

Item 6-A
July 5, 2018
PRTC Regular Meeting

CEO REPORT

JUNE 2018



OUR MISSION

The Virginia Railway Express, a joint project of the Northern Virginia Transportation Commission and the Potomac Rappahannock Transportation Commission, will provide safe, cost-effective, accessible, reliable, convenient, and customer responsive commuter-oriented rail passenger service. VRE contributes to the economic vitality of its member jurisdictions as an integral part of a balanced, intermodal regional transportation system.



CEO REPORT | JUNE 2018

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RIDE MAGAZINE, JUNE 2018 ISSUE 23

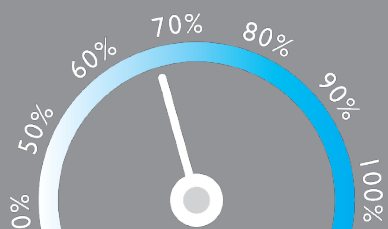


VIRGINIA RAILWAY EXPRESS
A better way. A better life.



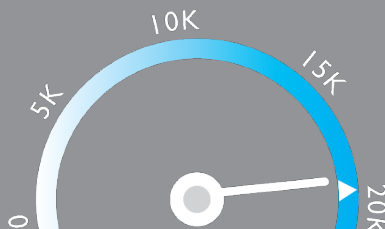
SUCCESS AT A GLANCE

Data provided reflects April 2018 information.



PARKING
UTILIZATION

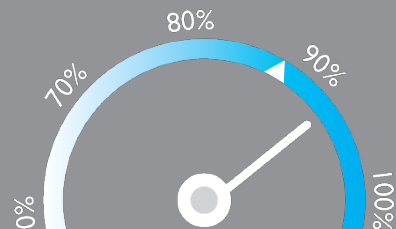
The total number of parking spaces used in the VRE system during the month, divided by the total number of parking spaces available.



AVERAGE DAILY
RIDERSHIP

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings but excluding "S" schedule operating days.

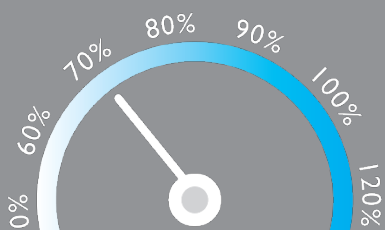
▲ Same month, previous year.



ON-TIME PERFORMANCE

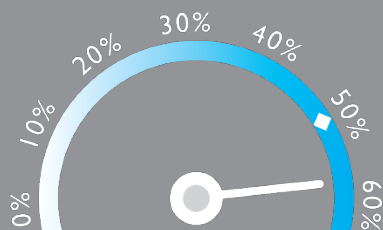
Percentage of trains that arrive at their destination within five minutes of the schedule.

▲ Same month, previous year.



SYSTEM CAPACITY

The percent of peak hour train seats occupied. The calculation excludes reverse flow and non-peak hour trains.



OPERATING RATIO

The monthly operating revenues divided by the monthly operating expenses, which depicts the percent of operating costs paid by the riders.

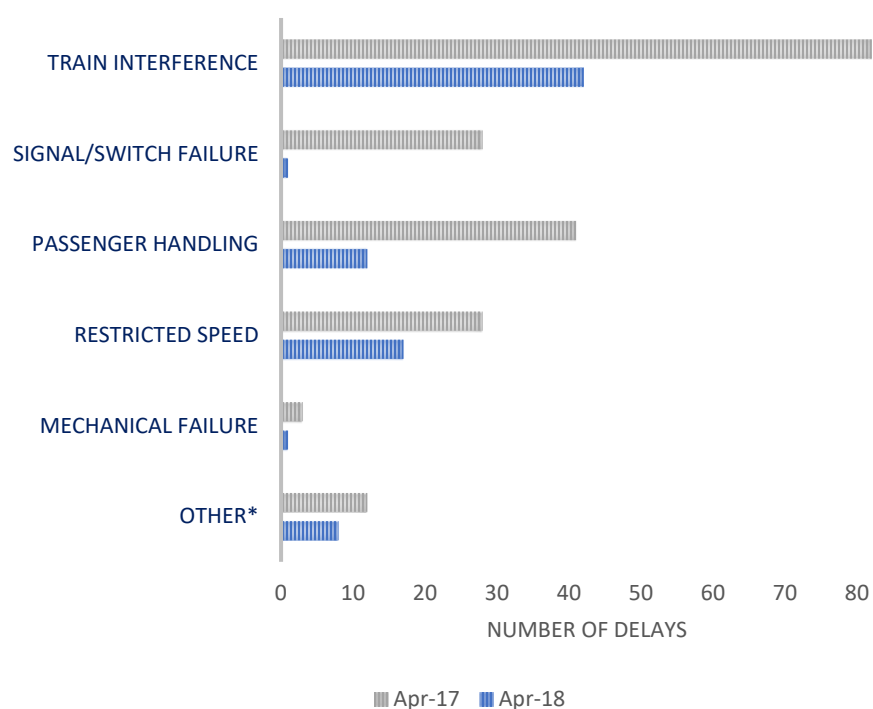
◆ Board-established goal.

ON-TIME PERFORMANCE

OUR RECORD

	April 2018	March 2018	April 2017
Manassas Line	92%	96%	91%
Fredericksburg Line	93%	89%	85%
System Wide	92%	92%	88%

REASONS FOR DELAYS



VRE operated 670 trains in April.

Our on-time rate for April was 92%.

Fifty-one of the trains arrived more than five minutes late to their final destinations. Twenty-six of those late trains were on the Manassas Line and twenty-five of those late trains were on the Fredericksburg Line.

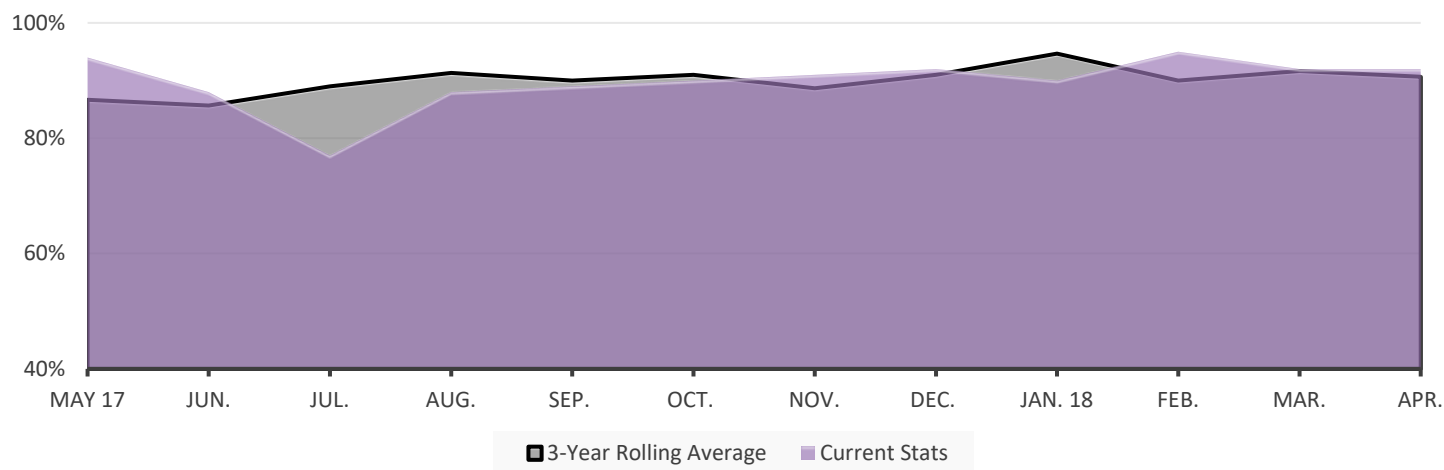
*Includes those trains that were delayed due to late turns, weather, signal/switch failures and maintenance of way.

LATE TRAINS

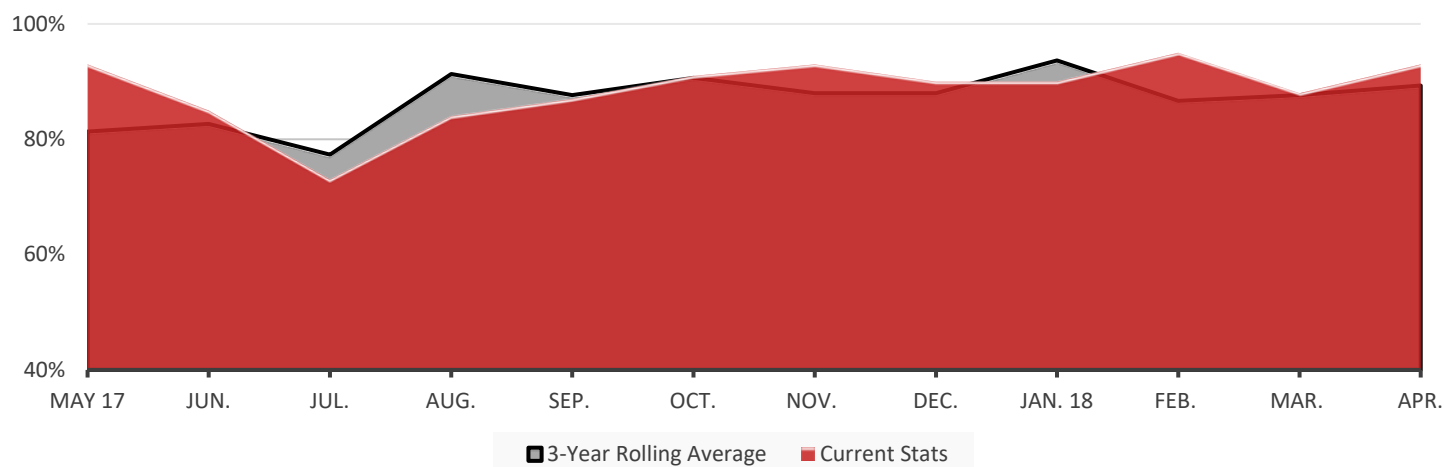
	System Wide			Fredericksburg Line			Manassas Line		
	Feb.	Mar.	Apr.	Feb.	Mar.	Apr.	Feb.	Mar.	Apr.
Total late trains	28	47	51	16	34	25	12	13	26
Average minutes late	13	20	19	16	27	22	9	13	15
Number over 30 minutes	2	6	8	2	5	5	0	1	3
Heat restriction days / total days	0/19	0/20	0/21						

ON-TIME PERFORMANCE

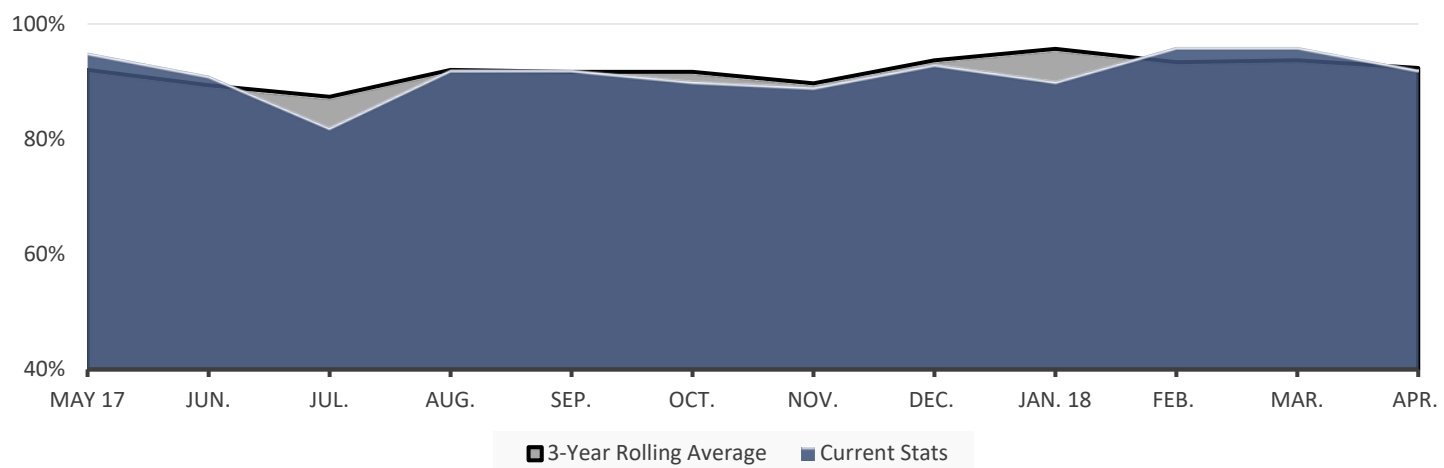
VRE SYSTEM



FREDERICKSBURG LINE

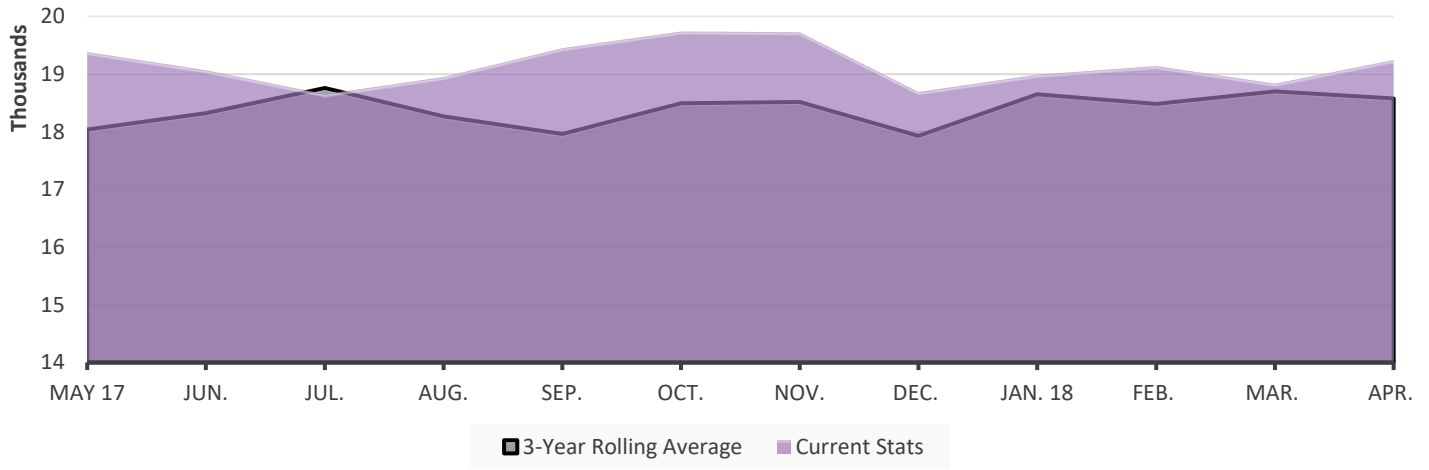


MANASSAS LINE

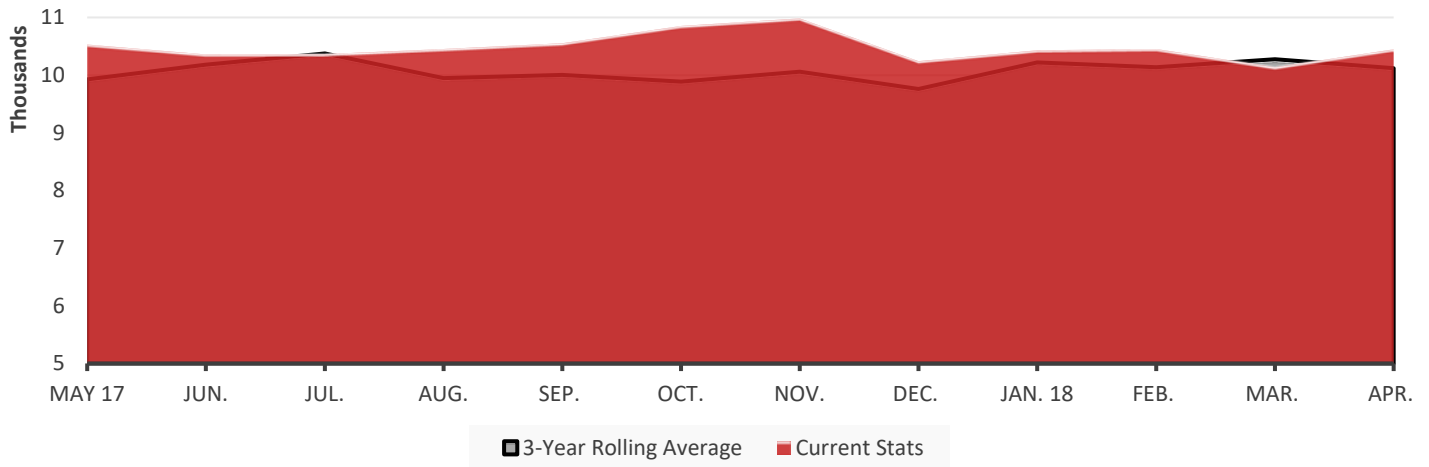


AVERAGE DAILY RIDERSHIP

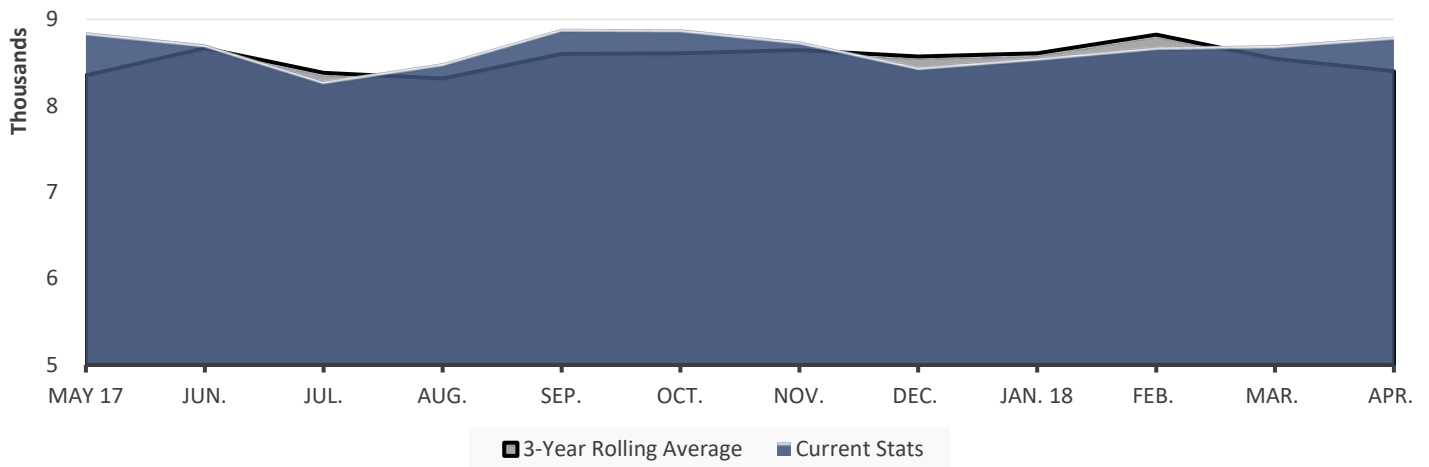
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



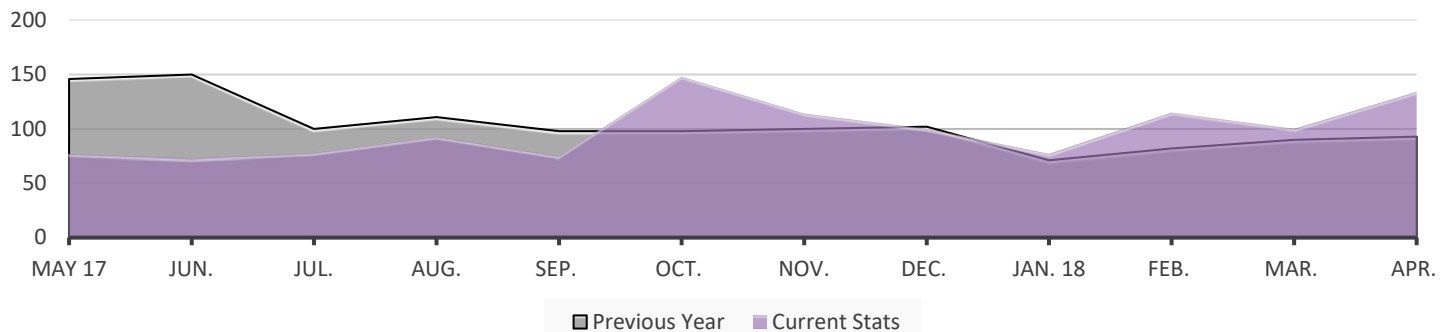
RIDERSHIP UPDATES

Average daily ridership (ADR) in April was approximately 19,000.

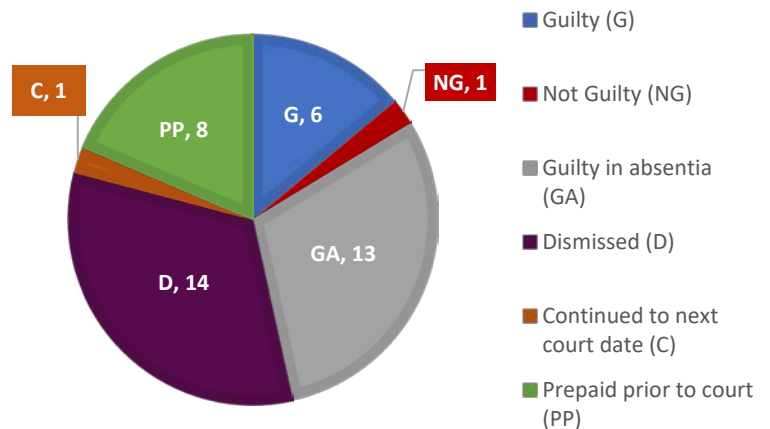
	April 2018	March 2018	April 2017
Monthly Ridership	404,174	382,411	387,144
Average Daily Ridership	19,246	18,835	19,357
Full Service Days	21	20	20
"S" Service Days	0	0	0

SUMMONSES ISSUED

VRE SYSTEM

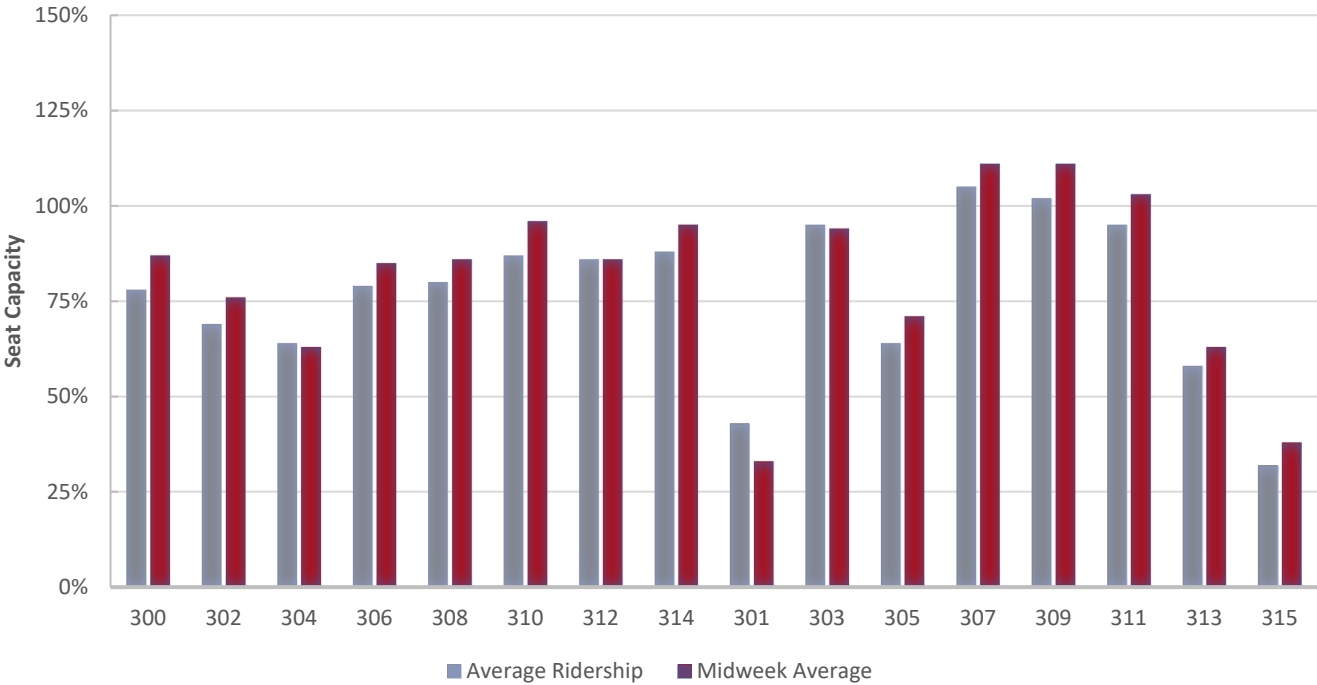
SUMMONSES WAIVED
OUTSIDE OF COURT

Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	27
One-time courtesy	2
Per the request of the conductor	10
Defective ticket	0
Per Ops Manager	0
Unique circumstances	0
Insufficient information	0
Lost and found ticket	0
Other	6
Total Waived	45

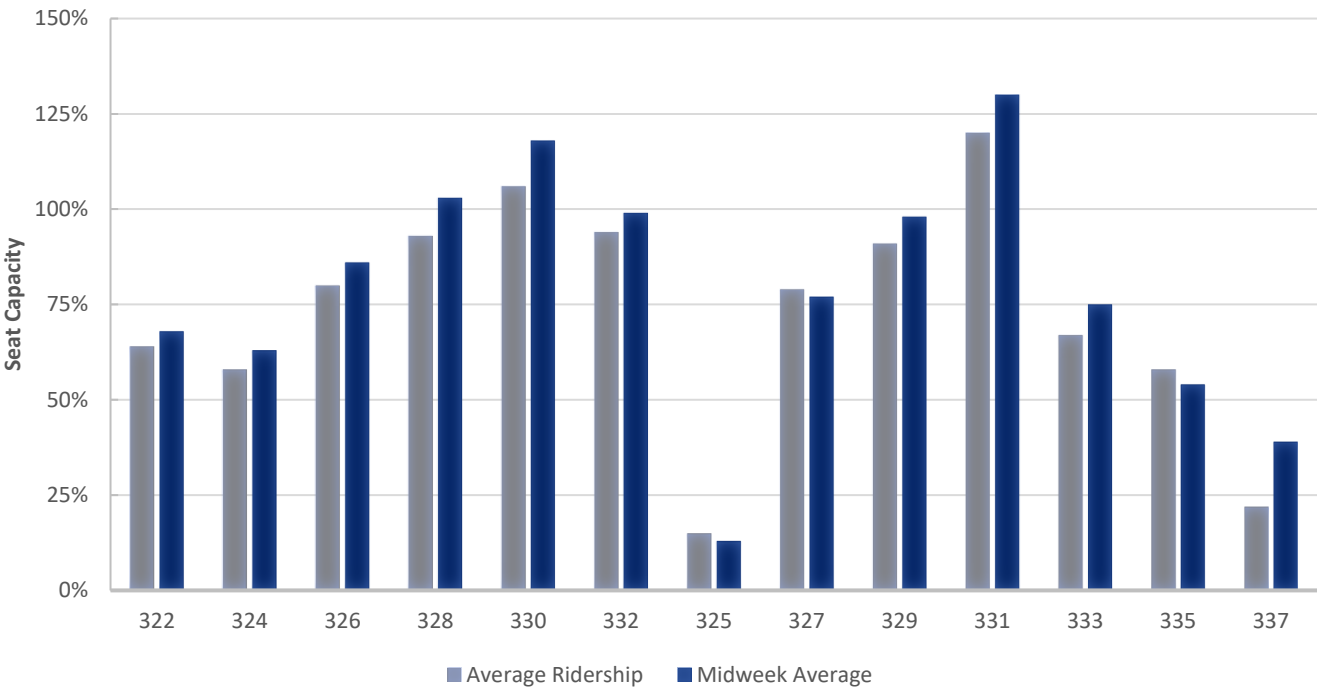
MONTHLY SUMMONSES
COURT ACTION

TRAIN UTILIZATION

FREDERICKSBURG LINE

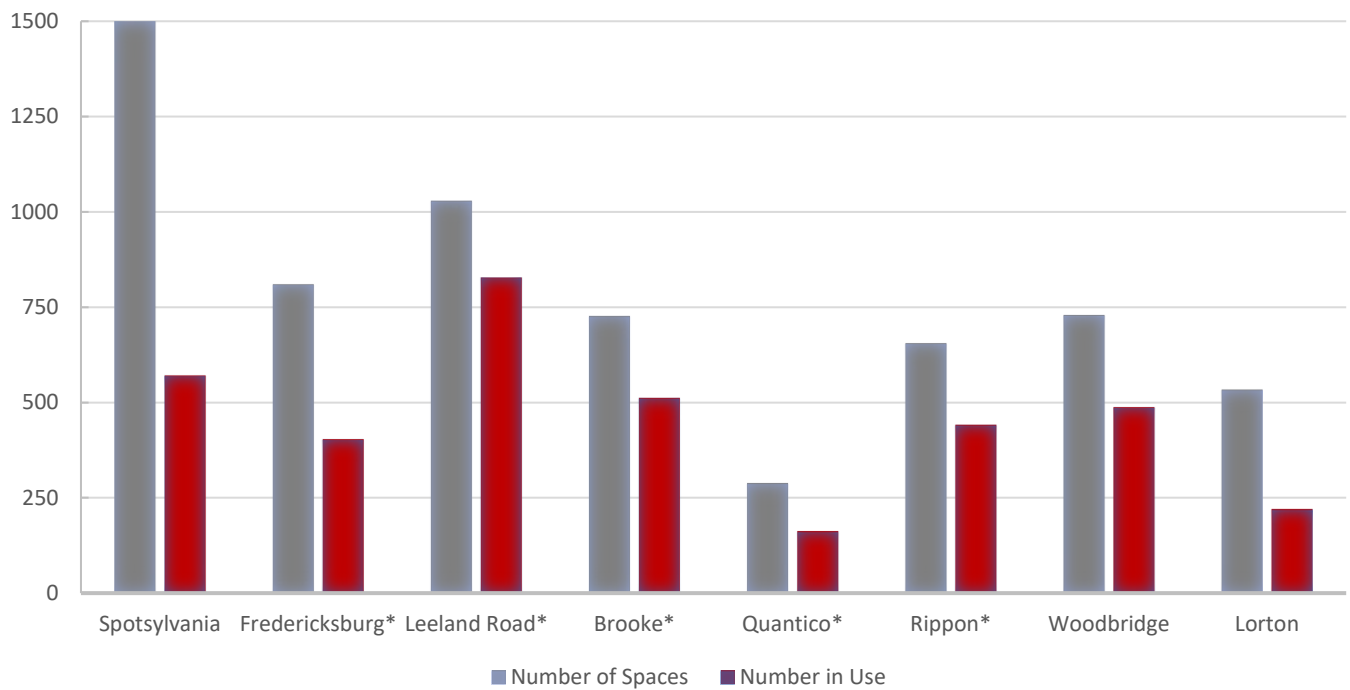


MANASSAS LINE

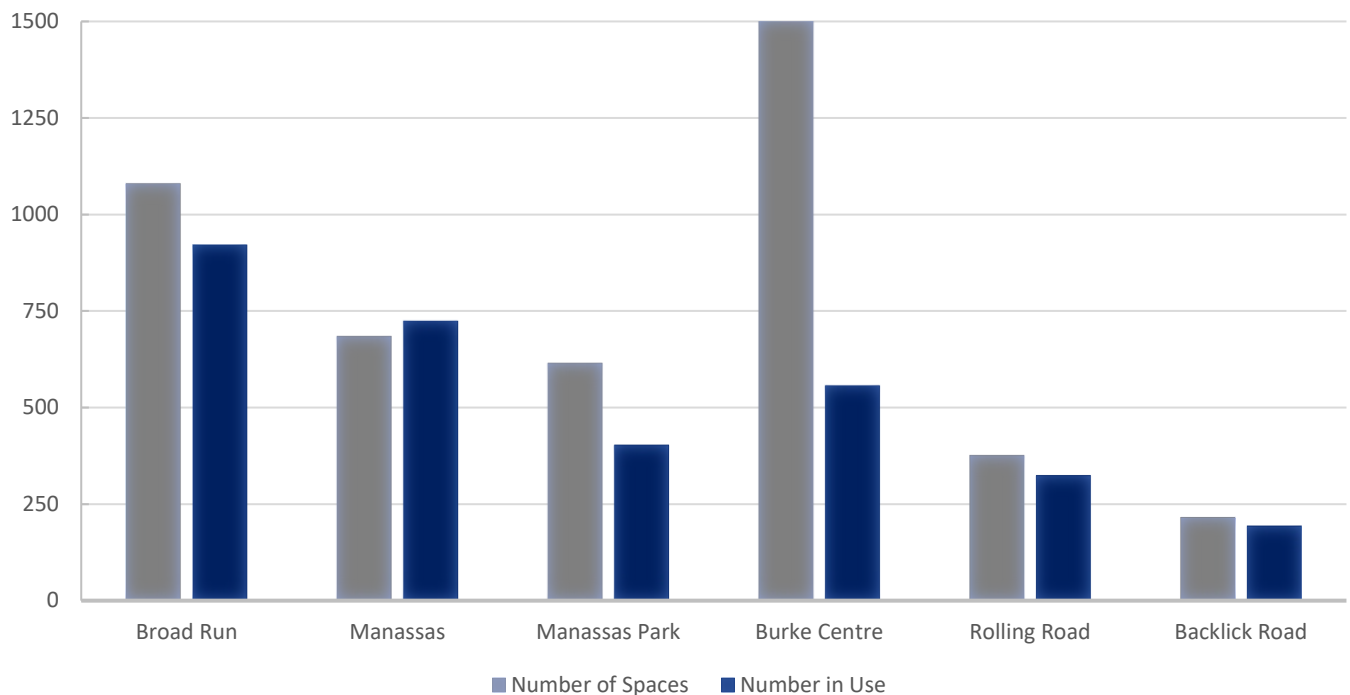


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FINANCIAL REPORT

Fare revenue through the first ten months of FY 2018 is \$1.64 million above budget (a favorable variance of 4.9%) and is up 0.1% compared to the same period in FY 2017.

The operating ratio through April is 58%. VRE's budgeted operating ratio for the full twelve months of FY 2018 is 50%.

A summary of the FY 2018 financial results through April follows, including information on the major revenue and expense categories. Please note that these figures are preliminary and unaudited.

FY 2018 Operating Budget Report Month Ended April 30, 2018							
	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY18 BUDGET
Operating Revenue							
Passenger Ticket Revenue	3,532,345	3,400,744	35,160,786	33,521,621	1,639,165	4.9%	40,485,050
Other Operating Revenue	63,543	18,900	261,938	186,300	75,638	40.6%	225,000
Subtotal Operating Revenue	3,595,888	3,419,644	35,422,724	33,707,921	1,714,803	5.1%	40,710,050
Jurisdictional Subsidy (1)	-	-	17,250,240	17,250,240	-	0.0%	12,875,140
Federal/State/Other Jurisdictional Subsidy	2,568,814	2,595,820	25,709,290	25,789,628	(80,338)	-0.3%	30,731,253
Appropriation from Reserve/Other Income	-	-	-	-	-	0.0%	955,000
Interest Income	60,328	6,300	482,549	62,100	420,449	677.1%	75,000
Total Operating Revenue	6,225,030	6,021,764	78,864,803	76,809,889	2,054,914	2.7%	85,346,443
Operating Expenses							
Departmental Operating Expenses	5,711,486	6,076,637	60,887,400	64,526,497	3,639,098	5.6%	78,595,573
Debt Service	559,737	559,573	5,597,673	5,595,725	(1,948)	0.0%	6,714,870
Other Non-Departmental Expenses	-	-	-	-	-	0.0%	36,000
Total Operating Expenses	6,271,224	6,636,210	66,485,073	70,122,222	3,637,149	5.2%	85,346,443
Net income (loss) from Operations	(46,194)	(614,446)	12,379,730	6,687,666	5,692,064	0.0%	-

Operating Ratio	58%	52%	Goal	50%
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(1) Total jurisdictional subsidy is \$17,250,240. Portion shown is attributed to Operating Fund only.

FACILITIES UPDATE

The following is a status update of VRE facilities projects:

Completed projects:

1. Cleaning of HVAC ductwork at Fredericksburg office and Crossroads and Broad Run storage yard buildings

Projects scheduled to be completed this quarter:

1. Placement of stone walking surface and installation of bridge railing at L'Enfant storage track

2. Repairs to fascia and soffit at Woodbridge Station east building

3. Replacement of ADA parking signage at Brooke and Leeland Road Stations

4. Maintenance of stormwater management facilities at Brooke and Leeland Road Stations

5. Repairs to concrete and erosion control on ADA ramp and stairs at Leeland Road Station

6. Upgrades to electrical power supply for new communication cabinet at Burke Centre Station

7. Repairs to platform concrete at Manassas Station

8. Replacement of light fixtures at Manassas Station depot

9. Repainting of platform warning messages at Broad Run Station

10. Cleaning of HVAC ductwork at Alexandria Headquarters, Woodbridge Station vendor spaces and Quantico Station

Projects scheduled to be initiated this quarter:

1. Design of platform widening at L'Enfant Station

2. Replacement of tactile warning strip at L'Enfant Station

3. Painting of Franconia-Springfield Station

4. Continuation of painting of Woodbridge Station

5. Replacement of light poles and fixtures at Fredericksburg Station

6. Repairs to platform lighting and communications conduits at Manassas Park Station

7. Repairs to canopy light fixtures at Broad Run Station



Automated Parking Count System at Rolling Road Station



New LED Light Fixture at Manassas Station Depot

8. Replacement of signage at additional stations (locations TBD)
9. Repairs to pavement and striping at Crossroads and Broad Run yards
11. Replacement of parking lot entrance signs at majority of stations
12. Replacement of waste and recycling receptacles throughout VRE system

Ongoing projects:

1. Renovations to Alexandria Headquarters (leased Suite 201, adjacent to current VRE offices)
2. Development of specifications for modernization of Woodbridge Station east elevator
3. Development of IFB for Canopy Roof Replacement at the Backlick Road Station and second station (TBD)
4. Repairs to pavement and striping at Franconia-Springfield, Rippon, Quantico and Leeland Road Stations and parking lot G in Fredericksburg
5. Installation of automated parking count system at stations with parking lots

UPCOMING PROCUREMENTS

- Purchase of Passenger Elevators
- Construction of the Lifecycle Overhaul and Upgrade Facility
- Construction Management Services for the Lifecycle Overhaul and Upgrade Facility
- Program Management Services
- Graphic Design Services
- Canopy Roof Replacement at the Backlick and Rolling Road Stations
- Modernization of VRE Woodbridge Station East Elevator
- Repair and Overhaul of Passenger Car HVAC Assemblies
- Repair and Overhaul of Passenger Car Wheelchair Lift Assemblies
- Seat Bottoms for Passenger Cars
- Automated Electric Motor Parking Brake Systems
- Facility Security Services
- Railcar End Body Door Diaphragm Kits
- Construction of Benchmark Road Slope Stabilization
- Construction of Rolling Road Platform Extension

CAPITAL PROJECTS UPDATES

AS OF MAY 4, 2018

Broad Run Expansion Study (BRX)

- Began finalizing conceptual design details and preliminary evaluation of parking alternatives and other design elements
- Participated in parking concept discussion on April 2nd
- Participated in meeting/update with Manassas Airport staff on April 3rd
- Participated in Project Management Team (PMT) meeting on April 4th
- Participated in traffic analysis review on April 10th

Broad Run Station and Yard Expansion

- Reviewed meeting notes from bi-weekly PMT meetings on April 4th and April 9th and forwarded to VRE Manager of Project Development
- Participated in Traffic Analysis meeting on April 10th
- Reviewed real estate services Task Order
- Approved VHB invoice #4 for real estate services
- Met with VRE Manager of Project Development to review the project status
- Began to develop action item log
- Reviewed proposed schedule and detailed comments
- Participated in conference call with AECOM regarding status of environmental studies and investigations, and reviewed upcoming field work
- Planned field trip for May 9th with AECOM
- Coordinated cost estimate information after Prince William County's decision to fund and build the parking element of the BRX

Midday Storage Replacement Facility

- Permit to Enter was approved by Amtrak on April 12th
- Met with VHB on April 12th to review survey work task
- Drafted and transmitted 106 coordination to District of Columbia State Historic Preservation Office (SHPO) on April 9th
- Initial field visit for survey work conducted on May 1st; survey work started on May 2nd

Rolling Road Platform Extension

- Submitted 90 percent plans for Norfolk Southern (NS) review on April 9th; received confirmation April 19th
- Board approved Construction Management (CM) and Invitation for Bids (IFB) Task Order (TO) on April 20th
- Dewberry to address design change of canopy/platform

Crossroads Real Estate Acquisition

- VRE Legal spoke with appraiser on April 10th regarding the need for additional work

Long Bridge Expansion Study

- Provided comments on February 28th and March 14th PMT meeting summary
- Participated in April 11th PMT
- Coordinated with Department of Rail and Public Transportation (DRPT) on discussion items for next PMT
- Navigational study completed and submitted to United States Coast Guard (USCG)
- Threat and Vulnerability Risk Assessment interviews completed
- Draft Memorandum of Agreement (MOA) with Federal Railroad Administration (FRA) comments received and forwarded for Legal review
- Reviewed and facilitated internal discussions and response to DRPT's Long Bridge Governance paper

Washington Union Station Project Environmental Impact Statement (EIS)

- Participated in terminal infrastructure constructability discussion with Amtrak and MARC; discussed potential impacts to lower level operations
- Reviewing terminal infrastructure constructability and operations materials
- Participated in Section 106 coordination meeting on April 24th

Quantico Station Improvements

- 90 percent design for station and 90 percent design for site, civil, drainage, track, and retaining wall in the vicinity of the station being reviewed and commented on by stakeholders
- Utility location and potential conflicts coordinated on site through CSXT, Marine Corps Base Quantico (MCBQ), and other existing utilities and one call systems
- DRPT Task Order for STV to complete 60 percent to 90 percent design executed
- FRA and FTA review of temporary platform in progress
- Progress meeting held with DRPT on April 12th
- Progress call with DRPT held on April 26th

Franconia-Springfield Station Improvements

- The 30 percent plan revisions are under review internally by VRE and the consultant
- Preliminary opinion of probable costs being prepared by the consultant

Lorton Station Improvements (Second Platform)

- The 30 percent plan revisions are under review internally by VRE and the consultant
- Preliminary opinion of probable costs being prepared by the consultant

Rippon Station Improvements

- Continued development of 30 percent plans and environmental documents
- The consultant provided updated concepts this month

Leeland Road Station Improvements

- Continued development of 30 percent plans and environmental documents
- The consultant provided updated concepts this month

Brooke Station Improvements

- Continued development of 30 percent plans and environmental documents
- The consultant provided updated concepts this month

Alexandria Pedestrian Tunnel Project

- Met internally on April 10th to review plans, report and costs from GF on tunnel alternatives
- Requested original docs and PDFs from Gannett Fleming
- Participated in a discussion with Amtrak personnel on Passenger Information Display Systems (PIDS)
- Provided update to Northern Virginia Transportation Authority (NVTa) on expenditures for project

Crossroads Lifecycle Overhaul & Upgrade Facility (LOU)

- Received comments from VRE Chief Safety, Security & Compliance Officer on the draft Preliminary Hazard Analysis (PHA) and Draft Criteria Conformance Checklist (DCCC) from K & J consultants
- Conducted status meeting with STV on April 18th to discuss the status of property acquisition, plans, specifications, cost estimate, budget, safety and security evaluation, and next steps; also discussed steps required through issuance of Invitation for Bid for construction
- Updated major items list and provided to VRE Chief Engineer

L'Enfant (North) Storage Track Wayside Power

- Processed HDR TO change order and delivered to procurement and they issued approval and NTP; notified HDR to submit final TO invoice
- Submitted revised paperwork for processing contract amendment for C3M Power time and insurance
- Processed invoice for insurance and final invoice for retainage for C3M Power services
- Completed close-out activities

L'Enfant (South) Storage Track Wayside Power

- Scheduled meeting with CSXT on April 19th regarding the wayside power and trees
- Prepared a follow-up memo to Pepco reminding them of the outstanding items from the April 3rd meeting and asking for status
- HDR provided revised plan set on April 18th
- Reviewed plans sent from HDR with VRE Chief Engineer
- Reviewed revised site plan sheets with VRE Chief Engineer and forwarded to Pepco and CSXT for review and comment
- Received cost estimate and specifications reflecting the current plans from HDR on May 4th

Slaters Lane/Alexandria Track 1 Access

- Provided update to NVTa on expenditures

Manassas Park Station Parking Expansion

- Received draft Implementation Plan schedule from VHB and provided additional comments
- Contacted City of Manassas Park regarding the City Planning Commission meeting held April 16th; requested additional details from VHB for future meeting with City Governing Body
- Began Independent Cost Estimate (ICE) for Final Design Services
- Forwarded comments from City of Manassas Park's Fire Chief to VHB
- Conducted calls with VHB on April 23rd and April 30th for status updates

JUNE 2018

- Received information from VHB on the properties used for the Traffic Impact Analysis and sent to City staff
- Requested revisions to cost estimate by May 9th; requested VHB format cost estimate by May 9th
- Coordinated with VRE Chief Operating Officer regarding property plats needed for property discussions
- VRE Project Manager reviewed draft scope for Option B design and limited construction services prior to sending to VHB
- Prepared draft outline for final design and limited construction services (Option B) and List of Deliverables
- Met with VRE Office of Development staff to discuss Option B scope of services, list of deliverables; Construction Administration and Construction Management, Special Inspections, third party inspections and over-the-shoulder reviews
- Began preparing ICE for Option B
- Re-submitted scope of work for Value Engineering study to VRE Chief Engineer along with ICE

Projects Progress Report to Follow

PASSENGER FACILITIES

PROJECT	DESCRIPTION	PHASE					
		CD	PD	EC	RW	FD	CN
Alexandria Station Improvements	Pedestrian tunnel to METRO and eliminate at-grade track crossing.	◆	◆	◆	N/A	●	
	Modify Slaters Lane Interlocking for passenger trains on Track #1.	◆	◆	◆	N/A	●	
	Extend and widen East Platform and elevate West Platform.	◆	◆	◆	N/A	●	
Franconia-Springfield Station Improvements	Extend both platforms and widen East Platform for future third track. ◆	◆	●	●	N/A		
Lorton Station Improvements	Construct new second platform with pedestrian overpass. ◆	◆	●	●	N/A		
Rippon Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass. ◆	◆	●	●	N/A		
Potomac Shores Station Improvements	New VRE station in Prince William County provided by private developer.	◆	●	◆	N/A		
Quantico Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass.	◆	◆	◆	N/A	●	
Brooke Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass. ◆	◆	●	●	N/A		
Leeland Road Station Improvements	Extend existing platform, construct new second platform with pedestrian overpass. ◆	◆	●	●	N/A		
Manassas Park Parking Expansion	Parking garage to increase parking capacity to 1,100 spaces.	◆	●	●	N/A		
Rolling Road Station Improvements	Extend existing platform.	◆	◆	◆	N/A	●	
Crystal City Station Improvements	Replace existing side platform with new, longer island platform.	◆	●	●	N/A		
L'Enfant Track and Station Improvements	Replace existing platform with wider, longer island platform. Add fourth track (VA-LE)	◆			N/A		

PHASE: CD - Conceptual Design PD - Preliminary Design EC - Environment Clearance

RW - Right of Way Acquisition FD - Final Design CN - Construction

STATUS: ◆ Completed ● Underway ◆ On Hold ◆ part of the "Penta-Platform" program

¹Total project cost estimate in adopted FY2018 CIP Budget² Does not include minor (< \$50,000) operating expenditures

* \$2,181,630 authorization divided across five "Penta-Platform" program stations

Total ¹	ESTIMATED COSTS (\$)			Expended ²	COMPLETION			STATUS
	Funded	Unfunded	Authorized		Percent	Date		
10,021,865	10,021,865	-	1,814,559	1,534,387	70%	3rd QTR 2020	●	60% design complete. Investigating alternative construction strategies.
7,000,000	7,000,000	-	467,500	90,749	30%	3rd QTR 2018	●	Construction is anticipated to start as part of CSXT work program.
2,400,000	400,000	2,000,000	-	-	5%	3rd QTR 2020	●	Design work on East Platform only. West Platform elevation funded.
13,000,000	13,000,000	-	*	313,129	20%	2nd QTR 2020	●	Preliminary engineering is anticipated to be complete in 2nd QTR 2018.
16,150,000	16,150,000	-	*	336,243	20%	2nd QTR 2020	●	Preliminary engineering is anticipated to be complete in 2nd QTR 2018.
16,632,716	16,632,716	-	*	231,125	20%	4th QTR 2021	●	Preliminary engineering is anticipated to be complete in 3rd QTR 2018.
No costs for VRE. Private developer providing station.					10%	TBD	●	Design resumed after resolution of DRPT/CSXT/FRA track project issues.
9,500,000	9,500,000	574,706	-	-	30%	TBD	●	Completion of FD & construction pending execution of IPROC grant by DRPT.
21,334,506	21,334,506	-	*	220,914	20%	4th QTR 2021	●	Completion of PD & EC pending execution of REF grant by DRPT.
14,336,156	14,336,156	-	*	179,310	20%	4th QTR 2021	●	Completion of PD & EC pending execution of REF grant by DRPT.
19,600,000	2,500,000	17,100,000	665,785	601,176	25%	2nd QTR 2018	●	30% design plans received and under review.
2,000,000	2,000,000	-	442,900	224,030	20%	3rd QTR 2020	●	60% design plans under review by NS.
21,160,000	400,000	20,760,000	370,285	360,747	10%	2nd QTR 2023	●	Completion of PD & EC pending execution of REF grant by DRPT.
68,600,000	2,980,000	65,620,000	-	45,139	10%	2nd QTR 2023	●	Completion of planning, PD & EC pending execution of REF grant by DRPT.

TRACK AND INFRASTRUCTURE

PROJECT	DESCRIPTION	PHASE					
		CD	PD	EC	RW	FD	CN
Hamilton-to-Crossroads Third Track	2¼-miles of new third track with CSXT design and construction of signal and track tie-ins.	◆	◆	◆	N/A	◆	◆

MAINTENANCE AND STORAGE FACILITIES

L'Enfant North Storage Track and Wayside Power	Conversion of existing siding into a midday train storage track.	◆	◆	◆	N/A	◆	◆
L'Enfant South Storage Track and Wayside Power	Conversion of CSXT Temporary Track to VRE Storage Track (1,350 feet) and Associated Signal Work	◆	◆	◆	N/A	●	●
Lifecycle Overhaul and Upgrade Facility	New LOU facility to be added to the Crossroads MSF.	◆	◆	◆	N/A	◆	■
Crossroads Maintenance and Storage Facility Land Acquisition	Acquisition of 16.5 acres of land, construction of two storage tracks and stormwater retention and new	◆	N/A	N/A	●	N/A	N/A
Midday Storage	New York Avenue Storage Facility: Planning, environmental and preliminary engineering.	◆	●	●	●		

ROLLING STOCK

Passenger Railcar Procurement	Acquisition of 29 new railcars.	◆	N/A	N/A	N/A	◆	◆
Positive Train Control	Implement Positive Train Control for all VRE locomotives and control cars.	◆	N/A	N/A	N/A	◆	●











PLANNING, COMMUNICATIONS AND IT

Broad Run Expansion (was Gainesville-Haymarket Extension)	NEPA and PE for expanding commuter rail service capacity in Western Prince William County	◆	●	●	-	-	-
Mobile Ticketing	Implementation of a new mobile ticketing system.	◆	N/A	N/A	N/A	◆	●

PHASE: CD - Conceptual Design PD - Preliminary Design EC - Environment Clearance
 RW - Right of Way Acquisition FD - Final Design CN - Construction
 STATUS: ◆ Completed ● Underway ■ On Hold

¹ Total project cost estimate in adopted FY2018 CIP Budget

² Does not include minor (< \$50,000) operating expenditures

Total ¹	ESTIMATED COSTS (\$)			Expended ²	COMPLETION		STATUS
	Funded	Unfunded	Authorized		Percent	Date	
32,500,000	32,500,000	-	33,285,519	30,578,003	100%	4th QTR 2015	 Close-out pending repair of storm damage to embankment.
4,398,996	4,398,996	-	4,398,996	3,272,713	100%	4th QTR 2017	 Wayside power installation complete. Track and signals in service.
3,965,000	3,965,000	-	2,937,323	3,045,774	50%	3rd QTR 2017	 Power design under review by CSXT & Pepco. Track and signals in service.
38,146,323	38,146,323	-	3,176,039	3,156,717	30%	TBD	 Design 100% complete. On hold pending property acquisition.
2,950,000	2,950,000	-	2,950,000	2,950,000	90%	TBD	 Property appraisal underway, follwed by review by FTA.
88,800,000	88,800,000	-	3,588,305	993,204	15%	4th QTR 2018	 Progress delayed pending Amtrak approval of site access for survey.
75,264,693	75,264,693	-	69,457,809	36,994,353	95%	4th QTR 2020	 All cars received. Completion date reflects end of warranty period.
10,553,000	10,553,000	-	10,294,079	7,472,954	80%	4th QTR 2018	 Onboard installations ongoing.
617,791,163	5,885,163	611,906,000	5,483,720	2,905,615	15%	3rd QTR 2022	 Focus on capacity improvements on existing Broad Run complex.
3,510,307	3,510,307	-	3,510,627	1,950,757	55%	2nd QTR 2018	 Integration with S&B system complete. Mobile now accounts for about 12% of monthly revenue and more than 25% of all tickets sold.



VIRGINIA RAILWAY EXPRESS

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VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Item 6-B
July 5, 2018
PRTC Regular Meeting

VRE OPERATIONS BOARD MEETING

June 15, 2018

Audit Committee Meeting – 8:30 am
Executive Committee Meeting – 8:45 am
Operations Board Meeting - 9:00 am
Capital Committee Meeting – follows 5 minutes after
Operations Board meeting adjourns

PRTC Headquarters
14700 Potomac Mills Road
Woodbridge, VA 22192

1. Pledge of Allegiance
2. Roll Call
3. Approval of Agenda
4. Approval of Minutes from the May 18, 2018 VRE Operations Board Meeting
5. Chairman's Comments
6. Chief Executive Officer's Report
7. Virginia Railway Express Riders' and Public Comment
8. Consent Items:



Northern Virginia
Transportation Commission
2300 Wilson Blvd. #620
Arlington, VA 22201
703.524.3322



Virginia Railway Express
1500 King Street, Suite 202
Alexandria, VA 22314
703.684.1001
VRE.org



Potomac and Rappahannock
Transportation Commission
14700 Potomac Mills Road
Woodbridge, VA 22192
703.580.6121

- A. Authorization to Issue an Invitation for Bids for Platform Lighting Installation Services
 - B. Authorization to Issue an Invitation for Bids for Construction of L'Enfant South Storage Track Wayside Power
 - C. Authorization to Issue a Request for Proposals for Variable Messaging System Replacement
9. Action Items:
- A. Authorization to Execute a Contract Amendment for Station Platform LED Lighting Upgrades
 - B. Authorization to Extend the Lease for Office Space at 127 South Peyton Street
10. Information Items:
- A. Spending Authority Report
11. Closed Session
12. Operations Board Member's Time

**The Next VRE Operations Board Meeting
July 20, 2018 - 9:00 am at PRTC**



**Virginia Railway
Express**

Martin E. Nohe
Chairman

Katie Cristol
Vice-Chairman

Maureen Caddigan
Secretary

John C. Cook
Treasurer

Sharon Bulova
Mark Dudenhefer
John D. Jenkins
Matt Kelly
Wendy Maurer
Jennifer Mitchell
Suhas Naddoni
Pamela Sebesky
Gary Skinner
Paul C. Smedberg

Alternates

Ruth Anderson
Pete Candland
Jack Cavalier
Hector Cendejas
Libby Garvey
Todd Horsley
Jeanine Lawson
Tim Lovain
Jeff McKay
Michael McLaughlin
Cindy Shelton
Paul Trampe
Billy Withers
Mark Wolfe

Doug Allen
Chief Executive Officer

1500 King Street, Suite 202
Alexandria, VA 22314-2730

MINUTES

VRE Operations Board Meeting PRTC Headquarters – Prince William County, Virginia June 15, 2018

Members Present	Jurisdiction
Sharon Bulova (NVTC)	Fairfax County
Maureen Caddigan (PRTC)	Prince William County
John C. Cook (NVTC)	Fairfax County
Katie Cristol (NVTC)	Arlington County
Mark Dudenhefer (PRTC)	Stafford County
John D. Jenkins (PRTC)	Prince William County
Pamela Sebesky (PRTC)	City of Manassas
Gary Skinner (PRTC)	Spotsylvania County
Paul Smedberg (NVTC)	City of Alexandria

Members Absent	Jurisdiction
Matt Kelly (PRTC)	City of Fredericksburg
Wendy Maurer (PRTC)	Stafford County
Jennifer Mitchell	DRPT
Suhas Naddoni (PRTC)	City of Manassas Park
Martin E. Nohe (PRTC)	Prince William County

Alternates Present	Jurisdiction
Jeanine Lawson (PRTC)	Prince William County
Michael McLaughlin	DRPT
Cindy Shelton (PRTC)	Stafford County
Billy Withers (PRTC)	City of Fredericksburg

Alternates Absent	Jurisdiction
Ruth Anderson (PRTC)	Prince William County
Pete Candland (PRTC)	Prince William County
Jack Cavalier (PRTC)	Stafford County
Hector Cendejas (PRTC)	City of Manassas Park
Todd Horsley	DRPT
Libby Garvey (NVTC)	Arlington County
Tim Lovain (NVTC)	City of Alexandria
Jeff McKay (NVTC)	Fairfax County
Paul Trampe (PRTC)	Spotsylvania County
Mark Wolfe (PRTC)	City of Manassas

Staff and General Public	
Khadra Abdul – VRE	John Kerins – Keolis
Doug Allen – VRE	Cindy King – VRE
Monica Backmon – NVTA	Mike Lake – Fairfax County DOT
Nydia Blake – Prince William County	Lezlie Lamb – VRE
Alexander Buchanan – VRE	Bob Leibbrandt – Prince William County
Rich Dalton – VRE	Steve MacIsaac – VRE Legal Counsel
Andrew D’huyvetter – NVTC	Betsy Massie – PRTC
Kip Foster – VRE	Kate Mattice – NVTC
Lucy Gaddis – VRE	Kristen Nutter – VRE
Rhonda Gilchrest – NVTC	Dallas Richards – VRE
Chris Henry – VRE	Bob Schneider – PRTC
Tom Hickey – VRE	Mark Schofield – VRE
Christine Hoeffner – VRE	Alex Sugatan – VRE
Pierre Holloman – Arlington County	Joe Swartz – VRE
Robert Hostelka – VRE	Ciara Williams – DRPT
Todd Johnson – First Transit	

Vice-Chairman Cristol called the meeting to order at 9:02 A.M. Following the Pledge of Allegiance, Roll Call was taken.

Approval of the Agenda – 3

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

Approval of the Minutes of the May 18, 2018 Operations Board Meeting – 4

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

Vice-Chairman's Comments –5

Vice-Chairman Cristol stated she was asked to chair the meeting since Chairman Nohe was unable to attend. She reported prior to this meeting the Audit Committee met with PB Mares, VRE's audit firm. As part of the initiation on the FY 2018 Financial Audit, PB Mares discussed the audit process, including the just concluded preliminary field work at VRE and final field work scheduled for August. The Audit Committee had the opportunity to give specific direction to the auditors. Vice-Chairman Cristol also announced the Capital Committee is scheduled to meet immediately following this meeting and she encouraged all Board Members to attend.

Vice-Chairman Cristol announced last night the Northern Virginia Transportation Authority (NVTA) approved its Six-Year Plan, which includes \$4 million for final design of the Crystal City Station Improvement Project.

Vice-Chairman Cristol announced Mr. Jenkins and his wife, Ernestine, will receive the Leadership Prince William's (LPW) highest award, the Vision Award, for innovative, strategic or bold leadership having a positive impact on the community. The award will be presented on June 22nd at LPW's Evening of Excellence Awards Ceremony. The Board congratulated Mr. Jenkins and his wife on this well-deserved recognition.

Chief Executive Officer's Report –6

Mr. Allen reviewed recent VRE security and safety initiatives, including partnering with Amtrak to conduct a full-scale emergency simulation in the First Street Tunnel on June 1st. He gave a detailed update on Positive Train Control (PTC) implementation and reviewed the four major milestones. VRE and the host railroads are on schedule to have PTC in operation by December 31, 2018. Mechanical operations training has been completed and train operations training should be completed by the end of the June. Back office system integration testing and implementation is on target. Precise tasks and schedules for system integration and interoperability are being nailed down with the host railroads and should be completed by the end of the year.

Mr. Allen stated he plans to attend a Federal Railroad Administration symposium on PTC later today. PTC was also discussed at the APTA Rail Conference earlier this week.

Mr. Allen reported average daily ridership for the month of May was 19,150 with on-time performance (OTP) of 84 percent for the Manassas Line and 80 percent for the Fredericksburg Line. VRE experienced service delays due to weather-related incidents, including heavy rains, high wind and heat restrictions.

Mr. Allen gave an update on several VRE-related events. VRE participated in the annual Manassas Rail Festival on June 2nd by providing train rides to Clifton. He thanked the City of Manassas and the Manassas Police Department for their support in providing an extra layer of safety for the public. VRE concluded its last Meet the Management event at the Franconia-Springfield station on June 6th. VRE held a public meeting on June 6th in Crystal City to share the preliminary concept design for the new Crystal City station and hear public comments. He thanked Ms. Cristol for attending. He explained this is an important project to advance in order to coordinate with the Commonwealth's fourth track project.

[Ms. Bulova arrived at 9:13 A.M.]

Mr. Allen reported VRE staff continues to look for ways to increase capacity to respond to WMATA's anticipated shutdown of Metrorail service during summer 2019.

In response to a question from Mr. Skinner, Mr. Allen gave more details about the importance of Positive Train Control. He stated if a railroad meets all the statutory requirements and requests an extension, FRA will grant an extension. So, there should be no challenges for VRE to receive an extension if it is needed. However, VRE and the host railroads are on track to meet the December 31st deadline.

[Ms. Lawson arrived at 9:15 A.M.]

VRE Riders' and Public Comment – 7

There were no rider comments.

Consent Agenda – 8

On a motion by Mr. Smedberg and a second by Ms. Bulova, the Operations Board unanimously approved the following Consent Agenda:

- Resolution #8A-06-2018: Authorization to Issue an Invitation for Bids for Platform Lighting Installation Services
- Resolution #8B-06-2018: Authorization to Issue an Invitation for Bids for Construction of L'Enfant South Storage Track Wayside Power
- Resolution #8C-06-2018: Authorization to Issue a Request for Proposals for Variable Messaging System Replacement

The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Cristol, Dudenhefer, Jenkins, Lawson, McLaughlin, Sebesky, Shelton, Skinner, Smedberg and Withers.

Authorization to Execute a Contract Amendment for Station Platform LED Lighting Upgrades – 9A

Mr. Allen stated the Operations Board is being asked to authorize him to amend the current contract with Capital Tristate Lighting an Supply of Upper Marlboro, Maryland for an additional order for 108 lamps and associated supplies for LED lighting, increasing the contract value in the amount of \$247,457, for a total not to exceed \$604,603. Resolution #9A-06-2018 would accomplish this.

Mr. Allen explained this amendment is for additional lighting supplies necessary to replace and modernize platform and canopy lighting at the Manassas Park and Burke Centre stations.

Mr. Smedberg suggested future written reports include a breakdown of grant and VRE funding under the fiscal impact section.

Ms. Bulova moved, with a second by Mr. Smedberg, to approve Resolution #9A-06-2018. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Cristol, Dudenhefer, Jenkins, Lawson, McLaughlin, Sebesky, Shelton, Skinner, Smedberg and Withers.

Authorization to Extend the Lease for Office Space at 127 South Peyton Street – 9B

Mr. Allen stated the Operations Board is being asked to authorize him to execute an extension of the lease for office space at 127 S. Peyton Street, Suite 210, through December 31, 2018. The six-month extension will cost \$52,486.44 or \$8,747.74 per month. Resolution #9B-06-2018 would accomplish this.

Mr. Allen explained the landlord for the King Street space experienced delays in relocating to their new office space, resulting in VRE not taking possession of the space until May 2018. To accomplish the refurbishment and relocation of staff, it is necessary to extend the lease for the Peyton Street space.

In response to a question from Vice-Chairman Cristol, Mr. Henry stated VRE has realized cost savings associated with the landlord's delay in vacating the space. Also, the lease agreement states VRE does not start paying rent until three months after taking possession of the space.

Mr. Smedberg moved, with a second by Ms. Bulova, to approve Resolution #9B-06-2018. The vote in favor was cast by Board Members Bulova, Caddigan, Cook, Cristol, Dudenhefer, Jenkins, Lawson, McLaughlin, Sebesky, Shelton, Skinner, Smedberg and Withers.

Spending Authority Report –10C

The written report includes the following:

- Blanket Purchase Order, issued to Redmon Group, Inc., increased from \$50,000 to an amount not to exceed \$100,000, for website maintenance and integration of new styling and functionalities.
- Task Order for \$59,125 to STV Incorporated under the GEC VII contract to provide surveying and design services for Benchmark Road slope stabilization.

There were no questions or comments.

Closed Session – 11

There was no need for a Closed Session.

Operations Board Member Time – 12

Mr. Cook commended Vice-Chairman Cristol in beating his record of chairing the shortest meeting, but noted his meeting included passing a budget.

Vice-Chairman Cristol reminded Board Members about the Capital Committee Meeting immediately following this meeting.

Adjournment

Without objection, Vice-Chairman Cristol adjourned the meeting at 9:24 A.M.


Approved this 20th day of July 2018.

Martin Nohe
Chairman

Maureen Caddigan
Secretary

CERTIFICATION

This certification hereby acknowledges the minutes for the June 15, 2018 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



Rhonda Gilchrest

**Virginia Railway Express
Operations Board**

**Resolution
8A-06-2018**

**Authorization to Issue an Invitation for Bids for
Platform Lighting Installation Services**

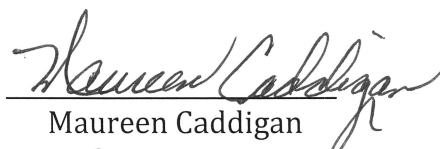
WHEREAS, several VRE station platforms and canopies continue to use the original as-built lamp fixtures; and,

WHEREAS, VRE is pursuing a state of good repair program to replace lighting to support passenger safety and security efforts; and,

WHEREAS, it has been determined the most effective means of procuring services for this project is a stand-alone contract;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue an Invitation for Bids for Platform Lighting Installation Services.

Approved this 15th day of June 2018


Maureen Caddigan
Secretary

 For
Martin Nohe
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
8B-06-2018**

**Authorization to Issue an Invitation for Bids for
Construction of L'Enfant South Storage Track Wayside Power**

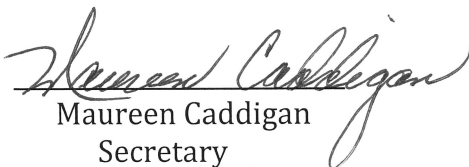
WHEREAS, VRE has converted a CSX temporary track into a permanent storage track south of L'Enfant station; and,

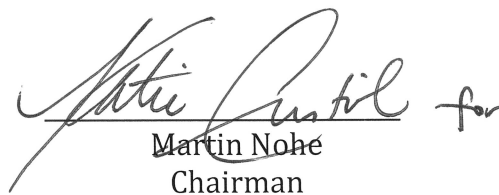
WHEREAS, having wayside power available at the storage track will permit VRE to shut down the locomotives during layovers, saving fuel and reducing air quality impacts; and,

WHEREAS, design for wayside power appliances was recently completed and VRE is ready to move forward with construction;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue an Invitation for Bids for L'Enfant South Wayside Power Construction.

Approved this 15th day of June 2018


Maureen Caddigan
Secretary


Martin Nohe
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
8C-06-2018**

**Authorization to Issue a Request for Proposals for
Variable Messaging System Replacement**

WHEREAS, VRE must replace the current Variable Messaging System, which is over ten years old and has outlived its useful life; and,

WHEREAS, VRE passengers need access to enhanced multimodal traveler information; and,

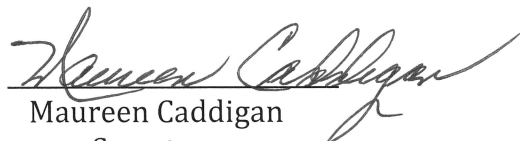
WHEREAS, the Americans with Disabilities Act requires the VRE provide equal opportunity and access for persons with visual impairments and other disabilities; and,

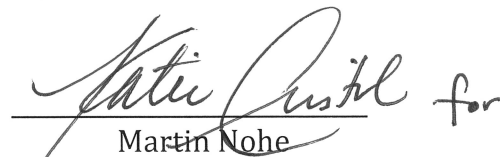
WHEREAS, the Variable Messaging System has outlived its useful life and is not capable of providing enhanced multimodal traveler information;

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 is asked to authorize the Chief Executive Officer to issue a Request for Proposals for a Variable Messaging System replacement.

Approved this 15th day of June 2018


Maureen Caddigan
Secretary

 for
Martin Nohe
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
9A-06-2018**

**Authorization to Execute a Contract Amendment for
Station Platform LED Lighting Upgrades**

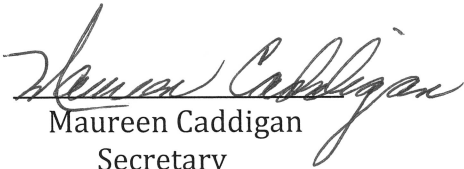
WHEREAS, the VRE Operations Board approved the current contract for station platform LED lighting upgrades with Capital Tristate of Upper Marlboro, MD (VRE 016-018) on June 17, 2016; and,


WHEREAS, VRE has begun planning for lighting upgrades at the four remaining VRE stations equipped with legacy lighting not meeting VRE's current standards; and,

WHEREAS, amending the contract will allow VRE to exercise an option available in the contract to purchase additional platform lighting for two of those four stations;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to amend the current contract with Capital Tristate of Upper Marlboro, MD, for an additional order of 108 lamps and associated supplies for LED lighting, increasing the contract value in the amount of \$247,457, for a total not to exceed \$604,603.

Approved this 15th day of June 2018


Maureen Caddigan
Secretary


Martin Nohe
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
9B-06-2018**

**Authorization to Extend the Lease for
Office Space at 127 South Peyton Street**

WHEREAS, in July 2017, the VRE Operations Board authorized the CEO to execute a lease for office space at 1500 King Street, adjacent to VRE headquarters; and,

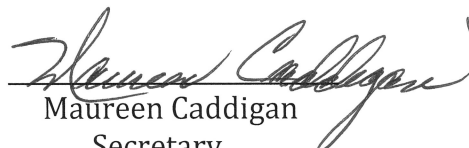
WHEREAS, the space was projected to become available in February 2018, allowing time for refurbishment prior to the expiration of the lease at 127 South Peyton Street on June 30, 2018; and,

WHEREAS, VRE took possession of the space at 1500 King Street on May 1, 2018; and,

WHEREAS, additional time is needed to accomplish the refurbishment of the newly leased space prior to moving staff from their current office;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute an extension of the lease for office space at 127 S. Peyton Street, Suite 210 through December 31, 2018. The six-month extension will cost \$52,486.44 or \$8,747.74 per month.

Approved this 15th day of June 2018


Maureen Caddigan
Secretary


Martin Nohe
Chairman



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

Item 6-C
July 5, 2018
PRTC Regular Meeting

Agenda Item 10-A
Information Item

To: Chairman Nohe and the VRE Operations Board

From: Doug Allen

Date: June 15, 2018

Re: Spending Authority Report

On May 15, 2015, the VRE Operations Board approved increasing the Chief Executive Officer's spending authority from \$50,000 to \$100,000. It was resolved any purchase of greater than \$50,000 would be communicated to the Board as an information item.

- On May 7, 2018, VRE increased a Blanket Purchase Order (BPO), issued to Redmon Group, Inc., from \$50,000 to an amount not to exceed \$100,000, for website maintenance and integration of new styling and functionalities. The original BPO was issued in December 2017 for basic website maintenance. VRE's Operations and Communications Department identified the need for a website "refresh" incorporating new styling and functionalities such as integrating real-time parking information from the Automatic Parking Count System.
- On May 17, 2018, VRE issued a Task Order in the amount of \$59,135 to STV Incorporated under GEC VII to provide surveying and design services for Benchmark Road Slope Stabilization.



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Summary: “More Routes = More Riders”

Original article by Laura Bliss at CityLab. Appeared June 2018.

Laura states that nationwide transit ridership dropped by 2.5 percent from 2016 to 2017, with a downturn in bus passengers leading the loss. These declines have been in progress virtually across the board in North America since 2014. Why is everyone getting off of the bus? The price of gas has gone down in recent years, which may be leading more Americans to choose to drive. The economy has improved, which could mean more of us can afford to buy and drive cars. There's also the rise of ride-hailing services like Uber and Lyft; some studies have shown they're pulling more-affluent riders off transit at certain times of the day.

Laura advises that the strongest determinant of the fall in ridership may not be the lure of another mode – it is service cuts on bus and train systems. According to a new study by researchers at McGill University's department of urban planning, transit agencies are repelling riders by shrinking routes and schedules on buses. The McGill report finds that the more service a transit authority provides, the more transit trips it will attract.

The researchers of this report gathered data on transit ridership, fares, and operations between 2002 and 2015 for 25 large transit agencies in the United States and Canada. Operations were measured in terms of vehicle revenue miles – which is the distance traveled by vehicles available to the public with an expectation of carrying passengers – for buses, trains, and the two modes combined. The researchers performed an analysis to find the strongest relationships between these and more than a dozen additional factors, including gas prices, GDP per capita, geographic and population sizes, the portion of households without a car, and the presence of Uber and bikesharing.

The analysis shows that gas prices did have some statistical bearing on ridership, but it was fairly weak. Much stronger were the factors that transit agencies and cities themselves control. Transit service drove ridership more than any other factor. A 10 percent increase in revenue hours was associated with a roughly 8 percent increase in ridership.

Buses are the backbone of mass transit for the vast majority of North American cities. But between 2011 and 2015, transit agencies saw a decline in ridership as they slashed bus service by about 14 percent. Fares also mattered: a 10 percent rise in ticket prices was also associated with a 2 percent drop in ridership. Not significant in the ridership drop: the presence of Uber or bikesharing.

The authors of the McGill report warn: Just expanding the number of bus hours, but in the wrong corridor, may not bring many people on board. Still, this study suggests that transit agencies struggling to keep passengers on board needn't look too far for explanations. Cash-strapped transit agencies have been sabotaging themselves.

So what? How did the service cuts at OmniRide affect ridership?

Beginning in FY17, OmniRide cut bus service by 11.5 percent and increased fares around 5 percent. OmniRide ridership was down 8 percent across all services by the end of FY17. The drastic service reduction would presumably cut costs, but it also affected the quality of the service OmniRide provides. The decrease in service quality in addition to the fare increase, caused the value of the service we provide to drop significantly. What seems to determine whether people ride transit is how well it compares to other options in terms of cost, frequency, reliability and connectivity.

OmniRide wants our citizens to see our buses as a piece of social infrastructure that the whole region can take pride in – a sign of prestige, not decay. If we care about how well Prince William County moves, how the local economy is faring, and how the planet's future fares, then you care about the OmniRide bus system. You care about making the buses a better option.

OmniRide and its municipalities can support transit ridership through investments in operations by adding more revenue hours, fare reductions, as well as policies aiming to increase density and reduce car ownership. The McGill study shows that greater revenue hours resulting in higher frequencies with limited fare increases are the key to increasing ridership.

Bikesharing systems can also contribute to higher transit use by providing an option for the first/last mile connection to the OmniRide transit network. Bikesharing systems are commonly designed to be well integrated with public transit service with features such as docking stations at nearby transit stations and the integration of a transit pass with the bicycle-sharing pass. Currently, there are no bikesharing stations in Prince William County.

The report's findings emphasize the need to invest in public transport, especially bus operations, to support higher levels of ridership. To do so, OmniRide and its municipalities need to find additional sources of revenues. The study has shown that increased fares to support investments in operations will not result in large increases in ridership, to which our own decrease in ridership has proven. Gas taxes, although relevant, presents an unstable, likely diminishing source of revenue. Increasing gas prices (through taxes) can positively impact ridership, whilst it can contribute to financing transit agencies. However, given the improvements in fuel efficiency, revenues from gas taxes have been declining in the last ten years.

Benefits from public infrastructure investment like transit can increase adjacent land values. Studies have shown that buyers are willing to pay a premium for property (both commercial and residential) in high-density, mixed-used, walkable and transit-accessible areas. When businesses locate close to transit, the potential pool of employees and customers grows, and overhead costs like the provision of expensive parking go down. Capturing a portion of those land value increases can lead to new ways of funding OmniRide's transit infrastructure, operations and maintenance.

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We're waiting. // Charles Rex Arbogast/AP

More Routes = More Riders

LAURA BLISS JUN 4, 2018

Why is transit ridership dropping across North American cities? Blame declining bus service.

Noticing a smaller huddle at the bus stop recently? You're not crazy. Transit ridership dropped by 2.5 percent from 2016 to 2017, with a downturn in bus passengers leading the hemorrhaging. These declines have been in progress virtually across the board in North America since 2014.

What's less clear is exactly why we're all getting off the bus. The price of gas has gone down in recent years, which may be leading more Americans to choose to drive. The economy has improved, which could mean more of us can afford to buy and drive cars. There's also the rise of ride-hailing services like Uber and Lyft; some studies have shown they're pulling more-affluent riders off transit at certain times of day.



But the strongest determinant of ridership's rise and fall may not be the lure of another mode—it's service cuts on bus and train systems. According to a new study by researchers at McGill University's department of urban planning, transit agencies are repelling riders by shrinking routes and schedules on buses in particular. "The more service a transit authority provides (measured as the number of kilometers driven annually by public transit vehicles—VRK), the more transit trips it will attract," the authors wrote in an article summarizing their research, which was presented at the annual meeting of the Transportation Research Board in Washington, D.C., last January.

The researchers gathered data on transit ridership, fares, and operations, between 2002 to 2015 for 25 large transit agencies in the United States and Canada, from the National Transit Database and the Canadian Urban Transit Association. Operations were measured in terms of vehicle revenue kilometers—which is the distance traveled by vehicles available to the public with an expectation of carrying passengers, according to the American Public Transportation Association—for buses, trains, and the two modes combined. The researchers performed an analysis to find the strongest relationships between these and more than a dozen additional factors related to the 25 service areas, including gasoline prices, GDP per capita, geographic and population sizes, the portion of households without a car, and the presence of Uber and bikesharing.

Uber is not killing off the bus in every city in North America, at least not by itself. Transit agencies have been sabotaging themselves.

Gas prices did have some statistical bearing on ridership, the analysis shows, but it was fairly weak. Much stronger were the factors that transit agencies and cities themselves control. Transit service drove ridership more than any other factor: A 10 percent increase in VRK was associated with a roughly 8 percent increase in ridership, with all other variables constant, they found.

And buses, the backbone of mass transit for the vast majority of North American cities, were the primary driver. New light-rail and streetcar segments have popped up in several North American cities over the past 15 years. The researchers found that a strong uptick in rail service between 2002 and 2007, during which time bus service remained stable, had a positive relationship with overall ridership. But between 2011 and 2015, transit agencies saw a decline in ridership as they slashed bus service by about 14 percent, even as they continued to build out rail as steadily as before.

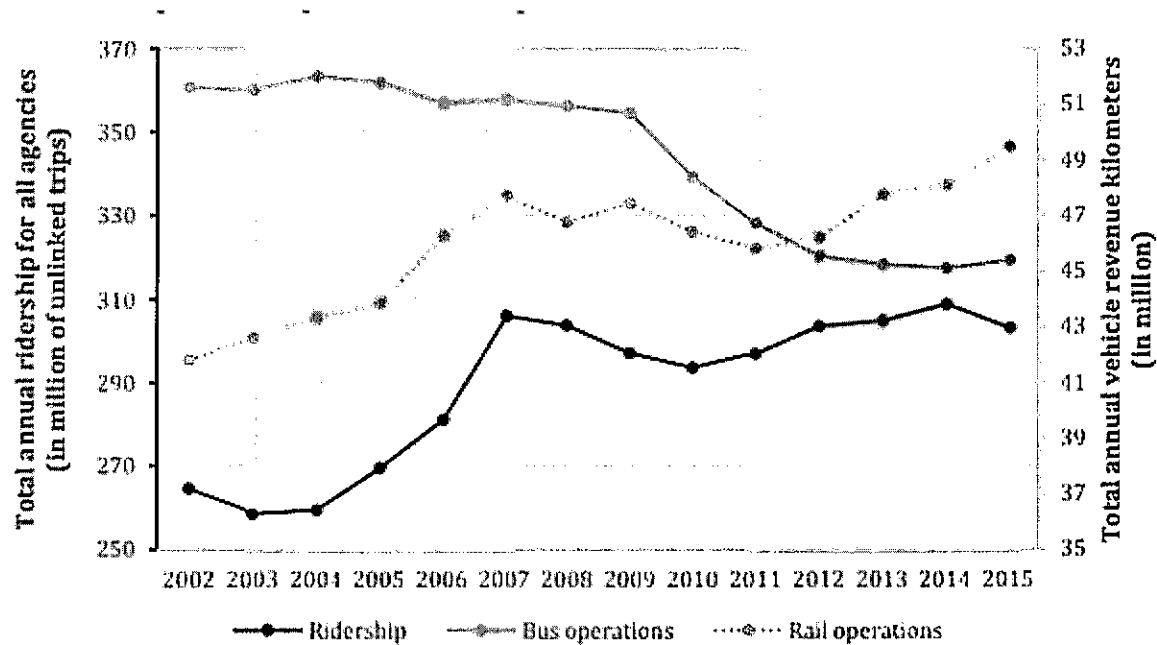


FIGURE 1 Ridership and operations per year (total for all US transit agencies)

Boisjoly, G., Gris , E., Maguire, M., Veillette, M., Deboosere, R., Berrebi, E., & 43 El-Geneidy, A. (2018). "Invest in your riders: A longitudinal analysis of the determinants of public 44 transport ridership in 25 North America cities."

Fares also mattered: a 10 percent rise in ticket prices were associated with a 2 percent drop in ridership. Not significant: the presence of Uber or bikesharing.

Like all studies, this paper has its limitations—namely that the factors the researchers studied were constrained by the data that was available for all 25 agencies. And there may be local factors at play that complicate the one-to-one relationship between ridership and service hours that the study implies. "I think the issue is nuanced," Yonah Freemark, a transit consultant and Ph.D. student in urban planning at MIT, said in an email. "Just expanding the number of bus hours, but in the wrong corridor, may not bring many people on board." And the lack of counterfactuals in these types of analyses is always tricky. Some cities that have increased bus service, such as Baltimore, have still seen declines in ridership.

Still, this study suggests that transit agencies struggling to keep passengers on board needn't look too far for explanations. What seems to determine whether people ride transit is how well it compares to other options, in terms of cost, frequency, reliability, and connectivity. Uber is not killing off the bus in every city in North America, at least not by itself. Cash-strapped transit agencies have been sabotaging themselves.

How to stop? The pithy title of the McGill study might say it all: "Invest in the ride."



Potomac and Rappahannock
Transportation Commission

14700 Potomac Mills Road
Woodbridge, VA 22192

TO: Ruth Anderson, Chair

FROM: Chuck Steigerwald ^{CS}
Director of Strategic Planning

THROUGH: Robert A. Schneider, PhD 
Executive Director

SUBJECT: Strategic Plan Progress Quarterly Update

DATE: July 5, 2018

The following is a summary of activities in the past quarter supporting PRTC's Strategic Recommendations. Work on Phase III of the Strategic Plan (Transit Development Plan and Transportation Demand Management Plan) has continued and service recommendations are being developed. A stakeholder event reviewing draft recommendations will be held this summer. Legislation passed during the 2018 General Assembly session established a requirement for transit agencies to produce a Strategic Plan in place of the Transit Development Plan (TDP). VDPRT has requested that PRTC continue as scheduled with the TDP while VDRPT develops guidance for the required Strategic Plan. Once guidance is issued – likely December of 2018 – PRTC will lead and complete any additional tasks needed to reach compliance with the guidelines using the completed TDP as a base document. It is anticipated that the needed work would be minimal as the required elements of the new Strategic Plan closely align with the current TDP.

Organizational

- Recommendation: Expand PRTC's role to become go-to advisor and partner for multimodal transportation in the greater Prince William area.
 - Progress: Continued monthly meetings with Prince William County and City of Manassas DOTs.
- Recommendation: Build strategic relationships with the business community to gain support for goals and objectives.
 - Progress: Sponsored and attended multiple events with Prince William Chamber of Commerce.

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- Recommendation: Seek out opportunities to leverage new funding sources independently and through partnerships.
 - Progress: Three of four proposed projects were included in the FY19 recommended I-66 Commuter Choice Program of Projects (NVTC). Projects are awaiting CTB approval as of this writing.

Transit

- Recommendation: Implement service improvements to a level of quality that will attract more riders.
 - Progress: At its May meeting the Commission authorized the Executive Director to enter into a contract for a real-time passenger information system with Ride Systems. The agreement is currently undergoing legal review and testing is expected to begin in July.
 - Progress: Met with mobile ticketing application developer, Transit Token, to discuss potential for a pilot. Attending briefing on proposed WMATA mobile ticketing effort. Scheduled meeting for late June with NVTC to discuss regional mobile ticketing efforts.
- Recommendation: Increase and maintain services in high-capacity transit corridors by proactively seeking capital and operating funding.
 - Progress: Implemented half-fare program for express and Metro Direct routes in the I-66 corridor as part of the Transform66 Transportation Management Plan.
- Recommendation: Develop and apply standards and performance measures to analyze efficiencies and identify opportunities for growth through a TDP.
 - Progress: Service recommendations under development. Commission approved commencement of public participation process at June meeting. Stakeholder event will be scheduled for July/August. New Commonwealth requirement for a Strategic Plan to replace the TDP will delay finalization until VDPRT issues plan guidance.

Transportation Demand Management

- Recommendation: Expand efforts to promote and register vanpools.
 - Progress: Implemented the Vanpool!VA funded new vanpool incentive. Nine qualifying new vanpools have been registered. Among the nine new vanpools were four new vanpool providers.
- Recommendation: Identify adaptations and resources that support the latest trends and technology through updating the TDM plan.
 - Progress: Service recommendations under development. Commission approved commencement of public participation process at June meeting. Stakeholder event will be scheduled for July/August.

- Recommendation: Proactively engage in the development and improvement of park-and-ride facilities.
 - Progress: Continued to partner with VDOT on development of park-and-ride lots in the I-66 corridor.

Future Innovation

- Recommendation: Expand local transit by leveraging partnerships with Transportation Network Companies (TNCs) and other service models.
 - Progress: Mobility on Demand Feasibility Study is on schedule to be completed in June.



Potomac and Rappahannock
Transportation Commission

14700 Potomac Mills Road
Woodbridge, VA 22192

July 5, 2018

TO: Madam Chair Anderson and PRTC Commissioners

FROM: Betsy Massie, *Betsy Massie*
Director of Grants and Project Management

THROUGH: Robert A. Schneider, PhD *R. Schneider*
Executive Director

RE: Public Comments Regarding the Proposed Disadvantaged Business Enterprise (DBE) Overall Goal for Federal Fiscal Years 2019-2021

Background:

On May 3, 2018, the PRTC Board authorized the publication of the proposed Disadvantaged Business Enterprise (DBE) goal of 11.3 percent for Federal Fiscal Years (FFY) 2019 - 2021 and provisionally adopted the goal for FTA-assisted contracts.

In accordance with the goal-setting and public participation regulatory requirements, PRTC and VRE conducted the following activities to facilitate public comment and participation in the overall DBE goal-setting process:

- A public notice was placed on the PRTC and VRE websites and also in the following publications: The Washington Post, Inside Nova, Free Lance Star and APTA's Passenger Transport's magazine. The Public Notice advised of the 30-day public inspection and the 45-day public comment period with directives of how and where to submit comments regarding PRTC/VRE's proposed overall DBE goal and methodology.
- PRTC and VRE held two (2) Public Consultative Teleconferences on May 16, 2018 and June 7, 2018. PRTC and VRE invited minority, women, general contractor groups, and community organizations to attend the public consultative teleconferences. Comments included recommendations for conferences where PRTC and VRE can reach more small and minority contractors and suggestions for how PRTC and VRE can maximize its race-neutral measures. There were no substantive comments that would have impacted the recommended goal-setting methodology or the resultant DBE goal. PRTC will submit the proposed FFY 2019-2021 DBE overall goal to the Federal Transit Administration by August 1, 2018.

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Potomac and Rappahannock
Transportation Commission

14700 Potomac Mills Road
Woodbridge, VA 22192

July 5, 2018

TO: Madam Chair Anderson and PRTC Commissioners

FROM: Perrin A. Palistrant 
Director of Operations and Operations Planning

THROUGH: Robert A. Schneider, PhD 
Executive Director

SUBJECT: May System Performance and Ridership Report

OMNIRIDE Express and Metro Direct Service*

- May average daily ridership increased just under 1 percent compared to April
- Ridership was generally strong, although some days were hampered due to heavy rains during the month
- I-66 based express services now offering reduced fares related to construction. Indications are that ridership is healthy but need more time for true analysis

OMNIRIDE Local Bus Service*

- May average daily ridership decreased 2.5 percent from April
- Constant, heavy rains during parts of the month disrupted travel patterns
- Year over year decline was the smallest in FY18 despite the rains lowering many of the daily averages

Vanpool Alliance Program

- Enrollment stayed stable at 668 vans
- May Ridership was the highest that the program has ever recorded at 136,051 passenger trips for the month.

OmniMatch Program

- Promoted the program at:
 - 5/15 – Pentagon Transportation Fair
 - 5/18 – Quantico Welcome Aboard Brief for new employees
 - 5/25 – Chamber of Commerce Women's Leadership Luncheon

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Customer Service Statistics

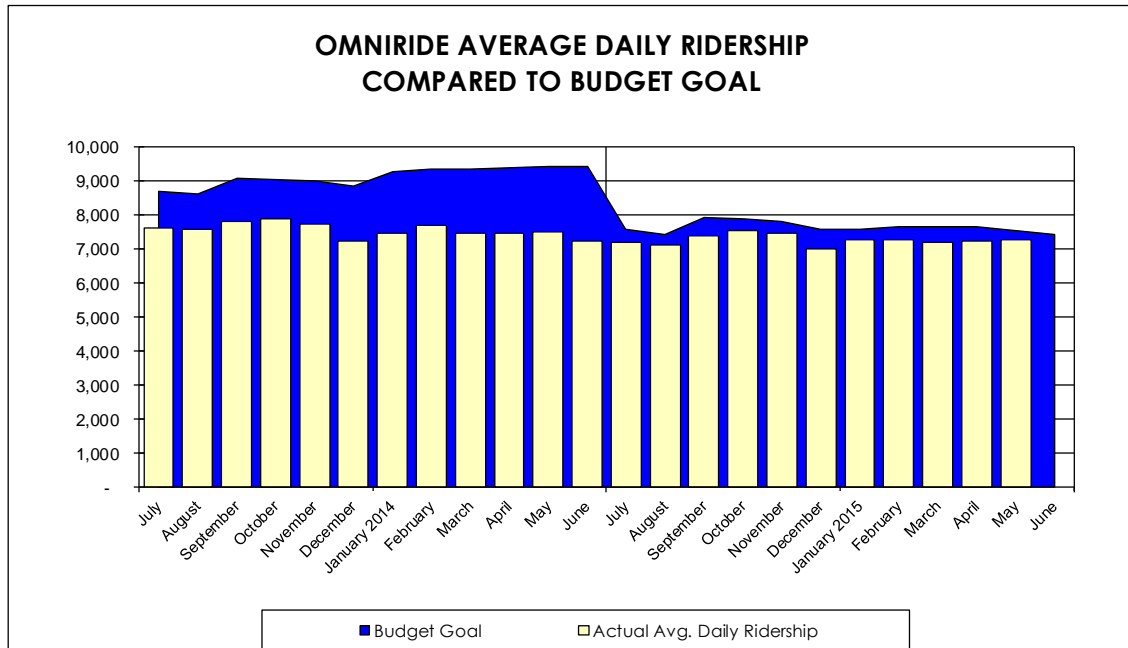
- Received 5127 calls in May
 - Automated system handled 47 percent of calls
- Average wait time for remaining calls was 1:18
- Responded to 28 general information emails
- Percentage of OMNIRIDE local trip denials increased

Passenger Complaints

- Complaint rate for OmniRide and OmniLink increased in May
 - OMNIRIDE express and Metro Direct complaint rate for FY18 year-to-date remains at four percent lower than FY17.
 - OMNIRIDE local complaint rate for FY18 year-to-date is 17 percent higher than FY17.

OMNIRIDE EXPRESS SERVICE

Month	Monthly Ridership		Average Daily Ridership			FY18 Budget Goal	Change from Goal
	FY17	FY18	FY17	FY18	% Change		
July	150,922	140,343	7,621	7,225	-5.2%	7,599	(374)
August	175,881	164,929	7,599	7,114	-6.4%	7,427	(313)
September	162,621	147,004	7,811	7,417	-5.0%	7,943	(526)
October	158,700	158,222	7,919	7,572	-4.4%	7,913	(341)
November	146,086	138,188	7,735	7,458	-3.6%	7,806	(348)
December	133,654	123,853	7,237	7,022	-3.0%	7,602	(580)
January	136,374	145,038	7,485	7,304	-2.4%	7,596	(292)
February	146,303	136,436	7,722	7,290	-5.6%	7,688	(398)
March	166,060	142,166	7,494	7,199	-3.9%	7,655	(456)
April	147,112	152,156	7,459	7,239	-2.9%	7,675	(436)
May	163,531	158,708	7,501	7,292	-2.8%	7,542	(250)
June							
Year to Date	1,687,244	1,607,043	7,599	7,285	-4.1%	7,677	(392)



At year's end figures are revised, if needed, to account for any lingering data latency.

7/16 - Avg. Daily Ridership excludes the Friday before and Tuesday after July 4

9/16 - Avg. Daily Ridership excludes the Friday before Labor Day

10/16 - Avg. Daily Ridership excludes Friday before Columbus Day (7) and Columbus Day (11).

11/16 - Avg. Daily Ridership excludes Election Day (8), Veterans Day (11), and days before and after Thanksgiving (22,23,25 and 30)

12/16 - Avg. Daily Ridership excludes Christmas tree lighting (1), and holiday period (19-30)

1/17 - Avg. Daily Ridership excludes MLK Day (16), Inauguration ESP Service (18-20), AM snow/PWC School in service day (30)

2/17 - Avg. Daily Ridership excludes Friday before President's Day (17) and President's Day (20)

3/17 - Avg. Daily Ridership Excludes Snow/Schools Closed (14,15)

4/17 - Avg. Daily Ridership excludes PWC Spring Break (10-14 and 17)

5/17 - Avg. Daily ridership excludes days before and after Memorial Day holiday (26 and 30)

6/17 - Avg. Daily Ridership excludes Friday before Fourth of July Holiday (30)

7/17 - Avg. Daily ridership excludes days before and after Fourth of July Holiday (3,5,6,7)

9/17 - Avg. Daily Ridership Excludes Friday before Labor Day Holiday (1)

10/17 - Avg. Daily Ridership Excludes Friday before Columbus Day and Columbus Day (5, 8)

11/17 - Avg. Daily Ridership Excludes Day before Veterans Day (10), Week of Thanksgiving and Monday after (20-24 and 27), Christmas Tree Lighting ESP

12/17 - Avg. Daily Ridership excludes holiday period (20-29)

1/18 - Avg. Daily Ridership excludes New Year's holiday and weather related school closures (2-5), MLK Holiday (15), School closures-snow (17), Federal

2/18 - Avg. Daily Ridership excludes weather related school closures and delays (7), Friday before President's Day (16) President's Day Holiday (19)

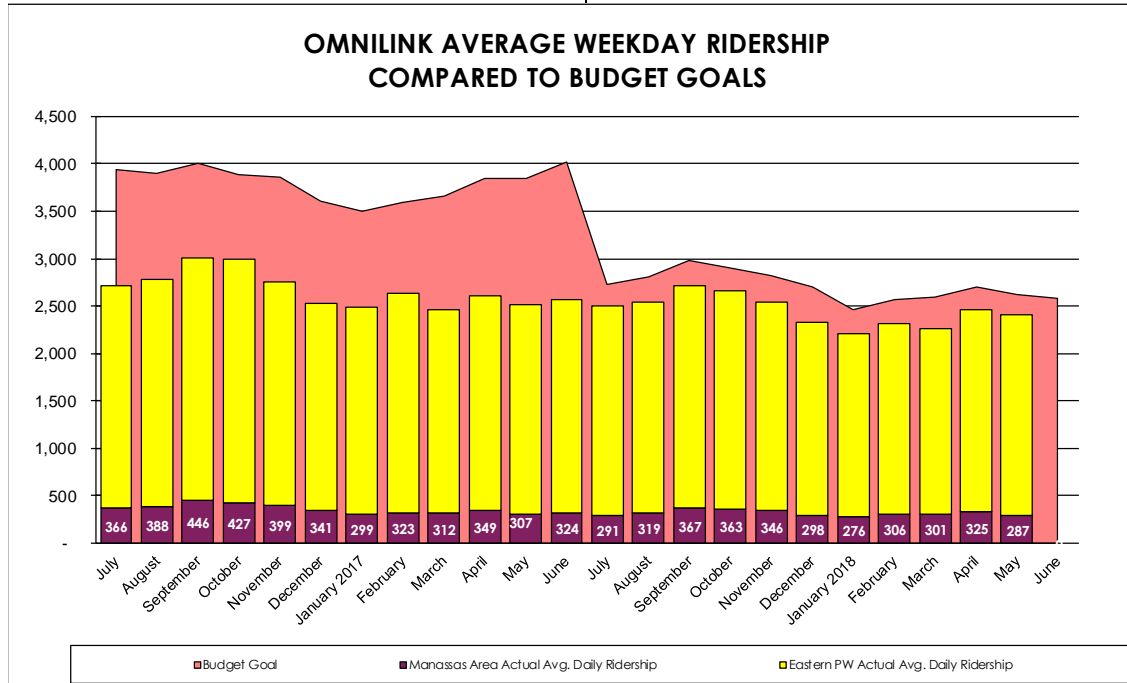
3/18 - Avg. Daily Ridership excludes weather related school closures and delays (2,21,22), PWC Spring Break/Good Friday (26-30)

4/18 - Avg. Daily Ridership excludes weather related road delays and service disruptions (16)

5/18 - Avg. Daily Ridership excludes Friday before Memorial Day (25)

OMNILINK LOCAL SERVICE

WEEKDAY							
Month	Monthly Ridership		Average Daily Ridership			FY18 Budget Goal	Change from Goal
	FY17	FY18	FY17	FY18	% Change		
July	54,174	49,365	2,715	2,507	-7.7%	2,723	(216)
August	63,944	58,330	2,780	2,536	-8.8%	2,807	(271)
September	61,832	54,048	3,003	2,709	-9.8%	2,985	(276)
October	61,742	57,288	2,991	2,659	-11.1%	2,906	(247)
November	54,900	50,905	2,753	2,540	-7.7%	2,824	(284)
December	50,602	43,042	2,531	2,331	-7.9%	2,695	(364)
January	50,650	44,114	2,483	2,208	-11.1%	2,458	(250)
February	51,955	45,089	2,632	2,320	-11.9%	2,563	(243)
March	54,011	46,223	2,456	2,258	-8.1%	2,600	(342)
April	51,647	51,312	2,603	2,464	-5.3%	2,707	(243)
May	55,466	52,868	2,521	2,403	-4.7%	2,620	(217)
June							
Year to Date	610,923	552,584	2,679	2,449	-8.6%	2,717	(268)



At year's end figures are revised, if needed, to account for any lingering data latency.

7/16 - Avg. Daily ridership excludes Tuesday after Fourth of July holiday.

9/16- Avg. Daily Ridership excludes heavy rainfall and storms on the 29th and 30th.

10/16- Avg. Daily Ridership excludes Columbus Day (11).

11/16- Avg. Daily Ridership excludes Election Day (8), Veterans Day (11), and days before and after Thanksgiving (22,23,25 and 30)

12/16- Avg. Daily Ridership excludes holiday period (19-30)

1/17- Avg. Daily Ridership excludes MLK Day (16), Inauguration Day schools closed (20), AM Snow/PWC school in service day (30)

2/17- Avg. Daily Ridership excludes President's Day (20)

3/17- Avg. Daily Ridership excludes Snow/Schools Closed (14,15)

4/17- Avg. Daily Ridership excludes PWC Spring Break (10-14 and 17)

7/17-Avg. Daily Ridership excludes days before and after Fourth of July Holiday (3,5,6,7)

9/17- Avg. Daily Ridership excludes Friday before Labor Day (1)

10/17- Avg. Daily Ridership excludes Columbus Day (8)

11/17- Avg. Daily Ridership excludes Election Day (7), Veterans Day Observed (10), Wednesday before and Friday after Thanksgiving (23 and 25)

12/17- Avg. Daily Ridership excludes holiday period (20-29)

1/18- Avg. Daily Ridership excludes New Year's holiday and weather related school closures (2-5), MLK Holiday (15), School closures-snow (17)

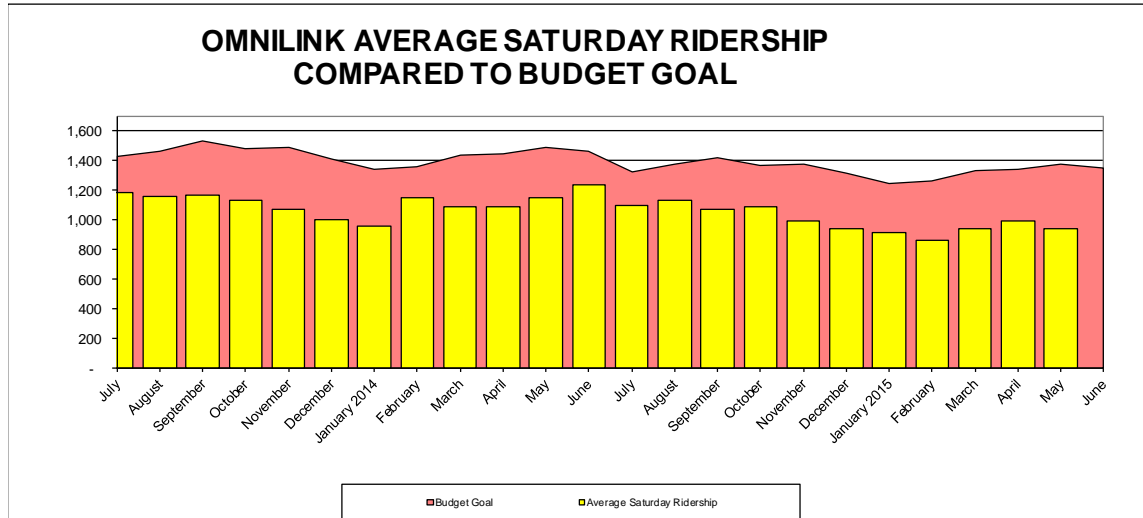
2/18- Avg. Daily Ridership excludes weather related school closures (7), President's Day Holiday (19)

3/18- Avg. Daily Ridership excludes weather related school closures (2,21,22), Good Friday (30)

4/18- Avg. Daily Ridership excludes weather related roadway delays and ridership shifts (16)

OMNILINK LOCAL SERVICE

SATURDAY							
Month	Monthly Ridership		Average Saturday Ridership			Average Saturday FY18 Budget Goal	Change from Goal
	FY17	FY18	FY17	FY18	% Change		
July	5,931	5,606	1,186	1,099	-7.4%	1,433	(334)
August	4,628	4,528	1,157	1,132	-2.2%	1,482	(350)
September	4,672	5,350	1,168	1,070	-8.4%	1,529	(459)
October	5,661	4,349	1,132	1,087	-4.0%	1,474	(387)
November	4,294	3,966	1,074	992	-7.6%	1,474	(482)
December	4,181	4,119	998	944	-5.4%	1,409	(465)
January	3,511	3,423	961	914	-4.9%	1,334	(420)
February	4,600	3,437	1,150	859	-25.3%	1,364	(505)
March	4,339	4,581	1,085	944	-13.0%	1,428	(484)
April	5,454	3,966	1,091	992	-9.1%	1,438	(446)
May	4,580	3,752	1,145	938	-18.1%	1,482	(544)
June							
Year to Date	51,851	47,077	1,104	997	-9.7%	1,441	(443)



At year's end figures are revised, if needed, to account for any lingering data latency.

12/16 - Excludes weather/delayed start of service (17) and Christmas Eve (24)

1/17 - Excludes snow/ice (7)

12/17 - Excludes weather (9) and New Years Eve weekend/very cold weather (30)

1/18- Excludes snow/very cold weather (6)

3/18- Excludes wind event/early mall closures and severe traffic (3)

OMNIMATCH / VANPOOL ALLIANCE

OmniMatch										Vanpool Alliance			
FY17	FY18	FY17	FY18	FY17	FY18	FY17	FY18	FY17	FY18	FY17	FY18	FY17	FY18
New Applications Received	New Applications Received	Other Applications Received	Other Applications Received	Other Applications Received	Other Applications Received	Vanpools Enrolled	Vanpools Enrolled	Vanpools Enrolled	Vanpools Enrolled	Monthly Passenger Trips	Monthly Passenger Trips	Monthly Passenger Trips	Monthly Passenger Trips
July	30	34	16	5	5	577	653	108,930	117,257				
August	16	36	16	20	20	586	658	123,562	133,874				
September	84	22	10	15	15	588	659	117,862	116,527				
October	71	52	25	12	12	606	662	117,283	127,548				
November	40	40	13	17	17	614	663	115,731	120,117				
December	28	25	9	10	10	621	650	109,232	108,423				
January	44	47	1	10	10	624	652	116,304	128,991				
February	27	32	12	5	5	626	664	114,271	117,217				
March	47	47	9	13	13	630	664	133,006	124,857				
April	43	42	24	13	13	635	668	118,117	130,115				
May	50	50	11	11	11	638	668	132,869	136,051				
June													
Average	44	39	13	12	12	613	660	118,833	123,725				

- 1) "New PRTC Applications Received" include all new customers inquiring about rideshare options in Prince William, Manassas, and Manassas Park.
- 2) "Other Applications Received" include reapplicants, deletions and commuters contacted as a follow-up interested in remaining in the program.
- 3) "Vanpools Enrolled" includes all vanpools approved as of last day of the month.

FY18 Customer Service Department Monthly Service Totals

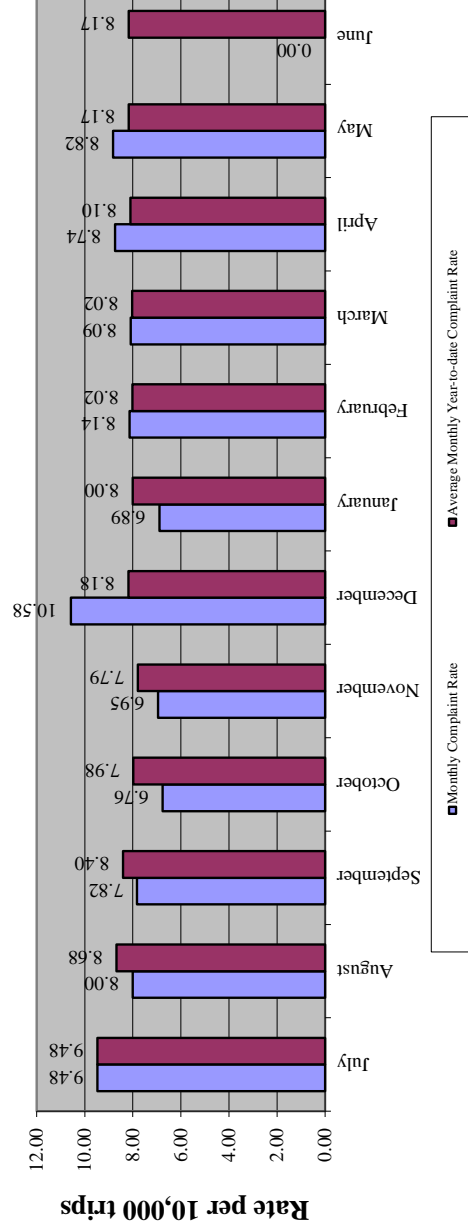
	<u>May</u>	<u>April</u>	<u>Change</u>	<u>% Change</u>
CALL ACTIVITY				
Total Incoming Calls	<u>9,621</u>	<u>9,022</u>	<u>599</u>	<u>7%</u>
Percentage Handled by IVR	<u>47%</u>	<u>46%</u>	<u>0</u>	<u>2%</u>
Percentage Handled by CS	<u>47%</u>	<u>47%</u>	<u>0</u>	<u>0%</u>
Percentage Abandoned	<u>6%</u>	<u>7%</u>	<u>0</u>	<u>-11%</u>
Daily Average	<u>181</u>	<u>170</u>	<u>11</u>	<u>6%</u>
Average Waiting Time	<u>1:18</u>	<u>1:19</u>	<u>0:01</u>	<u>1%</u>
RIDERSHIP				
Off-route trips Scheduled:				
One Time Trips	<u>1,663</u>	<u>1,429</u>	<u>234</u>	<u>16%</u>
Standing Order Trips	<u>784</u>	<u>750</u>	<u>34</u>	<u>5%</u>
Sub Total	<u>2,447</u>	<u>2,179</u>	<u>268</u>	<u>12%</u>
Daily Average	<u>98</u>	<u>87</u>	<u>11</u>	<u>12%</u>
Fixed Route:	<u>54,173</u>	<u>53,099</u>	<u>1,074</u>	<u>2%</u>
Total Ridership*	<u>56,620</u>	<u>55,278</u>	<u>1,342</u>	<u>2%</u>
RIDER ACCOMODATIONS				
Total Trip Turn Downs	<u>68</u>	<u>28</u>	<u>40</u>	<u>143%</u>
% Of Trips Turned Down	<u>2.70%</u>	<u>1.27%</u>	<u>1.43%</u>	<u>113%</u>

* - Includes Saturday ridership

FY 2017 Year-to-date OmniRide Complaints			
	Ridership	Complaints	Per 10k Trips
July	150,922	154	10.20
August	175,881	127	7.22
September	162,621	141	8.67
October	158,700	126	7.94
November	146,086	99	6.78
December	133,654	165	12.35
January	136,374	84	6.16
February	146,303	88	6.01
March	166,060	132	7.95
April	147,112	168	11.42
May	163,531	158	9.66
June			
Year-to-date totals	1,687,244	1,442	8.55

FY 2018 Year-to-date OmniRide Complaints			
	Ridership	Complaints	Per 10k Trips
July	140,343	133	9.48
August	164,929	132	8.00
September	147,004	115	7.82
October	158,222	107	6.76
November	138,188	96	6.95
December	123,853	131	10.58
January	145,038	100	6.89
February	136,436	111	8.14
March	142,166	115	8.09
April	152,156	133	8.74
May	158,708	140	8.82
June			
Year-to-date totals	1,607,043	1,313	8.17

FY 2018 OmniRide Complaint Rate per 10,000 Trips Compared to Monthly Average

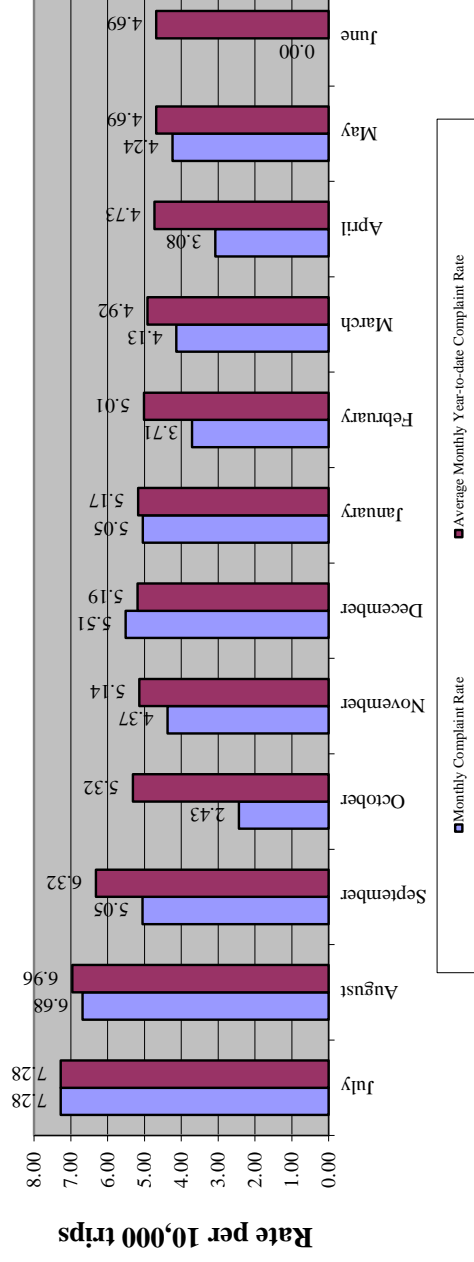


Complaint rates for OmniRide service for the current month and for the year-to-date in contrast to fiscal year 2017 overall rate, which is the benchmark for evaluating contractor performance for fiscal year 2018 in the bus services contract.

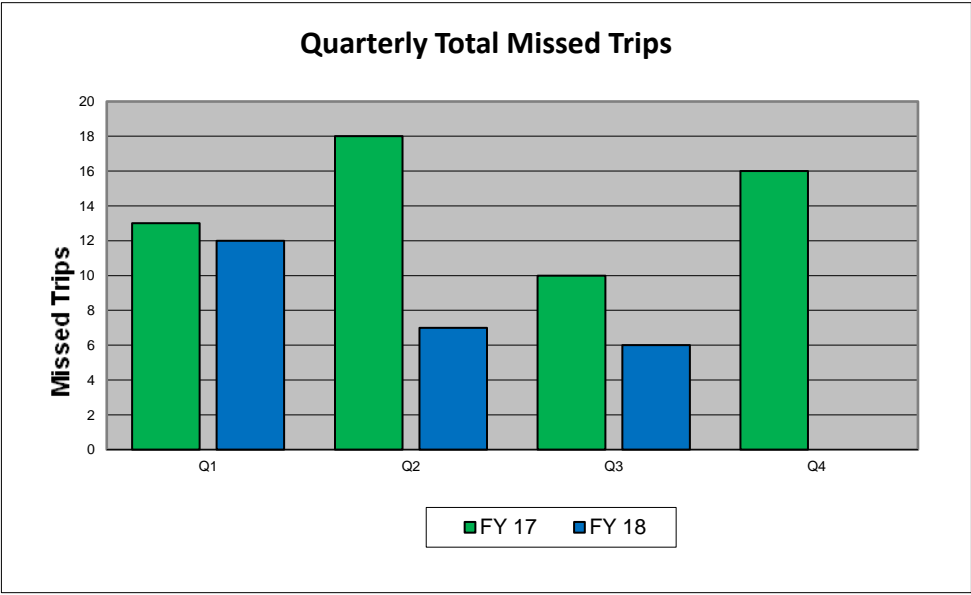
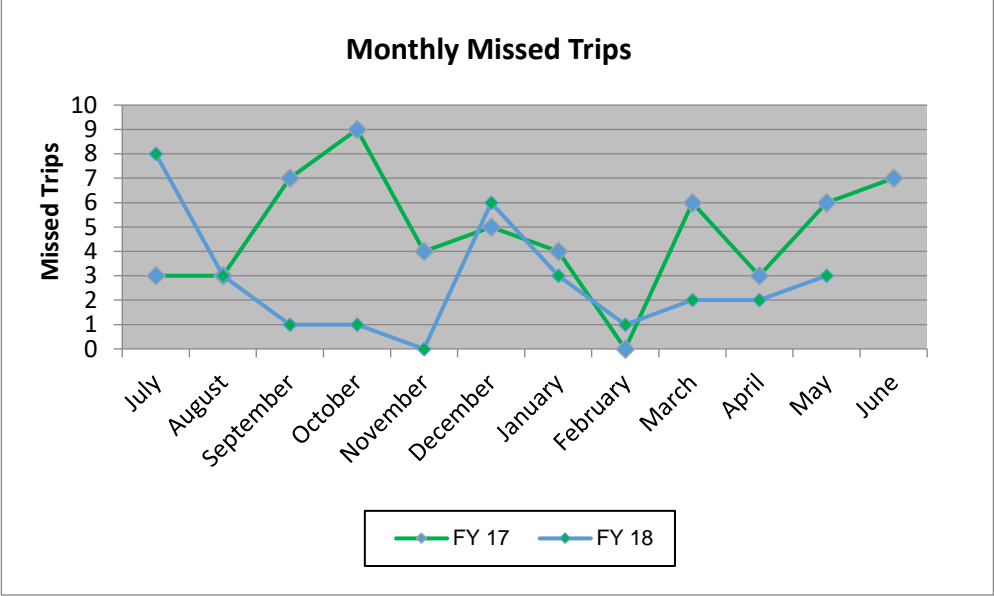
FY 2017 Year-to-date OmniLink Complaints			
	Ridership	Complaints	Per 10k Trips
July	60,105	20	3.33
August	68,572	24	3.50
September	66,504	25	3.76
October	67,403	30	4.45
November	59,194	13	2.20
December	54,783	29	5.29
January	54,161	22	4.06
February	56,555	18	3.18
March	58,350	32	5.48
April	57,101	29	5.08
May	60,046	24	4.00
June			
Year-to-date totals	662,774	266	4.01

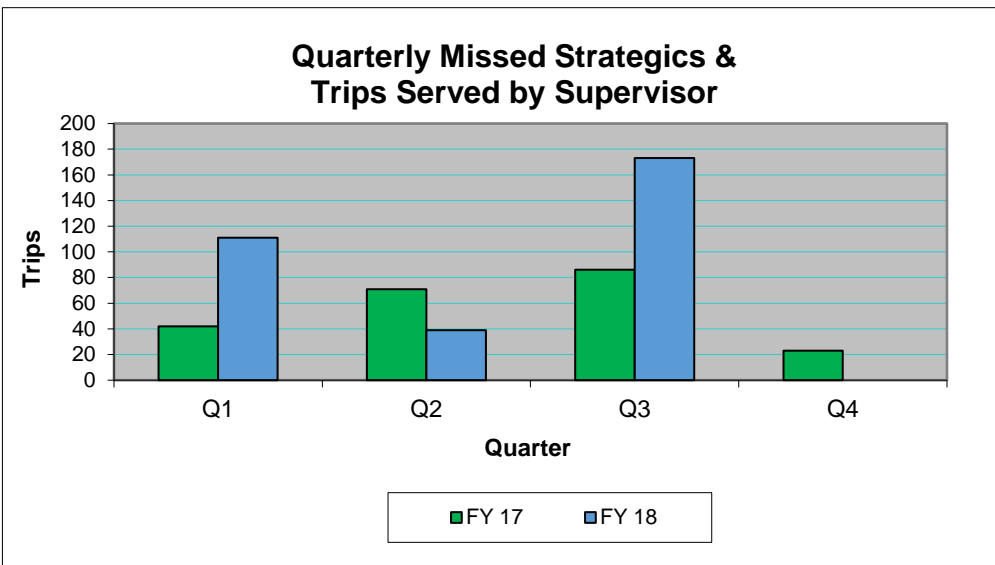
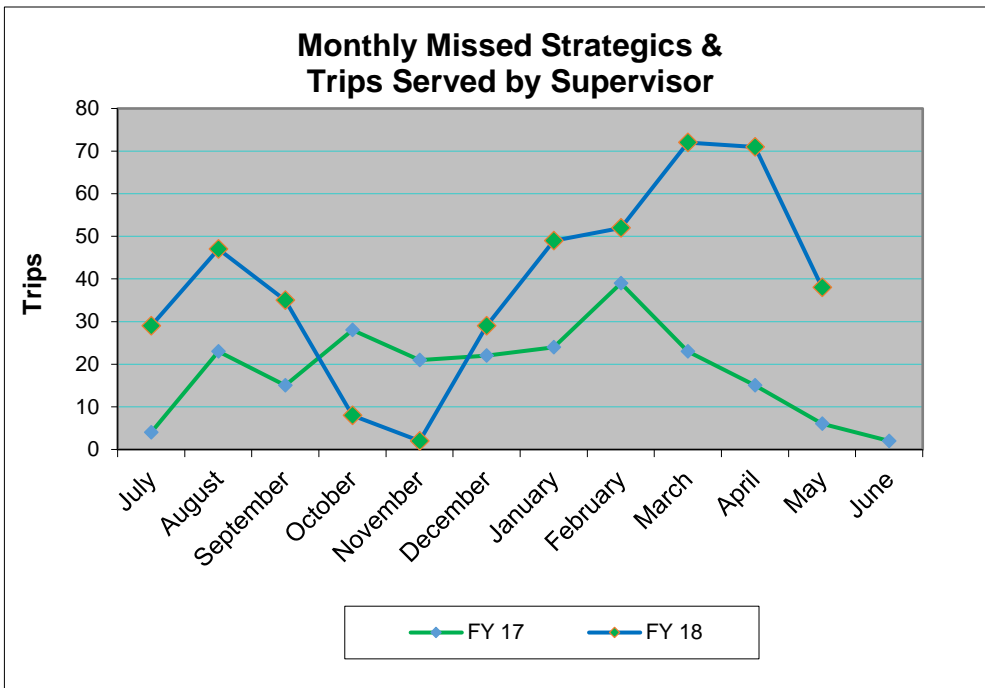
FY 2018 Year-to-date OmniLink Complaints			
	Ridership	Complaints	Per 10k Trips
July	54,971	40	7.28
August	62,858	42	6.68
September	59,398	30	5.05
October	61,637	15	2.43
November	54,871	24	4.37
December	47,161	26	5.51
January	47,537	24	5.05
February	48,526	18	3.71
March	50,804	21	4.13
April	55,278	17	3.08
May	56,620	24	4.24
June			
Year-to-date totals	599,661	281	4.69

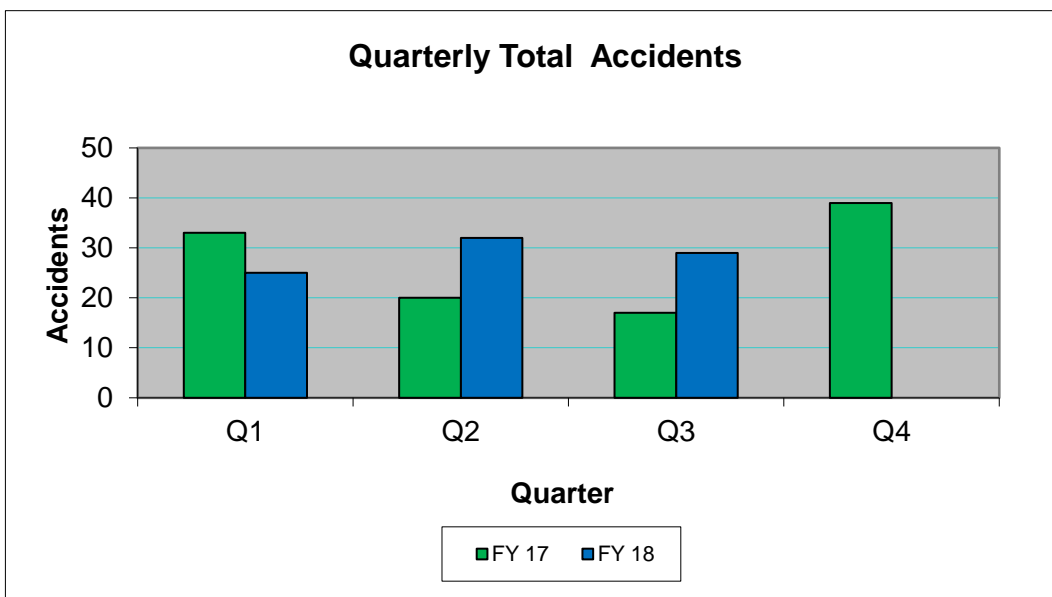
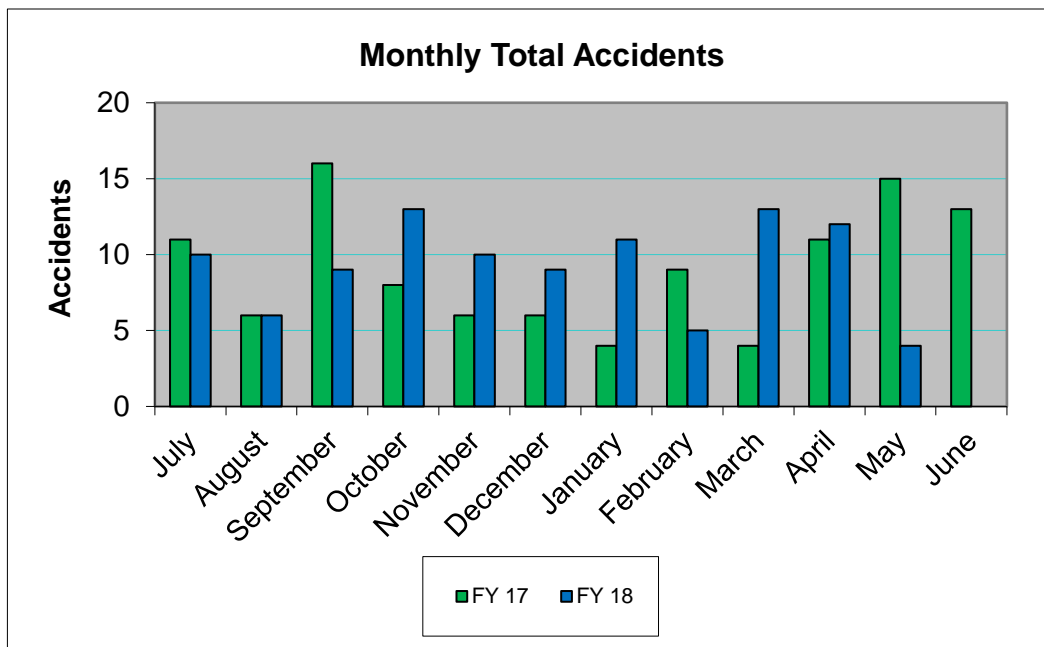
FY 2018 OmniLink complaint rate per 10,000 Trips compared to monthly average



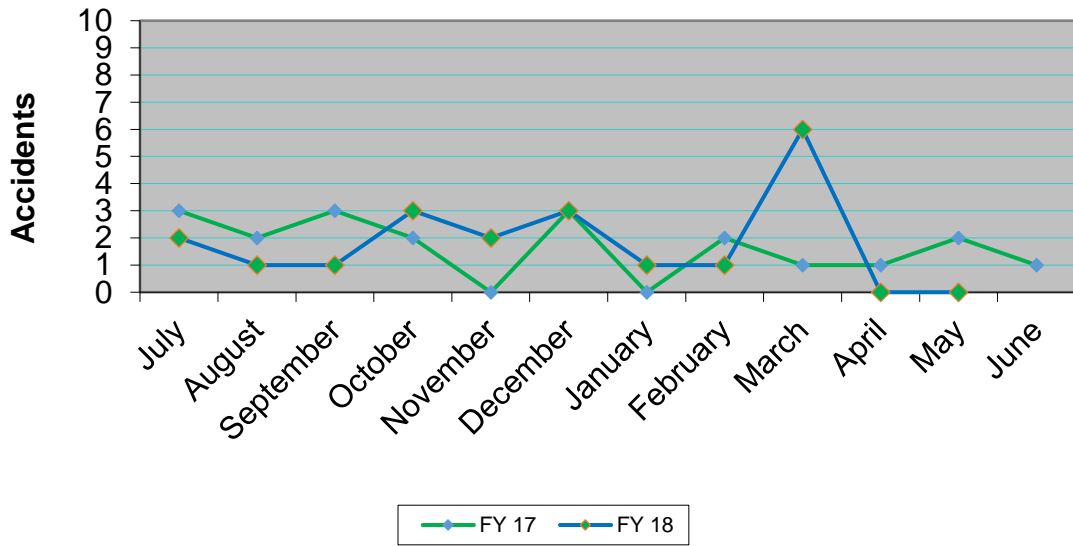
Complaint rates for OmniLink service for the current month and for the year-to-date in contrast to fiscal year 2017 overall rate, which is the benchmark for evaluating contractor performance for fiscal year 2018 in the new bus services contract.



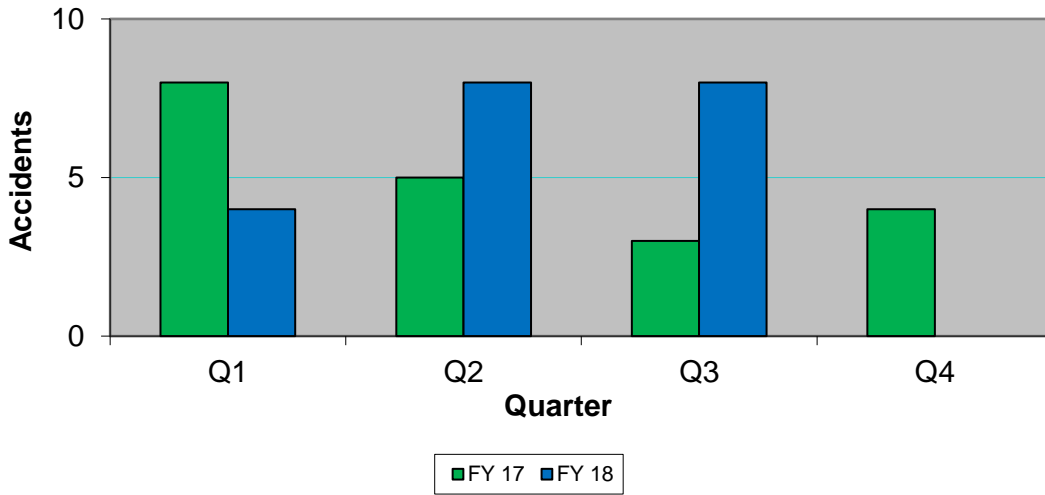




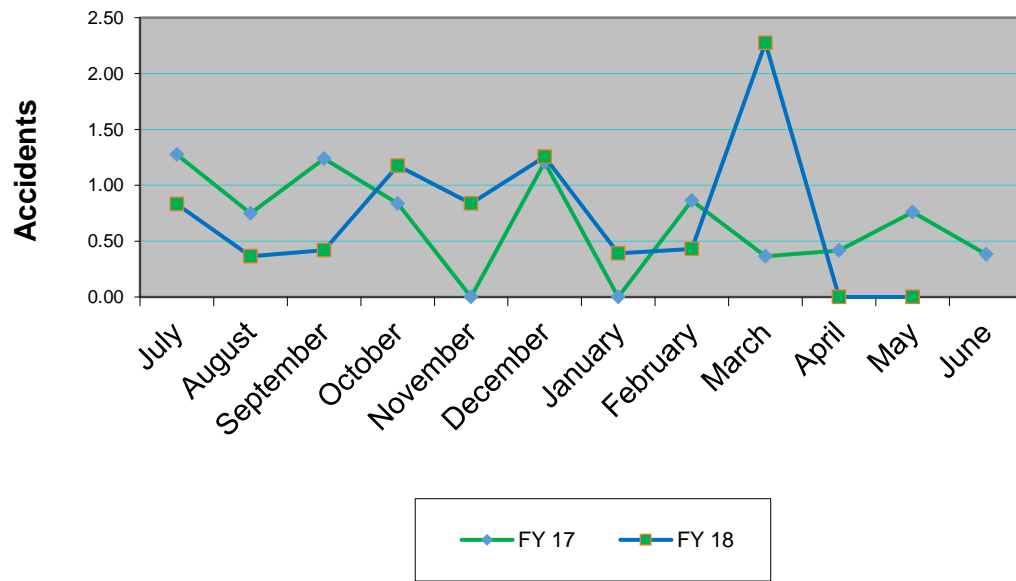
Monthly Preventable Accidents



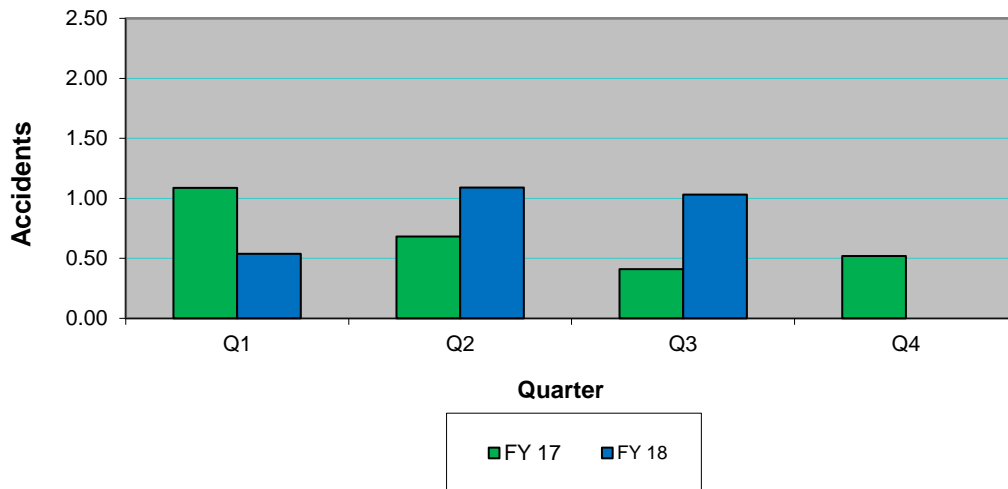
Quarterly Preventable Accidents



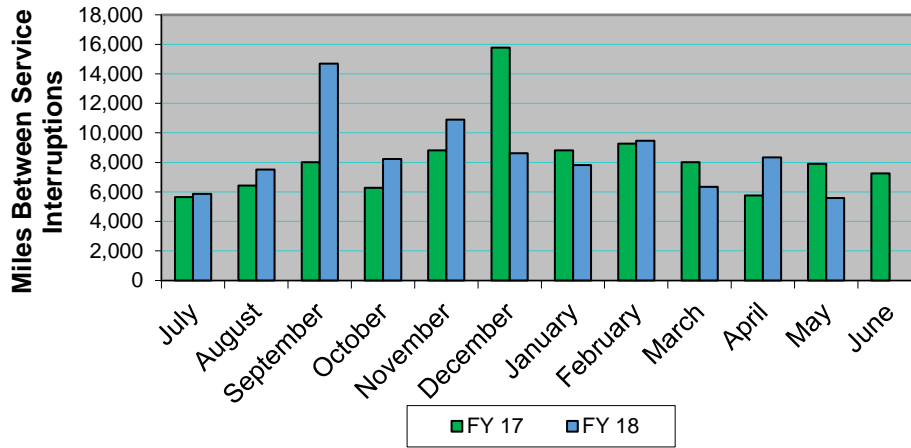
Monthly Preventable Accidents per 100,000 Miles



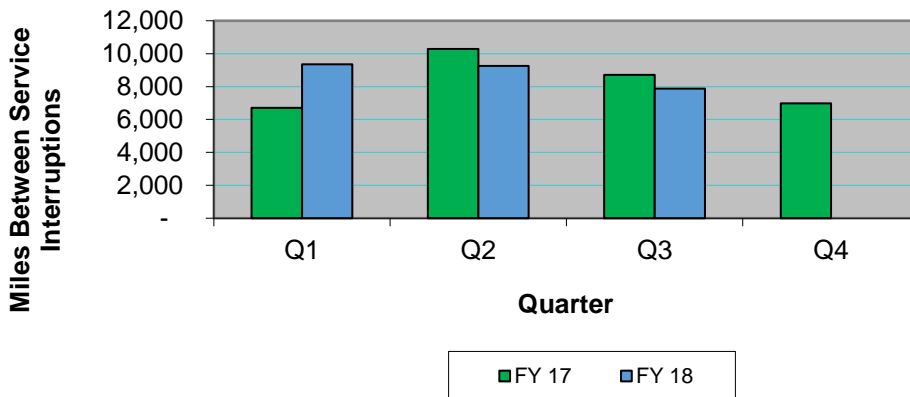
Quarterly Average Preventable Accidents per 100,000 Miles



Monthly Miles Between Service Interruptions



Average Quarterly Miles Between Service Interruptions





Potomac and Rappahannock
Transportation Commission

14700 Potomac Mills Road
Woodbridge, VA 22192

July 5, 2018

TO: Madame Chair Anderson and Commissioners

FROM: Robert A. Schneider
Executive Director

RE: Revised Purchasing Authority Report

On June 4, 2015, the Commission approved increasing the Executive Director's delegated purchasing authority from \$50,000 to \$100,000. It was resolved that any purchase greater than \$50,000 would be communicated to the Board as an information item.

In May 2018 there were no purchase orders issued within the Executive Director's new spending authority.

Wheels-to-Wellness Funding Status
As of May 31, 2018

Grant/Contribution	Organization	Amount	Notes	
Enrollment Fees Collected		\$180		
Sub Total		\$180		

Pending

Grant/Contribution	Organization	Amount	Notes	
Sub Total		\$0		

Previously Reported

Grant/Contribution	Organization	Amount	Notes	Date
Enrollment Fees		\$3,105		
Contribution	Lake Jackson Volunteer Fire & Rescue Department - Bingo Account	\$500		02/09/2018
Contribution	Linda Lee - Go Fund Me	\$931		02/16/2018
Contribution	Davita Dialysis Center	\$1,261	Net IEC 3% admin fee per agreement (actual donation	01/18/2018
Grant	MWCOG Enhanced Mobility Grant/Potomac Health Foundation 50% match (disabled and seniors)	\$250,000		06/14/17
Contribution	First United Presbyterian Church of Dale City	\$500		08/31/16
Contribution	St. Francis of Assisi Church	\$2,000		08/25/16
Grant	Kaiser Permanente (low income individuals)	\$72,750	Net IEC 3% admin fee per agreement (actual grant was \$75,000)	8/9/2016
Contribution	Prince William County	\$75,000		July 2016
Contribution	First United Presbyterian Church of Dale City	\$500		06/21/16
Contribution	Zion Baptist Church in Baltimore	\$700		05/10/16
Contribution	First United Presbyterian Church of Dale City	\$500		04/25/16
Contribution	Gregg and Jean Reynolds	\$50		04/19/16
Contribution	NOVEC (corporate)	\$500		04/14/16
Grant	Transurban Express Lane Grant	\$1,500		04/11/16
Contribution	Malloy	\$500		04/11/16
Contribution	NOVEC HELPS	\$485	Net IEC 3% admin fee per agreement (actual contribution was \$500)	04/08/16
Contribution	Findley Asphalt	\$1,000		03/31/16
Contribution	Lustine Toyota	\$2,000		03/29/16
Contribution	Infinity Solutions, Inc	\$250		03/29/16
Contribution	Sacred Heart Catholic Church	\$200		03/21/16
Contribution	Holy Family Catholic Church	\$1,000		03/21/16
Contribution	First Baptist Church of Woodbridge	\$5,000		03/08/16
Contribution	First United Presbyterian Church of Dale City	\$1,000		02/25/16
Contribution	First Mount Zion	\$5,000		02/01/16
Contribution	Prince William County	\$160,000		Aug 2015
Sub Total:		\$586,232		
Grand Total (excluding Pending)		\$586,412		
Remaining (excluding Pending)		\$152,209		