislation regarding the role of alternates on the WMATA Board. Secretary Valentine stated the Commonwealth was not trying to dictate requirements in the legislation.

Senator Wexton and Ms. Garvey both arrived at 4:21 P.M.

Secretary Valentine stated she believes there will be legislation passed that will create some type of WMATA reform board of five to eight members. Vice-Chairman Letourneau stated NVTC jurisdictions have a desire for continued representation on a reform board and WMATA Board since they are funding a large percentage of WMATA.

Vice-Chairman Letourneau thanked Secretary Valentine for giving her report and extended her an invitation to meet with NVTC again.

Secretary Valentine, Ms. Mitchell and Ms. Bulova left the meeting at 4:23 P.M.

Mr. Snyder observed that as benefits of Metro are widespread—both locally and statewide—so too should the costs be shared locally and statewide.

Vice-Chairman Letourneau asked staff to give a brief overview of Delegate Hugo's bill. Ms. Mattice stated that Delegate Hugo's bill (HB1539) would tap existing Northern Virginia and state money to raise \$105 million for Metro. The legislation would require a two percent annual cap in operating and a review of the WMATA governance structure. Delegate Hugo's bill does not address a new dedicated revenue source, the gas tax floor or the fiscal cliff, although other pending legislation does. HB1539 is scheduled to be brought before the House Appropriations Committee on Friday.

In response to a question from Senator Ebbin, Ms. Mattice explained that there are differences between HB1539's bill summary and the printed legislation. NVTC staff is working to get a copy of the actual legislation.

Adjournment

Vice-Chairman Letourneau encouraged Commissioners to attend the Senate Finance Committee meeting.

Without objection, Vice-Chairman Letourneau adjourned the meeting at 4:29 P.M.

Approved this 1st day of March 2018.

Paul C. Smedberg
Chairman

Katie Cristol
Secretary-Treasurer

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RESOLUTION #2355

SUBJECT: FY2019 State Transit Assistance Applications

WHEREAS: The Northern Virginia Transportation Commission (NVTC) wishes to obtain state and federal grants to help defray NVTC, WMATA, local bus systems and Virginia Railway Express (VRE) operating and capital costs.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission's Executive Director is authorized, for and on behalf of NVTC and as an agent for its members:

- 1) To execute and file applications to the Virginia Department of Rail and Public Transportation (DRPT) for grants of public transportation assistance for FY2019 commencing July 1, 2018 in the amount of \$579.4 million in eligible operating costs to defray a portion of the public transportation cost of NVTC and its members for operations;
- 2) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 3) To furnish DRPT such documents and other information as may be required for processing the grant requests.

BE IT FURTHER RESOLVED that NVTC's Executive Director is authorized, for and on behalf of NVTC and as an agent for its members:

- 1) To file applications to DRPT for grants of public transportation assistance for FY2019 for capital expenses totaling \$151.3 million in non-federal costs (\$178.7 million total costs) to defray the costs borne by NVTC and its members for capital expenditures, with a minimum four percent local participation required;
- 2) To revise the capital portion of the application to reflect refined estimates by WMATA or local governments when they become available;
- 3) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 4) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC's Executive Director is authorized, for and on behalf of NVTC and PRTC and their members:

- 1) To file FY2019 VRE applications to DRPT in the amount of \$54.3 million in eligible operating costs, and \$26.3 million in non-federal costs for capital (\$67.3 million total costs);
- 2) To revise the application to reflect refined estimates by VRE;
- 3) To accept from DRPT and execute grants in such amounts as may be awarded; and
- 4) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC's Executive Director is authorized, for and on behalf of NVTC:


- 1) To file an application with DRPT under the Intern Program in the amount of \$50,000, with state funds anticipated at 80 percent;
- 2) To accept from DRPT and execute the grant in such amount as may be awarded; and
- 3) To furnish to DRPT such documents and other information as may be required for processing the grant request.

BE IT FURTHER RESOLVED that NVTC certifies that the funds for all of the above grants will be used in accordance with the requirements of Section 58.1 638.A.4 of the Code of Virginia, that NVTC will provide matching funds in the ratio required by the Act, that the records of receipts of expenditures of funds granted to NVTC may be subject to audit by DRPT and by the State Auditor of Public Accounts, and that funds granted to NVTC for defraying the public transportation expenses of NVTC shall be used only for such purposes as authorized in the Code of Virginia.

BE IT FURTHER RESOLVED that NVTC's Executive Director is authorized, for and on behalf of NVTC and its members, to furnish to the Transportation Planning Board, the Commonwealth Transportation Board, and other state and federal funding agencies such documents, information, assurances and certifications as may be required for pursuing the above grant requests and continuing previously awarded grants.

BE IT FURTHER RESOLVED that NVTC's Executive Director is authorized to amend the above described applications at the request of NVTC's member jurisdictions to include the most recent information and project costs.

Approved this 8th day of February 2018.


Katie Cristol
Secretary-Treasurer

Paul C. Smedberg
Chairman

TO: Chairman Smedberg and NVTC Commissioners
FROM: Kate Mattice and Andrew D'huyvetter
DATE: February 22, 2018
SUBJECT: Washington Metropolitan Area Transit Authority (WMATA)

A. Presentation by the WMATA General Manager/CEO

Paul Wiedefeld, the WMATA General Manager/CEO, will deliver remarks on current WMATA activities.

B. Board of Directors Report

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

- *Extension of Greenbelt Joint Development Agreement*

On February 22nd, the WMATA Board is anticipated to act on an [extension of the terms of a Joint Development Agreement at Greenbelt Metrorail Station](#). This one-year extension will extend the terms of the Agreement to allow the develop to pursue an anchor tenant at the Greenbelt Metrorail Station site.

C. Committee Reports

1. Business Oversight Committee

- *Small Business Program Update*

On February 8th, the Business Oversight Committee received an [update on the Small Business Program Office](#). Over Federal Fiscal Years 2015 and 2016, WMATA did not meet its DBE goal of 22 percent, obtaining 17.4 percent and 11 percent respectively. This briefing provided an update on the DBE program improvement plan and staffing efforts to support the program. WMATA has developed an automatic prompt payment tracking tool and has initiated corrective actions to address all DBE program deficiencies identified by the OIG, FTA, and MARC.

2. Finance and Budget Committee

▪ FY2018 Second Quarter Financial Update

On February 8th, the Finance and Budget Committee received the [FY2018 Second Quarter Financial Update](#). Operating revenues through the second quarter of FY2018 were \$410 million, which is \$10 million below budget. This is driven largely by lower bus ridership and revenue. Operating expenses totaled \$876 million, or \$31 million below budget (Figure 1). This favorability was primarily driven by savings in salaries and wages due to vacancies and by lower spending on services contracts. The full year operating subsidy is forecast to be \$5 million favorable. On the capital budget, \$505 million of capital investments were made through the second quarter. Full year capital investment is forecasted between \$1.1 and \$1.2 billion, compared to a budget of \$1.25 billion.

Figure 1: FY2018 Fiscal Year to Date Performance (July to December 2017)

(\$ in millions)	FY2018 Q2		Favorable (Unfavorable)	
	Actual	Budget	\$	%
Revenue	\$ 410	\$ 420	(\$10)	(2%)
Expense	\$ 876	\$ 907	31	3%
Net Subsidy	\$ 466	\$ 487	21	4%
Cost Recovery	47%	46%		

Source: WMATA Finance and Budget Committee presentation on the [FY2018 Q2 Financial Update](#).

▪ FY2019 Budget Work Session – Expenses

On February 8th, the Finance and Budget Committee participated in a [Work Session on Expenses in the FY2019 Budget](#). This work session was the second of two work sessions on the FY2019 proposed operating budget. An overview of the proposed operating budget is provided in the [February NVTC WMATA Report](#). This session covered potential budget changes that would require an increased operating subsidy above the three percent cap (Figure 2). The additional Metrobus service in Virginia includes changes to the 7A, 7F, 10E, 22B, 16G, 16H, 16B, 16J, and 16X.

Figure 2: Potential FY2019 Budget Changes

Potential Budget Changes (\$ in millions)	FY2019 Budget Impact		
	Expense	Revenue	Subsidy
<input type="checkbox"/> Additional Metrobus Service	\$0.0 - \$4.6	\$0.0 - \$1.1	\$0.0 - \$3.5
<input type="checkbox"/> Additional Peak Period Red Line Service between Shady Grove and Grosvenor Stations	\$0.0 - \$2.5	-	\$0.0 - \$2.5
<input type="checkbox"/> Additional Budget Increase for Office of Inspector General	TBD	TBD	TBD
<input type="checkbox"/> Other Post Employment Benefits Trust Contribution	\$0.0 - \$5.0	-	\$0.0 - \$5.0
<input type="checkbox"/> Rainy Day Fund Contribution	-	-	\$0.0 - \$18.4
<input type="checkbox"/> Other Changes	TBD	TBD	TBD

Source: WMATA Finance and Budget Committee presentation on the [FY2019 Operating Budget Work Session](#).

3. Capital and Strategic Planning Committee

▪ FY2018 Second Quarter Capital Program Update

On February 8th, the Capital and Strategic Planning Committee received an update on the [FY2018 Second Quarter Capital Program](#). This update provided an overview of WMATA's performance in executing the FY2018 Capital Program from both a project delivery and financial perspective. Capital investments of \$505 million were made through the second quarter, with a full year capital investment forecasted between \$1.1 and \$1.2 billion (compared to a budget of \$1.25 billion).

The report provides an overview of capital projects by phase: development and evaluation (D&E), design, or construction. Twenty-seven projects are in the development and evaluation phase and 16 projects are in the design phase. Notable projects in the design phase include the 8000 series railcars, the Potomac Yard Station, and station enhancements to Foggy Bottom and Farragut West Stations. Seventy-five projects are in the construction and implementation phase. Highlights of these projects included:

- **7000 series railcars (\$144.3 million):** The 7000-series railcar project was 63 percent complete with a total of 472 new railcars accepted through December 2017.
- **Railcar Rehabilitation (\$23.1 million):** This project replaced railcar components on the 2000/3000 and 6000 series railcars.
- **Track Rehabilitation (\$32.7 million):** Track rehabilitation included crosstie renewal, fastener renewal, third rail rehabilitation, running rail, switch rehabilitation, and insulator renewal.
- **Radio Infrastructure Replacement (\$12.1 million):** Major milestones for this project included the anticipated completion of the College Park to Gallery Place cellular network ready by June 2018.
- **Bus Replacement (\$0.3 million):** Bus replacement acceptance testing is expected to be completed in January 2018 with production beginning in February 2018. The FY2018 forecast is now below budget due to a delay in the delivery of the buses.
- **Bus Rehabilitation (\$22.3 million):** This includes the rehabilitation of 50 buses, replacement of 50 energy storage systems, and the rebuilding of 60 transmission assemblies.
- **Andrews Federal Center Bus Garage (\$42.4 million):** This includes retaining walls, membrane roofing installation, and the precast concrete envelope for the new bus facility.

4. Safety and Service Delivery Committee

▪ Q2/FY2018 Metro Performance Report

On February 8th, WMATA staff provided a briefing on the [Q2/FY2018 Metro Performance Report](#). As the committee structure has been realigned, this report is now a combination of the quarterly Safety Report and quarterly Vital Signs report. This report provides an overview of WMATA's performance in the areas of quality service, safety, security, and financial responsibility. As of the second quarter, 13 measures were at or above target, five measures were near target, and nine measures were not met (Figure 3).

Figure 3: FY2018 Fiscal Year to Date Performance (July to December 2017)



Source: WMATA Safety and Service Delivery Committee presentation on the [FY2018 Q2 Metro Performance Report](#).

Rail and Bus On-time Performance and Fleet Reliability

Rail customer on-time performance has improved to 87 percent and railcar delays have decreased by 20 percent thanks to improved maintenance and the addition of new 7000 series trains. While WMATA's rail infrastructure renewal program lowers on-time performance by about two to three percentage points in the short run, overall rail infrastructure reliability is showing signs of improvement. Railcar performance is the best reported in eight years, reaching over 87,000 miles between delays and resulting in 47 percent fewer offloads. Bus on-time performance has also improved from the same period last year, increasing by three percentage points to 78 percent on-time. Bus fleet reliability declined during this time period in part due to the increased use of older, less reliable buses as a result of the removal of the 8000 series hybrid buses due to since resolved safety issues.

Crime and Safety

The fiscal year to date part I crime rate decreased 19 percent when compared to the previous year. Red signal overruns have decreased with 70 percent fewer red signal overruns than during the first six months of FY2017. When comparing calendar years, 2017 had the lowest monthly average of red signal overruns since 2012. In the first half of the fiscal year, fire incidents increased by nine percent while derailments decreased by 45 percent. Rail collisions decreased by 50 percent. Of the four rail collisions in fiscal year to date 2018, three occurred in rail yards and one involved a roadway maintenance machine. Through December 2017, there were six reported derailments, representing a 45 percent decrease. All six incidents involved roadway maintenance machines.

Rail and Bus Loading

The quarterly performance report also provides a snapshot of rail and bus loading. For rail loading, the report provides loading information for July through October 2017 (Figure 4). For bus loading, the report provides the 10 routes with the highest passenger load per jurisdiction for Q2 FY2018 (Figure 5). Only the Virginia bus routes are shown below.

Figure 4: Rail Loading for July to October 2017

RAIL LOADING [OPTIMAL PASSENGERS PER CAR (PPC) OF 100, WITH MINIMUM OF 80 AND MAXIMUM OF 120 PPC]									
AM Rush Max Load Points		Jul-16	Aug-16	Sep-16	Oct-16	Jul-17	Aug-17	Sep-17	Oct-17
Gallery Place	Red	117	82	88	88	96	91	110	104
Dupont Circle		118	81	91	87	95	85	93	93
Pentagon	Blue	72	93	94	86	77	72	77	86
Rosslyn		81	85	100	85	69	60	63	68
L'Enfant Plaza	Orange	60	57	63	68	49	44	52	44
Court House		102	85	96	81	82	74	97	101
L'Enfant Plaza	Yellow	66	64	69	68	75	74	63	76
Pentagon		78	65	82	84	117	124	117	126
Waterfront	Green	74	86	90	93	98	90	100	94
Shaw-Howard		76	67	76	76	118	113	109	119
Rosslyn	Silver	101	70	105	90	96	94	98	104
L'Enfant Plaza		59	58	71	56	54	51	65	58
PM Rush Max Load Points									
Metro Center	Red	88	95	92	91	95	88	101	98
Farragut North		90	92	82	103	80	87	86	87
Rosslyn	Blue	95	103	110	91	85	76	84	91
Foggy Bottom-GWU		87	109	101	91	89	84	78	98
Smithsonian	Orange	50	44	73	39	56	49	50	49
Foggy Bottom-GWU		116	98	83	78	97	85	89	90
Smithsonian	Yellow	74	57	73	69	67	72	61	68
L'Enfant Plaza		82	74	72	74	120	124	114	123
L'Enfant Plaza	Green	80	73	103	85	106	116	96	103
Mt. Vernon Square		62	63	63	69	120	108	104	103
Foggy Bottom-GWU	Silver	107	90	85	72	76	62	64	70
L'Enfant Plaza		81	59	73	69	58	48	50	55

Source: WMATA Safety and Service Delivery Committee presentation on the [FY2018 Q2 Metro Performance Report](#).

Figure 5: Bus Loading for Q2 FY2018

BUS LOADING - Q2/FY 2018 TOP 10 ROUTES BY JURISDICTION					
Service Code	Line Name	Route Name	Time Period	Highest Passenger Load	Max Load Factor
VA	Leesburg Pike	28A	PM Peak	71	1.8
	Columbia Pike - Farragut Square	16Y	AM Peak	71	1.7
	Leesburg Pike	28A	AM Peak	67	1.7
	Leesburg Pike	28A	Midday	66	1.7
	Burke Center	18P	PM Peak	64	1.6
	Lincolnia - North Fairlington	7Y	PM Peak	65	1.6
	Columbia Pike - Farragut Square	16Y	PM Peak	64	1.6
	Ballston - Farragut Square	38B	PM Peak	62	1.5
	Richmond Highway Express	REX	PM Peak	60	1.5
	Lincolnia - North Fairlington	7Y	AM Peak	61	1.5

Performance Threshold	Max Load Factor
Below Threshold	< 0.3
Standards Compliant	0.3 - 0.5
Occasional Crowding	0.6 - 0.7
Recurring Crowding	0.8 - 0.9
Regular Crowding	1.0 - 1.3
Continuous Crowding	> 1.3

Highest passenger load = the average of all the highest max loads recorded by route, trip and time period

Passenger Loads:

40' Bus (standard size) accommodates 40 sitting and 69 with standing

60' Bus (articulated) accommodates 61 sitting and 112 with standing

* Route has articulated buses, allowing for passenger load above 100

Load Factor = highest passenger load divided by actual bus seats used

Source: WMATA Safety and Service Delivery Committee presentation on the [FY2018 Q2 Metro Performance Report](#).

D. Other WMATA News

▪ Back2Good Update

On February 20th, [WMATA released an update of its Back2Good](#) customer update. The update shows that in 2017 WMATA had the best railcar performance achieved in eight years with customer offloads down 40 percent and that WMATA saved \$3 million in overtime and sick leave pay in 2017.

▪ Preventative Maintenance and Major Capital Projects

WMATA has announced a [revised schedule of major track work for 2018](#). WMATA has rescheduled the work that would have closed the Huntington and Eisenhower Avenue Stations in May 2018. It is now scheduled for 2019. WMATA has also suspended track work for the Rock 'n' Roll Marathon, National Cherry Blossom Festival, Fourth of July, and Major League Baseball's All-Star Game.

WMATA also announced four capital improvement projects in the second half of 2018 that will impact service at all times of the day. WMATA will provide shuttle buses and provide additional details and service information. The Rush Hour Promise will not be in effect on the affected lines during these time periods.

- *Red Line: (July 21 – September 3)*

This project will allow for complete structural repairs at Rhode Island Avenue Station. Rhode Island Ave and Brookland Stations will be closed with no Red Line service between Fort Totten and NoMa-Gallaudet Stations.

- *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.

- *New Parking Changes Became Effective on February 5th*

On February 5th, WMATA introduced a number of [new parking fee changes](#). These changes included collecting parking fees two hours earlier on weekdays and ending one hour later of Fridays, collecting parking fees on Saturdays, lowering the parking fee at certain underutilized Metrorail Stations, and instituting non-rider parking fees for individuals who park at WMATA facilities but do not use the Metrorail system. Stations in Virginia that charge the non-rider fee include Huntington, Dunn Loring, and Franconia-Springfield. Additional information on these parking changes was provided in the [February WMATA Report](#).

On February 12th, Fairfax County Supervisor Jeff McKay [sent the WMATA General Manager a letter expressing his concerns with the inclusion of the Franconia-Springfield Metrorail Station in the parking pilot program](#), as the station is the only joint WMATA-Virginia Railway Express station in Fairfax County and is host to many mass transit options.

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

On February 2nd, [WMATA received notice from the National Transportation Safety Board \(NTSB\) that they had closed three safety recommendations](#), including the final

recommendation from the 2009 Red Line collision outside Fort Totten. This final recommendation called for the replacement of all 1000-series railcars, which WMATA achieved by accelerating their retirement and replacement with the new, safer, and more reliable 7000-series railcars.

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

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

On February 8th, the [WMATA Office of the Inspector General posted a Semiannual Report](#) covering July 1, 2017 to December 31, 2017. The report provides a summary of a number investigations regarding purchase card misuse, complaints, fraud, conflicts of interest, and procurement and a summary of recent audits.

E. Virginia Ridership and Parking Facility Utilization

WMATA Virginia Ridership (Unlinked Passenger Trips) January 2017 – 2018			
	January 2017	January 2018	Percent Change
Metrorail			
Total	7,243,837	7,039,268	-2.8%
Weekday Average	268,640	255,387	-4.9%
Metrobus			
Total	1,446,444	1,326,810	-8.3%
Weekday Average	62,133	54,599	-12.1%
MetroAccess			
Total	26,585	27,283	2.6%

WMATA Virginia Parking Facility Usage January 2017 – 2018				
Station/Lot	January 2017	Y-T-D FY17	January 2018	Y-T-D FY18
Huntington	70%	66%	70%	69%
West Falls Church	47%	49%	46%	45%
Dunn Loring	66%	55%	72%	71%
Vienna	69%	59%	71%	71%
Franconia	61%	54%	55%	55%
Van Dorn	106%	98%	100%	102%
East Falls Church	115%	113%	111%	113%
Wiehle-Reston East	84%	79%	89%	89%
Northern Virginia Total	68%	62%	68%	68%

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

Agenda	Meeting	Date
Small Business Program Update (I)	Business Oversight Committee	March 8, 2018
Water Remediation (I) Update to Metro's Joint Development Guidelines (A)	Capital & Strategic Planning Committee	March 8, 2018
Abilities Rider Update (I) Additional Red Line Service (I)	Safety & Services Delivery Committee	March 8, 2018
Approval of Outreach Report and Adoption of FY2019 Operating Budget and FY2019-2024 CIP (A)	Finance & Budget Committee	March 8, 2018

<i>Anticipated Information (I) and Action (A) Items</i>	<i>WMATA Board Date Target</i>
Capital Funding Agreement and FY2019 Budget Approval (A)	March 2018



COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX



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6121 Franconia Road
Alexandria, VA 22310

JEFFREY C. MCKAY
LEE DISTRICT SUPERVISOR

February 12, 2018

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

Dear Paul,

I was disappointed to learn that the parking garage at the Franconia-Springfield Metrorail Station was included on the Washington Metropolitan Area Transit Authority (WMATA) list of locations for the Parking Fee Pilot Program.

As you are aware, the station is unique in its status as the only joint WMATA-Virginia Railway Express (VRE) station in Fairfax County. The station also houses a number of stops for the Fairfax Connector and WMATA bus system, as well as Greyhound.

While I understand the need to find more revenue for WMATA via this pilot, I strongly believe including the Franconia-Springfield garage unfairly penalizes transit riders. As you can see above, the station is home to a host of mass transit options, and I believe riders should not be penalized for parking in the garage on-site. Our shared goal is to encourage transit, not discourage it, and charging increased fees for users does just that. I have already received many complaints from riders, and expect that there are even more to come.

Additionally, current figures show that the garage is at 65 percent full on its busiest days, with over one-third of the available spaces empty. This does not demonstrate an over-crowding problem, nor a sudden need for a hike in parking fees.

Therefore, I am formally requesting that Franconia-Springfield Station be exempted from the parking pilot. Doing so would be a win-win for WMATA, transit users, and residents alike – a solution I know we can both agree is desirable.

Sincerely,

Jeffrey C. McKay
Lee District Supervisor

cc: WMATA Executive Board

*Good to see you in
Richmond last week
fighting the good fight.
Best,
T*

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice and Patricia Happ

DATE: February 22, 2018

SUBJECT: Regional Fare Collection Program Update

At the March meeting, staff will update Commissioners on NVTC's efforts in progressing the Regional Fare Collection Program on behalf of the region. The update will focus on coordinating Northern Virginia's transit providers on the following:

- 1) Implementation of critical upgrades to the existing bus fare collection system;
- 2) Development of a regional vision for the future of fare collection technologies;
- 3) Regional expansion of WMATA's University Pass program; and
- 4) Updating the SmarTrip Operational Funding Agreement between the jurisdictions and WMATA.

All of these efforts require strong coordination and continued communication between NVTC and WMATA as transit fare payment technologies are led by WMATA and require integration across the region.

1. Bus Fare Collection Upgrades

Due to procurement 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. These delays affect the farebox upgrades necessary to continue use of fareboxes on regional bus systems until a permanent replacement is identified.

Based on the latest information provided by WMATA, NVTC has calculated that the earliest likely date for delivery of upgrade kits is January 2019. The schedule delays will impact the ability to collect fares on up to 23 Arlington County ART buses. If there are further delays, Loudoun County's soon to be proposed purchase of 25-30 buses may also be affected.

NVTC is requesting that WMATA provide and adhere to a timetable, and provide detailed ongoing transparency into the farebox upgrade schedule and process. This includes providing regular schedule updates and the implications of the dates on the overall farebox upgrade program. NVTC also requests that WMATA commit to adherence to the current upgrade schedule to enable delivery of replacement parts beginning January 2019.

Background

Because of the integrated nature of SmarTrip fare technologies, bus farebox hardware and software used by Northern Virginia bus providers are dependent on procurement, testing and implementation activities at WMATA. This integrated technology is used by all Northern Virginia bus providers, including ART, CUE, DASH, Loudoun County Transit, OmniRide and Fairfax Connector. The aging SmarTrip system relies on components that are no longer supported or manufactured.

WMATA's 2014 plan to modernize the fare payment system, an initiative called the New Electronic Payments Program (NEPP), was canceled in 2016. With the termination of NEPP and near-concurrent notification from the current fare system provider that certain parts could no longer be sourced, regional transit providers urgently needed a new plan to keep the fareboxes operational.

To address these needs, WMATA, in consultation with NVTC and regional partners, decided to invest in extending the life of the existing fare payment system through a SmarTrip system update referred to as DCU Upgrade project. This effort required NVTC to work with WMATA and the greater region for hardware and software design, testing, and equipment procurement to allow continued operation and maintenance of fareboxes for bus operators in the region. Fairfax Connector and Loudoun County Transit will participate in the First Article Testing of the new hardware and software.

WMATA has been planning the procurement, testing and implementation of the farebox upgrade components with an understanding that regional providers will be following WMATA's lead. NVTC has met with WMATA staff and participated in regular status meetings and was under the impression that WMATA would move on this effort in a timely manner.

In January 2018, NVTC learned WMATA was facing software upgrade delays as well as pilot upgrade kit lead times of 18 weeks. Furthermore, NVTC recently calculated that these initial delays have a compounding effect on the overall project schedule, moving the actual farebox upgrades to at least January 2019.

2. Next Generation Regional Fare Collection Visioning

While efforts are underway to maintain operations for the existing fareboxes, there is an urgent need to plan for fare collection alternates and upgrades to keep the system running and continue to meet customer expectations. To this end, NVTC is collaborating with Northern Virginia regional partners to develop a collective vision for a future fare collection system. To initiate this effort, NVTC brought partners together for a Regional Fare Collection Workshop in November.

The workshop provided an overview of current and emerging fare collection technologies, trends, and examples from other regions, as well as procurement approaches for fare collection systems. After the workshop, NVTC surveyed each partner about their individual fare collection needs and vision. Following the survey, NVTC held one-on-one calls with each partner to discuss their vision in greater depth.

After analyzing the data gathered, NVTC will present to the Commission a Regional Fare Collection Visioning Document to define and communicate a path forward for regional partners.

3. University Pass Coordination

NVTC has been coordinating with WMATA and Northern Virginia partners on the expansion of [WMATA's University Pass \(U-Pass\) program](#), which provides students at participating higher education institutions unlimited rides on Metrobus and Metrorail at a discounted price. After a successful pilot program, WMATA is expanding the U-Pass program to additional educational partners and interested regional transit providers. NVTC is evaluating the potential benefits and revenue impacts of the program on behalf of Northern Virginia transit agencies.

4. Operations Funding Agreement

WMATA is updating the SmarTrip Operations Funding Agreement for the regional SmarTrip system, which sets forth a plan for operating costs of the regional SmarTrip system among WMATA and participating jurisdictions. The proposed changes include the removal of Maryland Transit Administration and the addition of DC Circulator to the agreement, as well as other changes related to procurement coordination. NVTC is working on behalf of the region to understand and communicate the proposed changes.

Agenda Item #5: Report from the Co-Chairs of the Legislative and Policy Committee



TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice

DATE: February 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 efforts by the Legislative and Policy Committee including NVTC's activities related to pending legislation in the General Assembly.

State Legislative Activities

NVTC staff are currently tracking legislation related to the priority areas identified in NVTC's adopted [2018 Legislative and Policy Agenda](#). Following the February 13th "crossover" at the General Assembly and the February 18th release of the House and Senate Budget amendments, NVTC staff are tracking the following legislative activities:

Topic	Legislation	Status (as of Feb 22, 2018)
Dedicated Funding for WMATA	Hugo (HB1539) - \$105M/year for WMATA, WMATA reforms, DRPT funding allocation changes, statewide prioritization Saslaw (SB856) - \$154M/year for WMATA, Gas Tax Floor, VRE Dedicated funding, PRIIA match bonding, DRPT funding allocation changes, statewide prioritization	Both passed each Chamber. Heading to conference.
Regional Gas Tax Floor	Jones (HB768) – gradual increase of floor Wagner (SB896) – sets floor to Feb 2013	Both passed each Chamber. Heading to conference.
Statewide Transit Funding	None to fix statewide fiscal cliff HB30 Amendment 445 #2h creates a new state leasing program for buses HB30 Amendment 445 #3h expedites state prioritization process for existing transit funds HB30 Amendment 445 #5h modifies state operating assistance formula HB30 Amendment 445 #6h requires bus transit agencies to do strategic plan	Legislation/budget was amended to remove fix to statewide funding cliff. Other statewide transit program elements will be a part of budget and transit funding conference discussions.

Topic	Legislation	Status (as of Feb 22, 2018)
	Hugo (HB1539) - includes statewide prioritization Saslaw (SB856) - includes statewide prioritization	
Dedicated Funding for VRE	Sickles (HB 1137) – VRE “C-ROC” dedicated program Stuart (SB683) – VRE “C-ROC” dedicated program; also included in Saslaw (SB856)	Continued to 2019. Passed Senate as standalone bill; Saslaw SB856 heading to conference with Hugo (HB1539) .
Joint Public Meeting	LaRock (HB1285) – requires annual joint public meeting of NVTA, NVTC, VRE and CTB to present and receiving public comments on the transportation projects proposed by each entity in Planning District 8.	Passed the House. Referred to Senate Transportation for consideration.
Commission Appointments	HB30 Amendments 1 #5h and 4-14 #1h relate to allowing General Assembly to appoint non-GA members to NVTC, NVTA, and PRTC	Heading to conference.

For information purposes only, staff are also tracking other legislation and budget amendments related to public meetings, statewide and local project prioritization, and tolling. [A compilation of NVTC-related budget amendments](#), as introduced by the House and Senate, is attached.

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 Jan 31, 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. Barbara Comstock sent a letter to the leadership of the House](#)

Appropriations subcommittee on Transportation Housing and Urban Development, and related agencies supporting full funding of WMATA in the FY2019 appropriations process.

In addition, 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.

BARBARA COMSTOCK
10TH DISTRICT, VIRGINIA



COMMITTEE ON TRANSPORTATION &
INFRASTRUCTURE

COMMITTEE ON SCIENCE, SPACE &
TECHNOLOGY
CHAIRWOMAN, RESEARCH AND TECHNOLOGY

COMMITTEE ON HOUSE ADMINISTRATION

Congress of the United States
House of Representatives
Washington, DC 20515
February 15, 2018

The Honorable Mario Diaz-Balart
Chairman
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:

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

As you know, 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 federal funding with another \$150 million each year. Without federal participation this delicate funding partnership would unravel, leaving a massive shortfall in WMATA's capital budget.

My predecessor, Congressman Frank Wolf, worked extensively with the rest of the delegation to enact this legislation and secure funding through the appropriations process. I was pleased to work with him while in the Virginia General Assembly to ensure the Commonwealth also met its commitment and today to continue this important work in Congress, on behalf of my constituents. In 2012, the Obama Administration had also looked to cut PRIIA but it was restored by Congressman Wolf.

In 2015, when first elected I fought to restore and succeeded in securing full PRIIA funding for WMATA after the House appropriations bill proposed a cut of \$50 million. Thanks to your assistance as well as that of the full House Appropriations Committee, I was successful in continuing to receive the full \$150 million authorized for this critical support for Metro.

I appreciate our working relationship and your mindfulness of the significance this transit system has for not just for my district, but our nation as a whole. Much of our federal workforce relies on Metro to commute in the greater Washington area to do their essential jobs and it is also the gateway to the Capitol region and tourism.

Thank you for your consideration of this request.

Sincerely,

Barbara Comstock
Member of Congress

Chamber	#	Agency	Description	Language	Explanation
House	1 #5h	General Assembly of Virginia	Clarify Appointment Authority	Page 12, after line 49, insert: 'X. Any nonlegislative citizen member appointed by either the Speaker of the House, the Senate Committee on Rules or the Joint Rules Committee to any Authority, Board, Commission, Committee, or other deliberative body in the Commonwealth shall serve at the pleasure of such appointing authority. Any such member may be relieved of his appointment at any time, with or without cause.'	This amendment is self-explanatory.
House	443 #1h	Department of Motor Vehicles Transfer Payments	Authorize DMV to Share Gas Tax Info w Regl Authorities	Page 388, at the beginning of line 38, insert 'A.' Page 388, after line 41, insert: 'B. Notwithstanding any other provision of law, the Commissioner may divulge tax information collected pursuant to § 58.1-2291 et seq., Code of Virginia, to the executive director or designee of the Northern Virginia Transportation Commission, the Potomac and Rappahannock Transportation Commission, and the Hampton Roads Transportation Accountability Commission for their confidential use of such tax information as may be necessary to facilitate the collection of the taxes collected in the respective member jurisdictions. Any person to whom tax information is divulged pursuant to this section shall be subject to the prohibitions and penalties prescribed in § 58.1-3 as though that person were a tax official as defined in that section.'	This amendment authorizes the DMV to share gas tax collection information with the regional transportation authorities in Northern Virginia and Hampton Roads.
House	443 #2h	Department of Motor Vehicles Transfer Payments	Transparency in Regional Gas Tax Collections	Page 388, at the beginning of line 38 insert: 'The amounts appropriated for the distribution of sales tax on fuel in certain transportation districts in this item include an estimated \$32,900,000 to the Northern Virginia Transportation Commission, \$22,200,000 to the Potomac and Rappahannock Transportation Commission and \$26,300,000 to the Hampton Roads Transportation Accountability Commission in the first year and \$36,200,000 to the Northern Virginia Transportation Commission, \$24,500,000 to the Potomac and Rappahannock Transportation Commission and \$29,600,000 to the Hampton Roads Transportation Accountability Commission in the second year. These amounts are listed for informational purposes only.'	This amendment simply lists the amounts of regional gas tax collections reflected in this item by Commission so that the public and General Assembly can more easily find the amounts generated in each district.

Chamber	#	Agency	Description	Language	Explanation
House	445 #2h	Department of Rail and Public Transportation	Eliminate Proposed Bond Authorization	Page 391, strike lines 6 through line 17 and insert:'G.1. The Department of Rail and Public Transportation, in conjunction with the Department of Treasury and the Department of General Services shall investigate options to develop a program for the financing of statewide transit capital needs using the Master Equipment Leasing Program currently operated through the Department of the Treasury as a model to facilitate group purchases of mass transit equipment. The goal of the program would be twofold: (i) to achieve cost savings through bulk purchases and (ii) to establish a revolving fund to meet transit capital replacement needs that does not rely on the use of longer-term debt for items with a limited life cycle.2. As part of this effort, the department shall convene a work group that includes representatives from the Northern Virginia, Rappahannock and Potomac, and Hampton Roads Transportation District Commissions, at least one transit property that is not a member of a Transportation District Commission, the Virginia Municipal League and the Virginia Association of Counties. The work group shall utilize the Report of the Transit Capital Revenue Advisory Board findings relating to state of good repair needs to develop and estimate of the amount of transit capital funding needed annually and shall also identify potential sources within the Transportation Trust Fund that could be used to provide lease payments for the program.3. The Director of the Department of Rail and Public Transportation shall submit a report on the proposed program, including legal requirements, terms, rates and operational structure to the Governor, the Chairman of the House Appropriations Committee and the Senate Finance Committee by November 1, 2018.'	This amendment eliminates a proposed \$110.0 million bond authorization for transit capital improvements that is included in House Bill 30 as introduced in fiscal year 2020. It is premature to issue bonds for this purpose before implementing the transit capital project prioritization process similar to that which is used for highway projects under 'Smart Scale.' Further, the bonds do not fully expire until fiscal year 2021, with the commitment under PRIIA funded with bonds through fiscal year 2020. The bond language is replaced with a directive that DRPT investigate options to establish a MELP program which could serve as a revolving fund for the purchase of this equipment which has a limited lifetime and is not suited for longer-term bonds.

Chamber	#	Agency	Description	Language	Explanation
House	445 #3h	Department of Rail and Public Transportation	Expedite Implementation of Transit Capital Prioritization Process	Page 390, delete lines 29 through 42, and insert:E. 1. The Board shall develop a prioritization process for the use of funds allocated pursuant to subdivision C 2 of § 33.2-1526.1. Such prioritization process shall be used for the development of the Six-Year Improvement Program adopted annually by the Board pursuant to § 33.2-214. There shall be a separate prioritization process for state of good repair projects and major expansion projects. The prioritization process shall, for state of good repair projects, be based upon transit asset management principles, including federal requirements for Transit Asset Management pursuant to 49 U.S.C. § 5326. The prioritization process shall, for major expansion projects, be based on an objective and quantifiable analysis that considers the following factors relative to the cost of a major expansion project: congestion mitigation, economic development, accessibility, safety, environmental quality, and land use.2. The Board shall solicit input from localities, metropolitan planning organizations, transit authorities, transportation authorities, and other stakeholders in its development of the prioritization process pursuant to this subsection. Further, the Board shall explicitly consider input provided by an applicable metropolitan planning organization or the Northern Virginia Transportation Authority when developing the prioritization process set forth in subdivision 1 for a metropolitan planning area with a population of over 200,000 individuals.B. The Department of Rail and Public Transportation, in conjunction with the Transit Service Delivery Advisory Committee, shall complete development of a distribution process for the funds allocated pursuant to subdivision C 1 of § 33.2-1526.1 and how transit systems can incorporate these metrics in their transit development plans. Prior to the Board approving the service delivery factors, the Director of the Department of Rail and Public Transportation along with the Chairman of the Transit Service Delivery Advisory Committee shall brief the House Appropriations Committee, the Senate Committee on Finance and the House and Senate Committees on Transportation on the findings of the Transit Service Delivery Advisory Committee and the Department's recommendation. Before redefining any component of the service delivery factors, the Board shall consult with the Director of the Department of Rail and Public Transportation, the Transit Service Delivery Advisory Committee, and interested stakeholders and provide for a 45-day public comment period. The implementation of such process shall be in place no later than July 1, 2019 and shall apply to the fiscal year 2020-2025 Six-Year Improvement Program.'	This amendment expedites the implementation of a process to prioritize the expenditure of transit capital projects. House Bill 30 as introduced delayed the implementation until July 1, 2020.

Chamber	#	Agency	Description	Language	Explanation
House	445 #4h	Department of Rail and Public Transportation	Reflect Separate Metro Allocation	Page 389, strike lines 24 through 50, and insert: 'A.1. Except as provided in Item 447, the Commonwealth Transportation Board shall allocate all monies in the Commonwealth Mass Transit Fund, as provided herein and in § 33.2-1526.1, Code of Virginia. The total appropriation for the Commonwealth Mass Transit Fund is estimated to be \$296,028,000 the first year and \$296,079,000 the second year from the Transportation Trust Fund. From these funds, the following estimated allocations shall be made: a. \$90,932,000 the first year and \$90,948,000 the second year to statewide Operating Assistance as provided in § 33.2-1526.1.C.1., Code of Virginia. b. \$36,666,000 the first year and \$36,672,000 the second year from the Commonwealth Mass Transit Fund to statewide Capital Assistance. c. \$156,930,000 the first year and \$156,958,000 the second year from the Commonwealth Mass Transit Fund to the Northern Virginia Transportation Commission to support the operating and capital costs of the Washington Metropolitan Area Transit Authority. d. Notwithstanding the provisions of paragraph A.1.a, A.1.b, and A.1.c of this item, prior to the annual adoption of the Six-Year Improvement Program, the Commonwealth Transportation Board may allocate funding from the Commonwealth Mass Transit Fund to implement the transit and transportation demand management improvements identified for the I-95 corridor. Such costs shall include only direct transit capital and operating costs as well as transportation demand management activities. Costs associated with additional park and ride lots required to be funded by the Commonwealth under the provisions of the Comprehensive Agreement for the Interstate 95 High Occupancy Toll Lanes project shall be borne by the Department of Transportation as set out in Item 450 of this act. 2. Included in this item is \$1,500,000 the first year and \$1,500,000 the second year from the Commonwealth Mass Transit Trust Fund. These allocations are designated for paratransit capital projects and enhanced transportation services for the elderly and disabled. 3. Included in this item is an amount estimated at \$1,200,000 the first year and \$1,200,000 the second year from the Commonwealth Mass Transit Trust Fund. These allocations are designated for federally mandated state safety oversight of fixed rail guideway transit agencies located in the Commonwealth. 4. a. From the amounts appropriated in this item from the Commonwealth Mass Transit Fund, \$8,800,000 the first year and \$8,801,000 the second year is the estimated allocation to statewide Special Programs as provided in § 33.2-1526.1, Code of Virginia. b. From the amounts provided for Special Programs, the Commonwealth Transportation Board shall operate a program entitled the Transportation Efficiency Improvement Fund (TEIF). The purpose of the TEIF program is to reduce	This amendment sets out a separate allocation for Metro to ensure that funding for other statewide transit properties is not impacted by changing Metro allocations and makes other technical corrections to the language in Item 445 as included in House Bill 30 as introduced. The funding suballocations mirror language included in House Bill 1539, 2018 Session of the General Assembly as adopted by the House.
House	445 #5h	Department of Rail and Public Transportation	TSDAC Factors Used to Distribute All Transit Operating Funds	Page 391, after line 17, insert: 'G. Notwithstanding the provisions of § 33.2-1526.1., Code of Virginia, as adopted by the 2018 Session of the General Assembly, beginning in fiscal year 2020 all funds distributed pursuant to the provisions of paragraph C.1. of that section for transit operating costs shall be allocated by the Commonwealth Transportation Board on the basis of service delivery factors, based on effectiveness and efficiency. Before redefining any component of the service delivery factors, the Commonwealth Transportation Board shall consult with the Director of the Department of Rail and Public Transportation, Transit Service Delivery Advisory Committee, and interested stakeholders and provide for a 45-day public comment period. Prior to approval of any amendment to the service delivery measures, the Board shall notify the aforementioned committees of the pending amendment to the service delivery factors and its content.'	This amendment requires that transit operating funds be distributed based on service delivery factors beginning in fiscal year 2020. Legislation adopted by the 2013 General Assembly began the process of utilizing these factors, developed by the transit providers and local governments, for a portion of operating funds in fiscal year 2014. This expands this process to relate to all operating funds beginning in fiscal year 2020, six years after the process was initiated.

Chamber	#	Agency	Description	Language	Explanation
House	445 #6h	Department of Rail and Public Transportation	Development of Transit Strategic Plans	Page 391, after line 17, insert:'H. As a condition of receipt of funding allocated in this item, each transit agency that (i) serves an urbanized area with a population of 50,000 or more and (ii) has a bus fleet of 20 or more, shall develop a strategic plan at least once every five years that includes a needs and route analysis and shall at a minimum include: identification of areas for improved operating efficiency, including speed and reliability of trips and network connectivity; an assessment of the type of operating services for different service areas and needs; a review of performance of routes, route design standards, and schedule standards; and, examine transit needs to identify ways to improve access for underserved areas. The first strategic assessment shall be submitted to the Department of Rail and Public Transportation no later than July 1, 2019. Noncompliance with such requirement may result in the withholding of allocations to any agency failing to submit such plan to the department beginning in fiscal year 2020, as determined by the Director.'	This amendment directs all transit agencies in urbanized areas over 50,000 with bus fleets in excess of 20 vehicles to develop a strategic plan that includes a needs and route analysis every five years.
House	452 #1h	Department of Transportation	I-66 Inside the Beltway	Page 395, at the beginning of line 17, insert 'A.'.Page 395, after line 18, insert:'B. The Department of Transportation is directed to reevaluate the algorithm used to set the variable toll rate on Interstate 66 inside the Capitol Beltway as a method of reducing toll rates by reducing the minimum designed travel speed to the greatest extent possible while remaining in compliance with federal law and regulation governing the operation of High Occupancy Toll lanes. Such evaluation shall be completed and any necessary changes shall be implemented by July 1, 2018. The Secretary of Transportation shall report to the Chairmen of the House Appropriations and Senate Finance Committees no later than December 1, 2018 on the effects that the change in the designed travel speed used in the algorithm has had on average toll rates on the facility.'	This amendment directs the Department of Transportation to reevaluate the algorithm utilized to determine the variable toll rate on I-66 'Inside the Beltway' to lower the optimum travel speed and thus lower tolls to the extent allowed under federal law.
House	452 #2h	Department of Transportation	I-66 Inside the Beltway Reverse Tolling	Page 395, at the beginning of line 17, insert 'A.'.Page 395, after line 18, insert:'B. The Department of Transportation is directed to implement dynamic congestion-priced tolling on reverse commuter routes on Interstate 66 inside the Capitol Beltway in conjunction with the completion of the I-66 widening project from the Dulles Connector Road to Fairfax Drive.'	This amendment directs the Department of Transportation to implement 'reverse commuter' tolling in I-66 'Inside the Beltway' coincident with the completion of the I-66 widening project which will add an additional travel lane on eastbound I-66 from the Dulles Connector Road to Fairfax Drive (Exit 71).

Chamber	#	Agency	Description	Language	Explanation
House	453 #1h	Department of Transportation	Remove WMATA Language in HB 30 as Introduced	Page 395, line 28, strike '\$415,033,333' and insert: '\$364,500,000'.Page 395, line 28, strike '\$408,133,333' and insert: '\$357,300,000'.Page 396, strike lines 13 through 32.	This amendment removes funding for WMATA that mirrored the introduced version of House Bill 1319. Alternate legislation has been adopted that contains different funding mechanisms. Once legislative agreement has been finalized, the appropriate funding levels will be included in the conference report for the budget. This amendment only impacts the NVTa funding levels, the introduced budget did not recognize the additional funding accruing to the HRTAC, which also will be added if the gas tax floor is imposed in the regions.
House	4-14 #1h	Additional Enactments	Flexibility in Naming Commission/Authority Appointees	Page 525, after line 36, insert:'2. That §§ 33.2-1904, 33.2-1907 and 33.2-2502 of the Code of Virginia are amended and reenacted as follows:§ 33.2-1904. [excerpts] Northern Virginia Transportation District and Commission....The Commission shall also include four members of the House of Delegates appointed by the Speaker of the House of Delegates who <i>may be members of the House of Delegates</i> for terms coincident with their terms of office and two members of the Senate appointed by the Senate Committee on Rules. § 33.2-1907.The Potomac and Rappahannock Transportation Commission.... <i>shall also include two members who reside within the boundaries of the transportation district of the House of Delegates and one member of the Senate from legislative districts located wholly or in part within the boundaries of the transportation district.</i> § 33.2-2502. Composition of Authority; membership; terms.The Authority shall consist of 17 members as follows:1. The chief elected officer of the governing body of each county and city embraced by the Authority or, in the discretion of the chief elected officer, his designee, who shall be a current elected officer of such governing body;2. Two members of the House of Delegates who reside in different counties or cities embraced by the Authority, appointed by the Speaker of the House who <i>may be</i> and, to the extent practicable, from the membership of the House Committee on Appropriations, the House Committee on Finance, or the House Committee on Transportation;	This amendment changes the provisions governing the Speaker's appointment of members to the Northern Virginia Transportation Commission, the Potomac and Rappahannock Transportation Commission and the Northern Virginia Transportation Authority to permit him to appoint non-legislative members to the respective bodies. Currently, the Speaker's appointments must be legislators.

Chamber	#	Agency	Description	Language	Explanation
Senate	443 #1s	Department of Motor Vehicles Transfer Payments	Provision of Motor Fuels Tax Data	Page 388, line 38, before 'Funds', insert 'A.'.Page 388, line 41, following'.', insert:'B. Notwithstanding any other provision of law, the Commissioner may divulge tax information collected pursuant to § 58.1-2291 et seq., Code of Virginia, to the executive director or designee of the Northern Virginia Transportation Commission, the Potomac and Rappahannock Transportation Commission, and the Hampton Roads Transportation Accountability Commission for their confidential use of such tax information as may be necessary to facilitate the collection of the taxes collected in the respective member jurisdictions. Any person to whom tax information is divulged pursuant to this section shall be subject to the prohibitions and penalties prescribed in § 58.1-3, Code of Virginia, as though that person were a tax official as defined in that section.'	This amendment directs DMV to provide all relevant information including price and volume of fuels sold in Hampton Roads and Northern Virginia to which the regional 2.1% motor fuels tax is calculated in each region.
Senate	445 #1s	Department of Rail and Public Transportation	Eliminate Proposed Bonds	Page 391, strike line 6 through line 17.	This amendment eliminates a proposed authorization of \$110.0 million in new transportation revenue bonds.
Senate	453 #1s	Department of Transportation	WMATA Funding	Page 396, strike line 13 through line 32.	This amendment removes the proposed increase in regional taxes for funding of the WMATA Metro capital replacement program.

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice

DATE: February 22, 2018

SUBJECT: Amendment to NVTC's Office Lease

ACTION: Resolution #2356: Authorization to Amend NVTC's Office Lease

Resolution #2356 authorizes the Executive Director to sign an amendment to NVTC's office lease. The amended lease, prepared by the Navy League Building, has been reviewed by NVTC staff and legal counsel.

Due to space constraints in NVTC's office suite, staff has explored recent relocation opportunities that exist within the Navy League Building where NVTC's offices are presently located. NVTC's current suite was acquired when NVTC had six full-time employees and two part-time employees. Currently, NVTC has 11 full-time staff, one vacant (approved) full-time position, and up to two fellows at any time, requiring staff to be placed in temporary desk accommodations in hallways and open spaces. While NVTC's current lease is not up for renewal until 2021, an amendment to the current lease to relocate to a larger space within the Navy League Building would provide both a timely and cost-effective approach to meeting NVTC's immediate and long-term needs.

While NVTC looks to fully staff the organization and respond to current responsibilities of the Commission, NVTC anticipates the future staffing requirements as well as the use of on-site consultants for the I-66 and I-395 efforts. The proposed lease amendment would allow NVTC to relocate to a larger office suite within the next year, providing the organization with space for 13 employees and four consultants/fellows within the current building, complete with the necessary Commission meeting facilities, and proximity to Metro.

Background

Over the past several months, NVTC's real estate broker, MGA, Inc., worked with NVTC staff to identify opportunities for increased space with minimal impact and cost to the Commission. As a result of current building vacancy, MGA identified an opportunity within the Navy League Building that would allow NVTC to extend its existing office lease with a larger space on the second floor that would accommodate NVTC's needs.

NVTC's space needs are somewhat unique to other organizations. While the requirements of employee accommodations are typical to almost any small business, the public nature of the Commission requires that NVTC have access to a large, publicly-accessible meeting room that can accommodate up to 100 people with access to food

preparation facilities. NVTC also has an expectation that its offices and meeting facilities are located in walking distance from a Metrorail station while also have ample parking for Commissioners, jurisdictional staff, and the public. NVTC staff is also mindful to the proximity of the office to its jurisdictions, as well as VRE and WMATA, as it hosts multijurisdictional and multiagency meetings on a regular basis.

As such, NVTC staff and MGA, Inc. investigated office space options along the Rosslyn-Ballston corridor, as well as at Tysons, that could provide a facility that meets NVTC's requirements. MGA, Inc. found that while there a number of offices with similar square footage options, there are limited facilities along the corridor or in Tysons that could provide the same meeting amenities at a comparable price. Further, because of fluctuations in the real estate market, MGA Inc. was not able to predict if these facilities would be available for lease or remain cost effective in 2021, when NVTC's current lease is set to expire.

Terms and Conditions

At the December 7, 2017 meeting, the Commission authorized the Executive Director to sign a non-binding Letter of Intent to permit NVTC, through MGA, and the Navy League to finalize the terms of a lease amendment. Final negotiations have been completed and are reflected in the [attached lease amendment](#).

The amendment extends NVTC's existing lease, which is through May 2021, for an additional ten years and five months, increasing office space by 1,757 square feet, to 5,915 square feet. In addition to a large conference room for jurisdictional meetings, the new space would include 13 offices, space for four workstations, and two small conference rooms. The lease rate will be reset as of the March 1, 2019 commencement date to \$46.50/square foot from the present \$56.55/square foot as projected. The lease calls for a 2.5 percent/year base rent escalation, reduced from 3.0 percent/year included in the existing lease agreement.

Building concessions include build-out of the new space at no cost to NVTC, a \$59,000 allowance for moving costs, furniture, equipment and data cabling, and a seven-month escalated rent abatement over seven years. The amendment requires the building to make improvements to the shared conference facility, including Wi-Fi and A/V system upgrades, and installation of a microphone/speaker system with hardware allowing NVTC to live-stream meetings. The building management is also planning other improvements to the conference facility, including partitions, lighting, furniture, carpet and finishes. The parking garage is undergoing an upgrade as well to include new garage equipment, LED lighting, painting and an amenity bay.



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.

Paul C. Smedberg
Chairman

Katie Cristol
Secretary-Treasurer

FIRST AMENDMENT TO DEED OF LEASE

This First Amendment to Deed of Lease (the "First Amendment") is made as of the ____ day of _____, 2018 ("Effective Date") between **THE NAVY LEAGUE BUILDING, LLC**, a Delaware limited liability company ("Landlord"), and the **NORTHERN VIRGINIA TRANSPORTATION COMMISSION** ("Tenant").

WHEREAS, Landlord and Tenant entered into a Deed of Lease dated October 12, 2010 (the "Lease") for premises which contain approximately four thousand one hundred fifty-eight (4,158) rentable square feet of space known as Suite 620 on the sixth (6th) floor (the "Current Premises") of the office building located at 2300 Wilson Boulevard, Arlington, Virginia 22201 (the "Building"); and

WHEREAS, the Lease is scheduled to expire on May 31, 2021 (the "Current Lease Expiration Date"); and

WHEREAS, Landlord and Tenant wish, among other matters, to amend the Lease to relocate and expand the leased premises and to extend the Term of the Lease, all on the terms hereinafter contained.

NOW THEREFORE, in consideration of the foregoing, and other good and valuable consideration, the receipt and sufficiency of which is acknowledged by the parties, the parties agree as follows:

1. **Second Floor Premises.** Commencing on the earlier of (i) the substantial completion of the Second Floor Premises (as defined below), anticipated to be March 1, 2019, or (ii) the date on which Tenant occupies the Second Floor Premises for the purposes of conducting its business therefrom (the "Second Floor Premises Commencement Date"), Landlord hereby demises and leases to Tenant, and Tenant hereby leases and accepts from Landlord, for a term and upon the conditions hereinafter provided, approximately five thousand nine hundred fifteen (5,915) rentable square feet of space, known as Suite 230, on the second (2nd) floor of the Building, as outlined on the floor plan attached hereto and incorporated herein by reference as **Exhibit A** (the "Second Floor Premises"). From and after the Second Floor Premises Commencement Date, all references in the Lease to the "Premises" shall mean the Second Floor Premises.

2. **Current Premises.** Tenant agrees to vacate the Current Premises in accordance with its obligations under Section 5.1.I. of the Lease within fifteen (15) days after the Second Floor Premises Commencement Date (the actual date that Tenant so vacates the Current Premises, the "Vacate Date"). As of the Vacate Date, neither Landlord nor Tenant hereto shall have any further claim against the other by reason of the Lease as to the Current Premises, except (a) as otherwise expressly provided herein; (b) for the holdover provisions of said Lease, which shall become effective if Tenant has not fully vacated the Current Premises in accordance with the provisions of the Lease within the foregoing fifteen (15) day period; and (c) for any obligation which one party may have to the other to defend, indemnify or hold harmless the other against and from any liability, claim of liability or expense arising out of any negligent or

otherwise tortious injury to or death of any person, or damage to any property; provided, however, that all obligations of the Tenant incurred pursuant to the Lease for the Current Premises prior to the date of cancellation and termination of Tenant's obligations for the Current Premises and not as yet performed, shall continue in full force and effect until fully performed by Tenant.

3. **Second Floor Premises Term.** The term of the Lease for the Second Floor Premises shall commence on the Second Floor Premises Commencement Date and shall continue for ten (10) years and five (5) months from June 1, 2021 (the "Second Floor Premises Term"). Within three (3) business days of delivery of the Second Floor Premises to Tenant by Landlord, Tenant agrees to execute and return to Landlord a letter prepared by Landlord ("Declaration") confirming the Second Floor Premises Commencement Date, a copy of which is attached hereto as **Exhibit C**, certifying that Tenant has accepted delivery of the Second Floor Premises. Failure to execute the Declaration shall not affect the commencement or expiration of the Second Floor Premises Term.

4. **Basic Rent Payable for Second Floor Premises.** Tenant shall continue to pay to Landlord Basic Rent for the Current Premises in accordance with the provisions of the Lease through the day immediately preceding the Second Floor Premises Commencement Date. Effective as of the Second Floor Premises Commencement Date, Tenant shall pay Landlord Basic Rent for the Second Floor Premises (the "Second Floor Premises Basic Rent"), at an initial annual rate of Forty-six and 50/100 Dollars (\$46.50) per rentable square foot of space in the Second Floor Premises, in legal tender, at Landlord's office, the annualized sum of Two Hundred Seventy-five Thousand Forty-seven and 56/100 Dollars (\$275,047.56), payable in equal monthly sums of Twenty-two Thousand Nine Hundred Twenty and 63/100 Dollars (\$22,920.63) all as more fully provided in Article 3 of the Lease. Notwithstanding the foregoing, provided that Tenant is not then in default under the Lease, Landlord agrees to abate the Second Floor Premises Basic Rent payable for each of the following months of the Second Floor Premises Term: first (1st), thirteenth (13th), twenty-fifth (25th), thirty-seventh (37th), forty-ninth (49th), sixty-first (61st), and seventy-third (73rd).

5. **Basic Rent Escalation.** The Second Floor Premises Basic Rent shall be increased annually, effective on each anniversary of the Second Floor Premises Commencement Date (or on each anniversary of the first (1st) day of the first (1st) full month following the Second Floor Premises Commencement Date if same is on a day other than the first (1st) day of the month), by an amount equal to two and one-half (2.5%) of the escalated Second Floor Premises Basic Rent then in effect, payable as follows:

Months*	Basic Rent per Square Foot	Monthly Basic Rent	Annualized Basic Rent
03/01/19 - 02/29/20**	\$46.50	\$22,920.63	\$275,047.56
03/01/20 – 02/28/21**	\$47.66	\$23,493.64	\$281,923.68
03/01/21 – 02/28/22**	\$48.85	\$24,080.98	\$288,971.76
03/01/22 – 02/28/23**	\$50.08	\$24,683.01	\$296,196.12
03/01/23 – 02/29/24**	\$51.33	\$25,300.08	\$303,600.96
03/01/24 – 02/28/25**	\$52.61	\$25,932.58	\$311,190.96

03/01/25 – 02/28/26**	\$53.93	\$26,580.90	\$318,970.80
03/01/26 – 02/28/27	\$55.27	\$27,245.42	\$326,945.04
03/01/27 – 02/29/28	\$56.66	\$27,926.56	\$335,118.72
03/01/28 – 02/28/29	\$58.07	\$28,624.72	\$343,496.64
03/01/29 – 02/28/30	\$59.52	\$29,340.34	\$352,084.08
03/01/30 – 02/28/31	\$61.01	\$30,073.85	\$360,886.20
03/01/31 – 10/31/31	\$62.54	\$30,825.69	\$369,908.28

*Assumes Second Floor Premises Commencement Date of March 1, 2019. If the Second Floor Premises Commencement Date is not March 1, 2019, the foregoing dates shall be appropriately adjusted.

**Subject to abatement of Basic Rent otherwise payable for each of the months set forth in Section 4, provided that Tenant is not then in default.

6. Operating Expenses and Real Estate Taxes Payable for Second Floor Premises.

a. Tenant shall continue to pay Tenant's Proportionate Share of Operating Expense Increases and Tenant's Proportionate Share of Real Estate Tax Increases (the "Passthrough Rent") in accordance with the provisions of Article 3 of the Lease through the day immediately preceding the Second Floor Premises Commencement Date. Tenant shall not be responsible for the payment of the Passthrough Rent from the Second Floor Premises Commencement Date through the day immediately preceding the first (1st) anniversary of the Second Floor Premises Commencement Date. Commencing on the first (1st) anniversary of the Second Floor Premises Commencement Date and continuing for the remainder of the Second Floor Premises Term, Tenant shall pay the Passthrough Rent in accordance with the provisions of the Lease, except that (i) Tenant's Proportionate Share shall mean 3.10%, and (ii) the Base Year shall mean calendar year 2019.

b. Notwithstanding anything to the contrary contained in the Lease, Landlord agrees that Controllable Operating Expenses (as defined below), will not increase during the Second Floor Premises Term by more than five percent (5%) per annum, on a cumulative, compounding basis (the "Controllable Operating Expenses Cap"). For example, if the Controllable Operating Expenses for calendar year 2019 were \$100,000, the Controllable Operating Expenses Cap for the fifth (5th) full year of the Second Floor Premises Term would be \$121,550.62 (\$100,000 times 1.05 times 1.05 times 1.05 times 1.05). Notwithstanding the foregoing and subject to the cap described herein, Landlord may carry over any increase in Controllable Operating Expenses for any year in excess of the Controllable Operating Expenses Cap for such year and add such increase to Operating Expenses in future years of the Term only until recovered, provided the Controllable Expense Cap described herein is not reached in future years. For example, if the Controllable Operating Expenses Cap during calendar year 2019 were \$100,000, and Controllable Operating Expenses for the second year were \$107,000, up to \$2,000 in Controllable Operating Expenses could be carried over and added to the Operating Expenses for the third year provided the Controllable Operating Expenses for such third year were less than \$110,250.00 (\$100,000 times 1.05 times 1.05). As used herein, "Controllable Operating Expenses" shall mean all Operating Expenses except utilities, insurance, unionized labor (if any), Real Estate Taxes, security costs, snow removal and treatment, costs incurred to comply

with Legal Requirements, capital improvements and any other cost or expense beyond the reasonable control of Landlord.

7. **Improvements to Second Floor Premises.** Tenant acknowledges and agrees that Landlord shall not be obligated to construct any tenant improvements in the Second Floor Premises except as provided in the Work Letter (the "Work Letter") attached to this First Amendment as **Exhibit B**. Except as set forth in the Work Letter, Landlord shall otherwise deliver, and Tenant shall accept, the Second Floor Premises in its "as-is" condition as of the Second Floor Premises Commencement Date.

8. **Insurance.** In accordance with the provisions of Section 5.1.E. of the Lease, Tenant shall deliver to Landlord, on or before the Second Floor Premises Commencement Date, a revised certificate of insurance reflecting the Second Floor Premises as the insured location.

9. **Security Deposit.** Upon execution of this First Amendment by Tenant, Tenant shall deposit an additional \$8,936.67 with Landlord to increase the existing Security Deposit from \$14,033.25 to \$22,969.92. Alternatively, Tenant may, at its option, upon its execution of this First Amendment, deliver to Landlord a letter of credit ("Letter of Credit") in the amount of \$22,969.92, which Letter of Credit shall comply with all the provisions of Article 15 of the Lease. Landlord shall hold the increased Security Deposit in accordance with the terms of Article 10 and/or Article 15 of the Lease.

10. **Renewal Option.** Tenant shall have the right to extend the term of the Lease for the Second Floor Premises for one (1) additional five (5) year lease term (the "Renewal Term"), subject to and in accordance with the terms and conditions set forth in Article 12 of the Lease.

11. **Early Termination Option.** Tenant shall have the right ("Termination Option") to terminate the Lease on the last day of the one hundred twentieth (120th) full month following the Second Floor Premises Commencement Date (the "Early Termination Date"), provided: (a) Tenant delivers a written notice ("Termination Notice") to Landlord of its intention to terminate no less than twelve (12) full months and no more than fifteen (15) full months prior to the Early Termination Date, time being of the essence; (b) Tenant is not in an Event of Default from the time the Termination Notice is delivered until the Early Termination Date; and (c) Tenant delivers to Landlord, with the Termination Notice, a payment equal to all unamortized improvement costs, allowances, abated Basic Rent, attorney's fees, and brokerage commissions incurred by Landlord in this transaction, calculated on a straight line basis, including interest thereon from the date of expenditure until Tenant's payment, at the rate of eight percent (8%) per annum.

Exercise of this Termination Option shall be irrevocable, but shall not excuse Tenant from paying all Basic Rent and Additional Rent accruing through the Early Termination Date. If Tenant fails to timely exercise this Termination Option, Tenant shall, at Landlord's option, be deemed to have waived all of its rights to terminate this Lease as of the Early Termination Date.

12. **Signage.** Landlord shall, at its expense, (a) display Tenant's name and suite number on the directory in the lobby of the Building, and (b) provide Tenant with Building standard signage on or next to the suite entry door to the Premises; provided, however, that any subsequent changes to the Tenant's names on the directory or such signage shall be made at Tenant's sole cost. Subject to Landlord's reasonable approval of the size and specifications thereof, Tenant shall have the right, at its sole cost and expense, to install a plaque or sign at the end of the second (2nd) floor hallway in the location reflected on Exhibit A hereto.

13. **Lease Terms Modified or Deleted.** As of the Effective Date (except as otherwise indicated), the following sections of the Lease are amended or deleted:

a. Section 1.1 of the Lease ("Definitions") is modified to state the following for Landlord's notice address:

Navy League Building, LLC
c/o Stream Realty Partners
2300 Wilson Boulevard, Suite 210
Arlington, VA 22201

b. Effective as of the Second Floor Premises Commencement Date, the first paragraph of Article 13 of the Lease ("Parking") is modified to replace "six (6)" with "nine (9)." The current rate for such unreserved parking spaces is \$130.00 per month per space.

c. Section 9.16 of the Lease ("Conference Room") is modified to replace "6:30 pm to 11:00 pm" with "5:00 pm to 10:00 pm", to delete "and February", and to replace "initial Term" with "Second Floor Premises Term." In addition, Landlord agrees that it shall, by March 1, 2019, make certain improvements to the Conference Room, including Wi-Fi and A/V system upgrades and installation of a microphone/speaker system with related hardware that will allow Tenant to live-stream meetings.

d. Notwithstanding anything to the contrary contained in the Lease, Tenant shall not be required to remove any cabling or wiring from the Second Floor Premises at the expiration or earlier termination of the Second Floor Premises Term.

d. The following provisions of the Lease are deleted in their entirety: Section 4.7 ("Nondisturbance"), Article 16 ("Acceptance of the Premises/Tenants Improvements"), and Exhibit H ("Plan for Tenant Improvements").

14. **Brokers.** Tenant warrants that it has had no dealings with any broker or agent in connection with the negotiation or execution of this First Amendment (other than Transwestern, Landlord's agent, and MGA, Tenant's agent), and Tenant agrees to indemnify Landlord against all costs, expenses, attorneys' fees or other liability for commissions or other compensation or charges claimed by any other broker or agent claiming the same by, through or under Tenant.

15. **Defined Terms.** Except as otherwise expressly provided herein, all defined terms shall have the same meanings as provided in the Lease.

16. **Headings.** Headings contained in this First Amendment are for convenience only and are not substantive to the provisions of this First Amendment.

17. **Lease Terms Ratified.** Except as otherwise expressly provided herein, and unless inconsistent with the terms hereof, all other terms, conditions and covenants of the Lease are hereby ratified and confirmed and shall apply to the Second Floor Premises and the Second Floor Premises Term. Tenant certifies to Landlord that the Lease is in full force and effect, that Landlord is not in default or breach of any of Landlord's obligations under the Lease, and that Tenant is unaware of any condition or circumstance which, but for the passage of time or delivery of notice, would constitute a default by Landlord under the Lease. This First Amendment constitutes the entire agreement between the parties concerning the matters set forth herein. Neither Tenant nor Landlord shall be bound by any terms, statements, conditions or representations, oral or written, express or implied, not contained in the Lease or this First Amendment. No modification of the Lease or this First Amendment shall be binding or valid unless expressed in a writing executed by Landlord and Tenant. Neither Landlord nor Landlord's agents have made any representations or promises with respect to the Premises or the Building except as expressly set forth in the Lease or this First Amendment, and all reliance by Tenant with respect to any representations or promises is based solely on those contained in this First Amendment.

IN WITNESS WHEREOF, the parties have executed this First Amendment by affixing their hands and seals as of the date noted above.

LANDLORD:

THE NAVY LEAGUE BUILDING, LLC, a Delaware
limited liability company

By: _____

Name: _____

Title: _____

TENANT:

**NORTHERN VIRGINIA TRANSPORTATION
COMMISSION**

By: _____

Name: _____

Title: _____

EXHIBIT A

OUTLINE OF SECOND FLOOR PREMISES

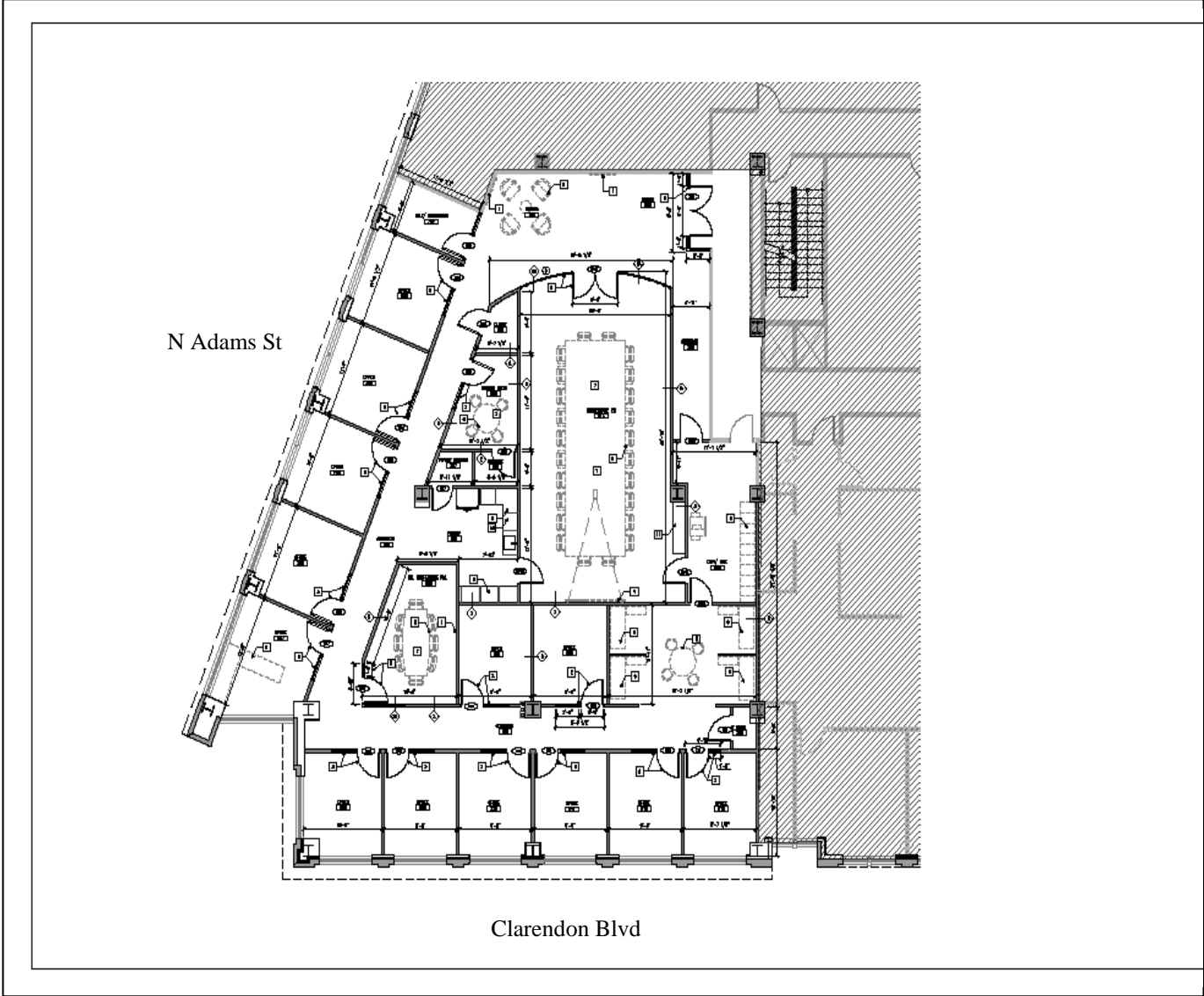


EXHIBIT B

WORK LETTER

a. Landlord and Tenant agree to comply with the following schedule in buildout of the Second Floor Premises:

(i) The parties have approved the space plan and pricing notes for the Second Floor Premises prepared by MTFA Architecture/Michael Foster, dated _____, 2018, a copy of which is attached hereto as **Schedule 1** hereto (the "Space Plan"). All fees associated with the renovation of the Second Floor Premises, including, but not limited to, all architectural fees, MEP engineering fees and all associated permits, shall be the responsibility of Landlord; provided, however, any modifications to the Space Plan made after the Effective Date shall be made at Tenant's expense.

(ii) Landlord shall prepare and deliver to Tenant detailed floor plan layouts, together with working drawings and written instructions sufficiently detailed to enable Landlord to enter into contracts (herein called "Construction Documents") with respect to and reflecting the partitions and improvements in the Second Floor Premises. Tenant shall fully and completely cooperate with Landlord in the preparation of the Construction Documents, shall promptly respond to Landlord's requests for information and approvals within three (3) business days after inquiry. Tenant agrees to deliver to Landlord, not later than three (3) business days after delivery of the Construction Documents to Tenant, an original executed copy of the Construction Documents approved by Tenant; provided, however, if Tenant, in good faith, reasonably objects to any aspect of the Construction Documents submitted by Landlord, Tenant shall specify in detail any objection to such Construction Documents as submitted to Tenant in a written notice to Landlord within such 3 business day period. Landlord shall, if applicable, modify such Construction Documents to address Tenant's written objections, and submit new Construction Documents to Tenant for approval. Notwithstanding the foregoing, the Construction Documents shall remain subject to Landlord's review and approval, which approval shall not be unreasonably withheld, and shall be deemed modified to take account of any changes reasonably required by Landlord. If Tenant makes modifications to the Construction Documents after the deadlines provided in this subsection, Tenant shall pay to Landlord all reasonable expenses incurred by Landlord due to Tenant's modifications.

b. Any changes to any approved Construction Documents desired by Tenant shall be submitted in writing and in detail to Landlord and shall be subject to Landlord's consent, which consent shall not be unreasonably withheld.

c. Landlord shall, in a good and workmanlike manner, improve and complete the Second Floor Premises in accordance with the Construction Documents by a general contractor or construction manager ("the Contractor"), determined by Landlord in its reasonable discretion. Landlord reserves the right however, (i) to make substitutions of material of equivalent grade and quality when and if any specified material shall not be readily and reasonably available, and (ii) to make changes necessitated by conditions met in the course of construction, provided that Tenant's approval of any substantial change shall first be obtained (which approval shall not be unreasonably withheld or delayed so long as there shall be general conformity with Construction Documents).

d. In the completion and preparation of the Second Floor Premises in accordance with the Construction Documents, Landlord agrees to perform at its own expense those items of work set forth on the Tenant Space Plan (all work therein collectively referred to as "Standard Tenant Work"), to the extent required by the Construction Documents. All work to be performed by Landlord in addition to or in substitution for Standard Tenant Work is hereinafter referred to as "Change Order Work." All Change Order Work shall be furnished, installed and performed by Contractor for and on behalf of Tenant and at Tenant's sole expense, based on Landlord's out of pocket cost, including, without limit, any reasonable contractor's fee for overhead and profit and charges for cutting, patching, cleaning up and removal of waste and debris, plus architects' and engineers' fees, plus the product obtained by multiplying all of the foregoing (as reduced by appropriate credits for substituted Standard Tenant Work) by fifteen percent (15%) for Landlord's administrative expenses and profit in handling the substitution.

e. Tenant shall pay Landlord as Additional Rent for all Change Order Work from time to time during the progress of the work, within five (5) days after Landlord shall have given Tenant an invoice or invoices therefor, in amounts representing Landlord's cost of such Change Order Work performed (including, for this purpose, material for Change Order Work purchased and delivered to the Building to the date of the invoice), less the amounts paid by Tenant on account. Any failure by Tenant to pay for all Change Order Work shall constitute failure to pay rent when due and an Event of Default by Tenant hereunder, giving rise to all remedies available to Landlord under this Lease and at law or equity

for non-payment of rent.

f. Notwithstanding anything to the contrary in the foregoing, Tenant shall be permitted to enter the Second Floor Premises approximately thirty (30) days prior to the Second Floor Premises Commencement Date (and prior to closing-in of walls with respect to cabling, wiring and systems furniture) to install cabling, telephone lines, equipment, computer lines and to move in furniture and other personal property; provided, however, that (i) Landlord shall designate the day or days on which Tenant may so enter the Second Floor Premises, (ii) Tenant shall not interfere with the buildout of the Second Floor Premises, (iii) all waiver and indemnity provisions of this Lease (including, but not limited to, those contained in Section 5.3) shall apply to such early entry, and (iv) all property placed in the Second Floor Premises by Tenant shall remain there at Tenant's sole risk.

g. Landlord shall provide Tenant with an allowance in the amount of up to Ten and 00/100 Dollars (\$10.00) per rentable square foot in the Second Floor Premises (the "Moving Allowance"), to be used by Tenant for furniture, fixtures and equipment; data and telecommunications wiring; and the physical moving of Tenant into the Second Floor Premises. Provided that Tenant is not then in default under the Lease, Landlord shall make disbursements to Tenant (or, at Tenant's option, directly to Tenant's vendors) from the Moving Allowance within thirty (30) days after delivery by Tenant (or Tenant's vendor) of invoices (paid invoices if the requisition is made by Tenant) and any other documentation reasonably requested by Landlord substantiating such move-related costs. Landlord shall make up to one (1) disbursement a month. Tenant shall not be charged for freight elevators, access to loading docks, utilities provided to the Second Floor Premises or temporary HVAC during construction of Tenant's work or during Tenant's move into the Second Floor Premises, subject to Building rules and regulations.

EXHIBIT B
SCHEDULE I
SPACE PLAN

EXHIBIT C

COMMENCEMENT DATE CERTIFICATE

This COMMENCEMENT DATE CERTIFICATE is attached to and made a part of the First Amendment to Lease dated the ____ day of _____, 2018 by and between **THE NAVY LEAGUE BUILDING, LLC**, a Delaware limited liability company (“Landlord”), and the **NORTHERN VIRGINIA TRANSPORTATION COMMISSION** (“Tenant”).

The Second Floor Premises Commencement Date is

The expiration date of the Second Floor Premises Term is October 31, 2031.

WITNESS:

TENANT:

**NORTHERN VIRGINIA TRANSPORTATION
COMMISSION**

By: _____
Name:
Title:

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice and Patricia Happ

DATE: February 22, 2018

SUBJECT: I-66 Commuter Choice Program

At the March meeting, staff will present the Commission with the results of NVTC's technical evaluation and scoring of projects for consideration under the FY2018 I-66 Commuter Choice Program. Commissioners will also be briefed on the next steps for the FY2018 program, including public meetings in March and April, as well a Commission consideration of a proposed program of projects at its May 2018 meeting.

A. 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. It is anticipated that NVTC will receive an estimate of available revenues from VDOT in the next month from which the FY2018 program will be funded.

I-66 Commuter Choice Program Goals

1. Move more people
2. Enhance transportation connectivity
3. Improve transit service
4. Reduce roadway congestion
5. Increase travel options

B. Evaluation of Applications Submitted under the FY2018 Call for Projects

NVTC staff recently 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, are attached.](#)

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. Since this time, one application from VRE has been removed

from consideration as it was funded through the I-66 Outside the Beltway Concessionaire payment.

As approved by the Commission in March 2016, the FY2018 applications were evaluated using the following scoring method:

I-66 Commuter Choice Evaluation Criteria Weights			
Evaluation Category	Evaluation Criteria	Criteria Objective	Weight
Congestion Relief	Person Throughput	To move more people through the corridor efficiently.	45
	Peak Period Travel Time	To provide consistent travel during congested periods for users of the corridor and improves operational efficiency of the transportation network	15
	Connectivity	To create, complete, or link transportation network elements and/or modes.	15
	Accessibility	To provide people access to opportunities.	15
Diversion Mitigation		To mitigate the impacts of trips diverted from I-66 inside the Beltway as a result of tolling and/or high occupancy vehicle restrictions	10
Total Benefit Score			100
Cost Effectiveness Score			$\frac{\text{Total Benefit Score} * 1,000,000}{\text{Funding Request}}$
Cost Sharing Score			$\frac{\text{Total Benefit Score} * \text{Total Cost}}{\text{Funding Request}}$

As was done in the previous call for projects, NVTC staff are working 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, to review the scoring.

NVTC staff and the Working Group will continue to work together to provide input into a program of projects for Commission selection and approval.

C. Next Steps

In advance of Commission consideration on a FY2018 program of projects, NVTC will solicit comments on the proposed list of projects beginning March 19, 2018 by e-mail to nvtc@novatransit.org or via phone at 703-495-3130. The public comment period will be open from March 19th through 5:00 P.M. on April 16, 2018. For additional information, contact NVTC at 703-524-3322.

NVTC will also conduct a series of two I-66 Commuter Choice open houses and public hearings on March 20th and April 5, 2018. The March 20th hearing will be held at the Greater Reston Chamber of Commerce, 1886 Metro Center Drive, Suite 230, Reston, Virginia. The April 5th hearing will take place in the Navy League Building, 2300 Wilson Blvd., First Floor Conference Room, Arlington, Virginia, prior to the Commission meeting. On both evenings, 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.

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.

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

Agenda Item #8: NVTC FY2018 2nd Quarter Ridership Report



TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice and Nobuhiko Daito

DATE: February 22, 2018

SUBJECT: NVTC FY2018 2nd Quarter Ridership Report

The FY2018 2nd Quarter Ridership Report shows ridership among Northern Virginia transit agencies changed -0.2 percent in the 2nd Quarter of FY2018 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 as shown in the FY2018 budget. 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.

Ridership in Virginia by System 2nd Quarter FY 2018			
System	FY17 Q2	FY18 Q2	Percent Change FY17-FY18
Arlington Transit (ART)	814,723	742,500	-8.9%
Alexandria DASH	954,623	933,924	-2.2%
Fairfax County Connector	2,127,151	2,056,681	-3.3%
Fairfax City CUE	163,395	159,454	-2.4%
Loudoun County Transit (LCT)	421,918	409,247	-3.0%
PRTC Omni Ride & Omni Link	619,820	583,927	-5.8%
Virginia Railway Express (VRE)	1,088,157	1,108,927	1.9%
Metrobus	4,659,231	4,282,474	-8.1%
Metrorail	21,680,659	22,202,480	2.4%
Total	32,539,677	32,479,614	-0.2%

Source: WMATA, NVTC, and local and regional transit providers. Ridership is in unlinked passenger trips.

Average Weekday Ridership in Virginia 1st Quarter FY 2018				
System	October FY18	November FY18	December FY18	FY18 Q2
Metrorail	292,870	273,606	245,113	270,529
Metrobus	63,566	60,068	54,261	59,298

Source: WMATA and NVTC. Ridership is in unlinked passenger trips.

Attached is a [detailed breakdown of ridership by Metrorail station in Virginia for the second quarter of FY2018](#).

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**Metrorail Ridership by Station in Virginia
2nd Quarter FY2018**

Line/Station	Year	October	November	December	Q2 Total	Percent Change FY16-17
Silver						
Greensboro	FY17	58,580	50,799	41,440	150,820	15.0%
	FY18	64,501	59,025	49,890	173,415	
McLean	FY17	83,111	75,372	60,350	218,834	5.1%
	FY18	84,633	78,675	66,730	230,037	
Spring Hill	FY17	60,877	53,362	45,102	159,341	4.4%
	FY18	62,745	56,345	47,249	166,339	
Tysons Corner	FY17	175,617	163,711	155,322	494,650	6.8%
	FY18	184,162	175,837	168,155	528,154	
Wiehle-Reston East	FY17	370,426	330,833	275,290	976,548	7.9%
	FY18	382,839	356,361	314,407	1,053,607	
Total Silver Line	FY17	748,611	674,077	577,504	2,000,192	7.6%
	FY18	778,879	726,243	646,430	2,151,552	
Orange						
Dunn Loring	FY17	97,099	153,846	125,292	376,237	39.6%
	FY18	191,622	179,365	154,275	525,263	
West Falls Church	FY17	294,573	107,658	81,042	483,273	-32.6%
	FY18	119,467	110,651	95,454	325,572	
Vienna	FY17	149,529	388,301	313,090	850,920	49.0%
	FY18	460,875	428,950	377,814	1,267,639	
Total Orange Line	FY17	541,200	649,805	519,424	1,710,429	23.9%
	FY18	771,965	718,967	627,543	2,118,475	
Silver/Orange						
Ballston	FY17	469,547	439,546	375,826	1,284,919	-2.1%
	FY18	467,739	424,461	365,322	1,257,523	
Clarendon	FY17	203,578	188,321	167,228	559,127	8.2%
	FY18	220,670	202,994	181,271	604,936	
Court House	FY17	321,053	298,853	251,598	871,503	2.3%
	FY18	332,330	301,237	257,685	891,252	
East Falls Church	FY17	221,005	185,479	163,060	569,544	-1.0%
	FY18	209,012	189,388	165,523	563,924	
Rosslyn	FY17	668,461	587,759	496,924	1,753,144	2.4%
	FY18	709,107	591,252	494,217	1,794,576	
Virginia Square	FY17	175,395	164,774	138,174	478,343	6.8%
	FY18	189,636	173,948	147,120	510,704	
Total	FY17	2,059,038	1,864,732	1,592,810	5,516,580	1.9%
	FY18	2,128,495	1,883,281	1,611,139	5,622,915	

Line/Station	Year	October	November	December	Q2 Total	Percent Change FY16-17
Blue						
Arlington Cemetery	FY17	91,388	54,581	57,628	203,597	0.6%
	FY18	92,144	49,888	62,740	204,772	
Franconia Springfield	FY17	309,313	287,217	280,934	877,464	-3.1%
	FY18	310,491	279,556	260,480	850,527	
Van Dorn	FY17	143,598	130,585	120,294	394,477	-7.6%
	FY18	138,325	120,237	105,791	364,353	
Total	FY17	544,299	472,383	458,856	1,475,538	-3.8%
	FY18	540,960	449,682	429,010	1,419,652	
Yellow						
Eisenhower Avenue	FY17	80,607	64,922	59,190	204,719	31.0%
	FY18	107,459	85,994	74,646	268,098	
Huntington	FY17	347,448	325,696	300,016	973,160	-1.8%
	FY18	348,512	319,779	287,477	955,768	
Total	FY17	428,055	390,619	359,206	1,177,880	3.9%
	FY18	455,971	405,773	362,123	1,223,866	
Blue/Yellow						
Braddock Road	FY17	210,912	198,366	180,826	590,104	-1.2%
	FY18	213,134	197,837	171,790	582,761	
Crystal City	FY17	548,928	487,020	432,634	1,468,581	-1.2%
	FY18	554,344	488,614	407,356	1,450,314	
King Street	FY17	387,027	345,567	320,964	1,053,558	-5.7%
	FY18	381,690	324,293	287,832	993,816	
National Airport	FY17	364,328	338,266	288,844	991,439	-3.5%
	FY18	344,345	336,611	275,580	956,536	
Pentagon	FY17	633,649	590,279	540,130	1,764,058	0.0%
	FY18	655,984	591,190	516,542	1,763,715	
Pentagon City	FY17	672,877	618,826	630,196	1,921,899	-3.4%
	FY18	673,649	602,531	581,252	1,857,432	
Total	FY17	2,817,720	2,578,324	2,393,594	7,789,638	-2.4%
	FY18	2,823,144	2,541,076	2,240,353	7,604,574	
Total Virginia Stations	FY17	7,138,923	6,629,940	5,901,394	19,670,257	2.4%
	FY18	7,499,413	6,725,021	5,916,599	20,141,033	

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice and Rhonda Gilchrest

DATE: February 22, 2018

SUBJECT: Virginia Railway Express (VRE)

A. VRE CEO Report

At the March meeting, VRE CEO Doug Allen's will update the Commission on VRE activities. The [VRE CEO Report for February 2018](#) is attached. The Minutes of the February 16th VRE Operations Board Meeting will be provided at the meeting.

There are no action items for the March NVTC meeting; however, there are several items of interest summarized below.

A. Positive Train Control Update

At its February 16th meeting, the VRE Operations Board acted on two items pertaining to VRE's Positive Train Control (PTC) implementation, which completes the procurement phase of implementation. On January 31st, Mr. Allen and Mr. Dalton met with Federal Railroad Administration (FRA) HQ staff to brief them on VRE's progress on PTC implementation. VRE is on schedule to meet the December 31, 2018 PTC deadline. The host railroads (CSX and Norfolk Southern) are also on track to meet the deadline in VRE's service area. Both railroads have implemented PTC in other regions. All wayside equipment and technology have been installed in the VRE service area. CSX and Norfolk Southern have started their communication. Once that testing is completed, VRE and its host railroads can start the collective inoperability and integration testing.

B. VRE Title VI Update

At its February 16th meeting, the VRE Operations Board accepted the results of the Title VI Service Standards and Policies monitoring and forwarded them to the Potomac and Rappahannock Transportation Commission (PRTC) for inclusion in PRTC's Title VI submittal, which is due in April 2018. 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 [VRE Title VI Service Standards and Policies](#) document is attached.

C. VRE Operations Board Meeting Schedule

The VRE Operations Board approved its 2018 meeting schedule, which includes meeting date changes from August 17, 2018 to July 20, 2018 and from December 21, 2018 to December 14, 2018. The [2018 VRE Operations Board Calendar](#) is attached listing the meeting dates and times.

D. VRE Industry Day

VRE's Office of Development held a VRE Industry Day on February 8th 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. The attached [VRE presentation highlights those capital and design projects](#).

CEO REPORT

FEBRUARY 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 | FEBRUARY 2018

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VIRGINIA RAILWAY EXPRESS
A better way. A better life.



SUCCESS AT A GLANCE

Data provided reflects December 2017 information.



PARKING UTILIZATION

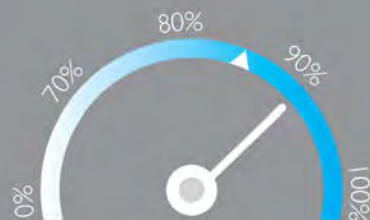
The total number of parking spaces used in the VRE system during the month, divided by the total number of parking spaces available.



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

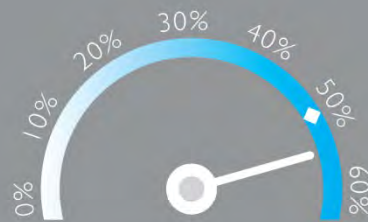
Percentage of trains that arrive at their destination within five minutes of the schedule.

▲ 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.

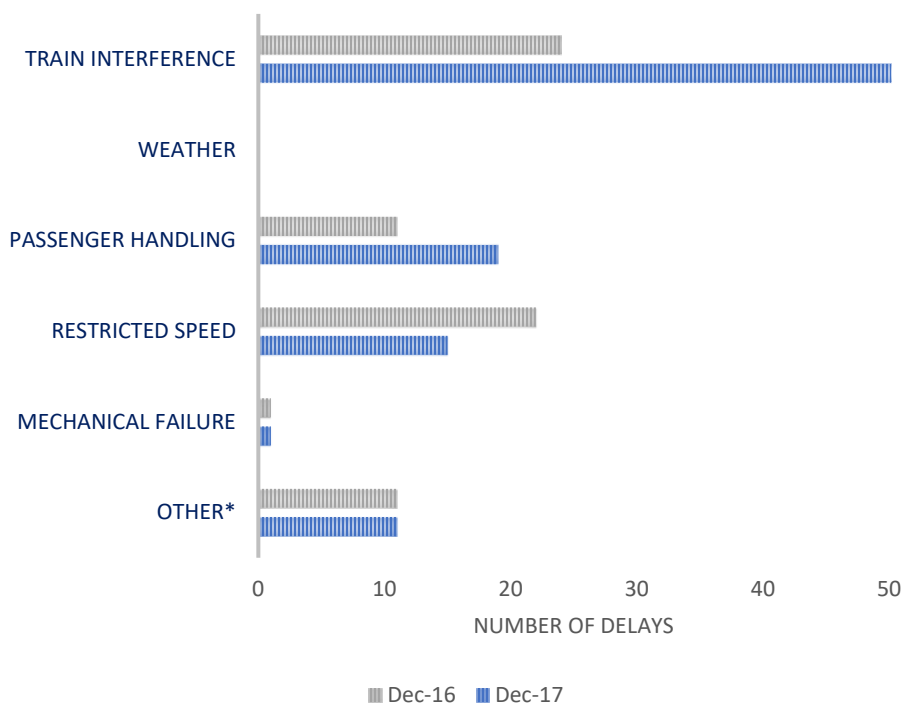
◆ Board-established goal.

ON-TIME PERFORMANCE

OUR RECORD

	December 2017	November 2017	December 2016
Manassas Line	93%	89%	89%
Fredericksburg Line	90%	93%	82%
System Wide	92%	91%	85%

REASONS FOR DELAYS



VRE operated 576 trains in December.

Our on-time rate for December was 92%.

Forty-nine of the trains arrived more than five minutes late to their final destinations. There were twenty late trains on the Manassas Line and twenty-nine late trains on the Fredericksburg Line.

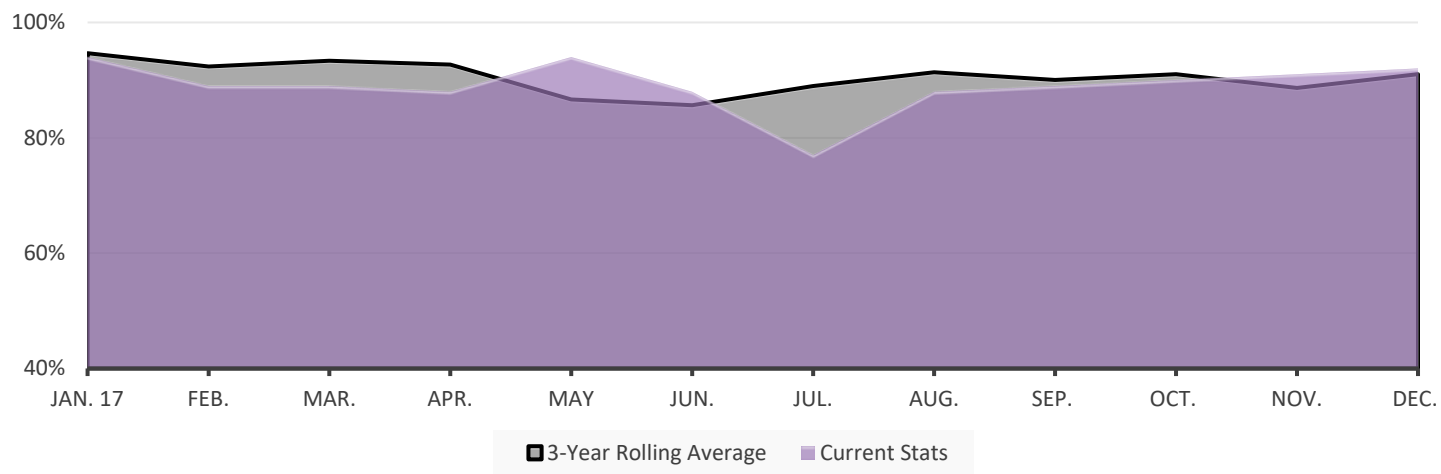
*Includes those trains that were delayed due to late turns, weather, signal/switch failures and maintenance of way.

LATE TRAINS

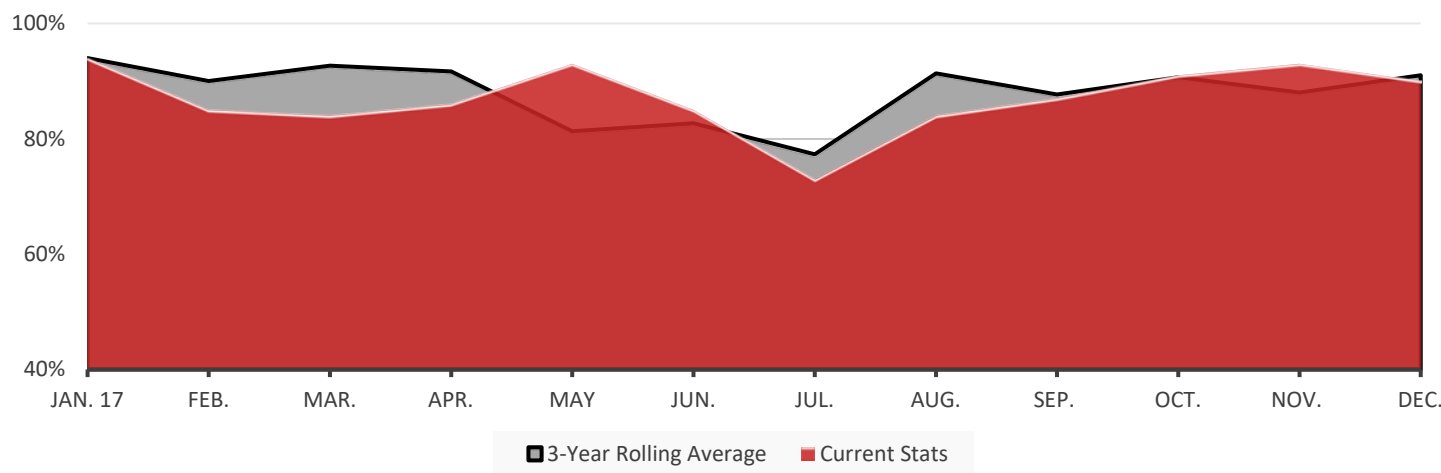
	System Wide			Fredericksburg Line			Manassas Line		
	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.	Oct.	Nov.	Dec.
Total late trains	64	56	49	29	21	29	35	35	20
Average minutes late	33	21	22	36	21	24	30	21	21
Number over 30 minutes	11	12	8	7	5	4	4	7	4
Heat restriction days / total days	0/21	0/20	0/20						

ON-TIME PERFORMANCE

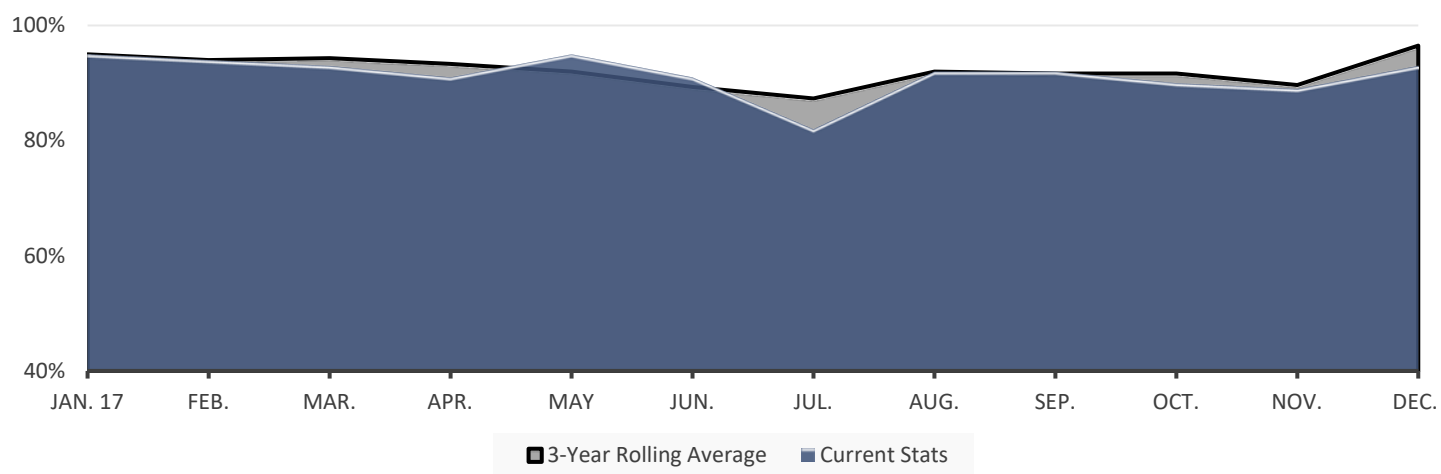
VRE SYSTEM



FREDERICKSBURG LINE

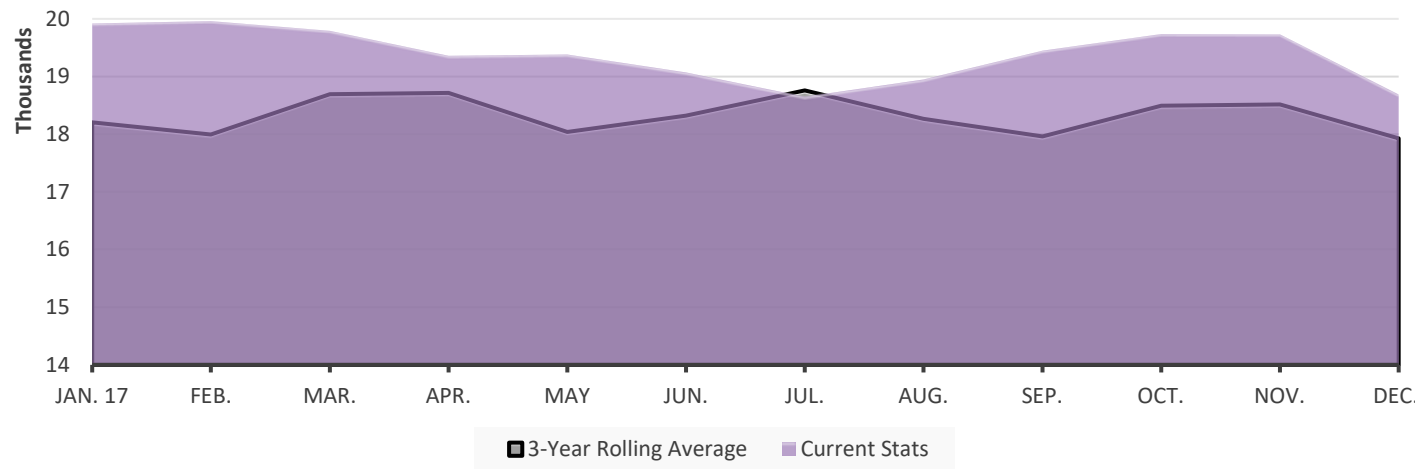


MANASSAS LINE

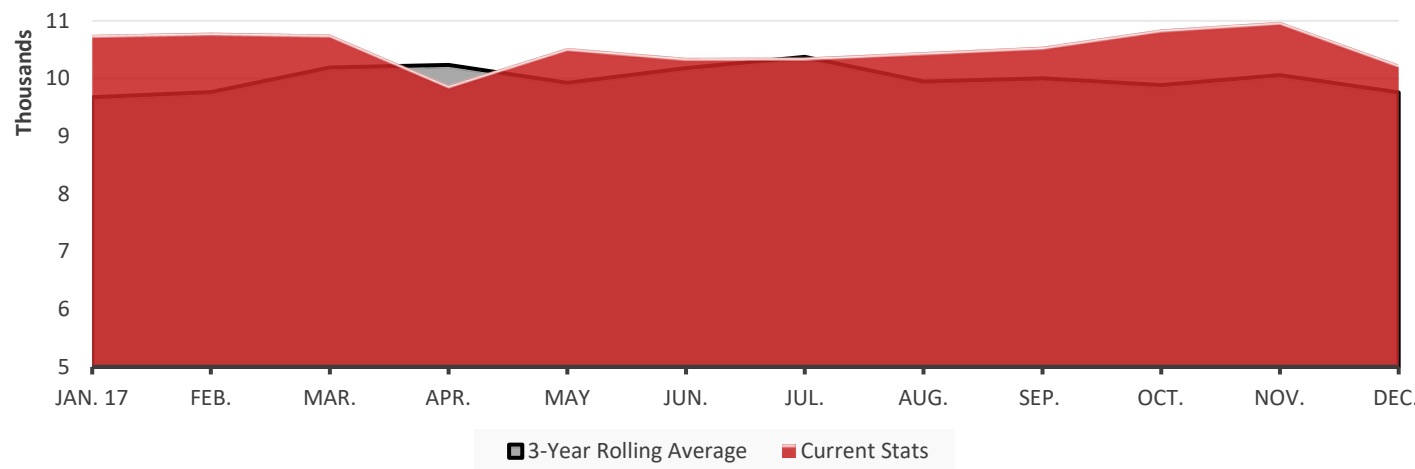


AVERAGE DAILY RIDERSHIP

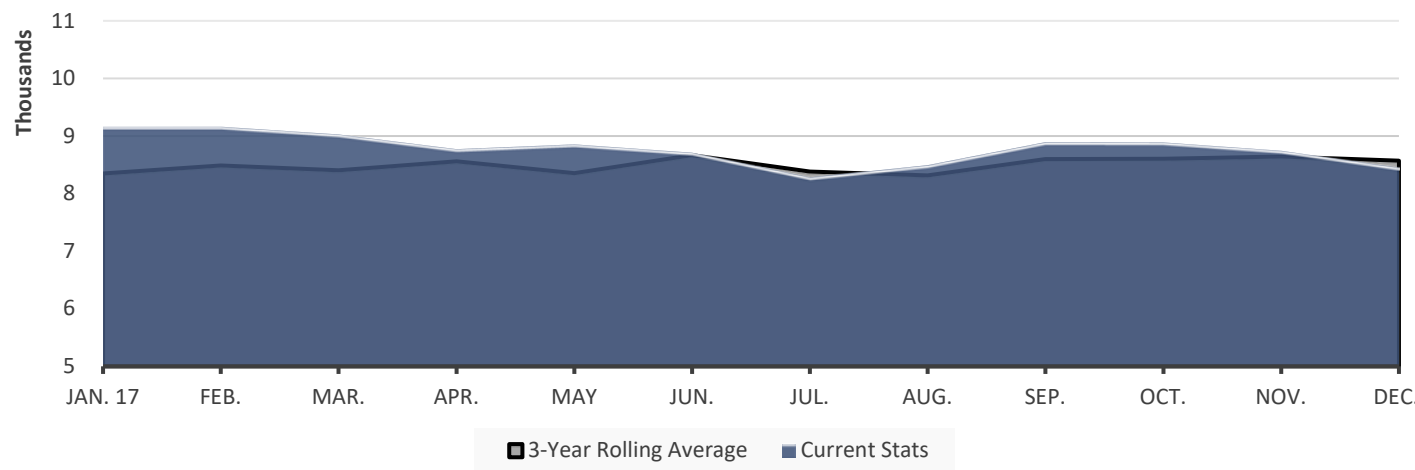
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



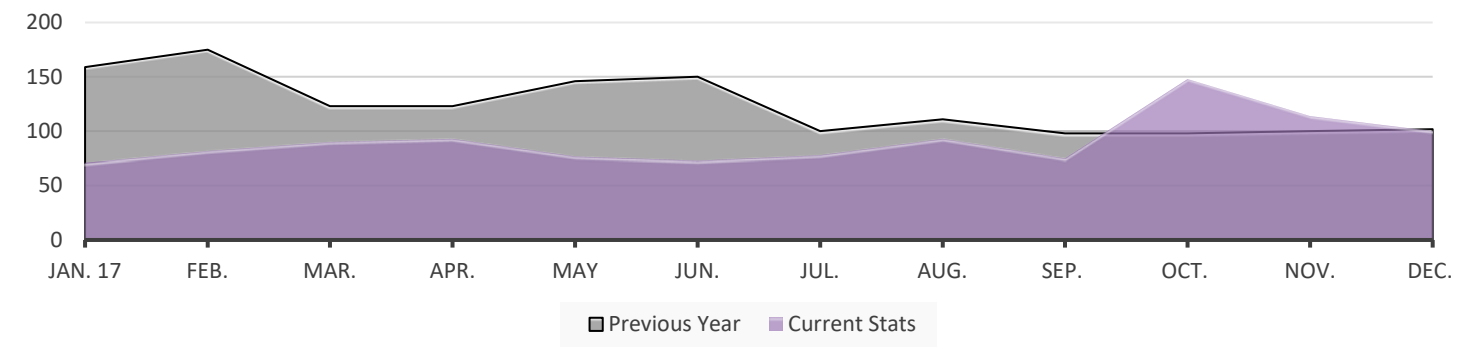
FEBRUARY 2018
RIDERSHIP UPDATES

Average daily ridership (ADR) in December was approximately 18,700.

	December 2017	November 2017	December 2016
Monthly Ridership	333,071	378,048	348,258
Average Daily Ridership	18,689	18,619	18,864
Full Service Days	16	19	16
"S" Service Days	4	1	5

SUMMONSES ISSUED

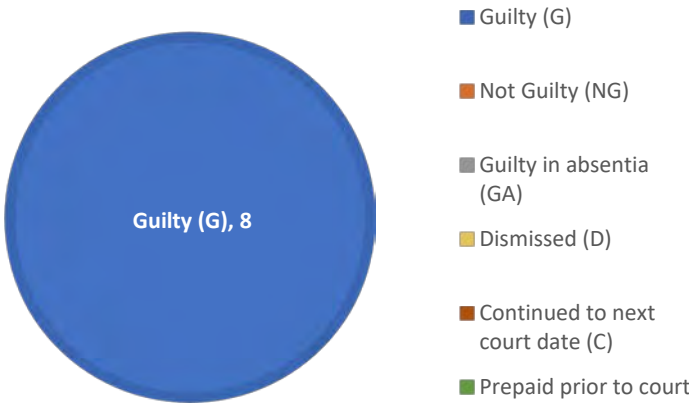
VRE SYSTEM



SUMMONSES WAIVED OUTSIDE OF COURT

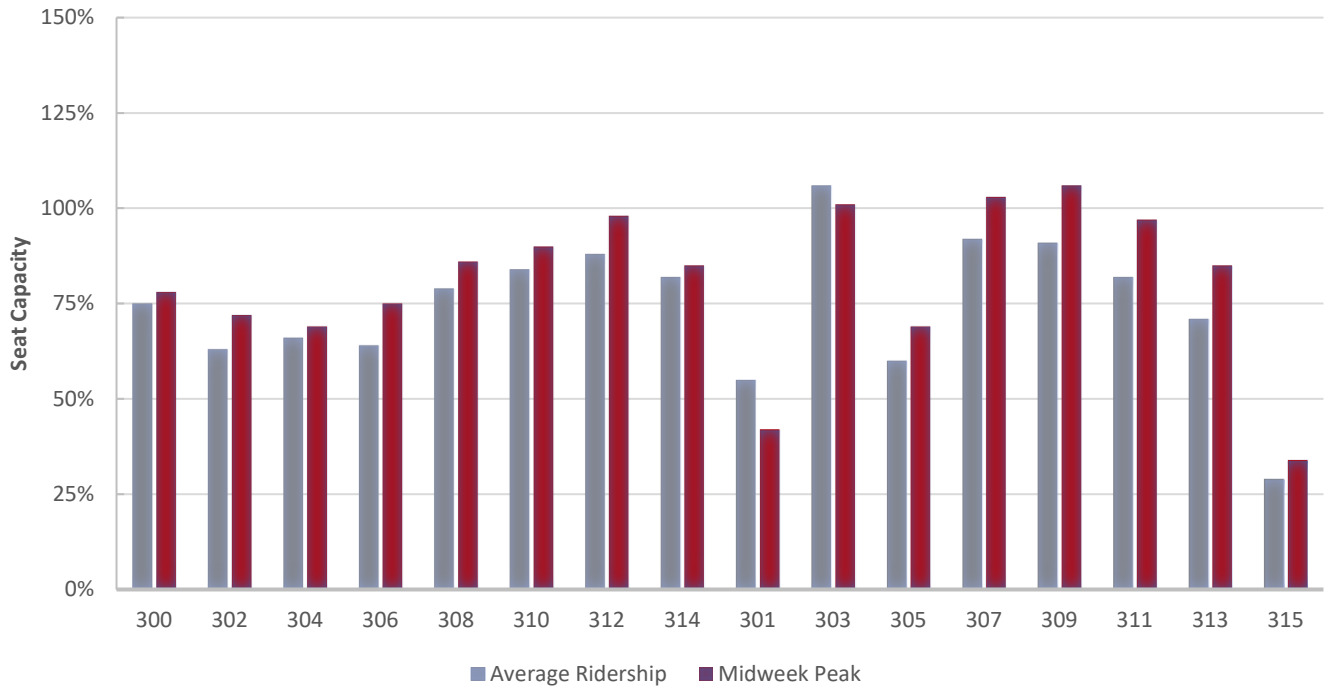
Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	4
One-time courtesy	5
Per the request of the conductor	1
Defective ticket	0
Per Ops Manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	0
Total Waived	10

MONTHLY SUMMONSES COURT ACTION

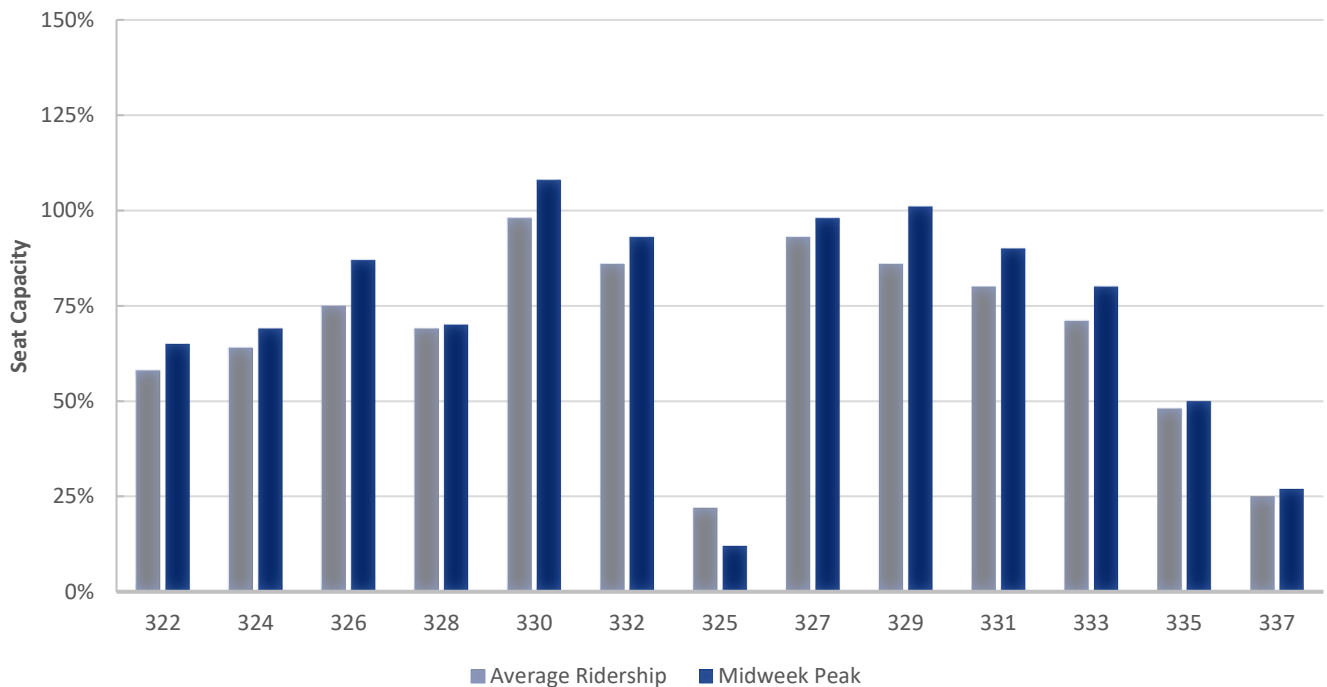


TRAIN UTILIZATION

FREDERICKSBURG LINE

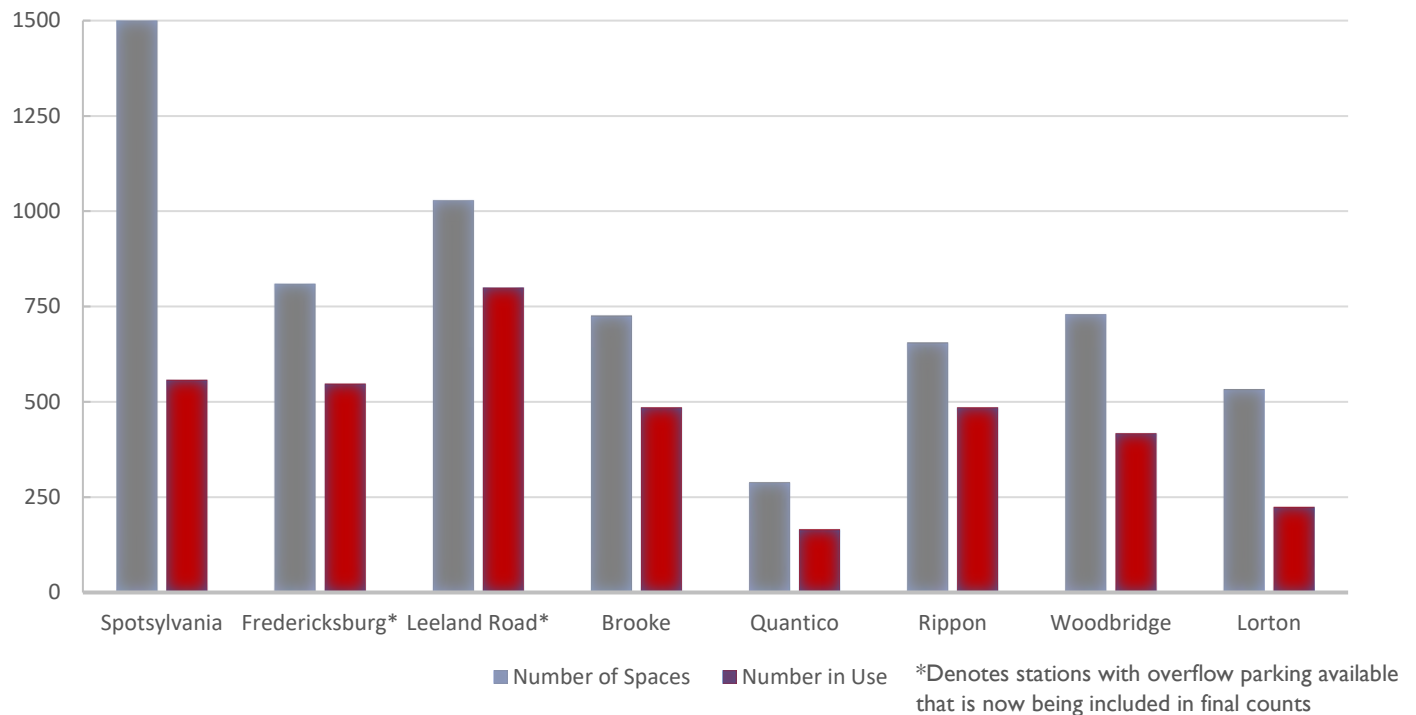


MANASSAS LINE

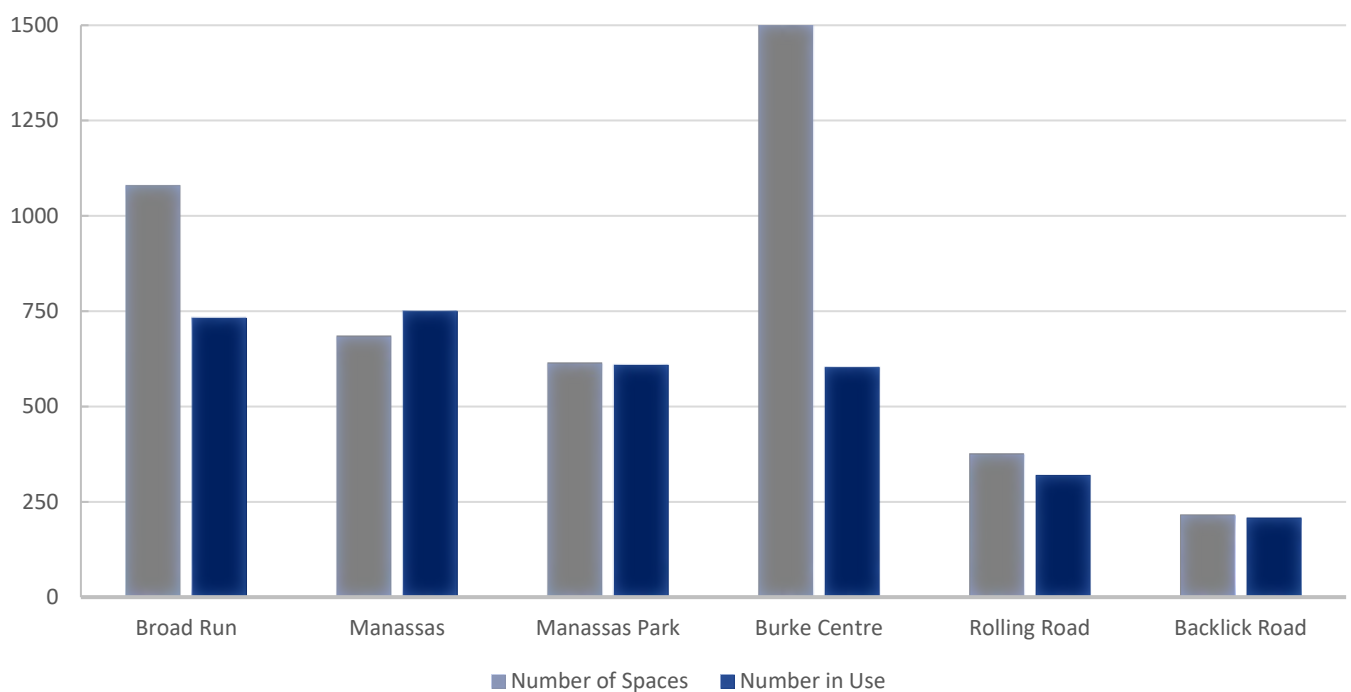


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FINANCIAL REPORT

Fare revenue through the first six months of FY 2018 is \$1.37 million above budget (a favorable variance of 6.9%) and is up 0.4% compared to the same period in FY 2017.

The operating ratio through December is 56%. VRE's budgeted operating ratio for the full twelve months of FY 2018 is 50%.

A summary of the FY 2018 financial results through December 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 December 31, 2017							
	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY18 BUDGET
Operating Revenue							
Passenger Ticket Revenue	3,349,658	3,187,632	21,133,759	19,763,318	1,370,441	6.9%	39,845,400
Other Operating Revenue	45,123	18,000	122,881	111,600	11,281	10.1%	225,000
Subtotal Operating Revenue	3,394,781	3,205,632	21,256,640	19,874,918	1,381,722	7.0%	40,070,400
Jurisdictional Subsidy (1)	-	-	8,798,260	8,798,261	(0)	0.0%	12,874,980
Federal/State/Other Jurisdictional Subsidy	2,535,091	2,511,367	15,449,579	15,544,661	(95,082)	-0.6%	31,005,851
Appropriation from Reserve/Other Income	-	-	-	-	-	0.0%	955,000
Interest Income	60,377	6,000	280,666	37,200	243,466	654.5%	75,000
Total Operating Revenue	5,990,249	5,722,999	45,785,145	44,255,040	1,530,105	3.5%	84,981,231
Operating Expenses							
Departmental Operating Expenses	6,013,841	5,669,539	38,181,931	39,433,041	1,251,110	3.2%	78,230,361
Debt Service	560,209	559,573	3,358,833	3,357,435	(1,398)	0.0%	6,714,870
Other Non-Departmental Expenses	-	-	-	-	-	0.0%	36,000
Total Operating Expenses	6,574,050	6,229,112	41,540,764	42,790,476	1,249,712	2.9%	84,981,231
Net income (loss) from Operations	(583,801)	(506,113)	4,244,381	1,464,564	2,779,818	0.0%	-
Operating Ratio							
			56%	50%		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. Replacement of signage at L'Enfant and Crystal City Stations
2. Modernization of west elevator at Franconia-Springfield Station
3. Repairs to platform concrete at Lorton Station
4. Minor renovations to VRE Fredericksburg office
5. Replacement of building perimeter caulking at Manassas Station parking garage
6. Repairs to gutters and downspouts at Manassas Station and parking garage

Projects scheduled to be completed this quarter:

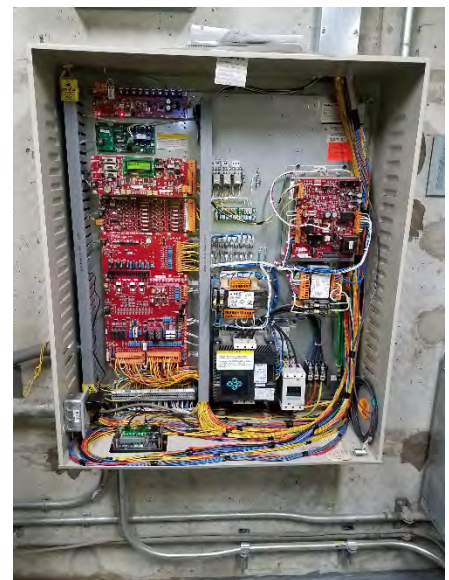
1. Repairs to roof at Woodbridge Station east building
2. Replacement of ADA parking signage at Brooke and Leeland Road Stations
3. Upgrades to electrical power supply for new communication cabinet at Rolling Road and Burke Centre Stations
4. Repairs to platform concrete at Manassas Station
5. Installation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

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. Installation of pathfinder signs for Spotsylvania Station
4. Replacement of light poles and fixtures at Manassas Station



VRE Fredericksburg Office Minor Renovations Completed



Franconia-Springfield West Elevator Modernized Control Center

5. Replacement of parking lot signage at Broad Run Station
6. Replacement of tactile warning strips at various stations
7. 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
- Disaster Management Services
- Seat Bottoms for Passenger Cars
- Gallery Car Door Control Switches

CAPITAL PROJECTS UPDATES

AS OF JANUARY 5, 2018

Broad Run Expansion Study (formerly Gainesville-Haymarket Expansion Study)

- Reviewed Schematic Design Technical Memo
- Participated in Manassas Airport coordination meeting on December 14th
- Participated in Project Management Team (PMT) meetings on January 3rd

Station Signage Replacement and Upgrade Program

- Station platform information and safety signs—most dating back to the 1992 opening of VRE—were replaced and upgraded at four VRE stations (Backlick Road, Lorton, Brooke, and Leeland Road)



New station signage information signage at Backlick Road Station.

Midday Storage Replacement Facility

- Met with District stakeholders on December 12th to provide a status on midday storage and L'Enfant station/track improvements
- Met with project engineering consultant on December 13th to review the draft Statement of Work (SOW) for conducting an appraisal of Conrail's easement for the Union Market track; work anticipated to begin February 1st and expected to be completed by March 15th, 2018
- Received preliminary comments from Federal Transit Administration (FTA) on Categorical Exclusion (CE)
- Survey-only agreement continuing through Amtrak Legal review
- Project agreement review and discussion continuing with Amtrak
- Drafted concurrence memo and sent to Amtrak for legal review
- Final geo-technical report delivered on December 14th
- Project Management Plan (PMP) is being updated to reflect current project status



Reflecting VRE's commitment to safety, the new station sign packages include multiple signs explicitly cautioning passengers to stay safe and off the tracks.

Rolling Road Platform Extension

- Submitted revised plans based on Norfolk Southern (NS) comments; sent follow up email asking for status and comments
- Dewberry submitted plans to FC for review

Crossroads Real Estate Acquisition

- Appraisal received last week of December
- Prepare appraisal for transmittal to FTA via PRTC

Long Bridge Expansion Study

- Participated in interagency meeting December 12th
- Attended public meeting hosted by District Department of Transportation (DDOT)/Federal Railroad Administration (FRA) on December 14th
- Reviewed and provided comments on Design Environmental Impact Statement (DEIS) impact methodologies
- Draft Memorandum of Agreement (MOA) with FRA comments received and forwarded for Legal review
- Reviewed and provided comments on Environmental Impact Statement (EIS)/Section 106 proposed alternatives presentation dated December 14th

Southeast High Speed Rail Corridor (DC2RVA) Coordination

- VRE provided comments to DRPT and FRA regarding draft environmental impact study document
- Participated in bi-weekly project management coordination teleconferences
- Continued to discuss and coordinate alignment, station and service planning issues related to VRE

Washington Union Station Project EIS

- Provided comments on 90 percent design drawings
- Participated in public information display system project update

Lorton Platform Extension

- Platform extension put into service as of Monday, December 11th

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 as well as meeting at Marine Corps Base Quantico held December 14th

Franconia-Springfield Station Improvements

- The 30 percent plan revisions complete pending final emergency egress and Americans with Disabilities Act (ADA) access decisions by VRE, execution of the CSXT design review agreement, and CSXT review and comments
- Continued compiling work breakdown structure inputs for a Microsoft Project template
- Revised Northern Virginia Transportation Authority (NVTA) Appendix B concerning projected cash flows on December 13th
- Updated the NVTA monthly status update report on December 20th

Lorton Station Improvements (Second Platform)

- The 30 percent plan revisions are complete pending final emergency egress and ADA access decisions by VRE, execution of the CSXT design review agreement, and CSXT review and comments
- Continued compiling work breakdown structure inputs for a Microsoft Project template

- Revised NVTa Appendix B concerning projected cash flows on December 13th
- Updated the NVTa monthly status update report on December 20th

Rippon Station Improvements

- Continued development of 30 percent plans and cost estimate
- Continued compiling work breakdown structure inputs for a Microsoft Project template
- Revised NVTa Appendix B concerning projected cash flows on December 13th
- Updated the NVTa monthly status update report on December 20th

Leeland Road Station Improvements

- Continued development of 30 percent plans and cost estimate
- Continued compiling work breakdown structure inputs for a Microsoft Project template

Brooke Station Improvements

- Continued development of 30 percent plans and cost estimate
- Continued compiling work breakdown structure inputs for a Microsoft Project template
- Continued developing the cost tool estimate for Option 7 based on GEC phasing plan

Alexandria Pedestrian Tunnel Project

- Reviewed, discussed, and revised draft scope of work that Gannett Fleming prepared for study of fourth track, bridges and pedestrian tunnel as a solution to building the pedestrian tunnel
- Returned scope with mark-ups to Gannett Fleming and discussed over the telephone several times
- Provided update to NVTa on project status
- Reviewed cost estimate from Gannett Fleming for study of fourth track, bridges and pedestrian tunnel as a solution to building the pedestrian tunnel
- Authorized Gannett Fleming to begin the study for the fourth track bridges and pedestrian tunnel as a solution to building the pedestrian tunnel
- Contacted the City of Alexandria Transportation and Environmental Services to begin study coordination
- Contacted Virginia Department of Transportation to begin study coordination
- Attended monthly coordination meeting with CSXT held at Crossroads Yard on January 2nd; reviewed study of fourth track, bridges and pedestrian tunnel as a solution to building the pedestrian tunnel
- Held kick-off meeting for study of fourth track, bridges and pedestrian tunnel as a solution to building the pedestrian tunnel at VRE with GF team at VRE

Crossroads Lifecycle Overhaul & Upgrade Facility (LOU)

- Reviewed the MS Project schedule with VRE Manager of Project Implementation to reflect current assumptions on December 13th
- Received VRE Operations Board approval for construction management services to be advertised at December 15th meeting
- Contracts requested extension of the bids of the Wheel Truing Machine and Drop Table through March 2018
- Conducted meeting on December 19th about Hazard Analysis and Threat and Vulnerability Analysis

- Coordinating with Potomac and Rappahannock Transportation Commission (PRTC) and Northern Virginia Transportation Commission (NVTC) for the correct identification of the Commissions for the LOU Best Management Practices Facility Agreement form
- Coordinated with STV on the property on the CSXT right-of-way where we will be grading for construction of the access road and Track 0
- Reviewed cross-sections sent by STV
- Attended monthly coordination meeting with CSXT held at Crossroads Yard on January 2nd; discussed the field findings of the slope on CSXT property and disposition of soils onto CSXT property as well as construction easement agreement needs of FTA
- Received specifications for skylight protection to be incorporated into design

L'Enfant (North) Storage Track Wayside Power

- Forwarded request for clarification from PRTC for CSXT invoice; received response and forwarded to VRE Accounting to be forwarded to PRTC
- Requested that VRE Manager of Facilities Maintenance place locks on fence at the switchgear building and power pedestal
- Received notification that CSXT Signal Construction team completed the vertical lift derail
- All CSXT work is complete, but the signal system will need to be tested with the derail in service
- Coordinated with CSXT on a manhole near the project requiring addition of ballast
- Designer has inspected project in the field and is preparing as-built plans
- Audited contract to confirm last payment request is correct



The completed wayside power appliance for locomotives laying over on the newly commissioned L'Enfant North Storage Track undergoes acceptance testing.

L'Enfant (South) Storage Track Wayside Power

- Approved HDR invoice through November 25th
- Requested CSXT status on plan review on December 18th

Slaters Lane/Alexandria Track 1 Access

- Provided update to NVTA on project status
- Construction agreement signed by CSXT and passed to VRE Chief Executive Officer for execution

Broad Run Station and Yard Expansion

- Requested information from Prince William County about the Bristow Battlefield and Browne's Battery and contacts
- Reviewed December 20th PMT meeting notes and forwarded comments to VRE Manager of Project Development
- Participated in PMT meeting on January 3rd at VRE

Manassas Park Station Parking Expansion

- Participated in meeting to meet VHB's new Project Manager, assigned to complete the preliminary engineering and NEPA phase, on December 13th

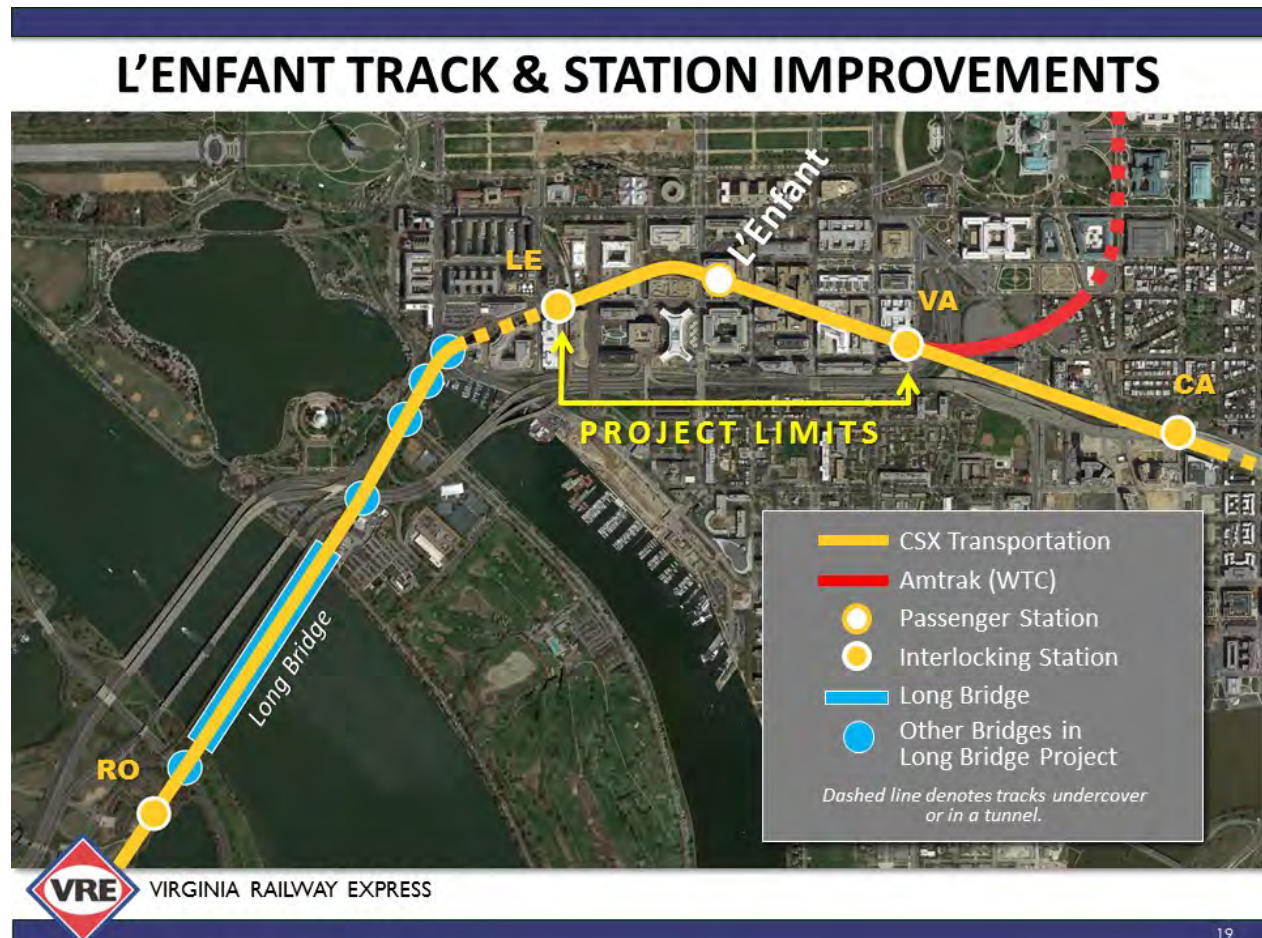
- Contacted City of Manassas Park about scheduling a coordination meeting in January 2018 to discuss permits, the Traffic Impact Analysis (TIA) and to follow-up on 30 percent plan comments
- Commented on the Conceptual Subdivision Plan to be submitted to the City of Manassas Park

Crystal City Station Improvements

- Completed a review of a draft of the environmental documentation (Categorical Exclusion); the consultant is incorporating comments

L'Enfant Track and Station Improvement

- Continued to collect data and reach out to stakeholders to help develop the project plan for project development



The L'Enfant Track and Station Improvements Project will expand the width and length of VRE's busiest station while providing for a fourth track between L'Enfant (LE) and Virginia (VA) Interlockings. It is closely coordinated with the adjacent Long Bridge Capacity Improvements Project.

Grant Development

- Submitted nine grant applications to the NVT Six Year Program and three grant applications to NVTC's I-66 Commuter Choice Program

VRE Transit Development Plan Update

- Kick-off for Transit Development Plan (TDP) Update occurred December 11th

PROCESS, MILESTONES AND OUTCOMES



The process, milestones and intended outcomes for the Transit Development Plan Update through November 2018.

Projects Progress Report to Follow

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		
Broad Run Station Improvements	Parking garage to increase parking capacity by 900 spaces.	◆	◆	■	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

¹Total 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 (\$)				COMPLETION			STATUS
	Funded	Unfunded	Authorized	Expended ²	Percent	Date		
3,201,176	3,201,176	-	1,172,309	602,542	84%	4th QTR 2017		Work resumed in April, 2016, and is anticipated to be completed December 2017.
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 Winter 2017.
2,500,000	2,500,000	-	1,846,675	1,688,333	95%	4th QTR 2017		Project complete. Platform extension opened December 11, 2017,
16,150,000	16,150,000	-	*	269,118	20%	2nd QTR 2020		Preliminary engineering is anticipated to be complete in Winter 2017.
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 reinitiated following 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.
24,420,000	3,420,000	21,000,000	2,031,263	393,120	30%	TBD		Project to be completed as part of Broad Run Expansion Project

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 and	◆	◆	◆	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 (\$)			Expended ²	COMPLETION		STATUS
	Funded	Unfunded	Authorized		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

1500 KING STREET, SUITE 202 • ALEXANDRIA, VA 22314 • 703.684.1001

VRE.ORG



VRE SYSTEM-WIDE SERVICE STANDARDS AND POLICIES

The Virginia Railway Express (VRE) System-Wide Service Standards and Policies address how service is distributed across the system and ensures services provided are fairly accessible to users. Service policies also ensure that service design and operations practices do not result in discrimination on the basis of race, color, or national origin.

These standards and policies are required by Federal law, as described in Federal Transit Administration (FTA) Circular 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients", which became effective October 1, 2012. The Circular requires any FTA recipient that operates 50 or more fixed route vehicles in peak service located in urbanized areas (UZA) of 200,000 or more people to develop service standards and policies that monitor performance of service at least once every three years. The service standards and policies, as well as evidence of service monitoring, will become a portion of the Title VI Plan which is submitted to FTA every three years.

Required quantitative standards are compiled for vehicle load, vehicle headway, on-time performance, and service availability. Required service policies are composed for distribution of transit amenities and vehicle assignments. Additional standards or policies may be developed as appropriate.

SERVICE STANDARDS

A. Vehicle Load

Vehicle load or load factor is expressed as the ratio of passengers per vehicle or the ratio of passengers to the number of seats on a vehicle at the vehicle's maximum load point. It is used to determine the extent of likely overcrowding, to assign equipment (e.g., number/type of rail cars), and to make subsequent adjustments by lengthening or shortening trains.

VRE's goal is to not exceed the total number of seats available, plus allow no more than 15 standees per coach for the midweek average on any single train traveling through the maximum load point in the peak direction and hour. A maximum capacity factor of 1.11 per train has been designated to allow for up to 15 standees per passenger coach on VRE trains based on typical train sets currently being operated (Table 1).

The maximum load point on the Fredericksburg Line is between the Lorton and Franconia/Springfield stations. On the Manassas Line, the maximum load point is between the Backlick and Alexandria stations. An off-peak load factor has not been designated because VRE operates nearly all of its trains in the peak commuting periods and direction.

Table 1: VRE Passenger Capacity by Train as of October 21,2017

Fredericksburg Line

Train Pair	Total # of Seats
300 / 311	910
302 / 309	910
304 / 315	650
306 / 305	780
308 / 307	1,040
310 / 303	780
312 / 313	780
314 / 301	520

Manassas Line

Train Pair	Total # of Seats
322 / 321 / 332 / 333	780
324 / 335	780
326 / 331	1040
328 / 325 / 336 / 329	1040
330 / 327 / 338 / 337	910

VRE operates its trains in sets of four to eight cars to accommodate the level of ridership on each train. An eight-car train is the largest train set that VRE currently utilizes due to storage limitations in VRE storage yards. Train sets typically include a cab car and three to seven trailer coaches and at least one coach includes a bathroom.

Reviews and adjustment of train sizes are considered when passenger capacity exceeds or falls below established volume points. Adjustments are also made to train length when a typical ridership is expected prior to a holiday, impending weather event or other special circumstance. Capacity guidelines may be relaxed during temporary surges in demand or for special event trains.

B. Vehicle Headway

Vehicle headway measures the amount of time between two successive vehicles traveling in the same direction on a given line or combination of lines. It is a general indicator of the level of service provided along a line or route. A shorter headway corresponds to more frequent service.

VRE peak headways are generally about 30 minutes for each line. VRE schedules peak service and determines vehicle headway based upon an analysis of ridership, commuter demand, the operating windows and slots allowed in the operating contract with its host railroads (i.e. Norfolk Southern for the Manassas Line, CSX Transportation (CSXT) for the Fredericksburg Line, the shared line between Alexandria and Washington, D.C. Union Station, and Amtrak for access to D.C. Union Station). Since VRE operates within a mixed traffic environment and shares the tracks with freight and Amtrak trains, the amount of time between any two trains is based on how those trains fit into the overall schedule. Train schedules also consider the merging of the Fredericksburg and Manassas Line trains, as well as other trains on the railroad, into one line at Alexandria.

VRE's operating agreements also limit the ability of VRE to add service at will and/or expand its operating territory. The host railroad must approve any service additions or changes in schedule before they can be

implemented. Currently, VRE trains operate primarily during the morning and evening peak travel periods in the peak direction of travel. The Manassas Line has some limited reverse-flow service that primarily serves to position equipment for subsequent peak service. Each line has one mid-day train departing the Washington, D.C. central business district.

C. On-Time Performance

On-time performance (OTP) is the measure of trips completed as scheduled. VRE's OTP standard is that trains shall arrive at their final destination at or within five minutes of their scheduled arrival time and no revenue train is allowed to leave an intermediate station before it is scheduled to depart, unless noted otherwise on passenger timetables.

VRE's fiscal year (FY) 2018 target for OTP is greater than 90%. VRE sets an annual target for OTP as part of its budget process. Factors considered in setting the target include operational safety, preventive maintenance scheduled for the right of way provided by the host railroad, ability to meet the current schedule factoring in VRE rolling stock reliability and efficiency testing, and projected impact on service because of weather or other variables.

VRE calculates OTP for each line and for the system as a whole. OTP is calculated as a percentage of on-time trains divided by the total scheduled revenue trains. Trains cancelled or annulled due to force majeure events (e.g., flooded right-of-way, government shutdown, etc.) are excluded from the calculation of OTP.

D. Service Availability

Service availability is a general measure of the distribution of routes within a transit provider's service area. For a commuter rail agency, service availability can be defined as the number or density of residents who are potential riders within a certain driving distance of the stations.

VRE's service area encompasses the nine Virginia jurisdictions that are served under the VRE Master Agreement: Arlington County, City of Alexandria, Fairfax County, Prince William County, City of Manassas, City of Manassas Park, Stafford County, City of Fredericksburg, and Spotsylvania County.

VRE operates trains along two lines that run within existing railroad rights-of-way. Currently, there are six origin stations along the Manassas line and nine origin stations along the Fredericksburg line. Origin stations are located two to 11 miles apart. The population of the catchment areas for the origin stations varies from 100,000 – 150,000 on the Manassas Line, and 50,000 – 125,000 on the Fredericksburg Line. System-wide, there are five destination stations. The destination stations are co-located with Metrorail stations providing VRE riders with access to the greater Washington, D.C. metro area.

VRE's operating agreements with the host railroads, CSXT and Norfolk Southern, affect VRE's ability to add service at will and/or expand its operating territory, including adding stations to a line or extending a Line. New stations or extensions are undertaken in cooperation and coordination with the local jurisdiction where the station or extension will be located. New stations or service extensions must be approved by the host railroad before they can be implemented.

Factors considered in determining service availability of new infill stations or service extensions include:

- Transit Demand/Ridership Potential
- Proximity to existing stations, both VRE and other regional transit hubs
- Operational Feasibility Passenger Transit Access
- Parking Availability
- Capital Funding Availability Community Impact Environmental Impact

SERVICE POLICIES

A. Vehicle Assignment

Vehicle assignment refers to the process by which transit vehicles are assigned to either line on the VRE system.

VRE's locomotive fleet consists solely of standard four-axle diesel-electric locomotives with similar horsepower ratings, tractive effort, and appearance. As none of VRE's territory is electrified using overhead catenary wire, there is no difference in propulsion power requirements throughout the system. All VRE locomotives were put into service in 2011 and are uniformly compatible with VRE's passenger coach fleet. Locomotives are distributed based on need and positioning for service.

VRE's passenger coach fleet consists of two types of coaches as indicated in Table 2. None of the passenger coaches are self-propelled. Coaches are not assigned to trains or routes specifically but are assigned as needed to the Manassas or Fredericksburg lines depending on demand/required seating capacity, routine and non-routine maintenance needs, and inspection cycles. The typical December 2017 vehicle assignment is shown in Tables 2 and 3.

It is VRE's goal to lengthen train sets currently in service to a minimum of six cars and eventually eight cars. Having standard size train sets will enable greater operational flexibility in assigning individual train cars from the maintenance and storage facilities and provide additional seating capacity as ridership grows.

Table 2: Typical Fredericksburg Line Consists (December 2017)

Train Pair	1	2	3	4	5	6	7	8
300 / 311	GC	G	G	G	G	G	G	
302 / 309	GC	G	G	G	G	G	G	
304 / 315	GC	G	G	G	G			
306 / 305	GC	G	G	G	G	G		
308 / 307	GC	G	G	G	G	G	G	G
310 / 303	GC	G	G	G	G	G		
312 / 313	GC	G	G	G	G	G		
314 / 301	GC	G	G	G				

GC = Gallery Cab G = Gallery Coach

Table 3: Typical Manassas Line Consists (December 2017)

Train Pair	1	2	3	4	5	6	7	8
322 / 321 / 332 / 333	GC	G	G	G	G	G		
324 / 335	GC	G	G	G	G	G		
326 / 331	GC	G	G	G	G	G	G	G
328 / 325 / 336 / 329	GC	G	G	G	G	G	G	G
330 / 327 / 338 / 337	GC	G	G	G	G	G	G	

GC = Gallery Cab G = Gallery Coach

B. Distribution of Transit Amenities

Transit amenities are items of comfort, convenience, and safety made available to VRE passengers making use of VRE trains and passenger stations.

All VRE coaches are equipped with onboard amenities such as heating and air conditioning; interior lighting; baggage racks; and public-address systems.

The U.S. Department of Transportation requires that transportation vehicles and transportation facilities be readily accessible and useable by individuals with disabilities consistent with the requirements of the Americans with Disabilities Act (ADA) and that access for individuals with disabilities is provided in the most integrated manner possible. That includes providing individuals who use wheelchairs access to all cars available in each train. All coaches purchased in the future will include onboard lifts.

All cab cars and approximately a third of the trailer coaches have bathrooms. Coaches are deployed among trains so that there is a minimum of one cab car and one trailer coach with a bathroom on each consist. Planned coach purchases to complete the fleet replacement program or expand the fleet will include bathrooms.

Amenities available at VRE stations include but are not limited to: benches; covered structures and/or platform canopies; informational amenities such as system maps, schedules/timetables, and public-address systems; intelligent transportation systems (e.g., electronic fare payment equipment and variable message/vehicle arrival information displays); elevators and escalators; waste containers; public telephones; and park-and-ride facilities.

There are two types of stations maintained by VRE: Autonomous VRE stations and Joint Use stations (see Table 4). Autonomous VRE stations were constructed by VRE for the primary purpose and use of accessing VRE train service. Generally, all autonomous VRE stations are provided the same set of amenities.

Joint-use stations also provide access to Amtrak service. Generally, joint-use stations existed prior to the formation of VRE and may contain amenities available to passengers that are not installed within autonomous VRE stations. In many cases, VRE has added amenities to the joint-use stations for VRE passengers to use through separate agreements.

While all VRE stations are ADA-compliant, for the purposes of ADA, the following VRE stations are designated key stations:

- Washington Union Station
- L'Enfant
- Crystal City
- Alexandria
- Woodbridge

- Fredericksburg
- Burke Centre
- Broad Run/Airport
- Spotsylvania

Table 4: VRE Station Amenities (December 2017)

VRE Station (Alpha Code)	(FBG or MSS)	Autonomous (A) or Joint Use (J)	Benches/ Exterior Seating Area	d/Interior or Waiting Room	Restroom	Elevator and/or Escalator	Pedestrian Under/ Overpass	Exterior Shelters/ Windcreens	Platform Canopy	Signage/ System Maps	Public Address System	Variable Message System	Ticket Vending Machines	Waste Receptacles	Public Telephone	Park and Ride Lot	Bike Racks	Bike Lockers
Spotsylvania (SPV)	FBG	A	X		X			X	X	X	X	X	X	X		X	X	
Fredericksburg (FBG)	FBG	J	X			X	X	X	X	X	X	X	X	X	X	X	X	
Leeland Road (LLR)	FBG	A	X					X	X	X	X	X	X	X	X	X	X	
Brooke (BKV)	FBG	A	X					X	X	X	X	X	X	X	X	X	X	
Quantico (QAN)	FBG	J		X	X			X	X	X	X	X	X	X	X	X	X	
Rippon (RIP)	FBG	A	X			X	X	X	X	X	X	X	X	X		X	X	
Woodbridge (WDB)	FBG	J	X	X	X	X	X	X	X	X	X	X	X	X		X	X	
Lorton (LOR)	FBG	A						X	X	X	X	X	X	X		X	X	
Franconia/Springfield (FRS)	FBG	A	X			X	X	X	X	X	X	X	X	X		X*	X**	
Broad Run (BRU)	FBG	A	X					X	X	X	X	X	X	X	X	X	X	
Manassas (MSS)	MSS	J	X	X	X	X		X	X	X	X	X	X	X		X	X	
Manassas Park (MPV)	MSS	A	X					X	X	X	X	X	X	X		X	X	
Burke Centre (BCV)	MSS	J	X			X		X	X	X	X	X	X	X	X	X	X	X***
Rolling Road (RRV)	MSS	A						X	X	X	X	X	X	X	X	X	X	
Backlick Road (BLV)	MSS	A						X	X	X	X	X	X	X		X	X	X***
Alexandria (ALX)	Both	J	X	X	X		X	X	X	X	X	X	X	X			X	
Crystal City (CCV)	Both	A	X					X	X	X	X	X	X	X				
L'Enfant (LEF)	Both	J	X					X	X	X	X	X	X	X				
Washington Union Station (WUS)	Both	J	X	X	X	X	X		X	X	X	X	X	X	X	X*	X**	
* Paid parking provided by others and available to VRE passengers																		
** Bicycle parking provided by others and available to VRE Passengers																		
*** Bike Lockers managed by Fairfax County																		

RESULTS OF THE MONITORING PROGRAM

Per the Federal Transit Administration (FTA) Circular 4702.1B, VRE is required to monitor its performance using the quantitative Service Standards and qualitative Service Policies established for the VRE system. Monitoring and assessment of service is intended to compare service provided in areas with a percentage of minority population that exceeds the percentage of minority population in the service area, or “minority routes”, to service provided in areas with a percentage of minority populations that is below the percentage of minority population in the service area, or “non-minority routes”. However, since VRE only has two routes, i.e. the Fredericksburg Line and the Manassas Line, it is not possible to designate minority and non-minority routes. Monitoring was conducted for each route and for the system as a whole.

SERVICE STANDARDS

A. Vehicle Load

The maximum capacity factor designated for VRE trains is 1.11. The tables below show the capacity factors for the VRE trains on four mid-week days in October 2017, the most recent month with typical ridership. Capacity factors were below 1.0 for most trains, indicating there were seats for all passengers onboard that train at the maximum

load point. A few trains had standees, but the load factor met the service standards goal set for VRE. Only two trains exceeded the VRE goal of 1.11 (indicated with an *).

Table 5

Monday October 2, 2017							
Fred. Line Train	Number of Seats	Passengers at Max Load Point	Load Factor	Man. Line Train	Number of Seats	Passengers at Max Load Point	Load Factor
300	918	903	0.98	322	786	540	0.69
302	930	622	0.67	324	807	501	0.62
304	675	371	0.55	326	1107	885	0.80
306	807	566	0.70	328	1083	866	0.80
308	1095	649	0.59	330	930	806	0.87
310	819	533	0.65	332	786	686	0.87
312	798	551	0.69	336	1083	10	0.01
314	531	414	0.78	338	930	5	0.01
301	531	126	0.24	321	786	1	0.00
303	819	707	0.86	325	1083	121	0.11
305	807	317	0.39	327	930	710	0.76
307	1095	887	0.81	329	1083	1089	1.01
309	930	836	0.90	331	1107	928	0.84
311	918	820	0.89	333	786	647	0.82
313	798	462	0.58	335	807	349	0.43
315	675	189	0.28	337	930	168	0.18

Table 6

Tuesday October 10, 2017							
Fred. Line Train	Number of Seats	Passengers at Max Load Point	Load Factor	Man. Line Train	Number of Seats	Passengers at Max Load Point	Load Factor
300	927	788	0.85	322	786	501	0.64
302	930	511	0.55	324	807	474	0.59
304	675	385	0.57	326	1107	895	0.81
306	807	568	0.70	328	1083	999	0.92
308	1095	730	0.67	330	930	906	0.97
310	819	613	0.75	332	786	630	0.80
312	798	542	0.68	336	1083	11	0.01
314	531	487	0.92	338	939	6	0.01
301	531	131	0.25	321	786	5	0.01
303	819	744	0.91	325	1083	126	0.12
305	807	373	0.46	327	930	1201	1.29*
307	1095	989	0.90	329	1083	1175	1.08
309	930	880	0.95	331	1107	942	0.85
311	927	854	0.92	333	786	652	0.83
313	798	532	0.67	335	807	405	0.50
315	675	204	0.30	337	930	206	0.22

Table 7

Wednesday October 18, 2017							
Fred. Line Train	Number of Seats	Passengers at Max Load Point	Load Factor	Man. Line Train	Number of Seats	Passengers at Max Load Point	Load Factor
300	930	810	0.87	322	786	548	0.70
302	939	641	0.68	324	807	547	0.68
304	675	460	0.68	326	1107	872	0.79
306	795	667	0.84	328	1215	988	0.81
308	1086	709	0.65	330	939	957	1.02
310	819	582	0.71	332	786	652	0.83
312	798	516	0.65	336	1083	11	0.01
314	531	413	0.78	338	939	2	0.00
301	531	154	0.29	321	786	6	0.01
303	819	701	0.86	325	1083	124	0.11
305	795	312	0.39	327	939	1015	1.08
307	1086	1089	1.00	329	1083	1111	1.03
309	939	911	0.97	331	1107	923	0.83
311	930	865	0.93	333	786	688	0.88
313	798	447	0.56	335	807	511	0.63
315	675	238	0.35	337	939	203	0.22

Table 8

Thursday October 26, 2017							
Fred. Line Train	Number of Seats	Passengers at Max Load Point	Load Factor	Man. Line Train	Number of Seats	Passengers at Max Load Point	Load Factor
300	930	783	0.84	322	786	520	0.66
302	939	701	0.75	324	807	471	0.58
304	675	395	0.59	326	1083	812	0.75
306	786	608	0.77	328	1107	739	0.67
308	1095	730	0.67	330	939	950	1.01
310	819	578	0.71	332	786	692	0.88
312	798	499	0.63	336	1107	6	0.01
314	531	322	0.61	338	939	5	0.01
301	531	145	0.27	321	786	5	0.01
303	819	776	0.95	325	1107	148	0.13
305	786	353	0.45	327	939	1256	1.34*
307	1095	1076	0.98	329	1107	1099	0.99
309	939	828	0.88	331	1083	884	0.82
311	930	905	0.97	333	786	662	0.84
313	798	493	0.62	335	807	422	0.52
315	675	210	0.31	337	939	210	0.22

B. Vehicle Headways

VRE peak headways were about 30 minutes for each Line. The current schedules are shown below and are available online at vre.org

FREDERICKSBURG LINE

vre.org

S = Special schedules for holidays and snow days. **L** = Train may depart when station work is completed, regardless of scheduled time.

☞ = Train allows full-size bicycles. Collapsible bicycles are permitted on all trains.

* = Available to VRE passengers in possession of a validated Five-Day, Ten Ride, TLC or Monthly Ticket and a Step-Up ticket.

VRE Info: www.vre.org or 800-RIDE-VRE. **Amtrak Info:** www.amtrak.com or 800-USA-RAIL.

NORTHBOUND

VRE Trains (M-F)

	S	S	S	S	S	S	S	S
TRAIN #	300	302	304	306	308	310	312	314
SPOTSVYLVANIA	4:54a	5:04a	5:20a	5:34a	6:00a	6:20a	7:00a	7:33a
FREDERICKSBURG	5:05	5:15	5:31	5:45	6:11	6:31	7:16	7:41
LEELAND ROAD	5:12	5:22	5:38	5:52	6:18	6:38	7:23	7:51
BROOKE	5:18	5:28	5:44	5:58	6:24	6:44	7:29	7:57
QUANTICO	—	5:40	5:56	6:10	6:36	6:56	7:41	8:09
RIPON	—	5:49	6:05	6:19	6:45	7:05	7:50	8:18
WOODBIDGE	5:40	5:56	6:12	6:26	6:52	7:12	7:57	8:25
LORTON	—	6:03	6:19	6:33	6:59	7:19	8:04	8:32
FRANCONIA/SPRINGFIELD (L)	—	6:11	6:27	6:41	7:07	7:27	8:12	8:40
ALEXANDRIA (L)	6:07	6:23	6:39	6:53	7:19	7:39	8:24	8:52
CRYSTAL CITY (L)	6:16	6:32	6:48	7:02	7:28	7:48	8:33	9:01
INFANT (L)	6:24	6:40	6:56	7:10	7:36	7:56	8:41	9:09
UNION STATION	6:32a	6:48a	7:04a	7:18a	7:44a	8:04a	8:49a	9:17a

Amtrak Trains*

	86 ⁺	174 ⁺	94 ⁺	94 ⁺	66 ⁺
—	—	—	—	—	—
6:56a	8:00a	9:19a	11:57a	1:57p	—
—	—	—	—	—	—
7:16	8:22	9:41	12:17	8:22	—
7:28	8:36	—	—	—	—
—	—	—	—	—	—
7:52	9:05	10:15	12:55	8:55	—
—	—	—	—	—	—
8:03	9:24	—	—	—	—
8:15a	9:33a	10:39a	1:32p	9:20a	—

SOUTHBOUND

VRE Trains (M-F)

	S	S	S	S	S	S	S	S
TRAIN #	301	303	305	307	309	311	313	315
UNION STATION	12:55p	3:10p	3:25p	3:40p	4:10p	5:15p	6:00p	6:10p
LEENFANT	1:03	3:18	3:33	3:48	4:18	5:23	6:08	6:18
CRYSTAL CITY	1:10	3:25	3:40	3:55	4:25	5:30	6:15	6:55
ALEXANDRIA	1:18	3:33	3:48	4:03	5:03	5:38	6:23	7:03
FRANCONIA/SPRINGFIELD	1:29	3:44	3:59	4:14	5:14	5:49	6:34	7:14
LORTON	1:36	3:51	4:06	4:21	5:21	5:56	6:41	7:21
WOODBIDGE	1:44	3:59	4:14	4:29	5:29	6:04	6:49	7:29
RIPON	1:50	4:05	4:20	4:35	5:35	6:10	6:55	7:35
QUANTICO	2:00	4:15	4:30	4:45	5:45	6:20	7:05	7:45
BROOKF (L)	2:14	4:29	4:44	4:59	5:59	6:34	7:19	7:59
LEELAND ROAD (L)	2:23	4:38	4:53	5:08	6:08	6:43	7:28	8:08
FREDERICKSBURG (L)	2:31	4:46	5:01	5:16	6:16	6:51	7:36	8:16
SPOTSVYLVANIA	2:42p	4:57p	5:12p	5:27p	6:27p	7:02p	7:47p	8:27p

Amtrak Trains*

	67 ⁺	95 ⁺	125 ⁺	93/83 ⁺	85/87 ⁺
7:20a	2:30p	3:55p	5:50p	7:05p	—
—	—	4:01	5:56	—	—
—	—	—	—	—	—
7:38	2:48	4:14	6:09	7:22	—
—	—	—	—	—	—
—	—	—	—	—	—
—	3:05	4:32	—	7:40	—
—	—	—	—	—	—
8:04	3:16	4:45	6:36	7:52	—
—	—	—	—	—	—
8:23a	3:40p	5:12p	7:01p	8:17p	—

VRE		MANASSAS LINE										vre.org	
		S = Special schedules for holidays and snow days. L = Train may depart when station work is completed, regardless of scheduled time. ☞ = Train allows full size bicycles. Collapsible bicycles are permitted on all trains. * = Available to VRE passengers in possession of a validated Five-Day, Ten-Ride, TLC or Monthly Ticket and a Step-Up ticket. VRE Info: www.vre.org or 800-RIDE-VRE. Amtrak Info: www.amtrak.com or 800-USA-RAIL.											

NORTHBOUND	VRE Trains (M-F)		S		S		S		S		Amtrak®	
	TRAIN #	322	324	326	328	330	332	336	338	176*		
	BROAD RUN	5:05a	5:35a	6:15a	6:35a	7:20a	7:48a	2:45p	5:10p	—		
	MANASSAS	5:13	5:43	6:23	6:43	7:28	7:56	2:51	5:16	10:19a		
	MANASSAS PARK	5:19	5:49	6:29	6:49	7:34	8:02	2:56	—	—		
	BURKE CENTRE	5:33	6:03	6:43	7:03	7:48	8:16	3:08	—	10:36		
	ROLLING ROAD	5:38	6:08	6:48	7:08	7:53	8:21	—	—	—		
	BACKLICK ROAD	5:46	6:16	6:56	7:16	8:01	8:29	—	—	—		
	ALEXANDRIA (L)	5:59	6:29	7:09	7:29	8:14	8:42	3:30	5:52	11:05		
	CRYSTAL CITY (L)	6:08	6:38	7:18	7:38	8:23	8:51	—	—	—		
L'ENFANT (L)		6:16	6:46	7:26	7:46	8:31	8:59	—	—	11:14		
UNION STATION		6:24a	6:54a	7:34a	7:54a	8:39a	9:07a	3:55p	6:25p	11:20a		
SOUTHBOUND	VRE Trains (M-F)		S		S		S		S		Amtrak®	
	TRAIN #	321	325	327	329	331	333	335	337	171*		
	UNION STATION	6:25a	1:15p	3:45p	4:25p	5:05p	5:30p	6:10p	6:50p	4:50p		
	L'ENFANT	—	1:23	3:53	4:33	5:13	5:38	6:18	6:58	4:56		
	CRYSTAL CITY	—	1:30	4:00	4:40	5:20	5:45	6:25	7:05	—		
	ALEXANDRIA	6:42	1:38	4:08	4:48	5:28	5:53	6:33	7:13	5:11		
	BACKLICK ROAD	—	1:49	4:19	4:59	5:39	6:04	6:44	7:24	—		
	ROLLING ROAD (L)	—	1:57	4:27	5:07	5:47	6:12	6:52	7:32	—		
	BURKE CENTRE (L)	—	2:03	4:33	5:13	5:53	6:18	6:58	7:38	5:30		
	MANASSAS PARK (L)	—	2:17	4:47	5:27	6:07	6:32	7:12	7:52	—		
	MANASSAS (L)	7:32	2:24	4:54	5:34	6:14	6:39	7:19	7:59	5:49p		
	BROAD RUN	7:42a	2:34p	5:04p	5:44p	6:24p	6:49p	7:29p	8:09p	—		

C. On-Time Performance

VRE's OTP for FY 2017 is shown by each line and for the system as a whole in Table 9. The system's Fiscal Year 2017 OTP was 88.1%, which was slightly below the VRE Budget Goal of greater than 90%.

Table 9: On-Time Performance for Fiscal Year 2017

FY 2017 OTP	Fredericksburg Line			Manassas Line			Combined		
Month	Number of Trains Operated	Number of Trains Delayed	OTP	Number of Trains Operated	Number of Trains Delayed	OTP	Number of Trains Operated	Number of Trains Delayed	OTP
July-16	320	111	65.3%	320	47	85.3%	640	158	75.3%
August-16	368	75	79.6%	368	15	95.9%	736	90	87.8%
September-16	336	50	85.1%	336	20	94.0%	672	70	89.6%
October-16	320	30	90.6%	320	24	92.5%	640	54	91.6%
November-16	312	55	82.4%	312	39	87.5%	624	94	84.9%
December-16	288	52	81.9%	293	35	88.1%	581	87	85.0%
January-17	312	20	93.6%	312	15	95.2%	624	35	94.4%
February-17	304	45	85.2%	304	19	93.8%	608	64	89.5%
March-17	360	56	84.4%	360	24	93.3%	720	80	88.9%
April-17	320	46	85.6%	314	27	91.4%	634	73	88.5%
May-17	352	26	92.6%	352	19	94.6%	704	45	93.6%
June-17	352	53	84.9%	350	33	90.6%	702	86	87.7%
Annual Average	3944	619	84.3%	3941	317	92.0%	7885	936	88.1%

D. Service Availability

VRE has defined catchment areas for each origin station based on data collected through customer surveys on the home locations of riders. The populations of the catchment areas for VRE's origin stations, as well as the percentage of minority population, are shown in Table 10. Fredericksburg Line stations are shown in red and Manassas Line stations are shown in blue. While the overall population and minority percentage for each Line are similar, station catchment areas vary widely throughout the system.

Table 10: VRE Station Catchment Area Population Characteristics

Origin Station	Distance to Next Station (miles)	Catchment Area 2016 Population ²	Catchment Area Minority % ²	Difference from System Wide Average
Spotsylvania	Terminus	9,170	14.68%	15.98%
Fredericksburg	6.2	20,959	19.07%	11.59%
Leeland Road	3.8	16,186	19.26%	11.40%
Brooke	4.8	21,435	37.48%	-6.82%
Quantico	10.7	48,464	42.14%	-11.48%
Rippon	7.0	25,367	46.73%	-16.07%
Woodbridge	3.2	25,887	43.72%	-13.06%
Lorton	4.4	24,702	27.73%	2.93%
Broad Run	Terminus	59,092	24.50%	6.16%
Manassas	3.1	49,959	26.29%	4.37%
Manassas Park	2.0	34,227	30.65%	0.01%
Burke Center	9.1	38,343	29.85%	0.81%
Rolling Road	2.3	29,100	31.09%	-0.43%
Backlick Road	4.0	92,661	36.08%	-5.42%
Fredericksburg Line Origins		192,170	31.35%	-0.69%
Manassas Line Origins		303,382	29.74%	0.92%
System Wide		495,552	30.66%	

² Based on American Community Survey 2016 5YR ACS Census Tract Level Data

E. Vehicle Assignment

VRE does not assign locomotives or coaches to trains or routes specifically. Equipment is assigned as needed to the Manassas or Fredericksburg lines depending on demand/required seating capacity, routine and non-routine maintenance needs, and inspection cycles. Consists for four mid-week days in October 2017 are shown below.

Table 11: October 2, 2017

Broad Run				
Trains	Trains	Trains	Trains	Trains
322	324	326	328	330
321	335	323	325	327
332		320	336	338
333		331	329	337
6	6	8	8	7
V730 Cab - T	V721 Cab - T	V726 Cab - T	V717 Cab - T	V711 Cab - T
V715 Cab - T	V831 Psgr Car - T	V875 Psgr Car	V878 Psgr Car	V727 Cab - T
V834 Psgr Car - T	V867 Psgr Car	V800 Psgr Car - T	V823 Psgr Car - T	V818 Psgr Car - T
V825 Psgr Car - T	V830 Psgr Car - T	V871 Psgr Car	V877 Psgr Car	V836 Psgr Car - T
V832 Psgr Car - T	V807 Psgr Car - T	V879 Psgr Car	V835 Psgr Car - T	V826 Psgr Car - T
V872 Psgr Car	V876 Psgr Car	V851 Psgr Car	V804 Psgr Car - T	V864 Psgr Car
V53 Engine	V51 Engine	V815 Psgr Car - T	V821 Psgr Car - T	V860 Psgr Car
		V869 Psgr Car	V866 Psgr Car	V59 Engine
		V64 Engine	V58 Engine	

Crossroads							
Trains	Trains	Trains	Trains	Trains	Trains	Trains	Trains
300	302	304	306	308	310	312	314
311	309	315	305	307	303	313	301
7	7	5	6	8	6	6	4
V722 Cab - T	V725 Cab - T	V716 Cab - T	V718 Cab - T	V719 Cab - T	V712 Cab - T	V729 Cab - T	V713 Cab - T
V710 Cab - T	V862 Psgr Car	V865 Psgr Car	V839 Psgr Car - T	V874 Psgr Car	V870 Psgr Car	V873 Psgr Car	V824 Psgr Car - T
V827 Psgr Car - T	V813 Psgr Car - T	V812 Psgr Car - T	V854 Psgr Car	V837 Psgr Car - T	V850 Psgr Car	V720 Cab - T	V833 Psgr Car - T
V816 Psgr Car - T	V728 Cab - T	V805 Psgr Car - T	V811 Psgr Car - T	V852 Psgr Car	V822 Psgr Car - T	V802 Psgr Car - T	V853 Psgr Car
V806 Psgr Car - T	V828 Psgr Car - T	V855 Psgr Car	V820 Psgr Car - T	V808 Psgr Car - T	V803 Psgr Car - T	V810 Psgr Car - T	V67 Engine
V829 Psgr Car - T	V814 Psgr Car - T	V57 Engine	V859 Psgr Car	V863 Psgr Car	V858 Psgr Car	V861 Psgr Car	
V868 Psgr Car	V856 Psgr Car		V60 Engine	V809 Psgr Car - T	V65 Engine	V62 Engine	
V66 Engine	V55 Engine		V50 Engine	V857 Psgr Car			
				V56 Engine			

Table 12: October 10, 2017

Broad Run					
Trains	Trains	Trains	Trains	Trains	Trains
322	324	326	328	330	325
321	335	323		327	336
332		320		338	329
333		331		337	
6	6	8	8	7	8
V715 Cab - T	V721 Cab - T	V726 Cab - T	V717 Cab - T	V711 Cab - T	V717 Cab - T
V730 Cab - T	V831 Psgr Car - T	V875 Psgr Car	V878 Psgr Car	V727 Cab - T	V878 Psgr Car
V834 Psgr Car - T	V867 Psgr Car	V877 Psgr Car	V823 Psgr Car - T	V818 Psgr Car - T	V823 Psgr Car - T
V825 Psgr Car - T	V830 Psgr Car - T	V815 Psgr Car - T	V869 Psgr Car	V836 Psgr Car - T	V869 Psgr Car
V832 Psgr Car - T	V807 Psgr Car - T	V817 Psgr Car - T	V835 Psgr Car - T	V826 Psgr Car - T	V835 Psgr Car - T
V872 Psgr Car	V876 Psgr Car	V871 Psgr Car	V804 Psgr Car - T	V864 Psgr Car	V804 Psgr Car - T
V53 Engine	V64 Engine	V879 Psgr Car	V821 Psgr Car - T	V860 Psgr Car	V821 Psgr Car - T
		V851 Psgr Car	V866 Psgr Car	V59 Engine	V866 Psgr Car
		V63 Engine	V58 Engine		V58 Engine
			V52 Engine		

Crossroads							
Train s	Trains	Trains	Trains	Trains	Trains	Train s	Train s
300	302	304	306	308	310	312	314
311	309	315	305	307	303	313	301
7	7	5	6	8	6	6	4
V722 Cab - T	V725 Cab - T	V716 Cab - T	V718 Cab - T	V719 Cab - T	V712 Cab - T	V729 Cab - T	V723 Cab - T
V805 Psgr Car - T	V862 Psgr Car	V865 Psgr Car	V839 Psgr Car - T	V874 Psgr Car	V870 Psgr Car	V873 Psgr Car	V824 Psgr Car - T
V827 Psgr Car - T	V813 Psgr Car - T	V812 Psgr Car - T	V854 Psgr Car	V837 Psgr Car - T	V850 Psgr Car	V720 Cab - T	V833 Psgr Car - T
V816 Psgr Car - T	V728 Cab - T	V838 Psgr Car - T	V811 Psgr Car - T	V852 Psgr Car	V822 Psgr Car - T	V802 Psgr Car - T	V853 Psgr Car
V806 Psgr Car - T	V828 Psgr Car - T	V855 Psgr Car	V820 Psgr Car - T	V808 Psgr Car - T	V803 Psgr Car - T	V810 Psgr Car - T	V67 Engine
V829 Psgr Car - T	V814 Psgr Car - T	V57 Engine	V859 Psgr Car	V863 Psgr Car	V858 Psgr Car	V861 Psgr Car	
V868 Psgr Car	V856 Psgr Car		V50 Engine	V809 Psgr Car - T	V69 Engine	V62 Engine	
V66 Engine	V55 Engine			V857 Psgr Car			
				V56 Engine			

Table 13: October 18, 2017

Broad Run					
Trains	Trains	Trains	Trains	Trains	Trains
322	324	326	328	330	325
321	335	323		327	336
332		320		338	329
333		331		337	
6	6	8	9	7	8
V715 Cab - T	V721 Cab - T	V726 Cab - T	V717 Cab - T	V727 Cab - T	V717 Cab - T
V730 Cab - T	V831 Psgr Car - T	V875 Psgr Car	V878 Psgr Car	V819 Psgr Car - T	V878 Psgr Car
V834 Psgr Car - T	V867 Psgr Car	V877 Psgr Car	V823 Psgr Car - T	V818 Psgr Car - T	V823 Psgr Car - T
V825 Psgr Car - T	V830 Psgr Car - T	V817 Psgr Car - T	V869 Psgr Car	V836 Psgr Car - T	V869 Psgr Car
V832 Psgr Car - T	V807 Psgr Car - T	V871 Psgr Car	V835 Psgr Car - T	V826 Psgr Car - T	V835 Psgr Car - T
V872 Psgr Car	V876 Psgr Car	V815 Psgr Car - T	V804 Psgr Car - T	V864 Psgr Car	V804 Psgr Car - T
V53 Engine	V64 Engine	V879 Psgr Car	V821 Psgr Car - T	V860 Psgr Car	V821 Psgr Car - T
		V851 Psgr Car	V866 Psgr Car	V59 Engine	V866 Psgr Car
		V51 Engine	V840 Psgr Car - T		V52 Engine
			V52 Engine		

Crossroads								
Trains	Trains	Trains	Trains	Trains	Trains	Trains	Trains	Trains
300	302	304	306	308	310	312	314	305
311	309	315		307	303	313	301	
7	7	5	6	8	6	6	4	6
V729 Cab - T	V725 Cab - T	V728 Cab - T	V722 Cab - T	V716 Cab - T	V712 Cab - T	V718 Cab - T	V723 Cab - T	V722 Cab - T
V714 Cab - T	V862 Psgr Car	V865 Psgr Car	V805 Psgr Car - T	V719 Cab - T	V870 Psgr Car	V873 Psgr Car	V824 Psgr Car - T	V805 Psgr Car - T
V839 Psgr Car - T	V813 Psgr Car - T	V812 Psgr Car - T	V827 Psgr Car - T	V874 Psgr Car	V850 Psgr Car	V720 Cab - T	V833 Psgr Car - T	V827 Psgr Car - T
V854 Psgr Car	V801 Psgr Car - T	V838 Psgr Car - T	V816 Psgr Car - T	V837 Psgr Car - T	V822 Psgr Car - T	V802 Psgr Car - T	V853 Psgr Car	V816 Psgr Car - T
V811 Psgr Car - T	V828 Psgr Car - T	V855 Psgr Car	V829 Psgr Car - T	V852 Psgr Car	V803 Psgr Car - T	V810 Psgr Car - T	V67 Engine	V829 Psgr Car - T
V820 Psgr Car - T	V814 Psgr Car - T	V57 Engine	V868 Psgr Car	V863 Psgr Car	V858 Psgr Car	V861 Psgr Car		V868 Psgr Car
V859 Psgr Car	V856 Psgr Car		V60 Engine	V809 Psgr Car - T	V69 Engine	V62 Engine		V60 Engine
V50 Engine	V55 Engine		V58 Engine	V857 Psgr Car				
				V56 Engine				

Table 14: October 26, 2017

Broad Run									
Out - 7	In - 7	Out - 3	In - 3	Out - 1	In - 1	Out - 4	In - 4	Out - 2	In - 2
Trains		Trains		Trains		Trains		Trains	
322		324		326		328		330	
321		335		323		325		327	
332				320		336		338	
333				331		329		337	
6		6		8		8		7	
V715 Cab - T		V721 Cab - T		V717 Cab - T		V726 Cab - T		V727 Cab - T	
V730 Cab - T		V831 Psgr Car - T		V878 Psgr Car		V875 Psgr Car		V819 Psgr Car - T	
V834 Psgr Car - T		V867 Psgr Car		V823 Psgr Car - T		V877 Psgr Car		V818 Psgr Car - T	
V825 Psgr Car - T		V830 Psgr Car - T		V869 Psgr Car		V817 Psgr Car - T		V836 Psgr Car - T	
V832 Psgr Car - T		V807 Psgr Car - T		V835 Psgr Car - T		V871 Psgr Car		V826 Psgr Car - T	
V872 Psgr Car		V876 Psgr Car		V804 Psgr Car - T		V815 Psgr Car - T		V864 Psgr Car	
V53 Engine		V64 Engine		V821 Psgr Car - T		V879 Psgr Car		V860 Psgr Car	
				V866 Psgr Car		V851 Psgr Car		V59 Engine	
				V52 Engine		V51 Engine			

Crossroads							
Trains	Trains	Trains	Trains	Trains	Trains	Trains	Trains
300	302	304	306	308	310	312	314
311	309	315	305	307	303	313	301
7	7	5	6	8	6	6	4
V729 Cab - T	V725 Cab - T	V728 Cab - T	V713 Cab - T	V719 Cab - T	V712 Cab - T	V718 Cab - T	V723 Cab - T
V714 Cab - T	V862 Psgr Car	V865 Psgr Car	V722 Cab - T	V816 Psgr Car - T	V870 Psgr Car	V873 Psgr Car	V824 Psgr Car - T
V839 Psgr Car - T	V813 Psgr Car - T	V812 Psgr Car - T	V805 Psgr Car - T	V874 Psgr Car	V850 Psgr Car	V720 Cab - T	V833 Psgr Car - T
V854 Psgr Car	V801 Psgr Car - T	V838 Psgr Car - T	V827 Psgr Car - T	V837 Psgr Car - T	V822 Psgr Car - T	V802 Psgr Car - T	V853 Psgr Car
V811 Psgr Car - T	V828 Psgr Car - T	V855 Psgr Car	V829 Psgr Car - T	V852 Psgr Car	V803 Psgr Car - T	V810 Psgr Car - T	V58 Engine
V820 Psgr Car - T	V814 Psgr Car - T	V57 Engine	V868 Psgr Car	V863 Psgr Car	V858 Psgr Car	V861 Psgr Car	
V859 Psgr Car	V856 Psgr Car		V66 Engine	V809 Psgr Car - T	V69 Engine	V62 Engine	
V50 Engine	V55 Engine		V67 Engine	V857 Psgr Car			

F. Distribution of Transit Amenities

VRE makes transit amenities available to VRE passengers to the greatest extent feasible to support their comfort, convenience, and safety on VRE trains and passenger stations. VRE strives to maintain existing amenities in good repair and installs additional amenities as the need arises.

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2018 VRE OPERATIONS BOARD CALENDAR

MEETING LOCATION: PRTC BOARDROOM
14700 POTOMAC MILLS ROAD
WOODBIDGE, VA 22192

** Executive Committee @ 8:30 am
∞ Capital Committee follows Board meeting adjournment
† CEO Evaluation Committee @ TBD
†† Audit Committee @ 8:45 am
◆ Legislative Committee @ TBD

VRE OPS BOARD MEETING	DATE	TIME	VRE OPS BOARD MEETING	DATE	TIME
JANUARY ** ◆	Cancelled	9:00 am	JULY ** ◆ (††)	Jul. 20, 2018	9:00 am
FEBRUARY ** ◆	Feb. 16, 2018	9:00 am	AUGUST	No Meeting	N/A
MARCH ** †	Mar. 16, 2018	9:00 am	SEPTEMBER **	Sep. 21, 2018	9:00 am
APRIL ** (∞)	Apr. 20, 2018	9:00 am	OCTOBER ** ∞ ◆	Oct. 19, 2018	9:00 am
MAY ** †	May 18, 2018	9:00 am	NOVEMBER ** ††	Nov. 16, 2018	9:00 am
JUNE ** ∞ (††)	Jun. 15, 2018	9:00 am	DECEMBER **	Dec. 14, 2018 *	9:00 am

() Possible dates for one additional meeting for designated committee

*Date Changed

JANUARY							FEBRUARY							MARCH							APRIL							MAY							JUNE							
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S								
	1	2	3	4	5	6					1	2	3					1	2	3	1	2	3	4	5	6	7			1	2	3	4	5					1	2		
7	8	9	10	11	12	13	4	5	6	7	8	9	10	4	5	6	7	8	9	10	8	9	10	11	12	13	14	6	7	8	9	10	11	12	3	4	5	6	7	8	9	
14	15	16	17	18	19	20	11	12	13	14	15	16	17	11	12	13	14	15	16	17	15	16	17	18	19	20	21	13	14	15	16	17	18	19	10	11	12	13	14	15	16	
21	22	23	24	25	26	27	18	19	20	21	22	23	24	18	19	20	21	22	23	24	22	23	24	25	26	27	28	20	21	22	23	24	25	26	17	18	19	20	21	22	23	
28	29	30	31				25	26	27	28				25	26	27	28	29	30	31	29	30						27	28	29	30	31				24	25	26	27	28	29	30
JULY							AUGUST							SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER							
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	
1	2	3	4	5	6	7				1	2	3	4							1		1	2	3	4	5	6					1	2	3							1	
8	9	10	11	12	13	14	5	6	7	8	9	10	11	2	3	4	5	6	7	8	7	8	9	10	11	12	13	4	5	6	7	8	9	10	2	3	4	5	6	7	8	
15	16	17	18	19	20	21	12	13	14	15	16	17	18	9	10	11	12	13	14	15	14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15	
22	23	24	25	26	27	28	19	20	21	22	23	24	25	16	17	18	19	20	21	22	21	22	23	24	25	26	27	18	19	20	21	22	23	24	16	17	18	19	20	21	22	
29	30	31					26	27	28	29	30	31		23	24	25	26	27	28	29	28	29	30	31				25	26	27	28	29	30		23	24	25	26	27	28	29	
														30																				30	31							

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VIRGINIA RAILWAY EXPRESS INDUSTRY DAY 2018

February 8, 2018



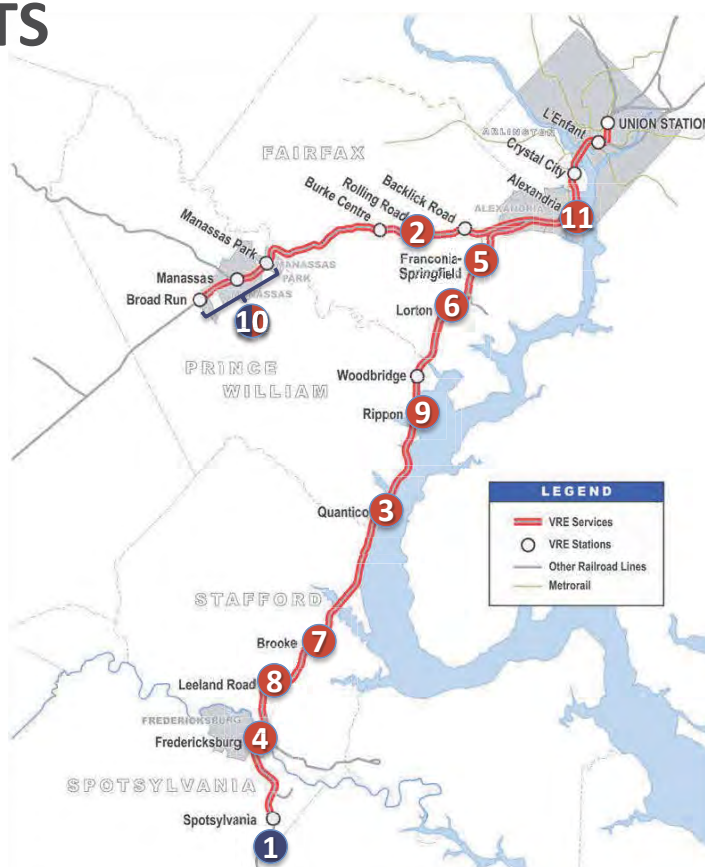
UPCOMING PROJECTS

CONSTRUCTION/CM

- 1 Lifecycle Overhaul and Upgrade Facility
- 2 Rolling Road Station
- 3 Quantico Station
- 4 Fredericksburg Station
- 5 Franconia-Springfield
- 6 Lorton Station

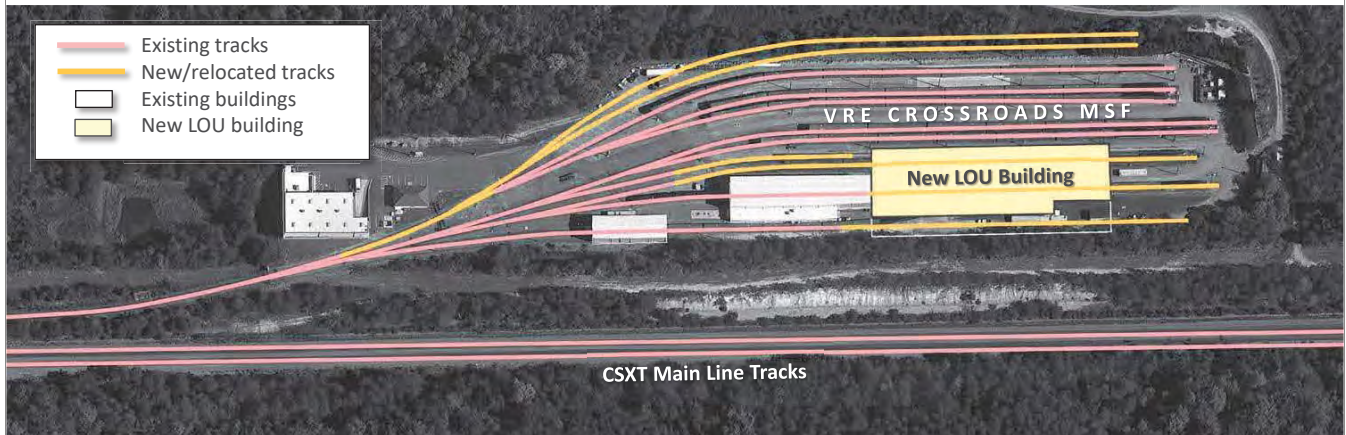
FINAL DESIGN

- 7 Brooke Station
- 8 Leeland Road Station
- 9 Rippon Station
- 10 Broad Run Expansion
- 11 Alexandria Station



VIRGINIA RAILWAY EXPRESS

① LIFECYCLE OVERHAUL & MAINTENANCE FACILITY



Project Manager
Norine Walker, PE
NWALKER@VRE.ORG

- 33,500 sq. ft. Maintenance Building
- Heavy Mechanical Equipment
- Track Construction
- Construction Management



VIRGINIA RAILWAY EXPRESS

3

① LIFECYCLE OVERHAUL & MAINTENANCE FACILITY

DISCUSSION

- New access road and track relocation
 - Construction access avoids active yard
 - CSXT right-of-way construction through site
 - No CSXT flagging support required
- Pre-fabricated building design
 - Permit needed
- Yard must remain in operation during construction
- CM service to be procured separately



VIRGINIA RAILWAY EXPRESS

4

② ROLLING ROAD STATION IMPROVEMENTS



Project Manager
Oscar Gonzalez
OGONXALEZ@VRE.ORG

- Extend platform for eight-car trains
- New shelters
- Construction Management



VIRGINIA RAILWAY EXPRESS

5

② ROLLING ROAD STATION IMPROVEMENTS

DISCUSSION

- Looking to precast components to simplify platform construction
- Addressing comments on 60% submittal
- Coordinating with Fairfax County on permitting and approvals
- 90% plans to be ready for review by March 2018
- Anticipate construction by Summer 2018



VIRGINIA RAILWAY EXPRESS

6

③ QUANTICO STATION IMPROVEMENTS



Project Manager

Kip Foster

KFOSTER@VRE.ORG



VIRGINIA RAILWAY EXPRESS

- New Center Platform
 - Pedestrian bridge
 - Stair towers with elevators
- Extend existing platform
- Prep work for future 3rd track
 - Site, civil, drainage, retaining walls
- Construction Management

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③ QUANTICO STATION IMPROVEMENTS

DISCUSSION

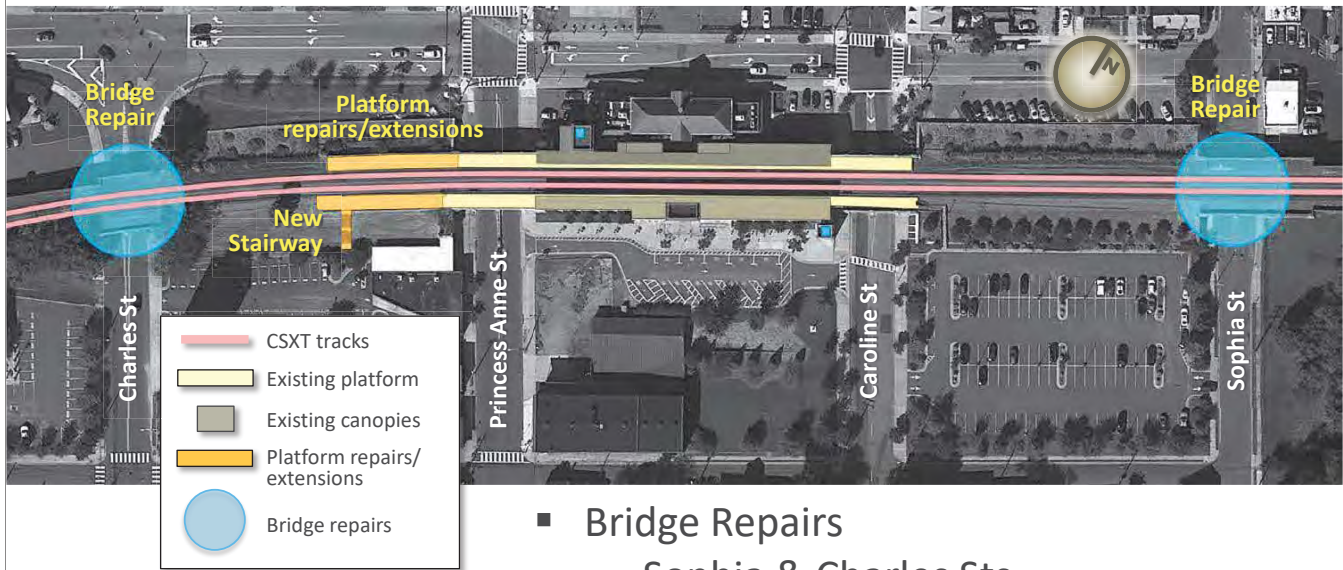
- 90 percent design complete
- Multiple Stakeholder Coordination
 - CSXT (host railroad)
 - Amtrak ("other" operating railroad)
 - Federal Transit & Railroad Administrations (regulators)
 - Virginia DRPT (funding)
 - MCB Quantico (adjacent property owner)
 - Prince William County (jurisdiction having authority)
 - Town of Quantico (adjacent property owner)
 - Utilities (pipeline, fiber)
- Anticipate issuing IFB in the 3rd Quarter 2018



VIRGINIA RAILWAY EXPRESS

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4 FREDERICKSBURG STATION IMPROVEMENTS



Project Manager
Dallas Richards
DRICHARDS@VRE.ORG

- Bridge Repairs
 - Sophia & Charles Sts
- East & West Platform Repairs/Extensions
- New South Stairway



VIRGINIA RAILWAY EXPRESS

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4 FREDERICKSBURG STATION REHABILITATION

DISCUSSION

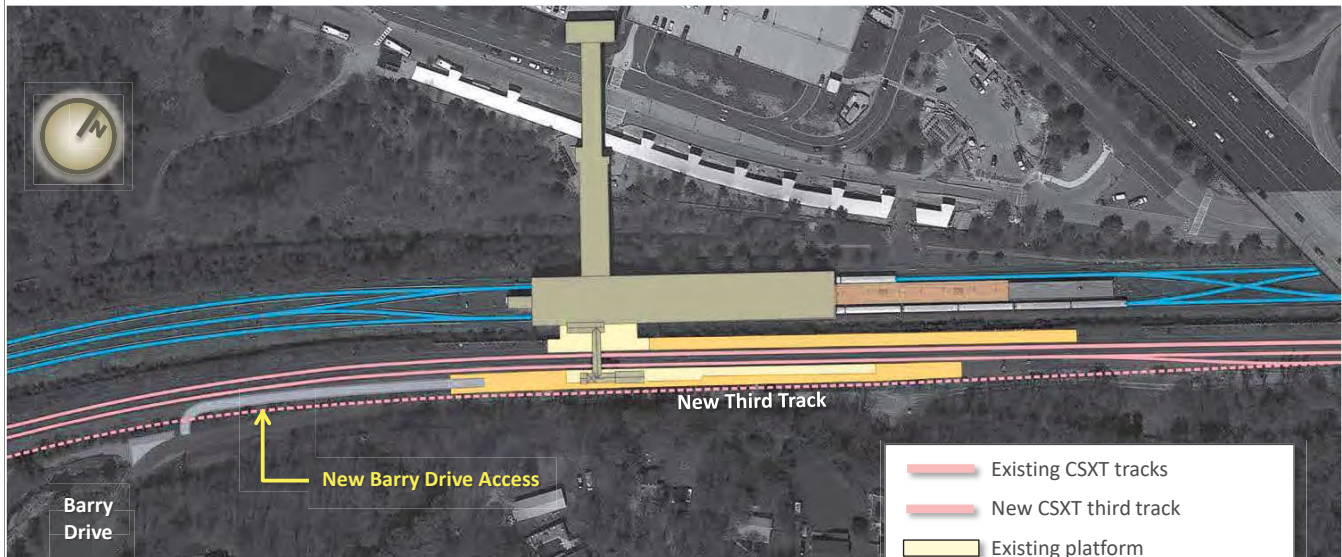
- Currently evaluating bridge condition for repairs
- Considering new south stairs on east platform
- Additional Station Repairs
 - Lighting, signage, painting
- Funded through Federal State-of-Good-Repair program
- Anticipate procurement in 4th Quarter 2018



VIRGINIA RAILWAY EXPRESS

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5 FRANCONIA-SPRINGFIELD STATION IMPROVEMENTS (UPCOMING FINAL DESIGN)



- Extend both platforms for full-length trains
- Expand East Platform for future third track
- Improve Barry Drive Access

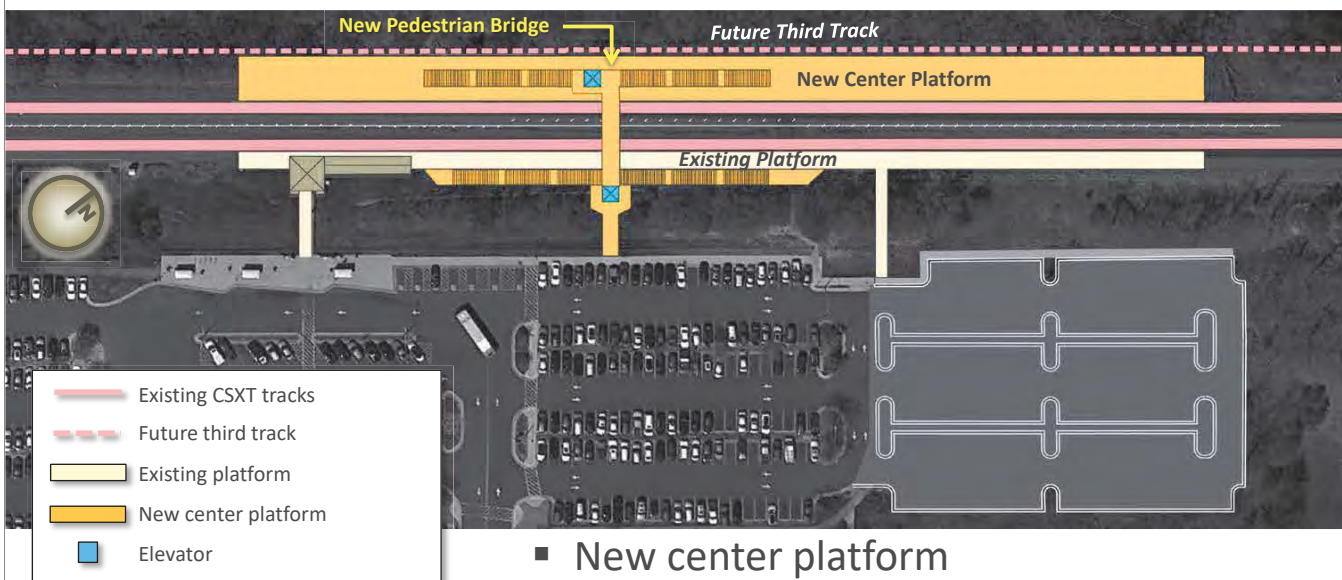
Project Manager
Jacob Craig PE
JCRAIG@VRE.ORG



VIRGINIA RAILWAY EXPRESS

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6 LORTON STATION IMPROVEMENTS (UPCOMING FINAL DESIGN)



Project Manager
Jacob Craig PE
JCRAIG@VRE.ORG

- New center platform
 - Pedestrian bridge
 - Stair towers with elevators
- Future mainline track by Virginia DRPT
 - Reduces Amtrak and CSXT train conflicts
 - All tracks accessible to a platform



VIRGINIA RAILWAY EXPRESS

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FRANCONIA-SPRINGFIELD & LORTON STATION IMPROVEMENTS

- Linked to DRPT *Atlantic Gateway* third track project
 - Station projects necessary in advance of track work
- 30 percent design complete
 - Pending County Review
 - Pending CSXT Review
- NEPA CatEx documents complete
 - Delivery pending outstanding reviews
- Anticipate Final Design in 2018
- Anticipate construction solicitation 1st Quarter 2019
(if not sooner!)

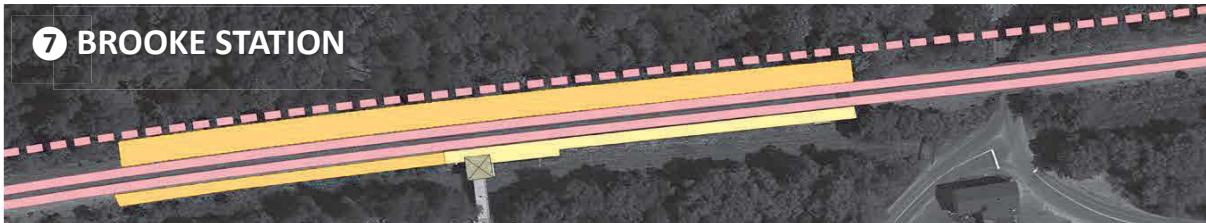


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OTHER UPCOMING FINAL DESIGN PROJECTS

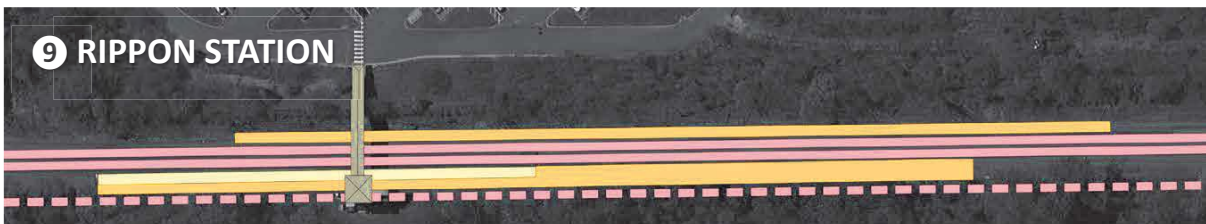
7 BROOKE STATION



8 LEELAND ROAD STATION



9 RIPPON STATION



Project Manager
Jacob Craig PE
JCRAIG@VRE.ORG

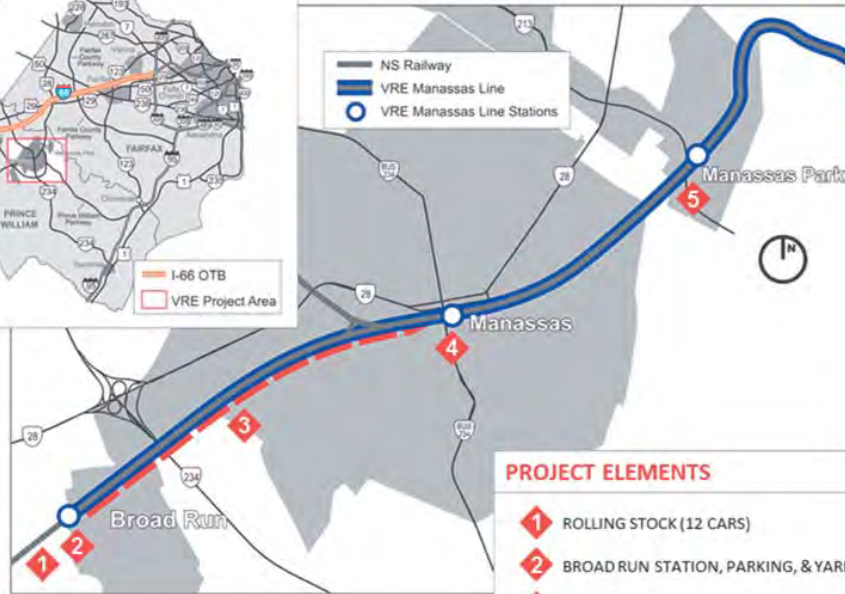
- New center platforms
 - Pedestrian bridges
 - Stair towers with elevators
- Longer side platforms



VIRGINIA RAILWAY EXPRESS

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MANASSAS LINE CAPACITY IMPROVEMENTS



Project Manager
Christine Hoeffner
CHOEFFNER@VRE.ORG

*Funded through concessionaire fees
from I-66/Outside the Beltway tolling*

PROJECT ELEMENTS

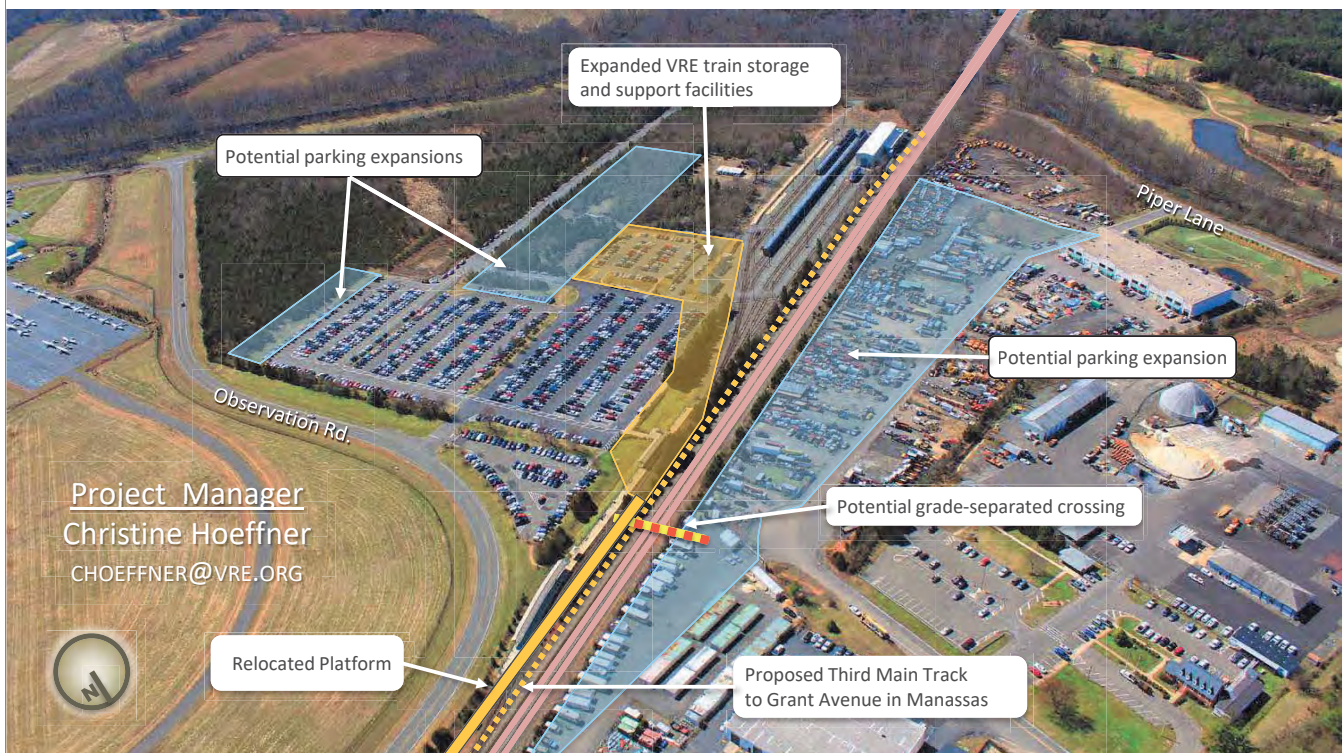
- 1 ROLLING STOCK (12 CARS)
- 2 BROAD RUN STATION, PARKING, & YARD EXPANSION
- 3 MANASSAS JUNCTION BYPASS TRACK
- 4 MANASSAS STATION PLATFORM EXPANSION
- 5 MANASSAS PARK PARKING GARAGE & BRIDGE
- 6 REALTIME MULTIMODAL TRAVELER INFORMATION
(Not Shown on Map)



VIRGINIA RAILWAY EXPRESS

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10 BROAD RUN EXPANSION



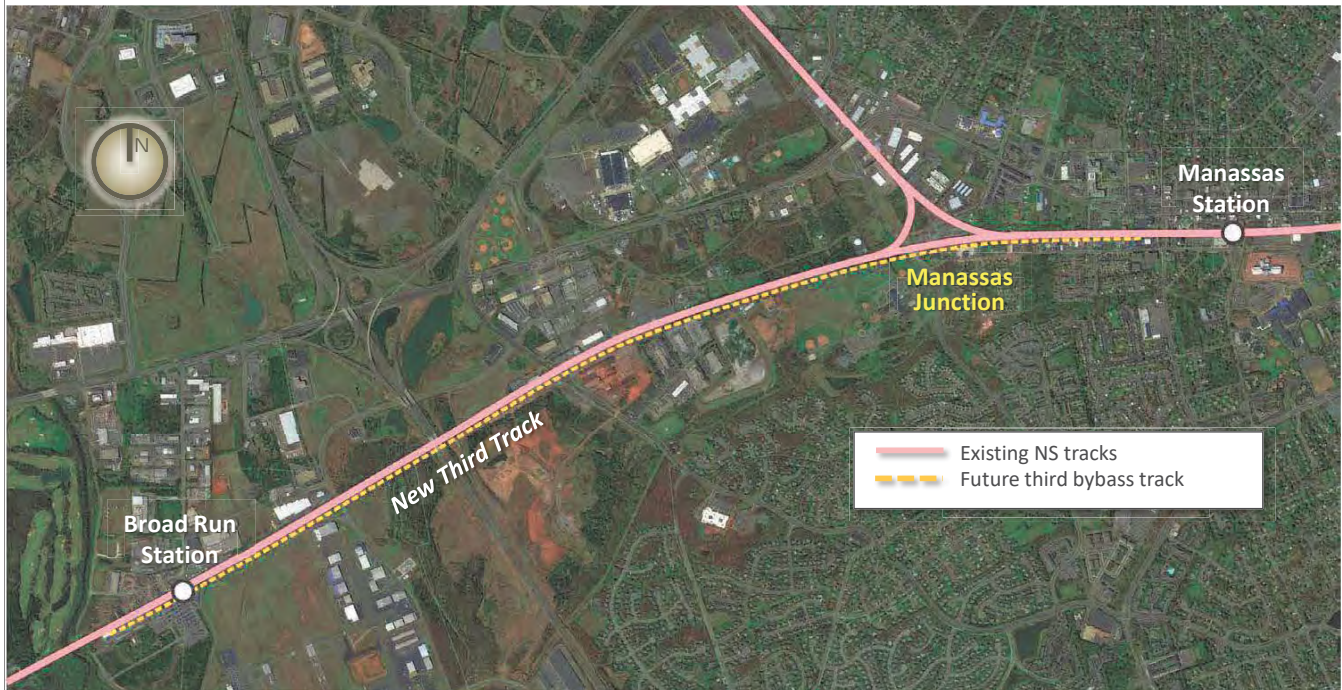
Project Manager
Christine Hoeffner
CHOEFFNER@VRE.ORG



VIRGINIA RAILWAY EXPRESS

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10 BROAD RUN EXPANSION MANASSAS JUNCTION BYPASS TRACK



VIRGINIA RAILWAY EXPRESS

17

10 BROAD RUN EXPANSION DISCUSSION

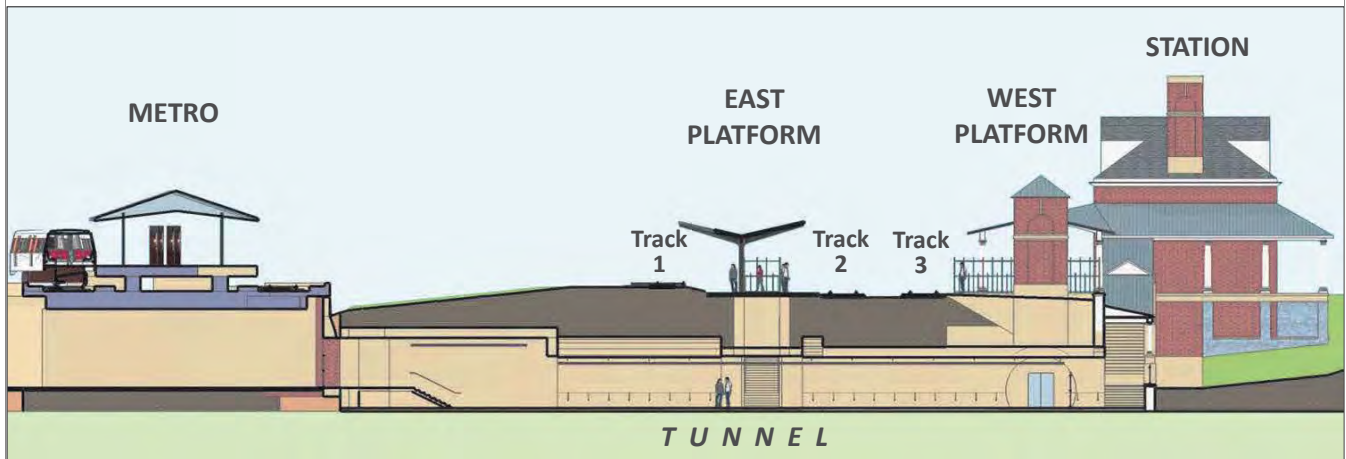
- Preliminary engineering and NEPA is underway
- Final design is estimated to start Late 2018
- Construction is estimated in Late 2019 – Early 2020
- Scope considerations
 - Track work (storage yard and new NS third track)
 - New platform and surface parking
 - Station and yard must remain in operation during construction
 - Coordinate design/construction with airport
 - Multiple environmental resources present
 - Funding requires construction complete by 2022



VIRGINIA RAILWAY EXPRESS

18

11 ALEXANDRIA STATION IMPROVEMENTS



Project Manager
Norine Walker, PE
NWALKER@VRE.ORG



VIRGINIA RAILWAY EXPRESS

- Eliminate existing at-grade track crossing
- Provide ADA accessible tunnel between Metro and all station platforms
- Provide passenger access to trains on Track 1
 - New crossover at Slaters Lane
- Raise, expand and extend the East Platform
- Raise West Platform

19

11 ALEXANDRIA STATION IMPROVEMENTS

DISCUSSION

- 60 percent design complete
 - Funding in place for current design (using SEM)
 - Schedule/constructability challenges
 - Study underway to improve constructability and reduce schedule/cost issues
 - Considering CMGC approach for project delivery
 - CSXT and City of Alexandria on-board for facilitated process
 - Decision this Spring/Procurement this Summer



VIRGINIA RAILWAY EXPRESS

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THANK YOU!



VIRGINIA RAILWAY EXPRESS

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A BETTER WAY. A BETTER LIFE.

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Agenda Item #10: Department of Rail and Public Transportation



TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice

DATE: February 22, 2018

SUBJECT: Department of Rail and Public Transportation (DRPT)

The monthly [Department of Rail and Public Transportation \(DRPT\) Report](#) is attached.

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COMMONWEALTH of VIRGINIA

Jennifer L. Mitchell
Director

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

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

TO: Chairman Smedberg and NVTC Commissioners

FROM: Jennifer Mitchell, Director

DATE: February 21, 2018

SUBJECT: Virginia Department of Rail and Public Transportation (DRPT) Update

General Update

DRPT staff remains actively engaged in the 2018 General Assembly session through the analysis of proposed legislation and the preparation of responses to requests for information from legislators and other state officials. DRPT engagement will continue for the duration of the session.

The Commonwealth Transportation Board's (CTB) Spring 2018 Public Hearing in Northern Virginia on the Six-Year Improvement Program for FY 19-24 is tentatively scheduled for Monday, April 30, 2018 at the VDOT NOVA District Office in Fairfax. Additional details will be shared with NVTC as they become available.

The next meeting of the Transit Service Delivery and Advisory Committee (TSDAC) is scheduled for 9:00 a.m. on Monday, March 12, 2018 in the VDOT Auditorium in Richmond. This meeting will serve as a kick-off for continued work on transit capital project prioritization, as directed by the General Assembly.

The SMART Portal for the input of Pre-Applications for SMART SCALE Round 3 funding will open on March 1. Pre-Applications must be submitted by 5:00 p.m. on June 1, 2018. Applicants must submit a Pre-Application by this date in order to submit a Full Application for funding (this is a change from previous cycles). The deadline for the submission of Full Applications is 5:00 p.m. on August 1. The Virginia Office of Intermodal Planning and Investment (OIPI) is hosting several SMART SCALE training sessions for applicants through the spring.

Over the last few weeks, DRPT staff has met separately with representatives from the City of Alexandria (1/26), Arlington County (2/2) and WMATA (2/21) to discuss their respective comments

DRPT.Virginia.gov

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

on the DC2RVA Draft Environmental Impact Statement (DEIS). In addition, DRPT held a DC2RVA Task Force meeting in Alexandria on February 8, 2018 at which it provided a project update and announced initiation of work on the Service Development Plan (SDP) to project stakeholders. DRPT is scheduling a separate SDP kickoff meeting with major project stakeholders, which will also be the initial meeting of the SDP Work Group.

DRPT continues to support the establishment of the Metro Safety Commission (MSC). The first orientation meeting of the MSC was held on February 7, 2018. While this initial meeting of the MSC was an introductory meeting only, it represents an important milestone in the MSC establishment process. An Executive Recruitment firm has been engaged to assist with the selection of the MSC's Executive Director.

TO: Chairman Smedberg and NVTC Commissioners

FROM: Kate Mattice

DATE: February 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 NVTC's staff efforts in Richmond plus a federal legislative update, information on Fairfax County efforts to support BRT along Route 7, and transit news from around the region.

B. NVTC Financial Report

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

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Executive Director Newsletter

March 2018



News on the transit funding front, at both the federal and state levels, is mixed. While we have taken several steps forward to resolve funding issues for Metro and Virginia Railway Express, we have lost ground – though perhaps only temporarily – in our efforts to ensure continued financial support for local bus systems.

I am encouraged that both chambers of the General Assembly approved Metro funding bills prior to crossover, but recognize that there are concerns with the approaches. While there are significant differences to be ironed out, it appears that there is consensus among legislators that Metro not only drives Northern Virginia's economy but that of the Commonwealth and, therefore, deserves additional financial support. Whether that support is tied to reforms, and what those reforms might entail, remains to be seen. We also want to see how dedicated funding for VRE and a fix to the gas tax floor will be deliberated in conference.

On a somewhat positive note, the White House's fiscal year 2019 budget does not axe dedicated funding for Metro, as some Northern Virginia Congressional leaders had expected. Instead, it reduces next year's proposed federal contribution from \$150 million to \$120 million (see page 3). That said, there are bills pending in the U.S. House that would increase the amount the feds currently provide to Metro.

Of concern, however, are the administration's proposed cuts to Federal Transit Administration (FTA) grant programs. The cuts would not only eliminate funding for transit projects that are competing for, but have yet to receive, grants under the FTA's New Starts and Core Capacity programs but significantly reduce what is available for projects that are already moving toward construction. "The president's budget paints a bleak picture for the future of transit in America," said Rep. Gerry Connolly to a reporter from The Hill.

It's too early to tell to what extent the FTA's grant programs will be reduced and how that would affect local bus systems here in Northern Virginia. What will influence the ability of our transit providers to maintain and upgrade their bus fleets is Virginia's looming transit capital fiscal cliff, which the General Assembly was unable to reconcile this year. There is still time, though not much, before our local transit agencies begin to feel the pinch from a loss in bond revenue estimated at \$110 million annually.

Clearly, NVTC's work is not done. We must continue to reach out to our state legislators and local elected officials, as well as their constituents, to ensure that we all understand the ramifications of such a loss in funding. Transit is the backbone of our economy, getting residents to jobs, students to school, and tourists to Northern Virginia hotels and attractions. We ignore this at our peril.

Executive Director

Inside this Issue

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<u>NVTC Publishes 2017 Year in Review</u>2
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Northern Virginia Transportation Commission
2300 Wilson Blvd., Ste. 620
Arlington, VA 22201
www.novatransit.org



Key Dates

Mar. 1	<u>NVTC Monthly Meeting</u>
Mar. 8	<u>NVTA Monthly Meeting</u>
Mar. 10	<u>General Assembly Adjourns</u>
Mar. 8	<u>WMATA Board Meeting</u>
Mar. 14	<u>NVTA's NOVA Transportation Roundtable</u>
Mar. 16	<u>VRE Operations Board Meeting</u>
Mar. 20	<u>I-66 Commuter Choice Public Hearing in Reston</u>
Mar. 20-21	<u>CTB Monthly Meeting</u>
Mar. 21	<u>TPB Monthly Meeting</u>
Mar. 22	<u>WMATA Board Meeting</u>
Apr. 5	<u>I-66 Commuter Choice Public Hearing in Arlington</u>
Apr. 5	<u>NVTC Monthly Meeting</u>

NVTC Convenes in Richmond

Less than a week before crossover in the General Assembly, Transportation Secretary Shannon Valentine and Department of Rail and Public Transportation Director Jennifer Mitchell briefed Commissioners in Richmond on the status of pending legislation in the House and Senate. Following the NVTC meeting, staff and several Commissioners attended a meeting of the Senate Finance Committee.



Three Commissioners — Loudoun County Supervisor Matt Letourneau (on behalf of NVTC), Fairfax County Board of Supervisors Chairman Sharon Bulova (on behalf of Fairfax County) and Falls Church Council Member Dave Snyder (on behalf of Virginia Transit Association) — testified before the committee regarding SB856 (Saslaw), which would provide \$154 million annually in dedicated funding for Metro.



NVTC Publishes 2017 Year in Review

2017 was a banner year for NVTC. Whether inaugurating transit service in the I-66 corridor; pursuing sustainable, dedicated funding for transit throughout Northern Virginia; or advocating for reforms at the Washington Metropolitan Area Transit Authority, NVTC used its voice and expertise to ensure the availability of high-quality, high-capacity transit. NVTC's words and actions advanced public transportation at the local, state and regional levels throughout 2017.

Numerous NVTC initiatives made clear the need for Northern Virginians to have access to safe, reliable and adequately funded transit options. The value of transit to the region and the Commonwealth of Virginia became apparent through NVTC research and data analysis. In 2017, NVTC identified opportunities to strengthen the region's bus network, developed a tool to assist member jurisdictions in evaluating and planning local bus service, examined the economic benefit of rail transit to the Commonwealth, and refined emergency plans Virginia's Metrorail stations.

[Learn more about NVTC's accomplishments online.](#)

2017 Year in Review



State Legislative Update

While there are significant differences in the House and Senate versions of WMATA funding legislation, it is encouraging that both chambers passed legislation prior to the Feb. 13 crossover deadline. The Senate bill [[SB856 \(Saslaw\)](#)] includes \$154 million annually for Metro, while the House measure [[HB1539 \(Hugo\)](#)] provides \$105 million a year. The Senate bill, unlike the House legislation, would create an operating and capital fund for Virginia Railway Express. A proposal that would have taxed Uber and Lyft services to help fund transportation projects other than Metro was removed from the Senate legislation. NVTC's [side-by-side comparison of the two transit omnibus bills](#) looks at how they address issues such as state funding and transit capital project prioritization, WMATA funding and governance, VRE funding, and a gas tax floor.

Two Senate bills of note also moved to the House. [SB896 \(Wagner\)](#) would establish a regional gas tax floor and [SB683 \(Stuart\)](#) would create a dedicated funding program for VRE. And one House bill of interest [[HB1285 \(LaRock\)](#)] — requiring NVTC, NVTA, VRE and CTB to hold an annual joint public meeting on projects proposed for funding — crossed to the Senate.

Budget amendments were released earlier this week by the [House Appropriations](#) and [Senate Finance](#) committees. NVTC has culled amendments pertaining to the regional gas tax, statewide transit, WMATA, VRE, and I-66 inside the Beltway. Those transit and related [budget amendments from both the House and Senate](#) are available online.

Federal Legislative Update



[President Trump's budget](#), released last week, would trim Metro's federal subsidy from \$150 million to \$120 million rather than eliminate it, as had been previously reported. 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).

The [Metro Accountability and Investment Act](#) was filed by U.S. Rep. Gerald E. Connolly at the end of January. The bill would extend and increase the current \$150 million PRIIA subsidy for Metro, which will expire at the end of fiscal year 2019. Under Connolly's proposal, the

federal contribution to Metro would double to \$300 million a year for 10 years and some funds would be earmarked for operations. The bill establishes two new sources of funding, which are predicated on WMATA meeting specific safety, reliability, and operation cost efficiency targets and jurisdictions creating a dedicated funding source. It does not address WMATA board composition but, rather, strengthens the Office of Inspector General.

NVTC staff will track the bill, as well as those introduced by [Virginia Rep. Barbara Comstock](#), [Maryland Rep. John Delaney](#), and [Maryland Reps. Jamie Raskin and Anthony G. Brown](#) as they move through the House.

Route 7 Alternatives Analysis, Engineering Study Move Forward

A [Route 7 alternatives analysis](#) received approval from the Fairfax County Board of Supervisors, which earmarked up to \$950,000 for the project. The study will focus on Route 7 between the Beltway and Route 123, ultimately determining how the planned widening of Route 7 will be implemented and providing guidance on how to integrate bus rapid transit (BRT) in the corridor. The alternatives analysis will complement a Route 7 BRT conceptual engineering study for which NVTC will issue a request for proposals in March.



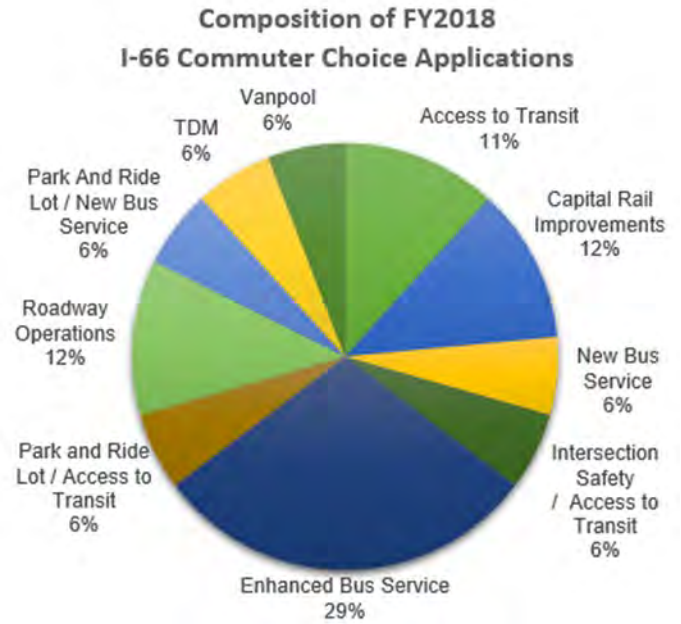
I-66 Commuter Choice Public Hearings Scheduled

As the I-66 Commuter Choice Working Group finalizes its evaluation and prioritization of eligible applications submitted during the second call for projects, NVTC staff has scheduled two public hearings. They will take place Tuesday, March 20 at the [Greater Reston Chamber of Commerce](#) offices and Thursday, April 5 in the [Navy League Building](#) prior to the NVTC monthly Commission meeting. Both hearings start at 7 p.m.



NVTC received 18 applications, totaling \$36.3 million in requests, for projects de-

signed to expand transportation capacity in the I-66 corridor inside the Beltway. Following the public hearings, the Commission will select projects that will comprise the fiscal year 2018 program at the May meeting. The Commonwealth Transportation Board will then consider the projects in June.



I-66 Commuter Choice Success Story



Ridership nearly tripled on OmniRide's Gainesville to Pentagon express bus service, funded through I-66 Commuter Choice. From 1,798 riders in Dec. 2016 to 5,217 in Oct. 2017, this bus route demonstrates transit's ability to move more people thru the I-66 corridor.



Around Town: Headlines from/about NVTC Jurisdictions and Partners



What's left to build on Arlington's piece of Potomac Yard? Not much.

Columbia Pike 'Premium Bus' Service to Streamline Routes

Pentagon City Pedestrian Tunnel To Open This Spring After Years of Delay



Big transportation changes could be coming to Richmond Highway

Transportation, revitalization key to future of McLean



Loudoun Supervisors Hold Little Hope of Metro Funding Fix from State



Why we should all get behind the MetroNow coalition



Metro prepares for busy tourist season

Metrorail Safety Commission members gather for the first time

Metrorail is no longer the second-busiest rapid transit system in the country

Fewer Metro riders doesn't always mean less crowding

Metro to Retire System's Worst Performing Rail Cars

Metro sends crews to Baltimore to help during subway shutdown

AU's free transit pass is a success, and the idea is slowly spreading

White House budget trims Metro subsidy instead of killing it, as feared

LET'S TALK TRANSPORTATION

Mon., Feb. 26 from 7-9 p.m.
Navy League Building @ Court House

"Arlington has been the national model for the urbanizing suburb: is it time for rethinking your direction?"
- Chris Leinberger

RSVP TODAY!

Arlington Transportation Partners



NVTC was a special guest at the Arlington Transportation Partners Champions Breakfast in early February.

Staff members Patricia Happ and Karen Finucan Clarkson received a shout out for NVTC's work on I-66 Commuter Choice. The event [included a video](#) that demonstrated the importance of mobility options for those who commute into or out of Arlington.



WMATA



Metro met or exceeded performance targets in 13 of 27 areas, according to its [most recent Performance Report](#), which covers July 1-Dec. 31, 2017. Five measures were near target and nine measures were either not met or worse than last fiscal year. WMATA's performance reports compare fiscal-year-to-date performance to targets that WMATA has set or, when applicable, to previous fiscal-year-to-date performance.



Northern Virginia Transportation Authority



[Register now](#) for the 3rd annual NoVa Transportation Roundtable, sponsored by the Northern Virginia Transportation Authority (NVTA) and the Intelligent Transportation Society of Virginia. This year's focus is on self-driving vehicles and emerging transportation trends. The March 14 event, which runs from 8 a.m.-12 p.m., will take place at NVTA's offices at 3040 Williams Drive, Suite 200, Fairfax, VA.

Virginia Railway Express



Each month Virginia Railway Express, which is co-owned by the Northern Virginia and the Potomac and Rappahannock transportation commissions, sponsors an [online forum](#) and publishes a [magazine](#). These communication vehicles keep passengers, vendors and staff informed of upcoming issues, topics of importance, and schedule changes. You can follow VRE on Twitter at [@VaRailXpress](#).

3RD ANNUAL

NoVa Transportation Roundtable

Self-Driving Cars

UTOPIA OR DYSTOPIA?

MARCH 14 8AM - 12PM
NVTA 3040 WILLIAMS DR
SUITE 200, FAIRFAX VA 22031

RIDE

VIRGINIA RAILWAY EXPRESS MAGAZINE

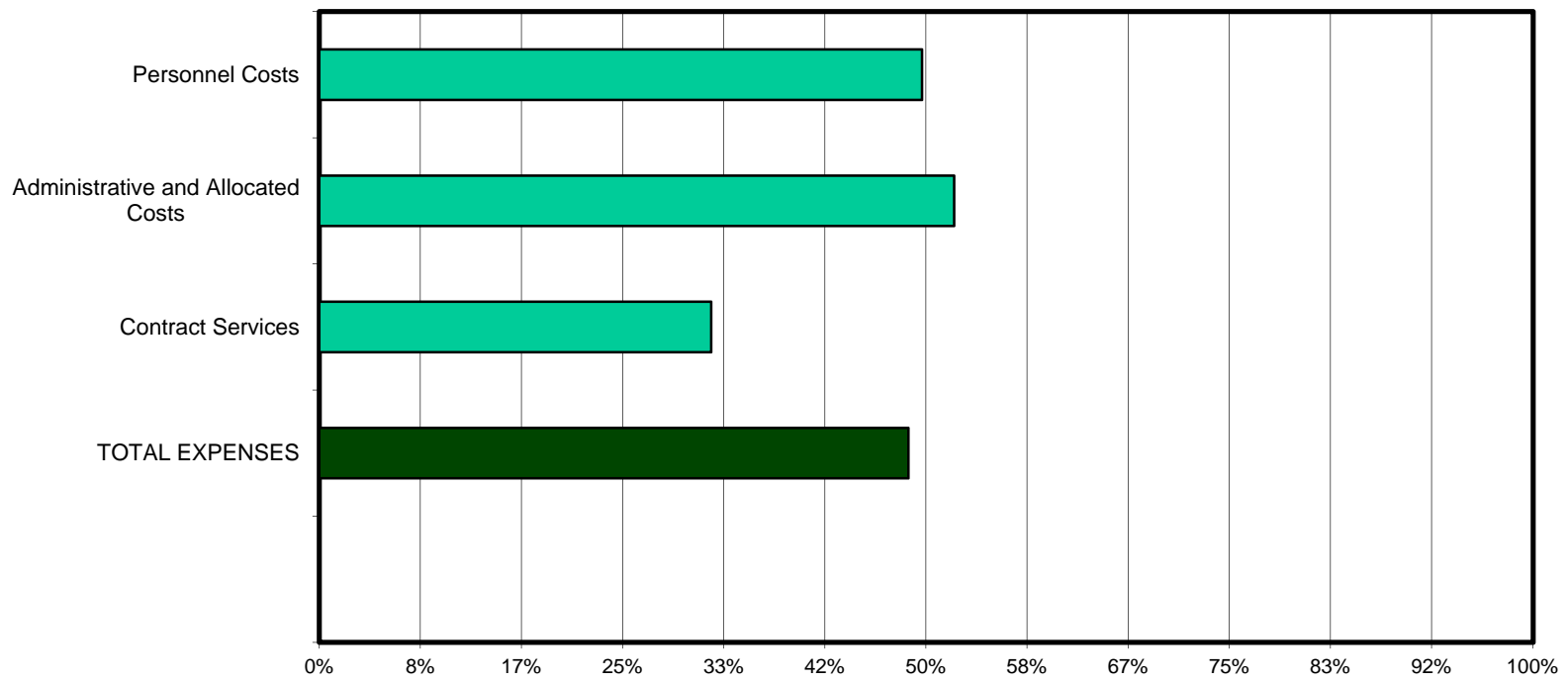
NEW ISSUE

NOW AVAILABLE
ONLINE

Northern Virginia Transportation Commission

Financial Reports
January, 2018

Percentage of FY 2018 NVTC Administrative Budget Used
January 2018
(Target 58.3% or less)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
January 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	\$ 97,599.25	\$ 691,364.96	\$ 1,390,500.00	\$ 699,135.04	50.3%
Temporary Employee Services	-	-	-	-	
Total Personnel Costs	<u>97,599.25</u>	<u>691,364.96</u>	<u>1,390,500.00</u>	<u>699,135.04</u>	<u>50.3%</u>
<u>Benefits</u>					
Employer's Contributions:					
FICA	7,073.29	44,975.25	93,500.00	48,524.75	51.9%
Group Health Insurance	7,996.06	53,778.36	130,700.00	76,921.64	58.9%
Retirement	10,596.00	74,172.00	123,500.00	49,328.00	39.9%
Workmans & Unemployment Compensation	215.26	1,344.83	4,900.00	3,555.17	72.6%
Life Insurance	384.82	2,291.62	5,100.00	2,808.38	55.1%
Long Term Disability Insurance	530.70	3,427.26	6,500.00	3,072.74	47.3%
Total Benefit Costs	<u>26,796.13</u>	<u>179,989.32</u>	<u>364,200.00</u>	<u>184,210.68</u>	<u>50.6%</u>
<u>Administrative Costs</u>					
Commissioners Per Diem	1,100.00	7,500.00	12,800.00	5,300.00	41.4%
<i>Rents:</i>	<i>20,697.33</i>	<i>141,040.00</i>	<i>246,000.00</i>	<i>104,960.00</i>	<i>42.7%</i>
Office Rent	19,243.53	130,854.70	229,700.00	98,845.30	43.0%
Parking & Transit Benefits	1,453.80	10,185.30	16,300.00	6,114.70	37.5%
<i>Insurance:</i>	<i>930.70</i>	<i>4,603.75</i>	<i>6,800.00</i>	<i>2,196.25</i>	<i>32.3%</i>
Public Official Bonds	(100.00)	1,133.00	2,000.00	867.00	43.4%
Liability and Property	1,030.70	3,470.75	4,800.00	1,329.25	27.7%
<i>Travel:</i>	<i>259.13</i>	<i>11,120.25</i>	<i>30,300.00</i>	<i>19,179.75</i>	<i>63.3%</i>
Conference / Professional Development	-	4,601.72	17,000.00	12,398.28	72.9%
Non-Local Travel	59.20	583.82	2,500.00	1,916.18	76.6%
Local Travel, Meetings and Related Expenses	199.93	5,934.71	10,800.00	4,865.29	45.0%
<i>Communication:</i>	<i>870.18</i>	<i>6,815.27</i>	<i>13,000.00</i>	<i>6,184.73</i>	<i>47.6%</i>
Postage	-	902.16	1,700.00	797.84	46.9%
Telephone and Data	870.18	5,913.11	11,300.00	5,386.89	47.7%
<i>Publications & Supplies</i>	<i>1,699.68</i>	<i>7,834.49</i>	<i>12,500.00</i>	<i>4,665.51</i>	<i>37.3%</i>
Office Supplies	118.28	1,679.94	2,700.00	1,020.06	37.8%
Duplication and Paper	1,581.40	5,654.55	9,300.00	3,645.45	39.2%
Public Information	-	500.00	500.00	-	0.0%

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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	365.84	12,050.22	45,500.00	33,449.78	73.5%
Furniture and Equipment (Capital)	-	9,181.34	11,000.00	1,818.66	16.5%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computer Operations	365.84	2,868.88	33,500.00	30,631.12	91.4%
<i>Other General and Administrative:</i>	1,048.43	5,469.58	8,600.00	3,445.42	40.1%
Subscriptions	315.00	315.00	-	-	0.0%
Memberships	80.75	783.00	1,400.00	617.00	44.1%
Fees and Miscellaneous	652.68	3,642.14	5,600.00	1,957.86	35.0%
Advertising (Personnel/Procurement)	-	729.44	1,600.00	870.56	54.4%
Total Administrative Costs	<u>26,971.29</u>	<u>196,433.56</u>	<u>375,500.00</u>	<u>179,381.44</u>	<u>47.8%</u>
<u>Contracting Services</u>					
Auditing	6,200.00	16,000.00	22,600.00	6,600.00	29.2%
Contract Services and Support	3,000.00	30,628.95	150,000.00	119,371.05	79.6%
Legal	2,916.67	20,416.69	35,000.00	14,583.31	0.0%
Total Contract Services	<u>12,116.67</u>	<u>67,045.64</u>	<u>207,600.00</u>	<u>140,554.36</u>	<u>67.7%</u>
 Total Gross G&A Expenses	<u><u>\$ 163,483.34</u></u>	<u><u>\$ 1,134,833.48</u></u>	<u><u>\$ 2,337,800.00</u></u>	<u><u>\$ 1,203,281.52</u></u>	<u><u>51.5%</u></u>

NVTC
RECEIPTS and DISBURSEMENTS
January 2018

			Virginia LGIP			
Date	Payer / Payee	Purpose	Wells Fargo Checking	Wells Fargo Savings	G&A / Project	Trusts
RECEIPTS						
3	DMV	Motor Vehicle Fuels Sales tax receipts				\$ 3,231,508.96
3	Alexandria	G&A contribution		9,595		
5	DRPT	Capital grant receipts - VRE			596,922	
11	DRPT	Operating assistance - WMATA				8,785,835.00
18	DRPT	Motor Vehicle Fuels Sales tax receipts				9,896.41
18	DRPT	Capital grant receipts - VRE			234,665.00	
19	VRE	Staff support		14,247.13		
19	PRTC	Expense reimbursement		100.00		
19	CNA	Insurance refund		100.00		
23	DRPT	Capital grant receipt - Fairfax				279,049.00
30	DRPT	Grant receipt - New fare collection			6,148.00	
31	DMV	Motor Vehicle Fuels Sales tax receipts				2,587,154.21
31	Banks	Investment earnings		3.01	13,689.64	114,891.66
			-	24,044.64	851,424.64	15,008,335.24
DISBURSEMENTS						
1-31	Various	G&A expenses	(145,774.44)			
2	WMATA	Metrobus operating				(24,662,223.00)
2	WMATA	Paratransit operating				(3,181,492.00)
2	WMATA	Metrorail operating				(19,188,077.00)
2	WMATA	Capital improvement program				(5,405,094.00)
2	WMATA	Project planning				(77,427.00)
5	VRE	Grant revenue			(596,922.00)	
18	VRE	Grant revenue			(234,665.00)	
30	Kimley-Horn	Consulting - New fare collection project	(12,295.20)			
30	Stantec	Consulting - NTD project	(11,087.93)			
31	Banks	Service fees	(61.15)	(5.01)		
			(169,218.72)	(5.01)	(831,587.00)	(52,514,313.00)
TRANSFERS						
9	Transfer	From savings to checking	20,000.00	(20,000.00)		
9	Transfer	From LGIP to checking	150,000.00		(150,000.00)	
30	Transfer	From LGIP to LGIP - NTD collection			11,087.93	(11,087.93)
			170,000.00	(20,000.00)	(138,912.07)	(11,087.93)
NET INCREASE (DECREASE) FOR MONTH			\$ 781.28	\$ 4,039.63	\$ (119,074.43)	\$ (37,517,065.69)

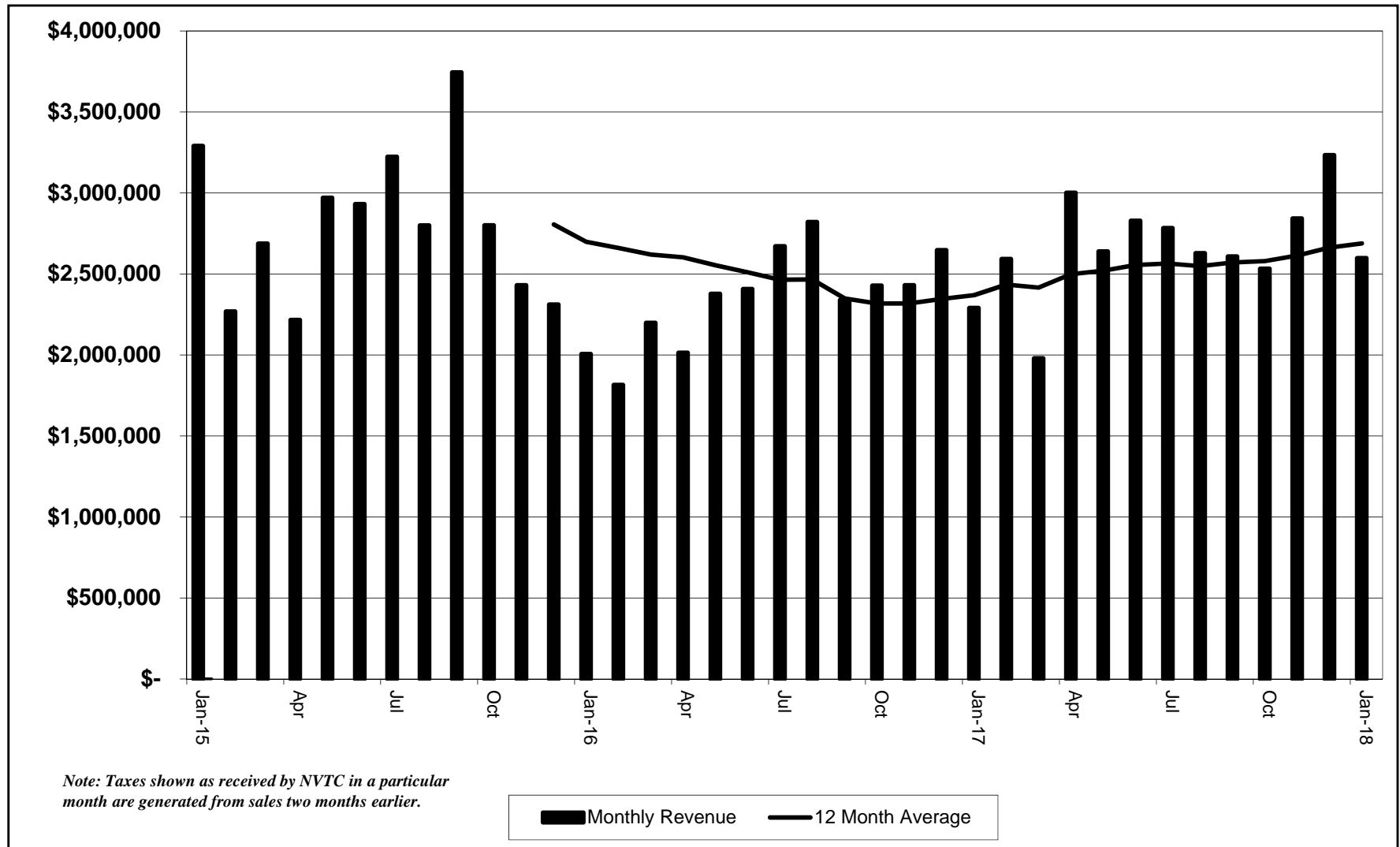
**NVTC
INVESTMENT REPORT
January 2018**

Type	Rate	Balance 12/31/2017	Increase (Decrease)	Balance 1/31/2018	Balance			
					NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund	
<u>Cash Deposits</u>								
Wells Fargo: NVTC Checking	N/A	\$ 37,508.64	\$ 781.28	\$ 38,289.92	\$ 38,289.92	\$ -	\$ -	
Wells Fargo: NVTC Savings	0.100%	36,327.39	4,039.63	40,367.02	40,367.02	-	-	
<u>Investments</u>								
Bank of America: Virginia Local Government Investment Pool (LGIP)	1.473%	145,227,434.83	(37,636,140.12)	107,591,294.71	11,000,013.80	78,282,157.41	18,309,123.50	
		<u>\$ 145,301,270.86</u>	<u>\$ (37,540,894.98)</u>	<u>\$ 107,669,951.65</u>	<u>\$ 11,078,670.74</u>	<u>\$ 78,282,157.41</u>	<u>\$ 18,309,123.50</u>	

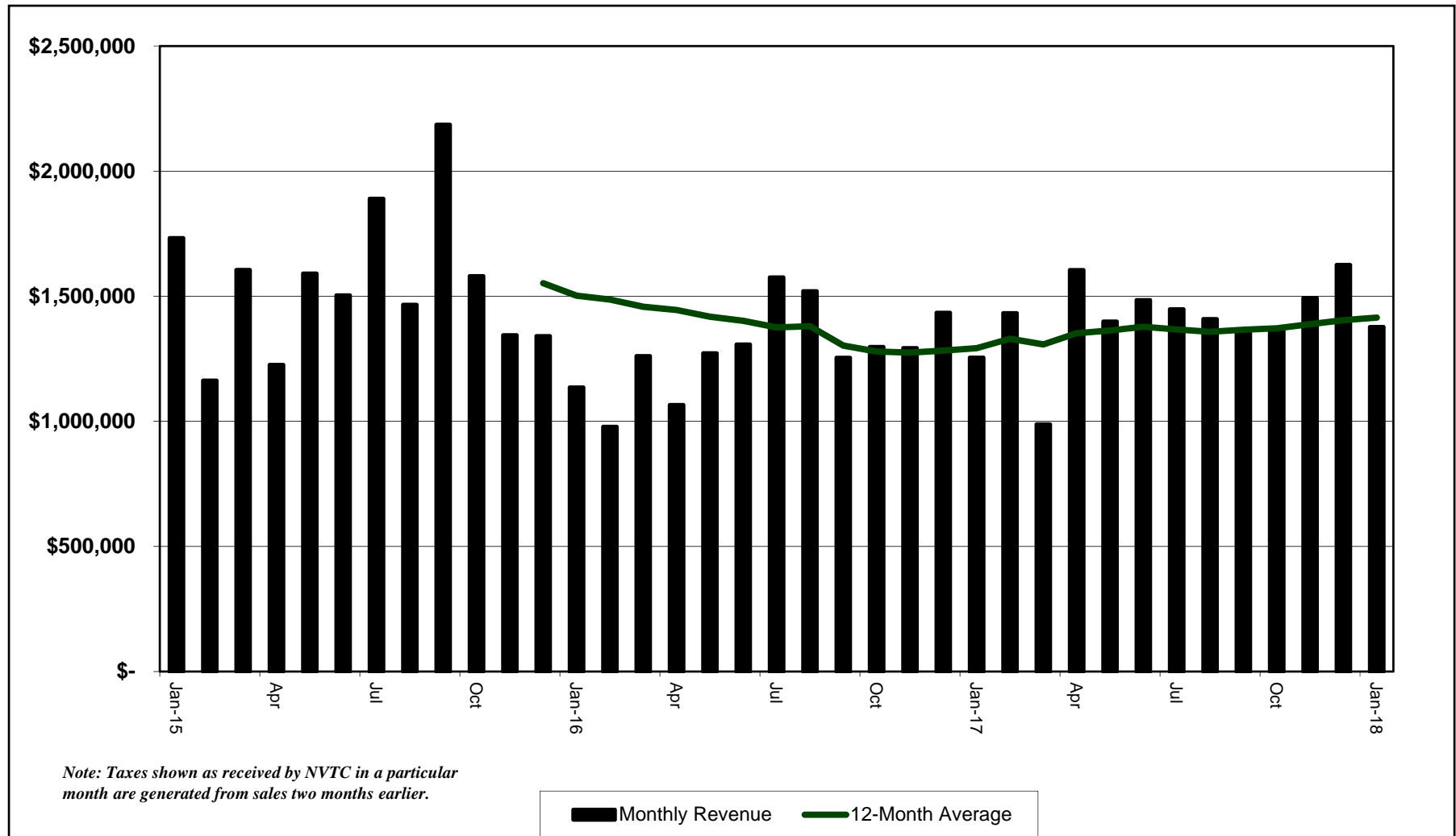
NVTC MONTHLY GAS TAX REVENUE

ALL JURISDICTIONS

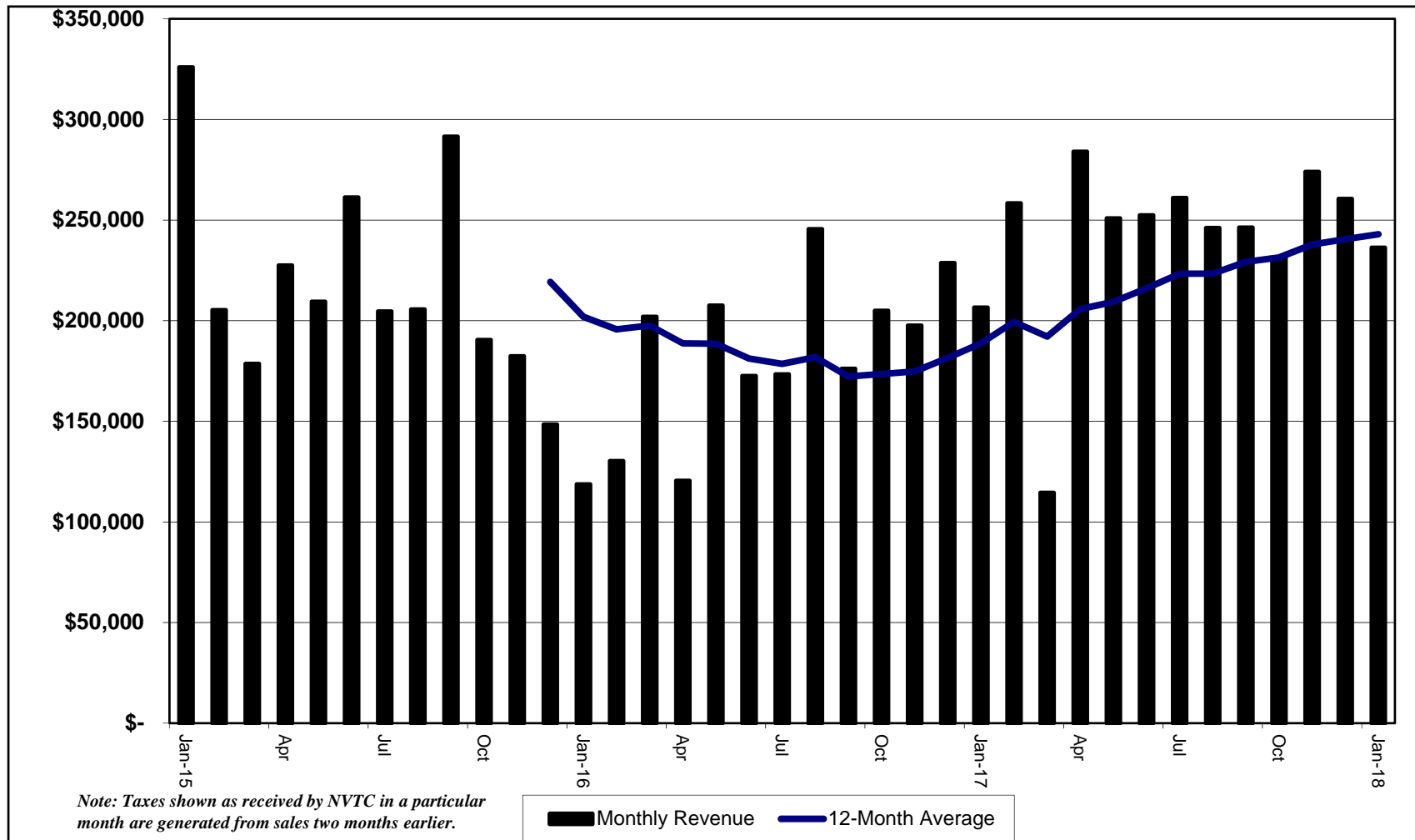
FISCAL YEARS 2015-2018



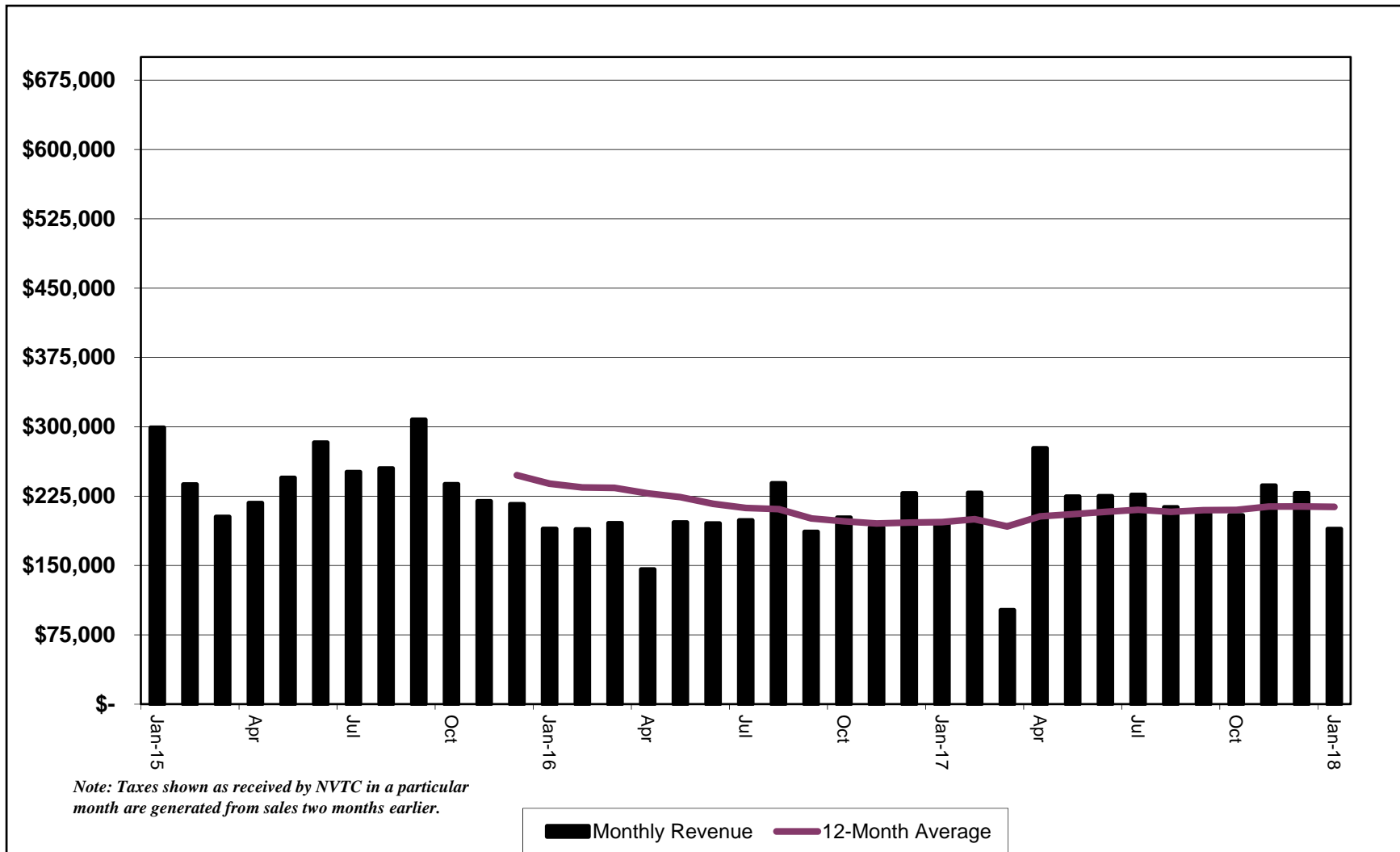
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2015-2018



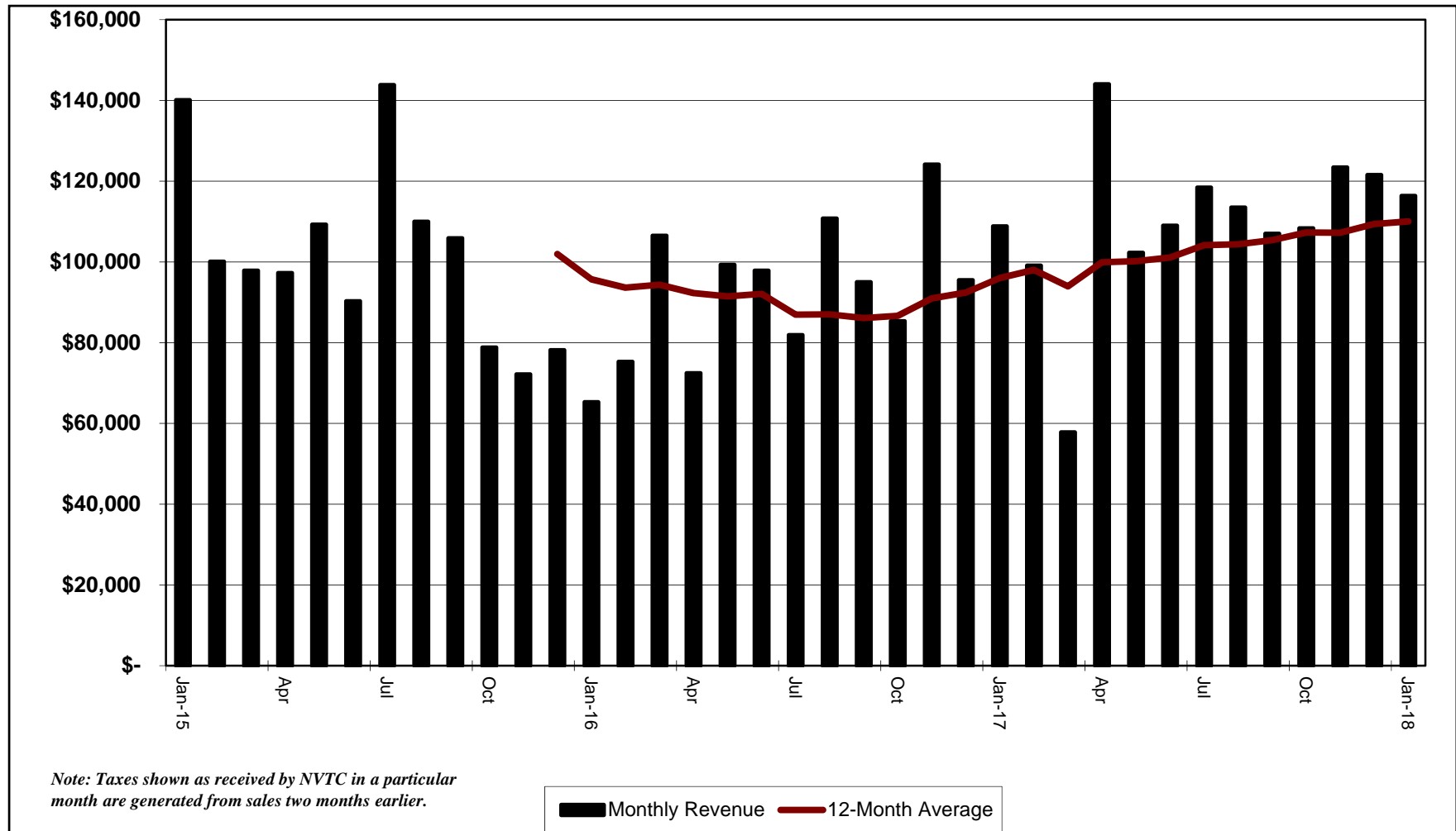
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2015-2018



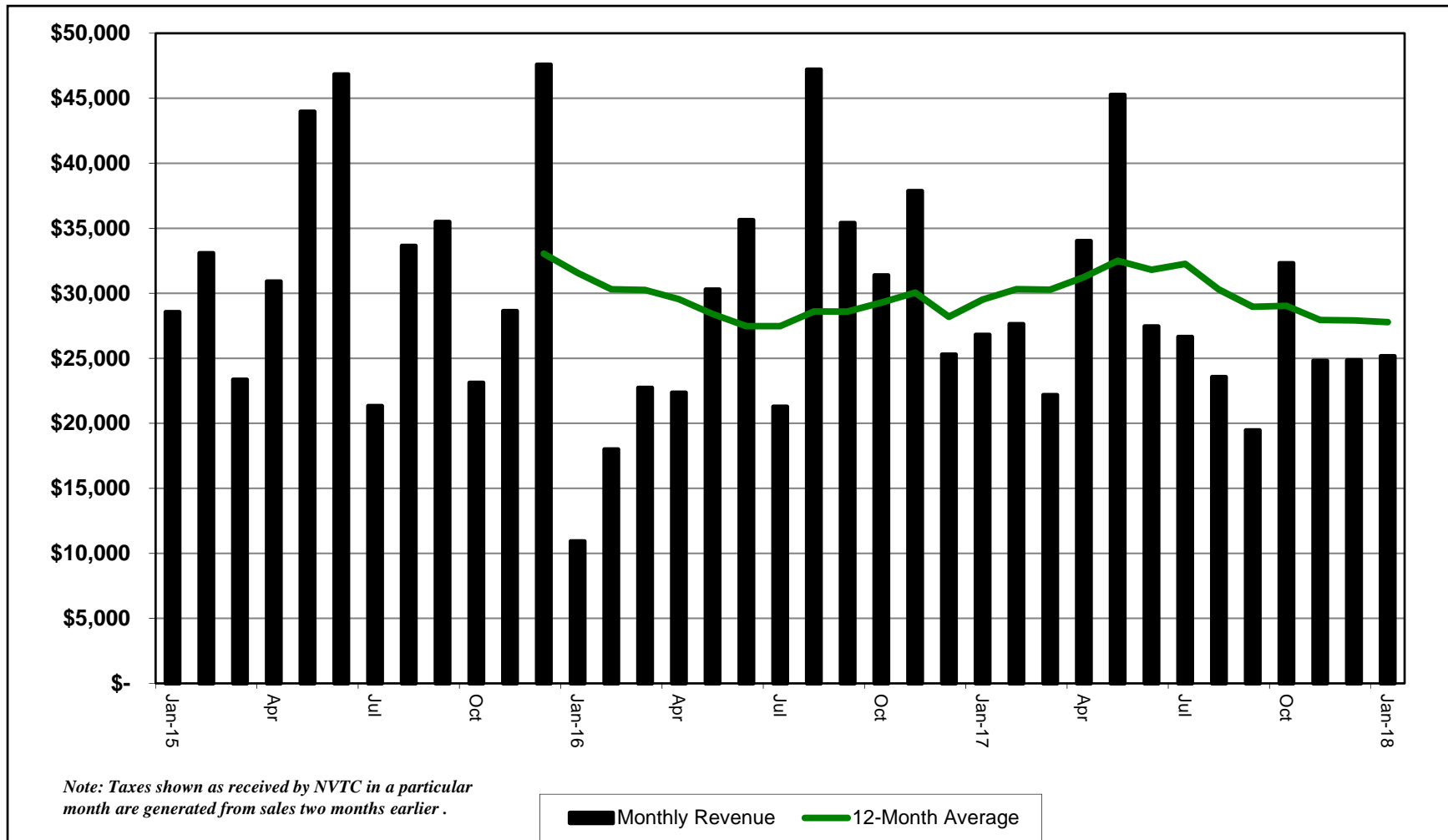
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2015-2018



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

