

MINUTES
NVTC COMMISSION MEETING – MAY 3, 2018
NAVY LEAGUE BUILDING – FIRST FLOOR CONFERENCE ROOM
ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Vice-Chairman Letourneau at 7:35 P.M.

Members Present

Sharon Bulova
John Cook
Jim Corcoran
Katie Cristol
Christian Dorsey
Adam Ebbin
John Foust
Libby Garvey
Catherine Hudgins
David LaRock
Matt Letourneau
David Meyer (Alternate, City of Fairfax)
Jennifer Mitchell (Alternate, Commonwealth of Virginia)
David Snyder
Jennifer Wexton

Members Absent

Jeff Greenfield
Tim Lovain
Jeff McKay
Ron A. Meyer
Paul Smedberg

Staff Present

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

Opening Remarks

Vice-Chairman Letourneau stated he has been asked to chair the meeting since Chairman Smedberg is unable to attend.

Minutes of the April 5, 2018 NVTC Commission Meeting

Ms. Garvey moved, with a second by Ms. Bulova, to approve the minutes. The vote in favor was cast by Commissioners Bulova, Corcoran, Dorsey, Ebbin, Foust, Garvey, Hudgins, LaRock, Letourneau, Snyder and Wexton. Commissioners Cook, Cristol and Meyer abstained.

I-66 Commuter Choice FY2018 Program

Vice-Chairman Letourneau stated that the Commission is being asked to approve Resolution #2357, which will approve the I-66 Commuter Choice FY2018 Program of Projects and authorize staff to submit the program to the Commonwealth Transportation Board for consideration and action. Based on the evaluation by NVTC staff, the jurisdictional I-66 Commuter Choice Working Group, and the Commissioner Work Group, the recommended Program of Projects includes 15 projects for funding, totaling \$12,077,068.

Ms. Happ, project manager, reviewed the FY2018 I-66 Commuter Choice program, evaluation and selection process, applications received, and the recommended projects for funding. NVTC received 17 applications with a total funding request of \$29.6 million.

Ms. Happ stated that 60 percent of the program will fund new or enhanced bus service; 22 percent will provide access to park and ride lots, bus stops, and Metrorail and VRE stations; seven percent will directly serve to improve responsiveness to incidents along the I-66 corridor; and six percent will support transit incentives and alternate ways to travel such as carpool and vanpool. The collective benefits of the program will move an additional 2,000 people through the corridor during the morning peak period; save approximately 120,000 hours of travel delay per year during the commuter peak periods; connect people to more than 15 activity centers in Virginia and the District; provide two new bus routes and enhances service on three existing bus routes; and improve emergency and incident response capabilities to keep I-66 moving.

Ms. Happ reviewed the 12 projects recommended for funding for FY2018, which are listed in the following chart:

FY2018 I-66 Commuter Choice Project Name	Applicant	Total Funding Request
Fairfax Connector Express Bus Service Between Vienna/Fairfax-GMU and Pentagon Metrorail Stations	Fairfax County	\$ 3,452,618
Loudoun County Transit Metro Connection Route 88X Extension to Dulles South	Loudoun County	\$ 1,706,040
On-Demand Commuter Lot Shuttles in Prince William County	PRTC	\$ 1,087,796
Loudoun County Transit Metro Connection from New Purcellville Park and Ride	Loudoun County	\$ 1,065,960
CUE Access and Technology Improvements	City of Fairfax/CUE	\$ 965,000
Metrobus Route 3T Extension and Service Expansion	City of Falls Church	\$ 845,754
I-66 Corridor Vienna/Merrifield Bike Share Expansion	Fairfax County	\$ 497,100
I-66 Corridor Intelligent Transportation System Enhancements	Arlington County	\$ 400,000
Traffic Management Center	Arlington County	\$ 400,000
Expanded Transportation Demand Management Outreach to the I-66 Corridor	Arlington County	\$ 350,000
Flexible Vanpool Program	PRTC	\$ 317,600
Linton Hall OmniRide Metro Direct Bus Service Enhancement	PRTC	\$ 134,200
Bicycle Parking Improvements at Manassas VRE Station	City of Manassas	\$ 55,000
I-66 Commuter Choice Marketing and Outreach	NVTC	\$ 400,000
Program Administration, Evaluation and Oversight	NVTC	\$ 400,000
Total		\$ 12,077,068

Delegate LaRock asked about two projects (I-66 Corridor Intelligent Transportation System Enhancement and the Traffic Management Center), which both scored low with a Total Benefit Score of 8 and 13, respectively. Vice-Chairman Letourneau stated the Commissioner Working Group had similar questions and had a lengthy discussion of these two projects at their recent meeting. These two projects are geared more to commuters who are driving, especially those forced off I-66 because of the tolls, and are designed to improve traffic flow on the alternative roadways. The projects are designed to respond to incidents quicker and clear the corridor faster, which will also benefit the direct I-66 user. He stated that the evaluation criteria does not quantify the benefits of these projects very well. He explained that it is not possible to know ahead of time how many people can move through the corridor faster as a result of these projects. Ms. Mattice reminded Commissioners that the Total Benefits Score is only one part of the evaluation process. Ms. Cristol agreed it is hard to quantify this type of project compared to a project that can list the number of seats on a bus, for example.

Mr. Goldfarb gave a more detailed explanation of the evaluation process. He stated that the evaluation is done based on an average weekday. These reliability issues are hard to

evaluate because they are random incidents. On the whole, it is difficult to evaluate reliability because it is controlled by random events in the corridor.

Delegate LaRock asked for the consultant to comment. Ms. Erin Murphy, from Kimley-Horn, stated that these incidents being described as random do happen in the corridor but are hard to quantify. The application process – and underlying data requested - was developed to match the logistics of preparing an application and the logistics of reviewing the applications to the amount of funding available. The scale of the program does not warrant complex analysis of these random events that require incident management. She stated that it goes back to the merits of the projects.

Vice-Chairman Letourneau assured Delegate LaRock that the Commissioner Working Group had some of the same questions. He came around and found more benefits to these projects than is shown in the numeric score. The Executive Committee discussed that the Commission may want to reevaluate the evaluation criteria for the next round of projects. There are also other issues that need to be addressed, such as the current criteria heavily weights low cost projects. Ms. Mattice stated the next round of call for projects will be in the fall, and staff can certainly reexamine the criteria and bring it back to the Commission prior to that call.

Ms. Bulova stated that the answers to these questions are persuasive and suggested staff footnote the explanation of why these two projects were included. Mr. Cook stated it is important to not change criteria to respond to specific projects. It is important to encourage thinking “outside the box” but he does not want to see it causing problems with the evaluation process. Senator Ebbin agreed criteria should be looked at but it shouldn’t be changed to just fit a project.

Delegate LaRock stated he is comfortable with the Commission revisiting the criteria that NVTC established, but for the Working Group to say their instincts would override the criteria is a big “ask” which he is not comfortable voting for since this is a large amount of funding.

Delegate LaRock also asked for more information about the two NVTC projects (I-66 Commuter Choice Marketing and Outreach; Program Administration, Evaluation and Oversight) at \$400,000 each. Ms. Mattice stated that for last year, as well as the current year, NVTC was supported by consultants through VDOT. The ability to move this work in-house and have consultants directly under NVTC will be helpful to advance work on the call for projects. NVTC’s FY2019 Budget, approved by the Commission, identified \$388,000 in costs associated with the I-66 Commuter Choice program. Since that time staff refined the cost estimate for consultant support and additional outreach, which raises it to \$400,000. This would allow NVTC to pay consultants, do outreach, and in-house administration of the program. The second \$400,000 is for running unified marketing and outreach across the region to encourage and support people to use transit and other transportation alternatives in the I-66 corridor. This is something the Secretary of Transportation and the Deputy Secretary of Transportation have asked NVTC to move in-house. The \$400,000 would allow for staffing, conducting a needs assessment and preliminary marketing. In response to a question from Delegate LaRock, Ms. Mattice

stated that these two projects have not been evaluated and scored because they are part of supporting the program.

Vice-Chairman Letourneau stated that NVTC was given this program and was told to administer it. The \$400,000 is needed to administer the program. Ms. Mattice explained that VDOT has been paying these costs for the past two years out of their budget. It was intended to be moved under NVTC's budget using toll revenues.

In response to a question from Delegate LaRock, Ms. Mattice explained an actual advertising budget could run into the million-dollar range. NVTC staff did not think it appropriate to include funding for advertising until the needs assessment is completed.

In response to a question from Mr. Foust, Mr. Cook explained that VDOT was temporarily administering the program costs out of their own budget until toll revenues were generated. Ms. Mattice stated that VDOT has specific responsibilities under the MOU, especially paying for the management of the roadway. Any costs incurred by NVTC is only for the I-66 Commuter Choice program.

Vice-Chairman Letourneau moved, with a second by Mr. Dorsey, to approve Resolution #2357.

Delegate LaRock introduced an amendment to the motion to remove the two NVTC projects from the Program of Projects. Senator Wexton seconded. There was one vote in favor by Delegate LaRock. Those voting in opposition were Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Ebbin, Foust, Garvey, Hudgins, Letourneau, Meyer, Snyder and Wexton. The amendment did not pass.

The Commission then voted on the main motion to approve Resolution #2357. The vote in favor was cast by Commissioners Bulova, Cook, Corcoran, Cristol, Dorsey, Ebbin, Foust, Garvey, Hudgins, Letourneau, Meyer, Snyder and Wexton. Delegate LaRock voted no. The motion passed. (A copy of the resolution is attached.)

Vice-Chairman Letourneau asked staff to follow-up and return to a future meeting for a discussion of revising the evaluation criteria.

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

Vice-Chairman Letourneau observed that it was a busy General Assembly Session, even though the outcome may not have been exactly what was hoped for; however, \$154 million was dedicated for WMATA funding, \$15 million for VRE, and a gas tax floor was established. Ms. Cristol stated that the region will need to wait until the next Session to see if legislation is passed regarding changes to the source of funding and to address the fiscal cliff. She observed that the transit legislation affects NVTC and its role in oversight of WMATA and collaboration of a streamlined WMATA Board. NVTC's Strategic Planning Retreat will be a good opportunity to discuss these issues. Legislation impacting VRE includes the creation of a dedicated funding account called "Commuter Rail Operating

and Capital” (C-ROC) which provides initial funding of \$15 million from a portion of new revenue from the gas tax floor.

Mr. Corcoran left the meeting at 8:14 P.M. and did not return.

Vice-Chairman Letourneau asked General Assembly members for their comments on the Session. Delegate LaRock expressed his disappointment that little thought and collaboration went into the creating such an important piece of Metro legislation, as well as very limited discussion before coming out of conference. He stated that the sequencing of funding seems to be in question with Virginia out of sync with the District of Columbia and Maryland. He stated NVTC may want to make a recommendation on this issue. Ms. Mitchell stated that the Attorney General’s interpretation is that since the District and Maryland took action to create their source of funding, it enacts Virginia’s legislation and funds will flow. Virginia is not advance funding anything. Maryland and the District will be using existing funding sources to meet their Metro funding obligations. Ms. Hudgins stated all three jurisdictions have committed to their funding obligations, which is reflected in WMATA’s approved FY2019 Budget. Mr. Dorsey stated all three jurisdictions have approved the Capital Funding Agreement (CFA) as well, which is also binding. Delegate LaRock asked staff to share links to the FY2019 WMATA Budget and CFA.

Ms. Seibert stated Governor Northam must act on legislation by May 18, 2018. She also reported that Speaker of the House Kirk Cox appointed Delegates LaRock, Garrett and Watts to the Joint Commission on Transportation Accountability. Senator Ebbin encouraged staff to hold a legislator transit tour in Northern Virginia before the next Session. He observed the month of July would be a good time and he encouraged staff to coordinate with the Senate Finance Committee.

Ms. Mattice gave a brief update on the work of the Transit Services Delivery Advisory Committee (TSDAC). WMATA has its own set of requirements, but all of the other transit agencies will be subject to the changes in the operating and capital transit program. She will continue to brief the Commission as TSDAC makes progress. She has a working group of staff from jurisdictions across the region and transit agencies supporting her efforts at TSDAC.

On behalf of the Commission, Ms. Cristol thanked Ms. Seibert for all her hard work during the Session.

Washington Metropolitan Area Transit Authority

Ms. Mattice announced NVTC is hosting another WMATA Board Forum on May 31st at 7:00 P.M. at the Providence District Community Center, near the Vienna Metrorail Station. Commissioners were also provided with an updated chart on how WMATA is funded in Virginia, which reflects the new legislation.

Mr. Dorsey stated the WMATA Board has permanently adopted the University-Pass program (UPass), which provides a group-discount fare medium offering unlimited riding privileges on Metrobus and Metrorail to full-time students at accredited post-secondary

institutions during the academic year. In 2018, WMATA enrolled 10 new schools in the pilot program. The UPass has generated over two million trips and \$5.4 million in cumulative revenues since August 2016.

Mr. Dorsey also reported that WMATA has informed VRE that effective July 1, 2018, it will no longer open swing gates for VRE riders during service disruptions. VRE passengers will have to purchase SmarTrip cards to use the Metro system. Mr. Allen stated VRE is communicating these changes with the swing gates to its riders. Mr. Dorsey stated NVTC needs to be front and center on all WMATA fare payment issues and implementation.

Mr. Snyder suggested WMATA provide some type of user manual for tourists on how to use the system and rules of conduct. Mr. Dorsey stated WMATA has a pilot at a few stations providing audible announcements. Mr. Snyder also noted that European rail systems partner with hotels to provide rail passes to guests and he encouraged WMATA to look into doing something similar. Ms. Hudgins stated WMATA has agreements with a few Maryland hotels located near Metrorail stations. Mr. Meyers suggested WMATA have video announcements in different languages at stations and on railcars. He also asked if USDOT is researching a nationwide fare system, which would significantly reduce costs. Ms. Mattice stated FTA is looking at fare technology and staff can provide an update at the next meeting. Ms. Garvey stated WMATA could partner with other regional agencies if not nationwide.

Virginia Railway Express

VRE CEO Report. Mr. Allen reported on several VRE safety initiatives, including preparedness training for Virginia State Police troopers and canine units; Positive Train Control (PTC) classroom training for VRE and Keolis personnel (PTC implementation is still on track to meet the deadline); and VRE's Office of Development completed a safety certification, so as they are designing new facilities, they will design with safety in mind. Mr. Allen also reported that on Monday a trespasser was hit by a train just outside of the Woodbridge Station. He gave an update on how VRE responded to the incident. He also reported VRE's average daily ridership for the month of March was 19,100 with on-time performance (OTP) of 92 percent.

Mr. Allen reported that at its April 20th meeting, the VRE Operations Board authorized a task order to PFM Solutions LLC for a financial modeling platform, which will allow VRE to migrate to a new, more robust financial modeling platform to support long-term financial planning. This will provide a greater capacity to do advanced reporting and graphic/charting capabilities to assist VRE in analyzing various scenarios and presenting results to the Operations Board, the Commissions, jurisdictional partners, and other stakeholders.

Authorization to Execute an Amendment for the Fourth Year of the First Option Period of the Contract for Operating Services for Commuter Rail. Ms. Bulova moved, with a second by Ms. Cristol, to approve Resolution #2358. The resolution will authorize the VRE CEO to execute an amendment to the Contract for Operating Services for Commuter

Rail with Keolis Rail Services Virginia, LLC (KRSV) by approving up to \$15,718,000 for the fourth year of the first option period, for a total contract value not to exceed \$163,124,557, through June 30, 2019.

The Commission then voted on the motion and it passed. The vote in favor was cast by Commissioners Bulova, Cook, Cristol, Dorsey, Ebbin, Foust, Garvey, Hudgins, LaRock, Letourneau, Meyer, Snyder and Wexton. (A copy of the resolution is attached.)

Authorization to Execute an Amendment for the Third Year of the Contract for Maintenance Services for Commuter Rail. Ms. Bulova moved, with a second by Ms. Cristol, to authorize the VRE CEO to amend the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by increasing the total contract authorization by \$7,674,000, for a total amount not to exceed \$22,018,638, through June 30, 2019. This action covers contracted services for maintenance, inspection and repairs of VRE locomotives, passenger railcars and maintenance facilities for FY2019.

The Commission then voted on the motion and it passed. The vote in favor was cast by Commissioners Bulova, Cook, Cristol, Dorsey, Ebbin, Foust, Garvey, Hudgins, LaRock, Letourneau, Meyer, Snyder and Wexton.

Route 7 Conceptual Engineering Update

Mr. Goldfarb gave a brief update on the Envision Route 7 project, a proposed high capacity transit service that would run along Route 7 from Mark Center in the City of Alexandria to the Spring Hill Metro Station in Tysons. Phase II of the project was completed in early 2017, which resulted in a recommendation of Bus Rapid Transit (BRT) for the corridor. NVTC is now embarking on Phase III of this effort, which includes a conceptual engineering study. The study will help to refine the project costs, identify potential areas of concern, develop a potential staging strategy, and provide guidance on preserving the required right-of-way. This study will also identify right-of-way that could be utilized by the BRT and guide jurisdictions in their subarea and sector planning.

Mr. Goldfarb stated NVTC issued a Request for Proposal on March 26th and held a pre-proposal conference on April 6th, with nine firms attending. Proposals are due on May 4th and NVTC and jurisdictional staff will review the proposals and negotiate with the top qualified firm. The Commission will be requested to take action to award a contract at the June Commission meeting. NVTC anticipates issuing a notice to proceed by June 4, 2018. It is anticipated that the Phase III study will conclude by June 30, 2019.

NVTC FY2018 3rd Quarter Ridership Report

Ms. Mattice gave a brief overview of the FY2018 3rd Quarter Ridership Report. Overall, the third quarter saw ridership decreases across the board. Notably, Metrobus experienced an 11 percent decrease compared with the same period last year. Also, ART saw a 17 percent decrease in ridership. Just like the 2nd quarter, major SafeTrack work

was underway last year during this period, one in February that shut down segments of the Blue Line for 18 days, and the other in March and April with single-tracking of sections of the Blue and Yellow Lines for 40 days. This work caused service disruptions of Metrorail and bus systems in the regions, and ridership's fluctuated across the board.

Ms. Mattice explained that the region may be seeing some macro-level trends, such as growing teleworking, Transportation Network Companies (TNCs), like Uber and Lyft, and land use changes. At the June meeting, the Commission will hear a presentation on the impact on TNCs on transit to the region.

Department of Rail and Public Transportation

Ms. Mitchell directed Commissioners to the written DRPT Report. She then gave an update on the Metro Safety Commission. The national deadline established by Congress is that all states must have their safety oversight organizations certified by FTA by April 2019. Any state or organization that does not meet this deadline FTA will withhold 100 percent of entire state's federal transit dollars. FTA has notified the three jurisdictions that their certification package must be submitted by September 2018, which gives FTA approximately six months to evaluate the package and provide certification.

Ms. Mitchell reported that the MSC is now meeting bi-weekly at the Metropolitan Washington Council of Governments (MWCOC) offices. MSC Commissioners elected DC appointee Christopher Hart to serve as the chairman and Virginia appointee Mark Rosenker as vice-chairman. Both have previously served as chair of the National Safety Transportation Board (NTSB). On April 24th, the MSC announced that David Mayer has been hired to serve as the Executive Director beginning June 4th. Mr. Mayer served as chief safety officer for New York's MTA; he also served as a former managing director of the NTSB. Vice-Chairman Letourneau recognize the hard work of MWCOC staff to assist the MSC.

Executive Director Report

Ms. Mattice directed Commissioners to her written Executive Director Newsletter. She updated Commissioners on several upcoming events, including the CTB meeting in Bristol and the WMATA Board Forum on May 31st at the Providence Community Center in Fairfax near the Vienna Metro Station.

Ms. Mattice noted that the Financial Report for January 2018 was provided to Commissioners. There were no questions.

Mr. Kalkwarf gave a brief presentation on the Draft FY2019 Six-Year Improvement Program (SYIP) regarding NVTC funding. NVTC applied for state transit assistance totaling \$205.6 million for the NVTC member jurisdictions' share of WMATA capital and operating subsidies, and the capital and operating needs of the WMATA jurisdictions' local systems. This is an increase of \$8.7 million (4.4 percent) from the FY2018 approved program. The draft SYIP reflects a provision in the WMATA funding bill which carves out

53.5 percent from DRPT's overall program to be used by NVTC to assist the jurisdictions in making their WMATA capital and operating subsidy commitments. In prior years NVTC received funding based on the statewide operating and capital transit formulas in effect at the time. The draft SYIP includes \$154.3 million in assistance for WMATA, an increase of \$7.2 million (4.9 percent) from the FY2018 approved program.

State assistance for the capital and operating needs of the NVTC WMATA jurisdictions' local systems totals \$51.3 million, an increase of \$1.5 million (3.1 percent) from the FY2018 approved program.

Mr. Kalkwarf stated that the draft SYIP also includes \$40,000 from DRPT's intern program to support NVTC's Fellows program. It also includes the Commonwealth's \$50 million annual commitment to match one-third of the federal PRIIA funding for WMATA. This assistance is not applied for through NVTC, and will be contracted directly by DRPT with WMATA.

Ms. Mattice presented the first five original NVTC newsletters from 1965, which are just a few of many archived documents NVTC recently acquired from a long-time transit enthusiast who recently passed away. Ms. Bulova suggested incorporating some of the early transit projections versus what really happened as an icebreaker for the retreat.

Mr. Snyder reminded Commissioners about the Virginia Transit Association (VTA) Annual Conference in Richmond on May 22-23, 2018.

Adjournment

Without objection, Vice-Chairman Letourneau adjourned the meeting at 9:07 P.M.

Approved this 7th day of June 2018.

Paul C. Smedberg
Chairman

Katie Cristol
Secretary-Treasurer



RESOLUTION #2357

SUBJECT: Approval of the I-66 Commuter Choice FY2018 Program of Projects

WHEREAS: Under the *Amended and Restated Memorandum of Agreement Transform66: Inside the Beltway Project* (MOA), NVTC is responsible for selecting and administering multimodal projects that allow more people to travel faster and more reliably through the I-66 Inside the Beltway corridor;

WHEREAS: The principle objective of the Transform 66 Multimodal Project is to select projects that meet goals identified in the MOA, which are to (1) move more people, (2) enhance transportation connectivity, (3) improve transit service, (4) reduce roadway congestion, and (5) increase travel options;

WHEREAS: NVTC is responsible for component selection; financing and financial management; compliance, including evaluation, reporting, and quality assurance; and providing information to the public;

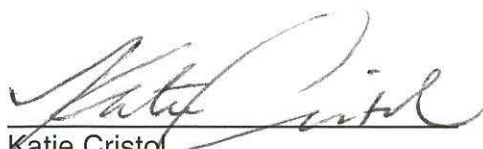
WHEREAS: NVTC's September 7, 2017 FY2018 Call for Projects produced 17 applications for a total of \$29.6 million in requests for projects designed to benefit toll payers by expanding transportation capacity in the I-66 Inside the Beltway corridor;

WHEREAS: Based upon the evaluation by NVTC staff, the jurisdictional I-66 Commuter Choice Working Group, and the Commission Working Group, staff recommends approval of the I-66 Commuter Choice FY2018 Program of Projects, which includes 15 projects of funding, totaling \$12,077,068 (Attachment 1); and

WHEREAS: The projects support a diverse program that addresses the needs of the commuter and local bus riders, provides connections to key destinations, and helps to address critical first and last mile bus services, four access to transit projects, two park and ride lots, two roadway operations projects, a vanpool project, a and transpiration demand management project, regional outreach, and program administration.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby approves the I-66 Commuter Choice FY2018 Program of Projects and authorizes staff to forward the Program of Projects to the Commonwealth Transportation Board for action.

Approved this 3rd day of May 2018.


Katie Cristol
Secretary-Treasurer


Paul C. Smedberg
Chairman

Attachment 1
Program of Projects Recommended for Funding
under the FY 2018 I-66 Commuter Choice Program

FY2018 I-66 Commuter Choice Project Name	Applicant	Total Funding Request
Fairfax Connector Express Bus Service Between Vienna/Fairfax-GMU and Pentagon Metrorail Stations	Fairfax County	\$ 3,452,618
Loudoun County Transit Metro Connection Route 88X Extension to Dulles South	Loudoun County	\$ 1,706,040
On-Demand Commuter Lot Shuttles in Prince William County	PRTC	\$ 1,087,796
Loudoun County Transit Metro Connection from New Purcellville Park and Ride	Loudoun County	\$ 1,065,960
CUE Access and Technology Improvements	City of Fairfax/CUE	\$ 965,000
Metrobus Route 3T Extension and Service Expansion	City of Falls Church	\$ 845,754
I-66 Corridor Vienna/Merrifield Bike Share Expansion	Fairfax County	\$ 497,100
I-66 Corridor Intelligent Transportation System Enhancements	Arlington County	\$ 400,000
Traffic Management Center	Arlington County	\$ 400,000
Expanded Transportation Demand Management Outreach to the I-66 Corridor	Arlington County	\$ 350,000
Flexible Vanpool Program	PRTC	\$ 317,600
Linton Hall OmniRide Metro Direct Bus Service Enhancement	PRTC	\$ 134,200
Bicycle Parking Improvements at Manassas VRE Station	City of Manassas	\$ 55,000
I-66 Commuter Choice Marketing and Outreach	NVTC	\$ 400,000
Program Administration, Evaluation and Oversight	NVTC	\$ 400,000
Total		\$ 12,077,068

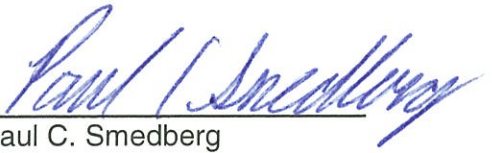


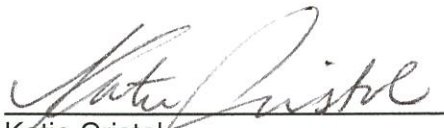
RESOLUTION #2358

- SUBJECT:** Authorize the VRE CEO to Execute an Amendment for the Fourth Year of the First Option Period of the Contract for Operating Services for Commuter Rail
- WHEREAS:** On October 16, 2009, the VRE Operations Board approved a five-year contract with Keolis Rail Services Virginia for VRE operations and maintenance services and mobilization in the amount of \$18,459,348 through June 30, 2011;
- WHEREAS:** A contract amendment was approved on December 17, 2010 in the amount of \$2,085,000;
- WHEREAS:** On May 20, 2011, the Operations Board approved the second contract year, through June 30, 2012, in the amount of \$17,954,527, for a total contract value not to exceed \$38,498,875;
- WHEREAS:** On April 20, 2012, the Operations Board approved the third contract year, through June 30, 2013, in the amount of \$18,008,591, for a total contract value not to exceed \$56,507,466;
- WHEREAS:** On April 19, 2013, the Operations Board approved the fourth contract year, through June 30, 2014, in the amount of \$18,974,041, for a total contract value not to exceed \$75,481,507;
- WHEREAS:** On April 18, 2014, the Operations Board approved the fifth contract year, through June 30, 2015, in the amount of \$20,115,047, for a total contract value not to exceed \$95,596,554;
- WHEREAS:** On May 15, 2015, the Operations Board approved the first year of the first option period, through June 30, 2016, in the amount of \$20,931,000, for a total contract value not to exceed \$116,527,554;
- WHEREAS:** On May 20, 2016, the Operations Board further authorized amending the agreement to remove the requirements for the Maintenance of Equipment and Facilities;
- WHEREAS:** On May 20, 2016, the Operations Board approved the second year of the first option period, through June 30, 2017, in the amount of \$15,463,003, for a total contract value not to exceed \$131,990,557;
- WHEREAS:** On April 21, 2017, the Operations Board approved the third year of the first option period, through June 30, 2018, in the amount of \$15,416,000, for a total contract value not to exceed \$147,406,557; and
- WHEREAS:** The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED THAT, the Northern Virginia Transportation Commission authorizes the VRE CEO to amend the Contract for Operating Services for Commuter Rail with Keolis Rail Services Virginia, LLC by approving up to \$15,718,000 for the fourth year of the first option period, for a total contract value not to exceed \$163,124,557 through June 30, 2019.

Approved this 3rd day of May 2018.


Paul C. Smedberg
Chairman


Katie Cristol
Secretary-Treasurer



RESOLUTION #2359

SUBJECT: Authorize the VRE CEO to Execute an Amendment for the Third Year of the Contract for Maintenance Services for Commuter Rail

WHEREAS: In 2015, the VRE Operations Board recommended, and the Commissions approved, a five-year Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV);

WHEREAS: The contract start date and total authorization was amended in May of 2016;

WHEREAS: On April 21, 2017, the Operations Board approved the second contract year, through June 30, 2018, in the amount of \$7,092,267, for a total contract value not to exceed \$14,344,638;

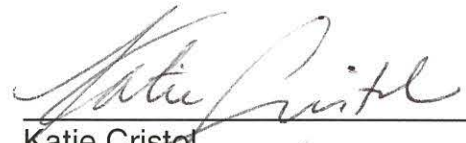
WHEREAS: The current contract authorization runs through June 30, 2018;

WHEREAS: The increase in contract authorization will allow for continued maintenance services and life cycle maintenance work scheduled for FY2019; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE CEO to amend the Contract for Maintenance Services for Commuter Rail with Keolis Rail Services Virginia, LLC (KRSV) by increasing the total contract authorization by \$7,674,000, for a total amount not to exceed \$22,018,638 through June 30, 2019.

Approved this 3rd day of May 2018.


Katie Cristol
Secretary-Treasurer


Paul C. Smedberg
Chairman