

MOTION:

SECOND:

RE: ADOPT AND REFER THE REVISED FY 2019 AND RECOMMENDED FY 2020 VIRGINIA RAILWAY EXPRESS OPERATING AND CAPITAL BUDGETS TO THE JURISDICTIONS

ACTION:

WHEREAS, the Virginia Railway Express (VRE) Master Agreement requires the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission (the “Commissions”) be presented with a fiscal year budget for their consideration at their respective January meetings prior to the commencement of the subject fiscal year; and

WHEREAS, the VRE Chief Executive Officer has provided the VRE Operations Board with the FY 2020 Operating and Capital Budget within the guidelines developed in cooperation with the Chief Administrative Officers of the local jurisdictions; and

WHEREAS, the FY 2020 budget recommends a 3 percent average increase in passenger fares over FY 2019 fares; and

WHEREAS, in accordance with its Public Participation Policy, VRE has held public hearings across the VRE service area and solicited public comment on the recommended FY 2020 fare increase; and

WHEREAS, in accordance with its Major Service Change and Fare/Service Equity Policy, VRE has conducted a Title VI analysis on the recommended FY 2020 fare increase and determined that the fare increase will not have a disparate impact based on race, color, or national origin, nor will it have a disproportionate burden on low-income populations; and

WHEREAS, the FY 2020 budget recommends that total jurisdictional subsidy contribution remain unchanged at the FY 2019 level of \$17,767,748; and

WHEREAS, VRE staff recommends a budget based on a service level of 32 daily trains and average daily ridership of 18,700 trips; and

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WHEREAS, in accordance with the joint agreement between the Commissions for the distribution and allocation of Commuter Rail Operating and Capital (C-ROC) funds, the VRE Chief Executive Officer has proposed criteria for the prioritization and programming of C-ROC funds and has developed a list of recommended projects; and

WHEREAS, the VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Potomac and Rappahannock Transportation Commission does hereby adopt the FY 2020 VRE Operating and Capital Budget in the following amounts and forwards this budget to the local jurisdictions for inclusion in their budgets and appropriations in accordance with the Master Agreement:

Operating Budget	\$ 89,228,375
Capital Budget	<u>64,934,700</u>
Total Operating and Capital	\$154,163,075

BE IT FURTHER RESOLVED that the Potomac and Rappahannock Transportation Commission adopts the amended FY 2019 Operating and Capital Budget in the following amounts:

Operating Budget	\$ 88,319,064
Capital Budget	<u>76,250,383</u>
Total Operating and Capital	\$ 164,569,447

BE IT FURTHER RESOLVED that the Potomac and Rappahannock Transportation Commission authorizes the Executive Directors of both NVTC and PRTC to submit to the Transportation Planning Board of the National Capital Region and to the Federal Transit Administration or other federal agencies, the appropriate Transit Improvement Program and grant applications for FY 2019 and FY 2020.

BE IT FURTHER RESOLVED that the Potomac and Rappahannock Transportation Commission authorizes the Executive Director of NVTC to submit to the Commonwealth the approved budget as part of the FY 2020 state aid grant applications.

BE IT FURTHER RESOLVED that the VRE Operations Board does hereby recommend the Commissions authorize the Chief Executive Officer of VRE to coordinate with Prince William

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County on a submission by the County for CMAQ/RSTP funding to complete final design of the Woodbridge Station Improvements project.

BE IT FURTHER RESOLVED that the Potomac and Rappahannock Transportation Commission authorize the VRE's Chief Executive Officer to submit to the Commonwealth an FY2020 Rail Enhancement Fund (REF) grant application for funding to complete construction of the Crystal City Station Improvements project.

BE IT FURTHER RESOLVED that in accordance with the C-ROC prioritization criteria and recommended project list, the VRE Operations Board does hereby recommend the Commissions approve the commitment of \$15 million of FY 2020 C-ROC funding as the required local match for a potential REF grant for construction of the Crystal City Station Improvements project.

BE IT FURTHER RESOLVED that in accordance with the C-ROC prioritization criteria and recommended project list, the VRE Operations Board does hereby recommend the Commissions approve the commitment of \$15 million of FY 2019 C-ROC funding and \$15 million of FY 2021 C-ROC funding for construction of the L'Enfant Station Improvements project.

Approved this 3rd day of January 2019.

Votes:

Ayes:

Nays:

Abstain:

Absent from Vote:

Alternate Present Not Voting:

Absent from Meeting:

Subsidy by Jurisdiction

Jurisdiction	FY 2019		FY 2020		Change FY19 to FY20	
	Subsidy	Percent	Subsidy	Percent	Net +/-	% Change
Fairfax County	\$ 5,385,794	30.3%	\$ 6,253,022	35.2%	\$ 867,228	16.1%
Prince William County	6,183,745	34.8%	6,098,311	34.3%	(85,434)	-1.4%
Stafford County	2,475,127	13.9%	2,352,820	13.2%	(122,307)	-4.9%
Spotsylvania County	1,632,635	9.2%	1,285,670	7.2%	(346,965)	-21.3%
Manassas	785,898	4.4%	694,742	3.9%	(91,156)	-11.6%
Manassas Park	511,311	2.9%	405,485	2.3%	(105,826)	-20.7%
Fredericksburg	436,568	2.5%	321,028	1.8%	(115,540)	-26.5%
Arlington	211,863	1.2%	211,863	1.2%	-	0.0%
Alexandria	144,807	0.8%	144,807	0.8%	-	0.0%
	\$ 17,767,748	100%	\$ 17,767,748	100%	\$ -	0.0%

Jurisdiction	October 2017		October 2018		Change Oct. 17 to Oct. 18	
	Riders	Percent	Riders	Percent	Net +/-	% Change
Fairfax County	2,122	22.1%	2,512	25.2%	390	18.4%
Prince William County	2,995	31.2%	3,083	30.9%	88	2.9%
Stafford County	1,517	15.8%	1,610	16.2%	93	6.1%
Spotsylvania County	1,159	12.1%	1,080	10.8%	(79)	-6.8%
Manassas	416	4.3%	385	3.9%	(31)	-7.5%
Manassas Park	264	2.8%	221	2.2%	(43)	-16.3%
Fredericksburg	359	3.7%	285	2.9%	(74)	-20.6%
Other	759	7.9%	789	7.9%	30	4.0%
	9,591	100%	9,965	100%	374	3.9%



VIRGINIA RAILWAY EXPRESS

Proposed FY2020 Fare Increase Public Comments

In September 2018 the Operations Board directed staff to solicit public comments on the fare increase proposed as part of the FY202 budget. The public comment period began on October 30, 2018 and ended on November 23, 2018. Comments were received via e-mail and at public hearings. Ten public hearing were held throughout VRE's operating area.

Location	Date/Time	Number of Attendees
Arlington, VA (Crystal City)	October 30 mid-day	2
Burke, VA	October 30 evening	2
L'Enfant (Washington, DC)	November 1 mid-day	4
Stafford, VA	November 1 evening	1
Spotsylvania, VA	November 7 evening	1
Union Station (Washington, DC)	November 8 mid-day	3
Manassas, VA	November 8 evening	0
Alexandria, VA	November 13 mid-day	0
Woodbridge, VA	November 13 evening	0
Fredericksburg, VA	November 15 evening	0

There was general acceptance at the public hearings of the need for the proposed fare increase as riders understood the need to balance the budget through a fare increase. However, some participants stated their opposition to the fare increase due to VRE's on time performance during the summer months. Public comments received via email were predominantly in opposition to the proposed fare increase.

A summary of the comments received is shown below:

Summary of Comments	Number of Comments
Agreed or are impartial about fare	8
Opposed proposed increased fare	31
Concerned about on time performance	15
Questioned the need for increase	11
Total number of comments received	39

Note: Summary of Comments here do not equate to the total number of people who attended the hearings and/or submitted e-mails. Not all citizens who attended hearings made comments and some who made comments by e-mail touched upon more than one topic.

Attached are all of the comments received.

Email, Public Hearing or Social	Opposed to Fare Increase	In Favor of Fare Increase	Neutral	Opposed due to OTP and continuous service disruptions	Opposed because it should match or be lower than COLA	Opposed because service and train features have not improved	Opposed because fare never decrease and riders input not taken into consideration	Comments
Email	X			X				You should be required to show that you can provide the services being paid for before obtaining additional funds from your riders.
								I rather see a push for larger ridership than increase the fee – you are reaching a CAP on what people can afford – option B is the less reliable but cheaper PRTC bus.
Email	X					X		If you do increase the rate – I want better access to Broad Run parking lot TWO one lane entrance is NOT adequate.
Email	X					X		I therefore ask that you, as a minimum, reduce the 2019 passenger fare increase to a level lower than 1.9%.
Email	X			X				If you were on time on a consistent basis then a fare increase would be easier to stomach.
								Understandably, no one wants to pay more for their commuter costs, but in this case I feel like the 3% is high given the problems with service on the Fredericksburg line that will not improve despite the fare increase. More and more frequently our commute has been directly impacted by Amtrak and CSX problems with equipment failures.
Email	X			X				The VRE on time performance has suffered recently to a degree that I believe undermines any case to increase fares.
Email	X							VRE should set a goal to increase on time performance. If VRE increases on-time performance between 80-90% (on average), then a three percent fare increase is justified.
Email	X			X				These last few weeks have been more delays and cancellations that have made me disruptively late to work and home (day care pick up and family) more often than I'm happy with. While I understand that it's not always your (VRE's) fault, but I find it hard to willingly accept a rate hike when my life has been negatively impacted repeatedly.
								I wish VRE did not have to raise fares. Metro is not. Though the rules require you to consider every 2 years, it doesn't mean you have to raise fares. MARC does not raise fares every 2 years. Fares all already expensive.
								The last time your raise fares, you said you needed money for PTC and now this year you are saying that again you need money for PTC implementation. So, what happened with that money 2 years ago?
								We shouldn't have to pay more for poor service that we've had this summer.
								That said, it's too bad VRE cannot fine CSX every time they cause a delay to VRE trains. Lately, their trains have broken down too many times blocking the railroad causing major delays.
Email	X			X				VRE should increase service, not increase fares.
								I'm not sure what comments you expect, I don't know anyone that wants to pay more for the same service. The 3% proposed fare increase would end up taking about \$15 a month out of my pocket. That's not enough to drive me away from the VRE to some other commuting option, but I'd rather not have a fare increase.
						X		
								I am so disappointed that VRE is yet again proposing a fare increase. This will be the 2nd or 3rd increase since I began riding the train in 2014. Yet, I do not see anything additional as a rider that I have that I did not have when I began riding in 2014. I still cannot lay my seat back (after a long 10-hour work day, it would be good to be able to take a 2-hour commute with seats that recline). The current seats are not at all comfortable for 2-hour journeys. If I'm too busy during the work day to remember to charge my phone up, I run the risk of not having any service all the way home, which can have a negative impact in the case of emergencies. This is not a problem I would have driving my own vehicle; and there is still no WiFi. We are in 2018 and Dominoes has hot spots in random areas, and yet the VRE still cannot supply WiFi. These three things are very important to me during a 2-hour commute:
								<ul style="list-style-type: none"> • Comfortability (reclining seats) • Electrical outlets • WiFi
Email	X					X		If we had either of these things, I would not have a problem with yet another fare increase, but since we don't, I do take issue with such.

Email, Public Hearing or Social	Opposed to Fare Increase	In Favor of Fare Increase	Neutral	Opposed due to OTP and continuous service disruptions	Opposed because it should match or be lower than COLA	Opposed because service and train features have not improved	Opposed because fare never decrease and riders input not taken into consideration	Comments
Email	X						x	<p>Last February, I wrote to you that I thought your proposed fare increases were not good for either riders or VRE. The fare increases went through anyway, and since then service has been slower and late times have increased. I realize that much of this is outside your control, but raising fares again is still not a step in the right direction. Basic economics will tell you that as costs go up, demand usually decreases -- and trains are not at full capacity, by any means. I would propose that you look at other ways to increase revenue while still providing the best value to your riders. Here are some alternatives:</p> <ol style="list-style-type: none"> 1. Check tickets shortly after leaving L'Enfant station in the evening, and after Alexandria in the morning. This will tell you quickly who is trying to ride between a couple stations for free. A lot of people get on and off around Alexandria, which is where conductors usually start checking tickets. I've worked with several people over the last couple months who have boasted about rarely purchasing tickets because they are never checked until they are off the train. 2. Check tickets consistently. Many times, VRE staff are not checking tickets on the entire trip - at all. 3. Stop providing full refunds for delayed trains. We all know that late trains are outside of VRE's control most of the time. While giving free rides seems like a nice perk, it ultimately decreases VRE's overall revenue. If I had to choose between paying for a late train every once in a while, and paying more for each and every ride, I'd definitely choose the former. 4. Give discounts for using digital tickets. This provides a cost incentive in the right direction. As more people use electronic tickets, VRE's overall costs associated with tickets should decrease. <p>Since last year's fare increase, I personally have stopped traveling into the city as often, and have started driving my car more when I need to be on time for an important meeting. I've talked to several people who currently ride from Zones 8 and 9 (the most expensive tickets!), who are looking for alternatives such as teleworking more, or even driving more, in order to cut their commute costs. It would be unfortunate to see ridership decrease because of this decision.</p>
Email	X			X				<p>I'm pretty certain that the specific "Increase in fares" that VRE Management is planning for mid-2019 will realistically not fix the priority issue of declining reliability challenges that VRE Riders face (+ already pay to be affected negatively by on a daily/weekly basis). A fare increase proposed at this YTD cycle of never-ending VRE rail service disruptions, schedule delays, excuses (some legit, some not), are at a minimum poor timing to say the least, and will certainly not be well-received by the ridership (or potential riders).</p> <p>I'm a former regular rider in the PM (last train) to the Fredericksburg Station, but I continue to avoid riding AM rush hour trains due to the unacceptably frequent service disruptions and schedule delays for the Northbound VRE Trains on a weekly basis. The unresolved issue with a ridiculous level of inconsistency during morning rush hour service is such a 'transit alert' habit that now it has become the subject of rumored rail system 'internal sabotage' mystery/speculation among some of my long-distance commuting network. What else could explain the way-too-common 'service delay' notices that are regrettably communicated on a regular basis (with whatever lame or valid excuse of the day...)? It's getting to the point that only Gov't employees who are in a somewhat 'protected' employment status can afford to ride VRE Fredericksburg line regularly without a constant threat of firing due to unreliable arrival times that a large number of private sector workers face for constantly arriving to work late because of VRE train servicing/schedule issues (or delay excuse #256...). This unfortunate trend almost rivals the never-ending WMATA Metro Rail system drama we all know so well + dread. And that's hard record of inconvenience to surpass, but VRE is getting very close to that low bar.</p> <p>Please reconsider your request for fare increases at this time until VRE can find a way to provide a noticeable and sustainable pattern of ON-TIME dependable AM Train Service on the Fredericksburg Line for 3 months (or 6 months, or a year), and only at that point it would be more appropriate to ask in good will for rider fare increases to continue the transit service improvements + momentum.</p> <p>Sincerely wishing VRE good luck towards that mutually beneficial operational service goal!</p>
Email	X						X	<p>Every few years VRE proposes fare increases, holds hearings and implements the proposed increases. Have proposed increases ever been withdrawn or decreased? It seems like a formality to collect comments, input and then barrel ahead like a...well, runaway train. In the past seven years I have been a regular customer of VRE, I have not seen a proposed fare increase that was presented along with budget tightening or cuts to minimize the impact on riders. I ask at every opportunity, "What is VRE doing to reduce costs and minimize or avoid fare increases?" Anything?</p>

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Hearing			X					I get it and I understand what you're trying to do and why you are doing it but I don't want the fixing the discount because it's already expensive and when you have a variety of payments when I'm buying a monthly ticket only because it ends up being cheaper but I'm not using it but my per ride cost is still high so that is my concern. I can see the 3% going in with the current pricing but I feel that, I don't even know what the issue with the discount is so I don't know how much that is going to raise the fare now and then 3% on top of that it may not be manageable. And although I get some sort of subsidy where the cost of my commute is taken out of my paycheck before taxes, it's capped at \$260 a month. If it goes over that now then there is going to be a chunk that would have to come from me and it's going to get higher and then since the last train is at 8:15am then what if I miss it? If my daughter is sick, if I'm dropping her off at school, if I hit traffic with the busses. The other day I was running down the ramp and the train was there and it took off and I had to get back in my car and drive to Vienna to get on Metro and pay on top of what I already pay of my monthly, pay the cost of parking and a RT Metro ticket to get to work. So, again I understand, but I would just concern about how much that increase is going to be and to your point when is the next increase if on average you're doing it every other year, then to me it's going to go up even more and another after next year. So my question is, if you're going to raise and fix the discounts, is it possible to put a cap on a time frame like we won't raise it for another 3 years as an example just to kind of help people to easy into this raise and not have the stress of the change. Put that into consideration.
Hearing		X						With the information that you told me I would agree with a 3% fare increase based on the budget issues, learning about the contractors because I do agree every year that contractors pricing do increase and what not. I would only have some concern with if we're going to keep increasing these fares, we have to deal with these issues I already talked about before with the operations people is we have to fix the issues with timeliness, conductor conduct, we have to get that wrapped up and knocked down back to where it needs to be but as a matter I actually would agree that we do need a 3% increase if we're about \$2mil under current budget I can see that. That makes sense from a budget perspective.
Email	X							It's unfortunate that the VRE is proposing a fare increase at exactly the same time that Metro is completely shutting down the blue line from Springfield to Rosslyn for an extended period of time. Knowing that the trains will be more crowded during this period of time, it seems like it would be a better idea to postpone the increase for 6 months.
Hearing	X			X				My only concern is lately the on time service is in the tank. For requesting an increase but decrease in the reliability it seems odd. I would hope that once you improve the reliability or what has occurred in the last few months to decrease the reliability at that point then you would seek an increase. Paying for something we're not getting, paying more for something that is less reliable doesn't make sense to me.
Hearing		X						I was a rider really five years ago. Five to six years ago for a period of time, worked else where so the difference in on time is rather amazing. I used to have stacks of free tickets and the difference is quite noticeable. So that's my only observation.
Email	X					X		Weren't the fares just increased last year? Is this going to be an annual increase? The Step Up alone went up almost 2 dollars. What is the reason for all of the increases? What benefits are riders receiving for the new fare increases?
Hearing		X						I don't know if that is the Board would consider, your monthly riders maybe give them a break because they are the regulars and waive the fare increase on the more intermittent riders. Kind of a customer loyalty consideration that might be of interest. I don't think that 3% is doesn't seem excessive to everything else. I think everyone gets the fact that stuff usually gets more expensive.
Email			X					To go along with the fare increase, I strongly recommend VRE develop a plan to add an additional morning train (~8:10AM from Broad Run) and an additional afternoon train (3:00PM from Union Station) on the Manassas Line. The Manassas Line currently only has 12 peak period revenue trains, while the Fredericksburg Line has 15 peak period trains. These numbers should be equal. This additional service should be funded for the next four years by the I-66 commuter choice program from the I-66 inside the beltway toll revenue. Approximately \$75 Million will be available during the next six years under this program. I-66 traffic congestion is getting worse every day as construction ramps up. Burke Centre has over 800+ available parking spaces to support additional ridership and new developments are coming online next to the Manassas and Manassas Park VRE trains. With the upcoming WMATA closure on the Blue and Yellow lines next summer, all the additional transit service is necessary.
Email	X							To Whom it May Concern: I am against the fare increase. Please vote no.

Email, Public Hearing or Social	Opposed to Fare Increase	In Favor of Fare Increase	Neutral	Opposed due to OTP and continuous service disruptions	Opposed because it should match or be lower than COLA	Opposed because service and train features have not improved	Opposed because fare never decrease and riders input not taken into consideration	Comments
Email			X					I will not pretend to understand the VRE budget. Even a substantial increase will likely not change my use of the VRE due to the distance I travel and the amount of work I get done on the train. However, it does seem very unfair that nearly on a weekly basis I overhear and see at least one person being questioned by the conductors because they don't have a ticket and they are allowed to stay on the train with a warning. At least make them get off at the next stop and buy a ticket for the rest of the way or make them catch the next train after buying a ticket. These don't seem to be the everyday riders but they board comfortably enough to notice that they probably have rode the train before and know how it works. Many of them also seem to be leveraging the use of the App as an excuse. Fining people around the holidays likely won't win hearts and minds but making sure people are being honest by making them get off the train and purchase a ticket or make them purchase it on the app is warranted.
Email	X			X				Instead of worrying about taking more of our money you should be worrying about getting your customers home on time. The 303 train has been late 90% of the time since it started running, making the 305 late just as often. The 303 is late every single Friday night and yet you do nothing about it. We are sick of hearing about CSX and AMTRAK having priority. There is nothing in any of your literature or website that says we have the lowest priority on the tracks. The way you treat your customers is a disgrace and you should be ashamed of the way you let CSX constantly make us late and do nothing about it.
Email	X					X		I have been riding VRE out of various South Stafford stations since 2003. It always disappoints me to think about how riders out of Leeland etc. keep getting less and less service with higher prices. I watched my commuting day get longer and prices go up with the additions of the Rippon and similar stations. They are much nicer facilities while Leeland remains little more than a vast patch of asphalt and gravel, flood damage/debris and stagnant puddles of water. Rippon gets mosquito control while we get bitten. Now I expect my commute will get even worse with the addition of the new station. And my price keeps going up. Those new HoV lanes are looking more attractive. Why not put the fare increase on those using the newer stations up north and give the longer range riders a break?
Email	X			X				This morning is a good example as to why there should be no additional increases for the VRE in the near future. CSX should absorb all additional costs since their regular trains have priority. The VRE trains are running 30 minutes late, which already cost riders both time and money.
Email	X			X				This is in response to your request for comments on the proposed fare increase for the VRE. I fail to comprehend how VRE can propose a rate increase when timeliness has decreased so dramatically in the past several months. As a Federal Government employee, I am now routinely late for work due to the delays on the Fredericksburg line. As we arrived at L'Enfant Plaza Station 26 minutes late this morning, a conductor happily exclaimed to a passenger, "it's a good day--I don't have to pass out FREs," while I had to submit a leave slip for yet another 30-minute late arrival caused by this morning's train delay. As a responsible employee, I am embarrassed to be late on what is becoming an almost daily basis, and am resentful at the thought of having to change my work schedule to accommodate less than reliable transportation. I also don't care to hear the "whys"--VRE shares the rails with CSX, freight train schedules, broken equipment, switching problems--sometimes, the conductors announce one or all of these issues to explain VRE's chronic lateness. Unfortunately, we are all too familiar with less than stellar performance in this town. VRE's proposal to charge higher fares for poor quality service is akin to the performance of our Members of Congress, who continue to receive pay for accomplishing next to nothing for the taxpayers. While my agency fully subsidizes my transportation costs, I am highly offended that VRE chooses to take advantage of this perk. My only consolation is that I will only endure this for one more year before I retire. That being said, other riders may choose to invest their subsidies in van pools, the metro, or even decide to eat the cost of driving in daily, rather than endure the stress caused by undependable service. And, if the subsidies are discontinued, VRE will no doubt feel the loss, as passengers who have to pay out-of-pocket may decide to invest in more consistently reliable service. If VRE really wants its customers' opinion on the proposed fare increase, as suggested by the almost daily emails I receive regarding the public hearings, you would be better served to hold a "Meet the Management Day" on the platform on a cold winter morning as we wait out yet another train delay--for that opportunity I would happily submit a leave slip!
Email	X			X				11/14 Twenty minutes late and you want a fare increase? How about "no"? Wx in the 30s and freight trains kicking up a breeze makes for a long wait .Then gettin on a packed train.
Email	X					X		I'm against a fare increase. The gov't subsidy isn't increasing and service has been consistently late lately. If there was train service between the times of 301 and 303 or a train earlier than 300, I could maybe get behind it. It's a sad day when it is cheaper to use the HOV on 95 than the VRE.

Email, Public Hearing or Social	Opposed to Fare Increase	In Favor of Fare Increase	Neutral	Opposed due to OTP and continuous service disruptions	Opposed because it should match or be lower than COLA	Opposed because service and train features have not improved	Opposed because fare never decrease and riders input not taken into consideration	Comments
Email	X					x		<p>I have been a rider on VRE since I moved to Manassas in 2015. Generally the service has been good and reliable and overall I like riding the VRE.</p> <p>However, you recently (year or two ago?) raised the price of riding, and are much higher than riding the entire metro line during peak hours. Therefore I would ask what benefit am I receiving by increasing the fare yet again? You specifically mention no more trains will be added, yet I have to stand every day on the train because it is full by the time it arrives in Alexandria for my return trip to Manassas.</p> <p>My frustrations come from the perception that you are just wanting more profits while I continue to stand on the train for my hour or longer commute home. Pretty soon it will be both faster and cheaper to take a different model of transportation. I urge you to reconsider this fare increase without providing more trains or a faster commute time for your riders.</p>
Email	X			X				I would like to think that by the time you increase fares I will no longer be riding. I only experience continued unreliability and would never recommend your services if people were given a choice.
Email	X							I respectfully disagree with the proposed fare increase
Email	x			x				<p>I have reviewed the presentation and proposed fare chart. I am a monthly rider of the VRE and I must say that the service that has been provided over the last couple of months is terrible, and now the organization is proposing to increase the fare for what purpose exactly? This information is not outlined in the presentation.</p> <p>I contacted gotrains@vire.org at the end of September for an explanation as to why the trains were increasingly not arriving/departing on time and received the following response, "CSX has been replacing railroad ties recently. After a tie replacement speed restrictions are put into effect until proper tonnage is run over the area to help stabilize the tracks. Once enough trains operate over the area, the speed restrictions are lifted. The other issue which isn't going away is track congestion. CSX has been operating more and more freight on their railroad and it has had an effect on our service."</p> <p>I asked if the organization is going to take action to mitigate this ongoing issue since track congestion isn't going away and the arrival/departure times is not accurate to the schedule listed on the VRE website. I received a response stating there were no plans to adjust the arrival/departure times.</p> <p>I plan my schedule around what your organization conveys to the public when it comes to having expectation of scheduled times of arrival and departures. Being that the VRE is a large operation, I understand that there are variables that cannot be controlled, although when these circumstances continue to occur, I believe this is an issue that needs to be resolved in some fashion.</p> <p>I do not agree with the proposed fare increase when the service advertised is not provided. I have been contemplating on driving into DC due to this ongoing issue (I cannot continue to be late for work due to your services), and increasing the organizations fare would certainly be the x factor in my decision.</p> <p>On a good note, I have enjoyed riding on the VRE with confidence that I would be safe. I hope my feedback will be useful.</p>
Email	X							<p>Please do not raise the rates. The majority of riders are federal employees and all you are doing is putting additional burden on tax payers.</p> <p>Perhaps more advertising on trains, offering more food or offering less free rides certificates for monthly riders could help with costs.</p> <p>Remi Simon</p>
Email	X							<p>No to the fare increase!</p> <p>There are limited VRE trains running and no trains on weekends. Most of the time afternoon trains are packed and riders are standing on the train.</p> <p>As far as I know Federal government employees gets VRE commute covered as a part of their benefit package. Fare increase will directly hit Fed budget. Why don't you ask Fed to provide you funds instead of asking other riders who has to pay it out of pocket?</p>

Email, Public Hearing or Social	Opposed to Fare Increase	In Favor of Fare Increase	Neutral	Opposed due to OTP and continuous service disruptions	Opposed because it should match or be lower than COLA	Opposed because service and train features have not improved	Opposed because fare never decrease and riders input not taken into consideration	Comments
Email	X					X		<p>I respectfully disagree with the proposed fare increase.</p> <p>Fares increase on a regular basis and the level of service stays the same or decreases. Trains are consistently running at reduced speeds, are crowded, and mechanical issues appear to be on the increase now that the fleet is starting to age. While the story of the host railroads are to blame for construction and other issues which are out of your control may be the ongoing defense you provide it should not be accepted. Negotiate with the railroads and have incentives in place to ensure consistent levels of service is provided. Another issue is that the capital improvement projects are always being touted as relief to congestion, however they are constantly being delayed. For example the Alexandria station project seems to be on a perpetual hold, some tests are done, studies performed and yet nothing is being built. Another thing I noticed recently is Woodbridge has this palace of a 2nd platform yet it is rarely ever used and now its being covered up with scaffolding for what? No mention of repairs appear to be listed. Also please do something with the wireless connectivity along the railroad. VRE is a semi government entity, you should use that to work with the area government representatives and the telecom industry to get something done with dead zones as well as bandwidth issues. For example I have a strong signal waiting for the train at Rippon and then once on towards Woodbridge I can't use my Verizon phone until Woodbridge. Also other spots are now becoming dead zones, this was not the case 5 and 10 years ago. I'm not looking for wifi to be provided for free just some effort spent on increasing the infrastructure along the railroad which would benefit all wireless users who use the railroad and live in the vicinity.</p>
Hearing		X						<p>So, the fare increase doesn't seem to be that much so that's fine. But there is one thing I want to say, I can't say for the other riders, but I've been very very dissatisfied with the service that has been provided recently. I've been riding the VRE for a couple of years now and this specifically year there seems to be way more delays, way more times when I was getting to work late, getting home late because the train was late and then also just the lack of, or the fact that the delays were happening there could've been better notice. You know so we can make better plans. I've been disappointed sometimes when at my station the monitor that show where the train is or the GPS tracking, I don't know if that's part of operating costs, but I feel that should always be consistently be working. Specially for those of us who plan our schedules around when the train is coming and when it's going to drop us off. So, I just felt like this year there were way more delays. I don't know if there is a reason for that, I kinda changed my daily schedule so that I don't have to ride the VRE as much which frustrating because I already pay for a monthly ticket so that I can ride the train. And then also, I guess I would be interested to hear, I know you explained it very well that VRE shares the track with the Amtrak trains and I'm sure that the track sharing is one the reasons for the delays. It just seems like there is so much that if there is any consideration if VRE should have a separate track, like its own track that it runs on. I don't know, I would just be interested. I don't know if that's a capital improvement or operations but that's just something I was wondering if that's something you guys considered at all. I don't know. Seems like that would make it more efficient, having your own track, but that's just me.</p>
Hearing		X						<p>Curtis Reed I wasn't planning on speaking today but I do have a question related to the issue of the discounted fare that was done in error...so my question is why wasn't that fixed immediately after it was discovered during the last fare increase? That's all I have to say.</p>



VIRGINIA RAILWAY EXPRESS

MEMORANDUM

DATE: December 5, 2018

TO: FILE

FROM: JOSEPH M. SWARTZ, Chief of Staff

RE: PROPOSED FY2020 MODIFICATION OF VRE'S TARIFF (FARE INCREASE) TITLE VI ANALYSIS

As part of the budget process, the VRE Operations Board will be asked to recommend the Commissions increase all fares by approximately three percent beginning July 1, 2019, to coincide with the start of the FY2020 budget year.

As required by VRE's Major Service Change and Fare/Service Equity Policy, staff reviewed demographic data to determine if this fare increase would have disparate impact based on race, color, or national origin; or disproportionate burden on low-income populations.

The fare increase would apply to all passengers at all stations using all ticket types. Staff reviewed the demographic results of the 2018 customer survey and found that no protected groups were targeted as shown below. Most passengers affected by this proposed change are from non-protected groups.

Non-protected groups:

2018 Demographics Measure	Percentage of VRE Riders
Male	60.9%
Under 65	93%
Household income \$75,000 or more per year	91.7%
Caucasian	64.9%

Protected groups:

2018 Demographics Measure	Percentage of VRE Riders
Minorities	35.2%
Low income (under \$25,000)	0.4%
Moderate income (\$25,000 to 49,000)	2.1%

DETERMINATION:

Based on this information, VRE staff concluded this fare increase will not have a disparate impact based on race, color or national origin; nor will it have a disproportionate burden on low-income populations.

Six-Year CIP Investment By Program Area (in thousands)

Program Name	Project Name	Project ID	Life-To-Date	FY 2019 Amended	FY 2020 Recommended	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
Asset Management/State of Good Repair	Automatic Parking Counters	AM-1	140	610							750
	Automatic Passenger Counters	AM-2	25	2,085	790						2,900
	EMV Compliance - Fare Collection System	AM-3	300	1,418							1,718
	Enhancement Grant - Security	AM-4	626	105	105	105	105	105	105	105	1,361
	Equipment Asset Management Program	AM-5	3,298	4,132	4,749	6,615	5,840	3,290	1,133		29,057
	Facilities Asset Management Program	AM-6	3,089	5,630	3,335	1,150	1,000	1,030	1,280		16,514
	Positive Train Control	AM-7	10,231	3,961							14,192
	Realtime Multimodal Traveler Information	AM-9		3,481							3,481
	Security Cameras	AM-8	559	1,000	19	150	150		250	250	2,379
Asset Management/State of Good Repair Total			18,267	22,423	8,998	8,020	7,095	4,425	2,768	355	72,352
Information Technology	ERP Implementation	IT-2		2,550	200						2,750
	Mobile Ticketing Phase II	IT-4		179							179
	TRIP /VMS Upgrade	IT-3		1,000							1,000
Information Technology Total				3,729	200						3,929
Passenger Station Facilities	Alexandria Station Improvements	ST-1	2,183	1,383	9,344	7,690	5,923	5,752			32,275
	Backlick Road Station Improvements	ST-4				275	1,725	500			2,500
	Brooke Station Improvements	ST-5	256	191	1,543	7,677	6,862	6,862			23,391
	Crystal City Station Improvements	ST-8	365	1,045	2,000	2,000	14,844	14,843	14,843		49,940
	Franconia-Springfield Station Improvements	ST-9	327	1,233	5,720	5,720					13,000
	Leeland Road Station Improvements	ST-10	225	223	1,162	4,549	4,549	4,549			15,257
	L'Enfant Station Improvements	ST-11	50	1,957	1,220	3,000	15,144	24,640	24,640		70,650
	Lorton Station Second Platform	ST-13	389	1,110	7,325	7,325					16,150
	Manassas Station Improvements	ST-21			521	4,427	4,177				9,125
	Quantico Station Improvements	ST-14		7,173	10,327		873				18,373
	Rippon Station Improvements	ST-15	272	197	1,094	7,536	7,536				16,635
	Rolling Road Station Improvements	ST-17	362	1,638							2,000
	Washington Union Station Improvements	ST-18	5,000	5,000	5,000	10,000	10,000	10,000	10,000	10,000	65,000
	Woodbridge Station Improvements	ST-19					1,000	1,300	600	16,420	19,320
Passenger Station Facilities Total			9,429	21,149	45,256	60,200	72,634	68,446	50,083	26,420	353,616
Rolling Stock Equipment	Fleet Expansion Coaches - Manassas	RS-3			28,120						28,120
	Fleet Expansion Coaches - Fredericksburg	RS-5						34,294			34,294
Rolling Stock Equipment Total					28,120			34,294			62,414
Station Parking	Leeland Road Parking Improvements	PK-3					512	2,612	2,395		5,519
	Manassas Park Parking Improvements	PK-4	610	1,890	5,871	11,742	5,871				25,983
	Quantico Station Parking Improvements	PK-5				1,705					1,705
Station Parking Total			610	1,890	5,871	13,446	6,383	2,612	2,395		33,207
Track and Signal Infrastructure	Alexandria Station Track 1 Access (Slaters Lane)	TS-1	91	1,100	5,809						7,000
	South Manassas Third Track and Signal	TS-11		970	1,000	22,480	22,480	11,240			58,170
Track and Signal Infrastructure Total			91	2,070	6,809	22,480	22,480	11,240			65,170
Train Maintenance and Storage Facilities	Broad Run Expansion (BRX)	OT-2	4,227	3,485	9,911	24,545	24,545	12,347			79,060
	Crossroads MSF - Land Acquisition	MS-2	285	2,665							2,950
	Crossroads MSF - Storage Expansion, Short-term	MS-3					1,091	7,275			8,366
	L'Enfant Train Storage Track - South	MS-5	1,659	2,306							3,965
	Life-Cycle Overhaul and Upgrade Facility	MS-6	2,126	4,731	18,294	13,033					38,184
	New York Avenue Midday Storage Facility	MS-7	4,829	7,059	23,130	27,609	27,040				89,667
	Facilities Total		13,127	20,245	51,335	65,186	52,676	19,622			222,191
Misc. (Multiple Categories)	Forklifts purchase	OT-4		264	5	5	5	5	5		290
	Office Renovation - Suite 201	OT-3		285							285
Misc. (Multiple Categories) Total				549	5	5	5	5	5		575
CIP Six-Year Total			41,524	72,055	146,594	169,337	161,273	140,645	55,251	26,775	813,454

Capital Improvement Program (CIP) by Funding Source (in millions of \$)

Federal/Non-Federal	Funding Type	Life-To-Date	FY 2019 Amended	FY 2020 Recommended	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
Federal Formula Grants	Federal Formula Grants	97.2	23.3	17.9	17.6	20.3	20.4	16.9	6.3	219.9
	State Match to Federal Grants	29.0	11.1	8.3	8.3	6.2	6.2	5.5	3.4	78.2
	VRE Local Match	5.8	1.4	1.1	1.1	1.1	1.1	0.9	0.4	13.0
Federal Formula Grants Total		132.0	35.8	27.3	27.0	27.7	27.8	23.4	10.1	311.0
Non-Federal	Federal CMAQ/STP/RSTP	25.4	4.4	2.2	3.5	2.6	1.6			39.8
	I-66 OTB Concession	128.5								128.5
	IPROC	13.6								13.6
	NVTA	43.6		4.0						47.6
	State - REF	18.8	4.9							23.7
	State - Smart Scale	8.8	3.4	2.1	4.0	46.9	27.5			92.6
	VDOT - LAP	8.7								8.7
	VRE - State REF Local Match	0.3								0.3
	C-ROC		15.0		15.0					30.0
	VRE Capital Reserve/Other	3.3	4.3	0.2						7.8
Non-Federal Total		251.0	32.0	8.5	22.5	49.6	29.2			392.7
Grand Total		383.0	67.7	35.8	49.5	77.2	56.9	23.4	10.1	703.7