To: Chairman Smedberg and the VRE Operations Board

From: Doug Allen

Date: January 27, 2017

Re: Authorization to Issue an Invitation for Bids for the Purchase and Delivery of Replacement Locomotive Shock Absorbers

_____________________________________________________________________

Recommendation:

The VRE Operations Board is asked to authorize the Chief Executive Officer to issue an Invitation for Bids (IFB) for the purchase and delivery of replacement locomotive shock absorbers for 20 locomotives.

Background:

Invitation for Bids is the preferred and normal method of procurement suitable when seeking bids to provide goods and services at a firm-fixed price. This method is utilized when there is a complete, adequate, precise specification or purchase description. Award is made on the basis of price alone without discussions or negotiations with the Bidders.

VRE locomotives are equipped with shock absorbers on each truck assembly to control lateral, vertical, and longitudinal movements of the locomotive. Over time, the shock absorbers have weakened, subsequently becoming less effective at controlling these movements and should be replaced. Authorization to issue this Invitation for Bids will allow for the purchase of the replacement shock absorbers.

The mechanical contractor will replace the shock absorbers as part of the on-going life cycle maintenance strategy.
**Fiscal Impact:**

Funding is provided for in the FY 2017 and proposed FY 2018 CIP under the Equipment Asset Management Program, which is funded through an annual allocation of the FTA 5337 (State of Good Repair) grants.
Virginia Railway Express
Operations Board

Resolution
9A-01-2017

Authorization to Issue an Invitation for Bids for the Purchase and Delivery of Replacement Locomotive Shock Absorbers

WHEREAS, Locomotives are equipped with shock absorbers to dampen and control lateral, vertical and longitudinal movements of the locomotive; and,  

WHEREAS, the shock absorbers applied to the 20 locomotives are nearing the end of their useful life; and,  

WHEREAS, this request to purchase and replace shock absorbers in FY 2017 aligns with the lifecycle maintenance plan established for locomotives; and,  

WHEREAS, once the shock absorbers are received, the mechanical contractor will replace the shock absorbers on the locomotives;  

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue an Invitation for Bids for the purchase and delivery of replacement locomotive shock absorbers for 20 locomotives.

Approved this 27th day of January 2017

________________________________________
Paul Smedberg  
Chairman

________________________________________
Katie Cristol  
Secretary
Agenda Item 9-B
Consent Item

To: Chairman Smedberg and the VRE Operations Board

From: Doug Allen

Date: January 27, 2017

Re: Authorization to Issue a Request for Proposals for Passenger Car Truck Overhaul Services

Recommendation:

The VRE Operations Board is asked to authorize the Chief Executive Officer to issue a Request for Proposals (RFP) for Passenger Car Truck Overhaul Services for a period of one base year and five option years.

Background:

As determined in accordance with VRE Public Procurement Policies and Procedures, an Invitation for Bids (IFB) is neither practicable nor fiscally advantageous to VRE and an RFP is the appropriate method of procurement for this solicitation since there are different approaches to the desired service and an evaluation of technical merit is required.

Upon completion of evaluation of proposals, negotiations are conducted with the two highest ranked firms deemed to be fully qualified and best suited among those submitting proposals, on the basis of the factors specified in the evaluation criteria. Price will be considered in context of technical performance for this service to achieve a best value determination. After receipt of the best and final offer from the top-ranked firm, a cost analysis is performed to compare the proposed cost with the independent cost estimate to determine that the proposed cost is fair and reasonable.
VRE’s rolling stock maintenance management plan requires replacement of specific components and systems at various intervals based on factors such as fuel consumption, hours of operation or mileage. The oldest of the Gallery IV passenger cars are now greater than 10 years old and require replacement of specific truck assembly wear components such as liners, springs, shock absorbers, wheels, axles and other critical components. In addition to the components identified above, the truck assemblies require specific non-destructive testing of the truck frames to identify wear and other abnormalities and repair them as required.

The scope of work for this RFP includes the teardown of the truck assemblies, inspection, repair, and replacement of components and other material and reassembly and paint. VRE’s contract maintenance provider will remove and reinstall the truck assemblies at VRE’s maintenance and storage facilities.

Upon receipt and evaluation of the proposals, VRE staff will return to the Operations Board to request authorization to award the contract.

**Fiscal Impact:**

Funding for this project is provided for in the FY 2017 and proposed FY 2018 CIP under the Equipment Asset Management Program, which is funded through an annual allocation of the FTA 5337 (State of Good Repair) grants.
Virginia Railway Express
Operations Board

Resolution
9B-01-2017

Authorization to Issue a Requests for Proposals for Passenger Car Truck Overhaul Services

WHEREAS, VRE’s passenger cars are equipped with two truck assemblies; and,

WHEREAS, VRE’s rolling stock maintenance management plan requires replacement of specific components and systems at various intervals based on factors such as fuel consumption, operating hours or mileage; and,

WHEREAS, the truck assemblies of the oldest Gallery IV passenger cars are reaching their specified intervals to be inspected and overhauled;

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

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue a Request for Proposals for Passenger Car Truck Overhaul Services.

Approved this 27th day of January 2017

______________________________
Paul Smedberg
Chairman

______________________________
Katie Cristol
Secretary
Agenda Item 9-C
Consent Item

To: Chairman Smedberg and the VRE Operations Board

From: Doug Allen

Date: January 27, 2017

Re: Authorization to Issue an Invitation for Bids for the Purchase and Delivery of MP36 Locomotive Diesel Oxidation Catalyst Elements

Recommendation:

The VRE Operations Board is asked to authorize the Chief Executive Officer to issue an Invitation for Bids (IFB) for the purchase and delivery of 40 diesel oxidation catalyst elements.

Background:

Invitation for Bids is the preferred and normal method of procurement suitable when seeking bids to provide goods and services at a firm-fixed price. This method is utilized when there is a complete, adequate, precise specification or purchase description. Award is made on the basis of price alone without discussions or negotiations with the Bidders.

The scope of work for the IFB includes a one-time delivery of 40 Diesel Oxidation Catalyst elements. Each of VRE’s MP36 locomotives are equipped with 2 Diesel Oxidation Catalyst (DOC) elements which control emissions by promoting chemical changes in the exhaust gas and turning them into less harmful components. The DOC is part of an emissions reduction system on the MP36 locomotives that enables them to meet the Environmental Protection Agency’s (EPA) Tier 2 Certifications. While DOC elements are removed yearly and cleaned with a pressure washer, over time, this cleaning causes the fins of the elements to bend,
thus reducing exhaust flow. As this cycle has been repeated for six years, VRE’s Mechanical Operations Manager recommends replacing the current stock. The total order of 40 will be substantial enough to replace all of the DOC elements in the fleet within the life-cycle maintenance program.

Upon receipt of the bids, staff will return to the Board to request authorization to award the contract.

**Fiscal Impact:**

Funding is provided through in the Equipment Asset Management Program which is funded through an annual allocation of FTA 5337 (State of Good Repair) grants.
Virginia Railway Express
Operations Board

Resolution
9C-01-2017

Authorization to Issue an Invitation for Bids for the Purchase and Delivery of MP36 Locomotive Diesel Oxidation Catalyst Elements

WHEREAS, each of VRE’s MP36 locomotives are equipped with Diesel Oxidation Catalyst (DOC) elements which control emissions; and,

WHEREAS, OSHA and EPA regulations prohibit locomotives from operating with damaged or improper functioning DOC units; and,

WHEREAS, the purchase of 40 DOC elements will be substantial enough to replace all of the DOCs in the fleet within VRE’s lifecycle maintenance program;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue an Invitation for Bids for the purchase and delivery of 40 Diesel Oxidation Catalyst elements.

Approved this 27th day of January 2017

______________________________
Paul Smedberg
Chairman

______________________________
Katie Cristol
Secretary
To: Chairman Smedberg and the VRE Operations Board

From: Doug Allen

Date: January 27, 2017

Re: Authorization to Issue a GEC VII Task Order for Final Design Services Related to the Quantico Station and Third Track Project

Recommendation:

The VRE Operations Board is asked to authorize the Chief Executive Officer to issue a GEC VII Task Order to STV Incorporated for Final Design Services for the Quantico Station and Third Track project in the amount $755,348, plus a 10% contingency of $75,535, for a total amount not to exceed $830,833.

Background:

CSX Transportation (CSXT), Virginia Department of Rail and Public Transportation (DRPT) and Virginia Railway Express (VRE) are collaborating to construct 11 miles of third track between Arkendale and Powell’s Creek in Prince William County. It is currently proceeding into the final phase of construction for most of the project and final design for the station improvements and corresponding third track modifications at the Quantico Station location. VRE was asked to manage the Quantico Station improvements by DRPT, who is funding the project.

At DRPT's request, some elements of the third track (site, civil, track roadbed, ballast, and a retaining wall) have been added to the scope of the station improvements at this location for both design and construction in order to reduce the scope of the overall Third Track
Project and expedite its completion. DRPT has increased the value of the grant for the Quantico Station Improvements to provide for the requested additional scope items.

The added scope elements will enhance safety and increase operational flexibility for CSXT, Amtrak and VRE trains while accommodating both the federal project (third track) and the passenger project at Quantico (track redesign and platform).

This recommended authorization supersedes authorization given by this Board on July 17, 2015, for similar work by the same designer (STV Incorporated). Funding for this effort, however, has only recently been forthcoming and the additional scope elements noted above make up the difference between the previous authorization amount and this one.

STV Incorporated is the prime consultant for Task Area C – Design Services: Passenger Facilities as well as for Task Area D – Design Services: Track, Structures and Signals under GEC VII (VRE Contract No. 015-013-C1 and D1). A Request for a Task Order Proposal for Design Services for the Quantico Station and Third Track was requested from STV on December 16, 2016. On January 5, 2017, STV returned a task order proposal to perform the requested services for $755,348, which was within 10% of the independent cost estimate. Following review of the task order proposal, VRE recommends award to STV.

**Fiscal Impact:**

Funding is provided through the Commonwealth’s Intercity Passenger Rail Operating and Capital (IPROC) funds.
Virginia Railway Express
Operations Board

Resolution
10A-01-2017

Authorization to Issue a GEC VII Task Order for Final Design Services Related to the Quantico Station and Third Track Project

WHEREAS, CSX Transportation (CSXT), Virginia Department of Rail and Public Transportation (DRPT), and Virginia Railway Express (VRE) are collaborating to construct 11 miles of third track between Arkendale and Powell's Creek in Prince William County; and,

WHEREAS, DRPT has requested VRE manage the Quantico Station improvements with funding provided through their Intercity Passenger Rail Operating and Capital program; and,

WHEREAS, additional scope elements were subsequently added to station elements of the project in the vicinity of Quantico Station in order to reduce scope of the overall third track project and expedite its completion; and,

WHEREAS, additional design services are necessary to complete the design and prepare the construction procurement documents for the added scope, along with the original station improvement elements; and,

WHEREAS, STV Incorporated presented an acceptable proposal to perform said services;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue a GEC VII Task Order to STV Incorporated for Final Design Services for the Quantico Station and Third Track project in the amount of 755,348, plus a 10% contingency of $75,535, for a total amount not to exceed $830,833.

Approved this 27th day of January 2017

______________________________
Paul Smedberg
Chairman

______________________________
Katie Cristol
Secretary
Agenda Item 10-B
Action Item

To: Chairman Smedberg and the VRE Operations Board

From: Doug Allen

Date: January 27, 2017

Re: Authorization to Execute a Contract Amendment for Design Services for the Manassas Park Parking Expansion

Recommendation:

The VRE Operations Board is asked to authorize the Chief Executive Officer to execute a contract amendment with Vanasse Hangen Brustlin, Inc. (VHB), of Vienna, VA to exercise Optional Task A for environmental documentation and preliminary engineering services in the amount not to exceed $439,675, plus a 10% contingency of $43,968, for a total amount not to exceed $483,643.

Background:

On June 17, 2016 the VRE Operations Board authorized the award of a contract for engineering and environmental services for the Manassas Park Parking Expansion to VHB. The scope of work for the RFP includes a Base Task of assessing future parking demand for the Manassas Park station and evaluation of concepts for expanding parking. Preparation of preliminary design plans for the preferred alternative, and preparation of National Environmental Policy Act (NEPA) documentation to evaluate the potential impacts of expanding parking are included as Optional Task A. The preparation of final engineering plans is included as Optional Task B.

The Base Task identified the number of parking spaces anticipated to be needed at Manassas Park in 2040. It also identified the preferred site for a parking garage through
stakeholder and public outreach. The Base Task is anticipated to be successfully completed in January 2017.

VHB has provided a price to complete Optional Task A that is lower than the independent cost estimate. The work will be performed with the existing contract term. Work on Optional Task A will begin when VHB is provided a Notice to Proceed for this task.

**Fiscal Impact:**

Funding to complete the alternatives analysis, preliminary engineering, and NEPA documentation is provided by the Northern Virginia Transportation Authority in their FY 2015-2016 and FY 2017 programs.
Virginia Railway Express
Operations Board

Resolution
10B-01-2016

Authorization to Execute a Contract Amendment for
Design Services for the Manassas Park Parking Expansion

WHEREAS, environmental and engineering studies are needed to refine the future parking
demand estimates for the station, conduct an alternatives analysis, complete required
NEPA analyses, and prepare engineering design documents for a parking expansion at the
VRE Manassas Park station; and,

WHEREAS, NVTA has provided funding through their FY2015-2016 and FY 2017 programs
to complete an alternatives analysis, preliminary engineering, and NEPA documentation;
and,

WHEREAS, VRE has executed a contract with Vanasse Hangen Brustlin, Inc. (VHB), of
Vienna, Virginia, to provide Engineering and Environmental Services for the VRE Manassas
Park Station Parking Expansion;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby
authorize the Chief Executive Officer to execute a contract amendment with VHB, of
Vienna, VA to exercise Optional Task A for environmental documentation and preliminary
engineering services in the amount not to exceed $439,675, plus a 10% contingency of
$43,968, for a total amount not to exceed $483,643.

Approved this 27th day of January 2017

______________________________
Paul Smedberg
Chairman

______________________________
Katie Cristol
Secretary
Agenda Item 10-C  
Action Item

To: Chairman Smedberg and the VRE Operations Board
From: Doug Allen
Date: January 27, 2017
Re: Recommend Authorization to Execute an Agreement for the Sale of Seven Legacy Passenger Railcars

Recommendation:

The VRE Operations Board is asked to recommend the Commissions authorize the Chief Executive Officer to execute an agreement for the sale of seven legacy passenger railcars to The Foxville & Northern Railroad Company, LLC of Pelion, SC for the sum of $3,500.

Background:

In February of 2013, the Operations Board authorized the CEO authority to sell the remaining legacy Gallery railcars as new passenger railcars are delivered and placed into revenue service. Since that time, a Request for Interest (RFI) has been posted on the VRE website for public. As such, Metra Rail of Chicago, IL responded twice and subsequent sales agreements were executed for six and then seven railcars respectively.

VRE staff received a proposal from The Foxville & Northern Railroad Company, LLC for the purchase of the remaining seven legacy passenger railcars (V413, V415, V421, V424, V426, V427 and V428).

In anticipation of receiving new railcars that will be put into service in the Spring to replace the legacy railcars, VRE staff recommends execution of a sales agreement with The Foxville & Northern Railroad Company, LLC. No other offers have been received and the cost to VRE to dispose of these railcars is higher than this proposal. The sale agreement will include no warranties, implied or expressed, and the sale will be considered “as is, where is”. There is
no federal, state or local interest remaining on these railcars. Upon execution of this sales agreement, VRE will no longer have legacy Gallery passenger railcars in inventory and the RFI will be closed.

**Fiscal Impact:**

The proceeds from this sale will be placed into the capital reserve and used for the future purchase of rolling stock equipment.
Virginia Railway Express  
Operations Board  

Resolution  
10C-01-2017  

Recommend Authorization to Execute an Agreement for the  
Sale of Seven Legacy Passenger Railcars  

WHEREAS, in February of 2013, the VRE Operations Board authorized the CEO to sell the remaining legacy Gallery railcars in anticipation of the delivery of new railcars; and,  

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

WHEREAS, a proposal was received from The Foxville & Northern Railroad Company, LLC for the purchase of the V413, V415, V421, V424, V426, V427 and V428; and,  

WHEREAS, VRE anticipates receiving new railcars that will be put into service in the Spring to replace these legacy railcars; and,  

WHEREAS, upon execution of this sales agreement, no legacy Gallery railcars will remain in inventory and the Request for Interest (RFI) will be closed;  

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby recommend the Commissions authorize the Chief Executive Officer to execute an agreement for the sale of seven legacy passenger railcars to The Foxville & Northern Railroad Company, LLC of Pelion, SC for the sum of $3,500.  

Approved this 27th day of January 2017  

______________________________  
Paul Smedberg  
Chairman  

______________________________  
Katie Cristol  
Secretary
To: Chairman Smedberg and the VRE Operations Board

From: Doug Allen

Date: January 27, 2017

Re: Gainesville-Haymarket Extension Study Update

The VRE Gainesville-Haymarket Extension (GHX) Study was initiated in July 2015. The VRE System Plan 2040, adopted in 2014, outlined the need to expand VRE capacity and service to provide expanded VRE travel options, including the Gainesville-Haymarket area of Prince William County, as regional population and employment grows and highway congestion increases on I-66 and parallel roadways. As a complement to the VRE System Plan 2040, a Financial Plan was completed in 2015. It identified a Natural Growth scenario, in addition to the full System Plan, as a short-term growth path focusing on expanding VRE capacity by running longer trains while VRE continues to pursue funding for the implementation of System Plan 2040 service concepts (e.g., additional peak trains, extension, reverse peak and off-peak trains).

The purpose of the GHX study is to evaluate alternatives for serving the western end of the Manassas Line to cost effectively meet future ridership growth while accommodating freight rail needs. Other objectives include adding capacity to the I-66 corridor of statewide significance and supporting local economic development goals.

The study consists of two phases:

Phase A: Develop and evaluate service, station, and railroad alignment alternatives, resulting a recommendation of one or more alternatives for further investigation in Phase B; and
Phase B: Develop preliminary engineering and environmental documentation in accordance with the National Environmental Policy Act (NEPA) for the Phase A alternative(s), resulting in a recommendation of a Locally Preferred Alternative (LPA).

After 18 months, Phase A is complete. A long list of alternatives was winnowed down to five short-list alternatives, which were subjected to more detailed planning, analysis, outreach and evaluation:

1. **Broad Run Terminus**: Operate Manassas Line service out of a larger Broad Run Station about one mile east of the existing station, expanding the capacity of the existing Broad Run Maintenance and Storage Facility (MSF).

2. **Innovation Terminus**: Operate Manassas Line service out of a new station on the Norfolk Southern (NS) B-Line in the vicinity of Innovation Park with a new MSF nearby. The existing Broad Run MSF and station would be closed.

3. **Gainesville Terminus (Option A)**: Operate Manassas Line service out of a new station on the NS B-Line east of University Boulevard, with one additional new station (Innovation) and a new MSF west of Lee Highway (US 29). The existing Broad Run MSF and station would be closed.

4. **Gainesville Terminus (Option B)**: Operate Manassas Line service out of a new station on the NS B-Line west of Lee Highway (US 29) with two additional new stations (Innovation and Gainesville) and a new MSF west of Lee Highway (US 29). The existing Broad Run MSF and station would be closed.

5. **Haymarket Terminus**: Operate Manassas Line service out of a new station on the NS B-Line in the vicinity of Haymarket with a new MSF nearby and two additional new stations (Innovation and Gainesville). The existing Broad Run MSF and station would be closed.

All alternatives were evaluated on the basis of 22 daily VRE trains (the maximum allowable under VRE's current railroad agreements), an increase from the 16 daily trains presently operated on the Manassas Line. The actual level of future Manassas Line service would be set by the VRE Operations Board independent of this study as part of the annual budgeting process and subject to Norfolk Southern approval. Pursuing any VRE expansion plans requires increasing the capacity of the Broad Run MSF. That facility will reach capacity when the expansion coaches currently being manufactured are received beginning in FY2018. Any VRE expansion beyond that point requires construction of additional yard tracks at the Broad Run facility to accommodate storage of the longer trains, which also necessitates relocation of the Broad Run Station.

Based on the GHX Study Phase A analysis, Alternative 1 (relocated Broad Run Terminus) was determined to be the most cost-effective means, on a cost per rider basis, to meet ridership growth on the western end of the Manassas Line and would yield an estimated
5,100 more daily passenger trips compared to a “no-build” alternative. In contrast, the four alternatives that would extend Manassas Line service over the B-Line would yield from 470 to 1,110 more daily passenger trips than Alternative 1 but at considerably more capital and operating expense. Furthermore, the Phase A analysis concluded the four B-Line alternatives would not be competitive for federal funding, a critical funding source for a capital investment of this size.

An action item was included on the December 2016 VRE Operations Board agenda requesting the Operations Board recommend advancing Alternative 1, relocated Broad Run Terminus, for analysis in Phase B of the GHX Study. A vote on that item was deferred at the request of Mr. Nohe to allow the Prince William Board of County Supervisors (BOCS) additional time to reach a consensus view over which alternative they feel is best for the county.

A discussion of whether to advance a VRE extension to Gainesville or expansion at a relocated Broad Run station between VRE staff and Prince William BOCS members and staff was held on January 5, 2017. Discussion and possible action by Prince William County to identify preferred next steps is expected at one of the January 2017 BOCS meetings.
To: Chairman Smedberg and the VRE Operations Board

From: Doug Allen

Date: January 27, 2017

Re: Update on Transit Capital Revenue Advisory Board and Transit Service Delivery Advisory Committee

Kate Mattice, Executive Director of the Northern Virginia Transportation Commission, will give an update on the Transit Capital Revenue Advisory Board (RAB) and the Transit Service Delivery Advisory Committee (TSDAC).

The Virginia Legislature established the RAB through HB1359 to examine the reduction in state transit capital funding, identify possible sources of additional funding, and develop a methodology for prioritization for allocating transit capital funding. The TSDAC is providing technical support to the RAB.
Revenue and Prioritization: State Transit Funding Efforts

Report on the progress of the Transit Service Delivery Advisory Committee and Transit Capital Projects Revenue Advisory Board

Kate Mattice, NVTC Executive Director
Friday, January 27, 2017
State Funding is an Important Source of VRE Revenues

VRE revenues from the State vary from year to year.

• FY2017, 27 percent of VRE revenues from State

VRE uses State funding to:
• Meet local match for Federal funds (20% match required)
• Cover Rail Access Fees
• Fund capital projects

Source: Virginia Railway Express
In 1986, the Transportation Trust Fund (TTF) was established with 8.4 percent of the total funds to transit.

By 1999, the General Assembly increased transit’s share to 14.7 percent.

In FY 2008, the CTB first allocated the Transportation Capital Project Revenue (CPR) bonds to transit projects (minimum 20 percent transit share - $60 million annually)

CTB elected to allocate an additional $50 million a year of CPR bond funds to match Federal PRIIA for WMATA.

In 2015, HB 1887 redistributed a portion of the new revenues generated from HB 2313 to the Mass Transit Account ($40 million/year)

In 2018, CPR Bonds will expire, with final funding available to FY 2019
• Capital Project Revenue (CPR) bonds provide 40 percent of the entire state transit capital program with over $110 million in annual revenues

• Funding from CPR revenues used for
  – Transit capital projects (vehicles, facilities, equipment)
  – Match to federal funds, revenue sharing funding, statewide or regional projects
  – $50 million a year for 10 years to match WMATA PRIIA federal funds

• Over 45% of the CPR bonds have been allocated to transit initiatives
  – $600 M transit minimum
  – $500 M State of Good Repair for WMATA
  – $225 M to the Dulles Metrorail Project
  – $41 M to the fixed guideway initiatives

Source: Department of Rail and Public Transportation
Created the Transit Capital Revenue Advisory Board “RAB” to:

1. Examine impacts of revenue loss from CPR Bond expiration
2. Identify possible sources of replacement revenue
3. Develop methodology for prioritization (ala SmartScale)

Technical support to be provided by Transit Service Delivery Advisory Committee (TSDAC)

RAB Membership

- CTB Member Marty Williams (Chair)
- Fairfax County Supervisor Jeff McKay (Vice Chair)
- Former Delegate Tom Rust
- Fredericksburg Mayor Mary Katherine Greenlaw
- Former Virginia Beach City Manager, Jim Spore
- Dr. James Toscano of Norfolk
- GM of Greater Lynchburg Transit, Josh Baker
Initial Findings: Capital Needs Exceed Projected Revenue by $1.1B/10 yrs

Source: Department of Rail and Public Transportation
Impact of Revenue Loss:
75+ Percent is to Northern Virginia Transit

Transit Capital Funding Needs
(By Agency FY2017-2026)

Source: Department of Rail and Public Transportation
Even if State only funds SGR: Deficit Is Still Projected

Source: Department of Rail and Public Transportation
For New Transit Projects or Expansion

- Develop a prioritization process based on an objective and quantifiable analysis
- Factor relative to cost
- Consider congestion mitigation, economic development, accessibility, safety, environmental quality, and land use

For State of Good Repair

- Develop a proposal within the capital asset tiers (matching rate)
- Based on need and anticipated state participation level and revenues
Initial Prioritization Proposal

Source: Department of Rail and Public Transportation
Next Steps: RAB & TSDAC

- Identify and evaluate potential options for increasing transit capital revenue
- Fully develop the prioritization methodologies (quantitative/qualitative measures and propose weighting measures)
- Test prioritization processes with a sample of actual projects
- Develop an allocation methodology and determine the appropriate application of the current tiering methodology

Report to General Assembly due August 2017
Areas of Ongoing Discussions

- Feasibility and packaging of revenue proposal
- Overall Prioritization “ask”
  - Problem to fix?
  - Loss of predictability of annual state capital funds
  - Administrative burden and cost of evaluation
  - Alignment with other evaluation programs
  - Scope and scale of “expansion projects”

Upcoming meetings:
- TSDAC – January and February
- RAB - March
Question Contact:

Kate Mattice
Executive Director
Northern Virginia Transportation Commission
Direct: 571-483-3224
Email: katemattice@novatransit.org
To: Chairman Smedberg and the VRE Operations Board

From: Doug Allen

Date: January 27, 2017

Re: Spending Authority Report

There were no expenditures within the CEO’s reportable spending authority of $50,000 to $100,000 in December 2016.