



November 1, 2018

TO: Madam Chair Anderson and PRTC Commissioners

FROM: Robert A. Schneider, PhD
Executive Director

A handwritten signature in black ink, appearing to read "R. Schneider", is placed over the printed name of the sender.

RE: November 1st Commission Meeting

Enclosed is your board kit for the November 1, 2018 Commission meeting at 7:00 p.m. in PRTC's large conference room (2nd floor).

The PRTC Executive Board will not meet this month.

If you have any questions regarding agenda items or any other item in your board kit, please contact me at (703) 580-6117 or bschneider@omniride.com.

Enclosure: As stated



BOARD OF COMMISSIONERS MONTHLY MEETING

Thursday, November 1, 2018 - 7:00 pm

PRTC Transit Center

14700 Potomac Mills Road, Woodbridge, VA 22192

Prior to entering the meeting, please turn all electronic devices (cell phones, pagers, etc.) to a silent, vibrate or off position.

OFFICERS

Hon. Ruth Anderson, Chair (Prince William County) • Hon. Jeanette Rishell, Vice Chair (City of Manassas Park) • Wendy Maurer, Treasurer (Stafford County) • Hon. Pamela Sebesky, Secretary (City of Manassas) • Gary Skinner, At-Large (Spotsylvania County) • Frank Principi, Immediate Past Chair, (Prince William County)

-
1. Call to Order (Anderson)
 2. Invocation and Pledge of Allegiance (Anderson)
 3. Attendance Roll Call (Anderson/Coleman)
 4. RES Adoption of Agenda – November 1, 2018 (Anderson)
 5. RES Approval of Minutes –October 4, 2018 (Anderson/Schneider)
 6. Virginia Railway Express Chief Executive Officer's Time (Allen)
 - A. INFO Chief Executive Officer's Report – October 2018
 - B. INFO Agenda, Minutes, and Adopted Resolutions of the October 19, 2018 VRE Operations Board Meeting
 - C. INFO Spending Authority Report
 - D. INFO Annual Report to PRTC
 - E. RES Authorize Closed Meeting
 - F. RES Certify Closed Meeting
 - G. ----- Action Items Reported Out of Closed Meeting
 7. Public Comment Time (Anderson)
 8. Consent Agenda – November 1, 2018 (Anderson)
 - A. RES Acceptance of the Jurisdictional Financial Report for the Period Ended August 31, 2018
 - B. RES Authorization to Budget and Appropriate Spotsylvania County's Motor Fuels Tax Funds for Various FY18 and FY19 Transportation Projects
 9. Executive Director's Time (Schneider)
 - A. INFO Follow-Up from Prior Meetings
 - Bus Stop and Shelter Update

- B. INFO Employee Recognition
 - Keeyanah Sims (10 years)
 - C. INFO Executive Director's Report
 - Reorganization Timeline Update
10. Presentations and Information
- Operator Retention and Industry Trends
 - Strategic Plan Update
 - Motor Fuels Tax Revenue Floor Projections Update
11. PRTC Action Items (Anderson/Schneider)
- A. RES Acceptance of OmniRide Haymarket/Rosslyn Public Participation Process and Authorization to Implement Express Bus Service as Proposed
 - B. RES Authorization to Execute a Contract with EAI Security to Replace Outdated Facility Surveillance Camera System
12. PRTC Chair's Time (Anderson)
13. Other Business/Commissioners' Time (Anderson)
14. Adjournment (Anderson)

Information Items

System Performance Reports
Revised Purchasing Authority Report
Wheels-to-Wellness Funding Status
Quarterly Fuel Report
PWC EEO Recommendations Update

**ITEM 1-3
November 1, 2018
PRTC Regular Meeting**

ITEM 1

Call to Order

ITEM 2

Invocation and Pledge of Allegiance

ITEM 3

Attendance Roll Call

ITEM 4
November 1, 2018
PRTC Regular Meeting
Res. No. 18-11-___

MOTION:

SECOND:

RE: APPROVE AGENDA – NOVEMBER 1, 2018

ACTION:

WHEREAS, the Potomac and Rappahannock Transportation Commission (“PRTC” or the “Commission”) meets on a monthly basis and an agenda is presented to the Commission for review and approval.

NOW, THEREFORE, BE IT RESOLVED that the Potomac and Rappahannock Transportation Commission does hereby approve the agenda of November 1, 2018, as presented/amended.

Votes:

Ayes:

Abstain:

Nays:

Absent from Vote:

Alternate Present Not Voting:

Absent from Meeting:

ITEM 5
November 1, 2018
PRTC Regular Meeting
Res. No. 18-11-____

MOTION:

SECOND:

RE: APPROVE MINUTES – OCTOBER 4, 2018

ACTION:

WHEREAS, on November 1, 2018 at 7:00 p.m. the Potomac and Rappahannock Transportation Commission (“PRTC” or the “Commission”) convened its regular meeting at the PRTC Transit Center, located at 14700 Potomac Mills Road, Woodbridge, Virginia; and

WHEREAS, PRTC conducted business in accordance with a published agenda dated November 1, 2018.

NOW, THEREFORE, BE IT RESOLVED that the Potomac and Rappahannock Transportation Commission does hereby approve the minutes of October 4, 2018.

Votes:

Ayes:

Nays:

Abstain:

Absent from Vote:

Alternate Present Not Voting:

Absent from Meeting:



POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION

14700 POTOMAC MILLS ROAD • WOODBRIDGE, VA • 22192 •

PRTCTRANSIT.ORG

MINUTES

PRTC Commission Meeting – October 4, 2018

Members Present

*Ruth Anderson, Chair
*Maureen Caddigan
*John Jenkins
*Jeanine Lawson
*Marty Nohe
*Frank Principi, Immediate Past Chairman
*Jeanette Rishell, Vice Chair
*Pamela Sebesky, Secretary
*Matt Kelly
*Mark Dudenhefer
*Wendy Maurer, Treasurer
*Gary Skinner, At-Large Member
*Bob Thomas
*George Barker

Members Absent

Jennifer Mitchell
Paul Tramp

Alternates Present

Norm Catterton
Margaret Franklin
Kalai Kandasamy
Steve Pittard

Alternates Absent

Hilda Barg
Pete Candland
D.J. Jordan
Jack Cavalier
Cindy Shelton
Hector Cendejas
Suhas Naddoni
Donald Shuemaker
Todd Horsley
Tim McLaughlin
David Ross

Jurisdiction

Prince William County
Prince William County
Prince William County
Prince William County (arrived at 7:03 p.m.)**
Prince William County (arrived at 7:11 p.m.)**
Prince William County
City of Manassas Park
City of Manassas
City of Fredericksburg
Stafford County
Stafford County
Spotsylvania County
Virginia House of Delegates
Virginia Senate (arrived @ 7:03 p.m.)**

Department of Rail and Public Transportation
Spotsylvania County

Prince William County
Prince William County (arrived at 7:40 p.m.)**
Prince William County
Dept. of Rail and Public Transportation (arrived at 7:58 p.m.)

Prince William County
Prince William County
Prince William County
Stafford County
Stafford County
City of Manassas Park
City of Manassas Park
City of Manassas Park
Department of Rail and Public Transportation
Spotsylvania County
Spotsylvania County

Jason Graham
Mark Wolfe

City of Fredericksburg
City of Manassas

*Voting Member

**Delineates arrival/departure following the commencement of the PRTC Board Meeting. Notation of the exact arrival/departure time is included in the body of the minutes.

Staff and General Public

Bob Schneider - PRTC
Doris Lookabill - PRTC
Betsy Massie - PRTC
Joyce Embrey PRTC
Chuck Steigerwald - PRTC
Althea Evans - PRTC
Becky Merriner - PRTC
Christine Rodrigo - PRTC
Jerry McIntosh - PRTC
Perrin Palistrant - PRTC
Kasaundra Coleman PRTC
Tracy Dean - PRTC
Rob Dickerson - PRTC Legal Counsel
Jacqueline Lucas - PRTC Legal Counsel
Joyce Embrey - PRTC
Althea Evans - PRTC
Nia Tuix - Citizen
Todd Johnson - First Transit
Ken Jones - PRTC
Tonisha Belton - PRTC
Bea Wooden PRTC
Chris Terry - PRTC
Perrin Palistrant - PRTC
Joy Himes - PRTC
Nkenge Muhammad - PRTC
Todd Johnson - First Transit
Nelson Cross - First Transit
Bob Leibbrandt - Prince William County

Madam Chair Anderson called the meeting to order at 7:03 p.m. The Pledge of Allegiance, Invocation, and Roll Call followed.

Approval of the Agenda -4 [RES 18-10-01]

Items 6E and 6F are being deferred as Mr. Doug Allen is sick. The first item under Item 10 will not be presented as Mr. Todd Johnson is not feeling well. Commissioner Caddigan moved with a second by Commissioner Lawson to approve the agenda as presented and amended. There was no discussion on the motion. (CADDIGAN/LAWSON, UNANIMOUS)

Approval of the Minutes of the September 6, 2018 PRTC Board Meeting - 5 [RES 18-10-02]

Commissioner Lawson moved, with a second by Senator Baker, to approve the minutes of September 6, 2018. Commissioner Bob Thomas noted that his attendance needs to be added to the minutes. (LAWSON/BARKER, WITH MAJORITY VOTE, COMMISSIONERS MAURER AND SEBESKY ABSTAINED)

Virginia Railway Express (VRE) – 6

Mr. Mark Scofield briefed the Board on the following item(s) of interest:

- On July 10th and 11th, VRE staff attended a summit on safety and security. In coordination with INOVA parks, VRE placed trail signs noting to stay off of rail tracks at Manassas line rail tracks and bridge that travel through the Hemlock Overlook Regional Park in Prince William County.
- VRE is conducting a complete Positive Train Control (PTC) system integration testing, focusing on communications. They have met all milestone required by the statute and are on schedule to implement but they are filing for an extension out of a precaution.
- July and August performance has been challenged due to the weather which caused issues with the signals. Loss of a bridge in Alexandria has also caused congestion.
- VRE concluded their update noting that they hosted a tour for Commissioner Maurer in September

Authorization for the Executive Director to Execute the Agreement between NVTC and PRTC for Distribution and Allocation of the Commuter Rail Operating and Capital Fund (CROC) – 6-C [RES 18-10-03]

Commissioner Skinner moved, with a second by Commissioner Lawson, to authorize the Executive Director to execute the agreement between NVTC and PRTC for distribution and allocation of the CROC fund. Commissioner Kelly noted that a large portion of the funds are coming from the southern jurisdictions and that there needs to be further discussion in the future on how the funds are spent. (SKINNER/LAWSON, UNANIMOUS)

Authorization of the Referral of the Preliminary FY2020 VRE Operating and Capital Budget to the Jurisdictions– 6-D [RES 18-10-04]

Commissioner Caddigan moved, with a second by Commissioner Skinner, to authorize the referral of the preliminary FY2020 VRE operating and capital budget to the jurisdictions. There was no discussion on the motion. (CADDIGAN/SKINNER, UNANIMOUS)

Citizens' Time - 7

Madam Chair Anderson noted that anyone wishing to address the Commission to come forward and for those who do speak to introduce themselves and to state if they are representing an organization or themselves and also where they are from. It was noted that each person will have three minutes to speak. Three individuals addressed the Commission (transcript attached).

Approval of the Consent Agenda –8 [RES 18-10-05]

Commissioner Caddigan moved, with a second by Vice Chair Rishell, to approve the consent agenda, as presented. There was no discussion on the motion. [CADDIGAN/RISHELL, UNANIMOUS]

- Accepted the Potomac and Rappahannock Transportation Monthly Jurisdictional Financial Report for the Period Ended July 31, 2018, as presented.

PRTC Executive Director's Time – 9

Dr. Schneider briefed the Board on the following item(s) of interest:

- Dr. Schneider notes industry article, There's a Bus Driver Shortage - No Wonder.
- Dr. Schneider notes Todd Johnson will present his presentation at November meeting.
- Dr. Schneider mentioned potluck lunch to be held in the Customer Service department in honor of Customer Service Week.
- OmniRide Service Awards presented: Tracy Dean for 5 years of services and Joy Himes and Katy Nicholson for 10 years of service.
- Dr. Schneider provides update on the internal career fair: 5 people were hired in new positions. Becky Merriner noticed gap in computer skills thus providing opportunity to use laptops for training employees.
- Dr. Schneider notes that newly hired employees will be a part of the inaugural OmniRide mentoring program that targets the spirit of comradery and engagement.
- Project Connect is a team of both OmniRide and First Transit that allows both groups to engage with each other towards a common goal.
- Dr. Schneider mentions that Nancy West, with Exstare Federal Services, has completed the first round of interviews.
- Dr. Schneider shares that management training on harassment was completed in September and that employee evaluations have also been completed.
- Public hearings on the western services will be conducted October 17 and 18, and 24.
- There are 12 new buses onsite and they will be wrapped with new graphics.
- Dr. Schneider notes the new app is in beta testing mode and Commissioners will get training on the app in November or December.
- The rodeo will be rescheduled in March.

Presentations – 10

Strategic Update by Chuck Steigerwald

- Madam notes that Mr. Steigerwald's presentation is based on action item 11F
- Last year a grant was received from the Potomac Health Foundation for a mobility on demand feasibility study to see how we can leverage using transportation network companies such as Lyft or Uber to help provide healthcare access.
- The study ended in June and four questions were asked about the programs that were studied:
 1. How does it function?
 2. How do the finances function?
 3. What are the challenges and barriers?
 4. What lessons might have been learned by people operating the program?
- The lack of healthcare transportation is affecting continuing healthcare.
- Four alternatives discovered from research:
 1. Expansion of Wheels-to-Wellness
 2. Partnership with Uber and Lyft
 3. Create a need-specific program – a suite of programs meant to address a broad range of conditions
 4. Contracting with a reservation company to provide services
- Contracting with a reservation company was the preferred alternative

- Mr. Steigerwald noted that when an appointment is made, a trip reservation could be made at the same time.
- Commissioner Principi noted that he would like to see more of the study and wanted to know how we can afford a third party. Mr. Steigerwald replied that there would be some staff labor but there would be an increased cost.
- Madam Anderson asked if this would replace Wheels-to-Wellness. Mr. Steigerwald says no, it would be an addition.
- Commissioner Sebesky asked if we are reaching out to other hospitals so that they can participate in the opportunity for funding. Mr. Steigerwald notes that he will be sure to extend the opportunity.
- Madam Chair asks if the off route trips would still be offered. Mr. Steigerwald notes that the off route trips do not fall under the same constraints.
- Commissioner Principi asked if the mobility on demand is part of the PRTC strategic plan. Mr. Steigerwald notes that it's included in the recommendations on acting on the results of the study.

Updated Tax Floor Revenue Projections_by Dr. Bob Schneider

- Dr. Schneider reviewed report from DMV and how jurisdiction payments were affected by CROC fund.
- Commissioner Kelly notes that Stafford, Spotsylvania and Fredericksburg put in a significant amount of money and he is interested in how it is going to be allocated. He hopes the items that are invested in are forward thinking and long term.
- Senator Barker and Delegate Thomas comment that both NVTC and PRTC both had to agree on the money going to VRE.

Economics Presentation for Western Service Plan

- Operating smaller vehicles that provides service to better populated areas – to be more flexible.
- City of Manassas is frustrated due to the amount that they pay and local services received.
- Commissioner Lawson asked if the numbers presented were from an industry standard formula. Dr. Schneider stated that the formula was approved from a previous board meeting.
- Commissioner Principi noted that they attempted to address the concerns previously with the current formula as City of Manassas and Manassas Park did not agree to it.
- Vice Chair Rishell asks about the level is certainty of the accuracy of the numbers. Dr. Schneider notes 70% of assurance.
- Commissioner Principi asks why we aren't making route improvements in on the eastern side of Prince William County. Dr. Schneider notes that we want to start in Manassas so that we can learn from our lessons and it is the lowest performing area before starting in the eastern side of Prince William County
- Senator Barker asks about applying \$1.125 million toward improvements in the western area and the remaining roughly \$2 million of the funds would be available wherever in the Prince William, Manassas, Manassas Park area, whether is eastern or western based on future analysis. Dr. Schneider replies that a decision is not being requested, but he is presenting the challenges of the current funding formula plan.
- Commissioner Sebesky comments that Manassas is struggling now because the gas tax revenue continues to decline, which is a direct result of the development of gas stations in Prince William County near the Manassas jurisdictional boundary.
- Dr. Schneider notes that it is going to take six months to start services.

PRTC Action Items – 11

Authorize the Executive Director to Enter Into a Two (2)-Year Agreement for Leased Office Space– 11-A [RES 18-10-06]

Commissioner Skinner moved, with a second by Commissioner Nohe, to authorize the Executive Director to enter into a Two (2) year agreement for leased space. Commissioner Lawson asked for additional details. Dr. Schneider presented that OmniRide is maxed out, there is no room to expand. There is only one open cubicle in the office and there is not a quiet room for the drivers. Mr. Skinner notes that the contract is for two year because the other facility will be open at that time and Dr. Schneider confirms that he is correct. (SKINNER/NOHE, UNANIMOUS)

Authorization to Award A Contract for the OmniRide Transit Center LED Lighting Phase II Project – 11-B [RES 18-10-07]

Commissioner Principi moved, with a second by Commissioner Maurer, to authorize a contract for the OmniRide Transit Center LED Lighting Phase II project. Commissioner Principi states that Northern Virginia Regional Commission is making an effort on LED lighting and that OmniRide should look into seeing if there could be cost savings with them. Vice Chair Rishell inquired what the range on the bids were. Betsy Massie confirmed that the highest bid was about \$300,000. (PRINCIPI/MAURER, UNANIMOUS)

Authorize the Executive Director to Amend the Contract with Clark Construction Group, LLC to Include a Guaranteed Maximum Price (GMP) for Constructions of the Western Maintenance Facility – 11-C [RES 18-10-08]

Commissioner Principi moved, with a second by Commissioner Lawson, to authorize the Executive Director to amend the contract with Clark Construction Group, LLC to include a Guaranteed Maximum Price (GMP). Vice Chair Rishell asked if open book method of invoicing would be used and Betsy Massie confirmed that it would be and that PRTC staff would be responsible for it. Chair Anderson states that this action item is a combination of 11C, 11D and 11 E for the total of \$42 million. (PRINCIPI/LAWSON, UNANIMOUS)

Authorize the Executive Director to Award Option Tasks to Wendel for the Western Maintenance Facility – 11-D [RES 18-10-09]

Commissioner Nohe moved, with a second by Commissioner Lawson, to authorize the Executive Director to award option tasks to Wendel for the western maintenance facility. There was no discussion on the motion. (NOHE/LAWSON, UNANIMOUS)

Authorize the Executive Director to Purchase Bus Lifts for the Western Maintenance Facility from the State Contract– 11-E [RES 18-10-10]

Commissioner Principi moved, with a second by Commissioner Lawson, to authorize the Executive Director to purchase bus lifts for the western maintenance facility from the state contract. There was no discussion on the motion. (PRINCIPI/LAWSON, UNANIMOUS)

Authorization to Pursue and Apply for Grant Funding for Implementation of Mobility-On-Demand Feasibility Study Recommendations– 11-F [RES 18-10-11]

Commissioner Principi moved, with a second by Commissioner Caddigan, for authorization to pursue and apply for grant funding for implementation of the mobility-on-demand feasibility study recommendations. Commissioner Principi asked if it required a match and Dr. Schneider indicated that it would be a soft match. Commissioner Skinner asked who we were seeking funding from and Dr. Schneider confirmed it will be from the FTA. Commissioner Maurer requested confirmation that if the grant was not approved then we will not implement the project. Dr. Schneider confirmed that other avenues would be explored. (PRINCIPI/CADDIGAN, UNANIMOUS)

Commissioner Nohe departs meeting at 8:54 p.m. Commissioner Catterton is now at the table voting.

Adopt PRTC Bylaws as Amended from the Floor on October 4, 2018 – 11-G [RES 18-10-12]

Commissioner Principi moved, with a second by Commissioner Maurer, to adopt PRTC bylaws as amended from the floor on October 4, 2018. Commissioners confirmed that they would include changes of amending language of officials elected to the board, speakers identifying their jurisdiction and not residency and identifying comment time as Public Comment Time, (PRINCIPI/MAURER, UNANIMOUS)

PRTC Chairman's Time – 12

- Madam Chair Anderson makes announcement on engagements for Commissioners.
- Madam Chair Anderson initiated the formation of the Nominating Committee for the 2019 slate of Commission Officers.
- Attorney Rob Dickerson spoke to Madam Chair for clarity on the vote for the Amended Bylaws.
- Madam Chair Anderson initiated the formation of the Legislative Committee.
- Madam Chair Anderson presents the review of the evaluation form for the Executive Director and it was approved by all.

Other Business/Commissioners' Time – 13

- Commissioner Jenkins noted that he would like the bus stop lighting to be surveyed.
- Vice Chair Rishell requested that Item 7 on the agenda read as Public Comment Time moving forward.
- Commissioner Sebesky announced the Fall Jubilee in Historic Manassas on 10/6.
- Commissioner Skinner announced Fall Festival in Spotsylvania on 10/27.
- Commissioner Kelly noted concerns to discuss rationale for the reorganization and timeline for a conclusion.

Adjournment – 14

There being no further business to come before the Commission, Madam Chair Anderson adjourned the meeting at 9:37 p.m.

Information Items

There were no comments.

NEXT MEETING:

November 1, 2018, 7:00 p.m.

LOCATION:

PRTC Transit Center
14700 Potomac Mills Road, 2nd Floor
Woodbridge, VA 22192-6811

DRAFT

Transcript of October 4 2018 Citizen's Time

Beatrice Wooden (PRTC)

I wanted to talk about the six open positions that were open for in house career fair held on September 12th. I had high hopes that some of my peers would be moving forward in different positions. One, because they deserve a new opportunity to move forward and show what their strengths are and how they can be an asset to the 2020 vision of this organization. Three of my peers and my supervisor applied and not one of them were chosen for any position. I didn't apply for personal reasons. I feel disappointed and hurt because I know if not all four, at least one, at least one had the opportunity to elevate to another level. They are all well qualified. In fact, one, very well qualified. One has a degree in the position they applied for. Two are going to school for the positions they applied for. In my heart, I believe this is another attempt to stop the dispatchers from moving forward. By hiring one of the dispatchers, you're saving a job. You're saving a family. You're saving them their mind, their life. They can continue to live in Prince William County or wherever they live. These positions – there were two positions that were not filled. I wrote on a piece of paper, names of people that I felt that were going to get these positions and I was right except for two. Except for two positions. Those two positions were not filled. I don't know what the thinking is. I don't know what the thinking is at this point. I don't know what the board is thinking. I don't know what the Executive Director is thinking is. I need to know. My peers need to know. We need to know. Am I going to have a job from now on? Am I still involved in the RIF? I just need some answers. And I hope and I pray that somebody can give us some answers soon please. Thank you.

Ken Jones (PRTC)

What Bea said, just stated, is a frustration that we all share. It's almost a year since we started going through this. At this point let us know one way or the other. Do we add value to this organization or we don't. I'm confused because I hear that the financial situation that we're in. There are financial reasons for why things are being done. But then, you know you look at the wisdom of paying \$87,000 a year to lease office space for two years. Because they say we're overcrowded here at this facility. Well that's \$174,000 to lease space that can be used in another direction, in another place. In the dispatch department, we share work spaces. No one has an assigned desk, other than myself. Everybody else shares work spaces. The same thing can happen on the administrative side on the second floor. Schedules can be adapted. There's no law that says that everybody has to work 8:30 – 5:00. We just gotta get innovative and think outside the box and make adjustments. People share work spaces for two years, that's it. In two years the new western facility will be open, you can move forward. And then parking these buses. It's going to cost \$6,000, \$10,000 a month, to park. That's a huge number to me for

parking space. But it just comes back down to let's make a decision. One way or another. What is the reason for the reduction in force now? What is the reason? The original reasons aren't still valid. What is the reason? The reason aren't valid – take it off the table. Let's move forward. We'll continue to make contributions to this organization on a daily basis. So we just want an answer. And secondly, para transit service is expensive service, its time intensive to start. If I'm going to be self-servant, I could say you need more dispatch and quality assurance monitors when you do run para transit services. But it's expensive so if its financial reasons that we're looking at, what's the long term ramifications of running para transit services? Our population is aging. So the demand is going to go higher. So what are the costs for it? You look at on average is \$45- \$50 per passenger a trip for the para transit service. That's expensive compare to the regular fixed route. So these are the things I'm looking at and I'm seeing costs but you're saying there are financial reasons we gotta tighten our belts. I don't see it. I don't see it in the decisions being made and that you have to lay off and RIF, you know, people. But then you are spending money left and right. I asked that you take that into consideration.

Tonisha Belton (PRTC)

I wanted to speak on our service. We're here to provide a service to the community and according to the chart on page 155 in the package you all may have, we're not providing a very good service. According to the chart that you'll see on page 155, you'll see that we have increased in the number of missed trips which reflects the decline in service that we provide. We're here to provide service to the community and if this trend continues, they'll find other means of transportation. We need to figure out the reason, the cause of this decline in our service. We're here to serve the community and we need to figure out why we're not able to do that every day or even better than we had.

ITEM 6
November 1, 2018
PRTC Regular Meeting

Virginia Railway Express Chief Executive Officer's Time

- A. INFO Chief Executive Officer's Report – October 2018**
- B. INFO Agenda, Minutes, and Adopted Resolutions of the October 19, 2018
VRE Operations Board Meeting**
- C. INFO Spending Authority Report**
- D. INFO Annual Report to PRTC**
- E. RES Authorize Closed Meeting**
- F. RES Certify Closed Meeting**
- G. ----- Action Items Reported Out of Closed Meeting**

CEO REPORT

OCTOBER 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 | OCTOBER 2018

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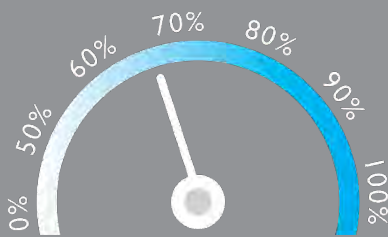
VIRGINIA RAILWAY EXPRESS
A better way. A better life.



SUCCESS AT A GLANCE

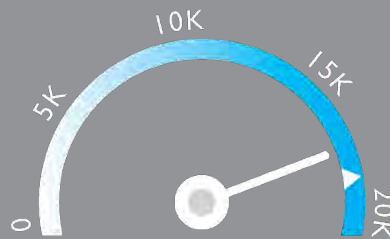
Data provided reflects August 2018 information.

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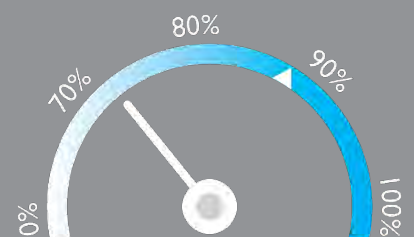
**PARKING
UTILIZATION**

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



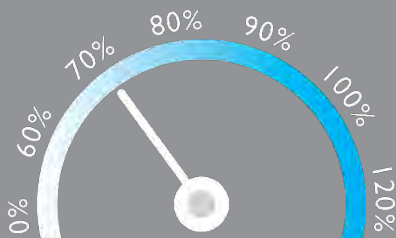
**AVERAGE DAILY
RIDERSHIP**

The average number of boardings each operating day inclusive of Amtrak Step-Up boardings but excluding "S" schedule operating days.
▲ Same month, previous year.



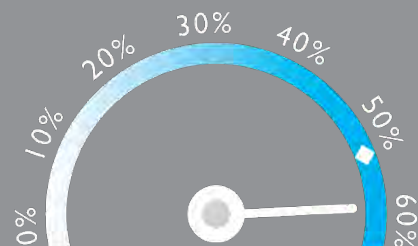
**ON-TIME
PERFORMANCE**

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

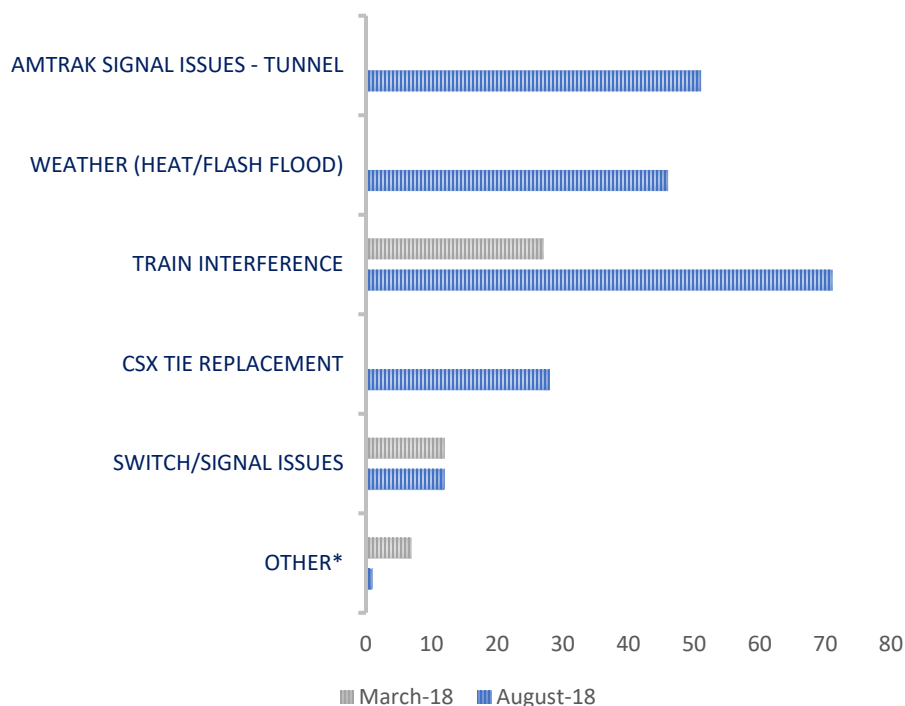
The monthly operating revenues divided by the monthly operating expenses, which depicts the percent of operating costs paid by the riders.
◆ Board-established goal.

ON-TIME PERFORMANCE

OUR RECORD

	August 2018	July 2018	August 2017
Manassas Line	62%	77%	92%
Fredericksburg Line	81%	75%	84%
System Wide	72%	76%	88%

REASONS FOR DELAYS



*Includes those trains that were delayed due to operational testing and passenger handling.

VRE operated 733 trains in August. Our on-time rate for August was 72%.

Two hundred ten of the trains arrived more than five minutes late to their final destinations. Seventy-two of those late trains were on the Manassas Line and one hundred thirty-eight of those late trains were on the Fredericksburg Line.

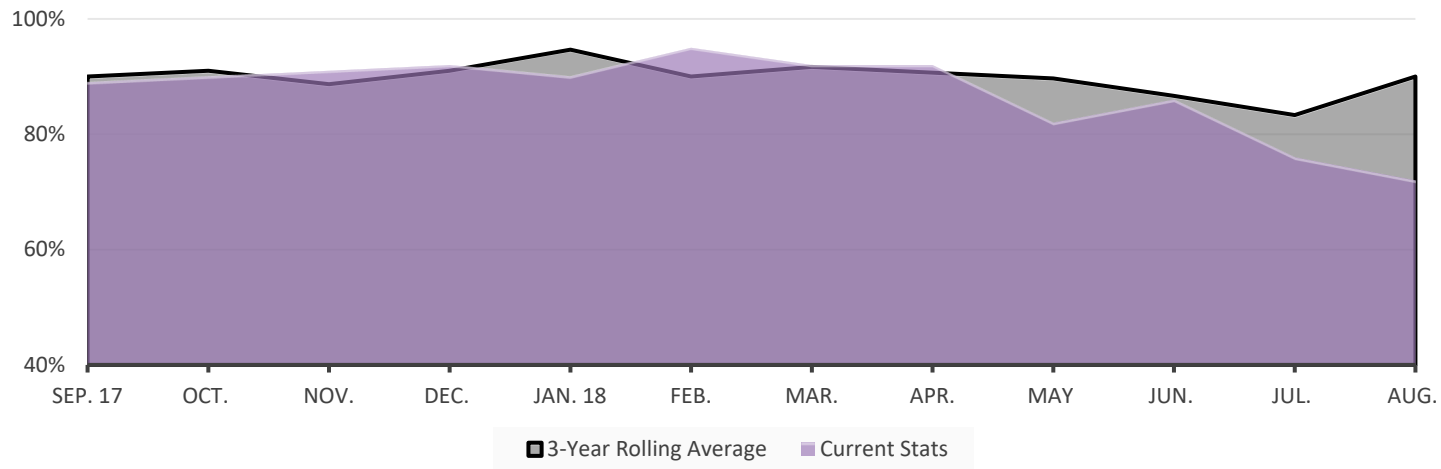
There were significant issues that negatively impacted August on-time performance (OTP). The chart contrasts March and August of this year. March represents a typical month with 92% OTP. With the chart, you can see what affected August performance. Amtrak signal issues in the tunnel, weather, and CSX tie replacement had a direct correlation to the lower OTP. These issues also caused congestion, which related to more instances of train interference. Please see page two of the attached October RIDE magazine for more information.

LATE TRAINS

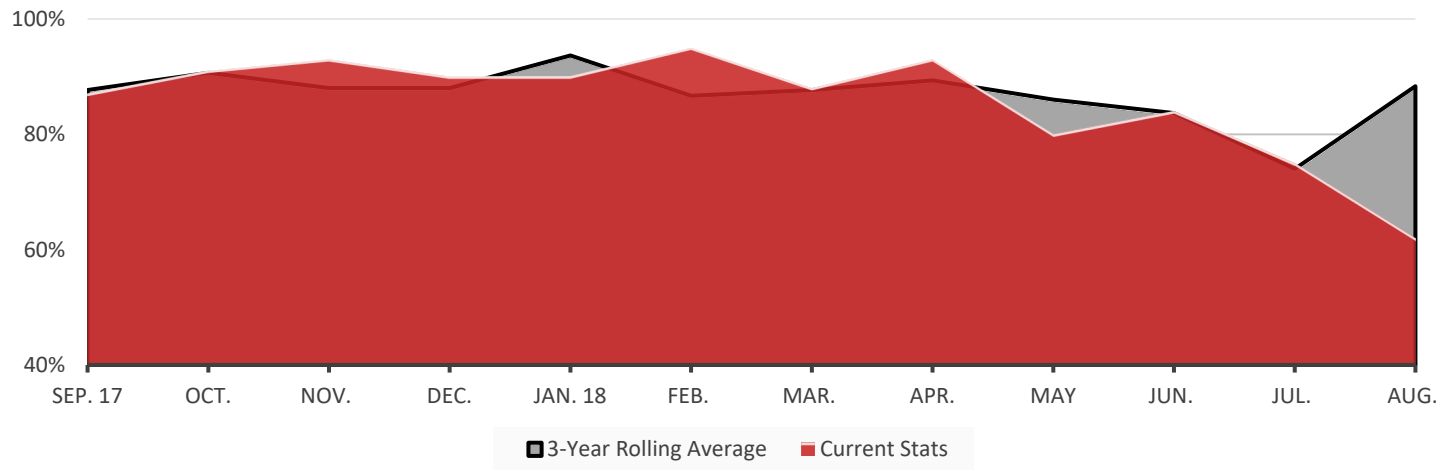
	System Wide			Fredericksburg Line			Manassas Line		
	Jun.	Jul.	Aug.	Jun.	Jul.	Aug.	Jun.	Jul.	Aug.
Total late trains	92	161	210	54	84	138	38	77	72
Average minutes late	14	21	21	15	19	21	13	23	21
Number over 30 minutes	4	40	31	1	19	22	3	21	9
Heat restriction days / total days	8/21	7/21	7/23						

ON-TIME PERFORMANCE

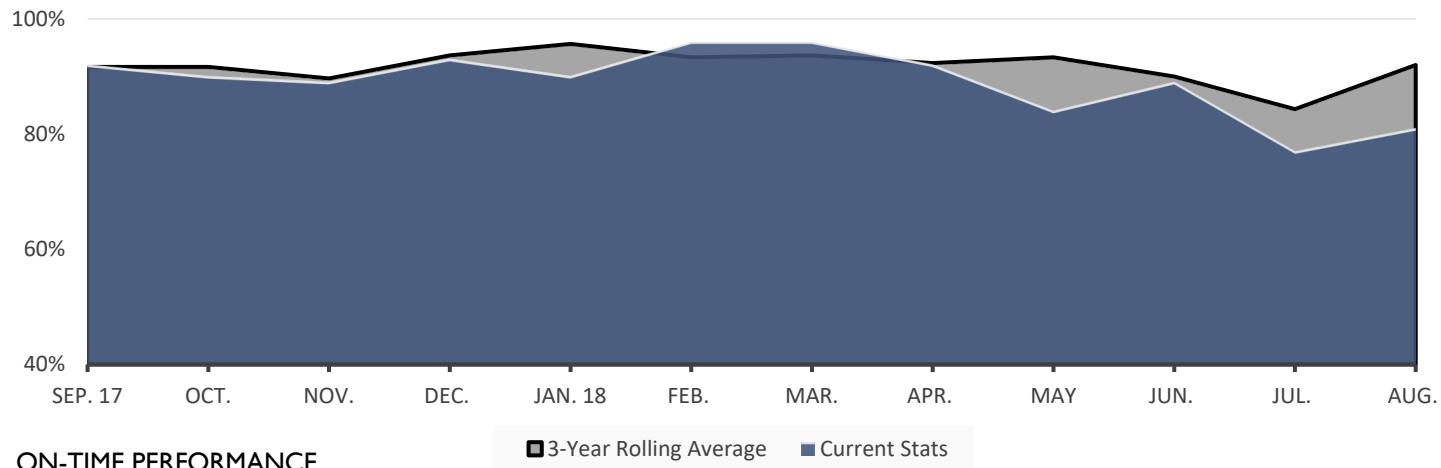
VRE SYSTEM



FREDERICKSBURG LINE

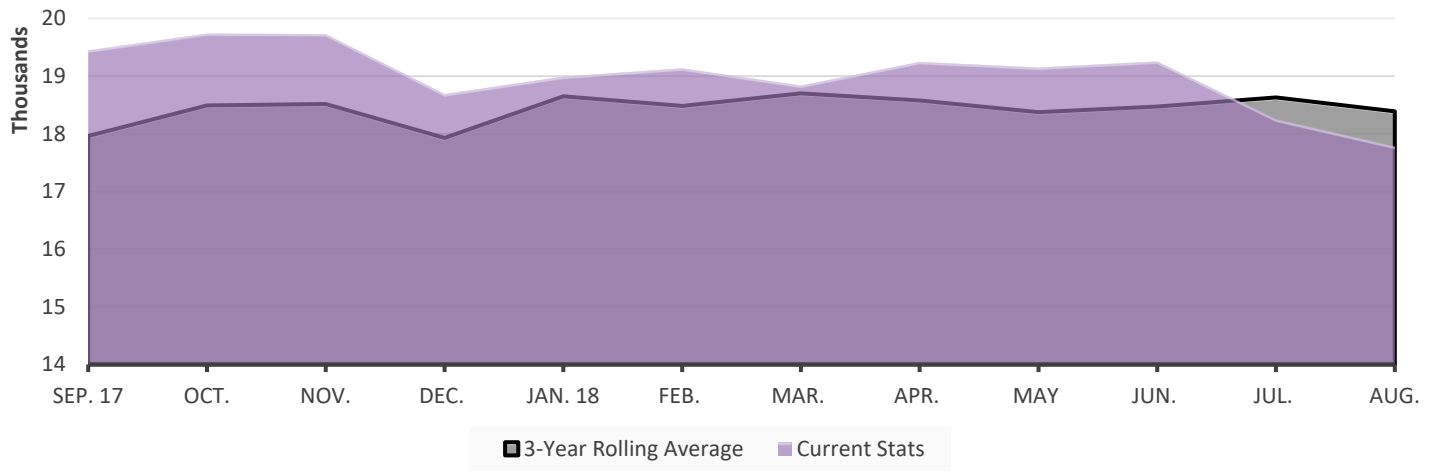


MANASSAS LINE

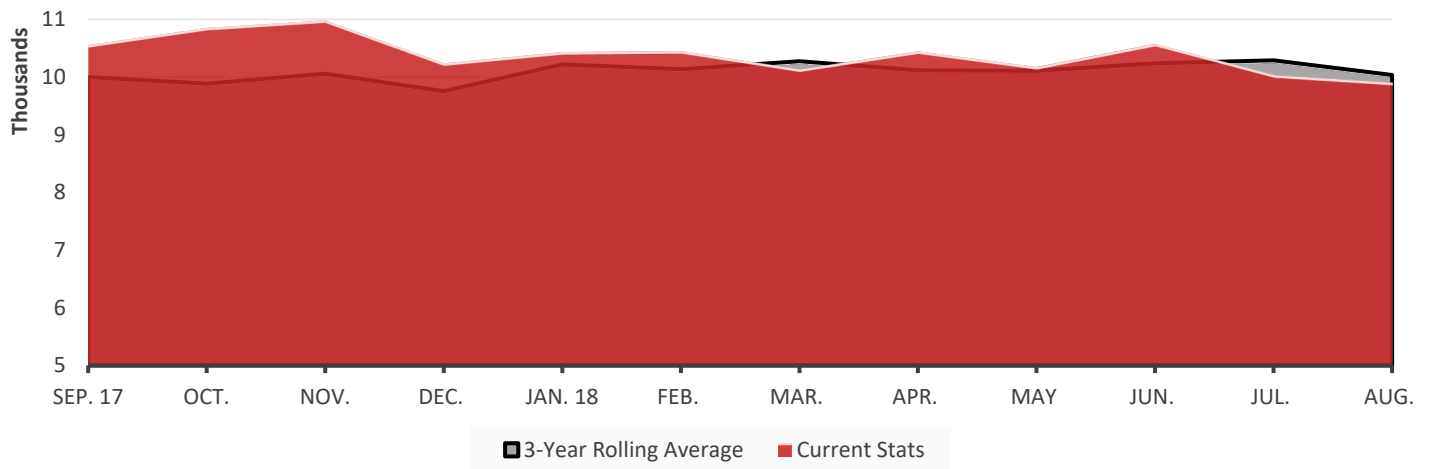


AVERAGE DAILY RIDERSHIP

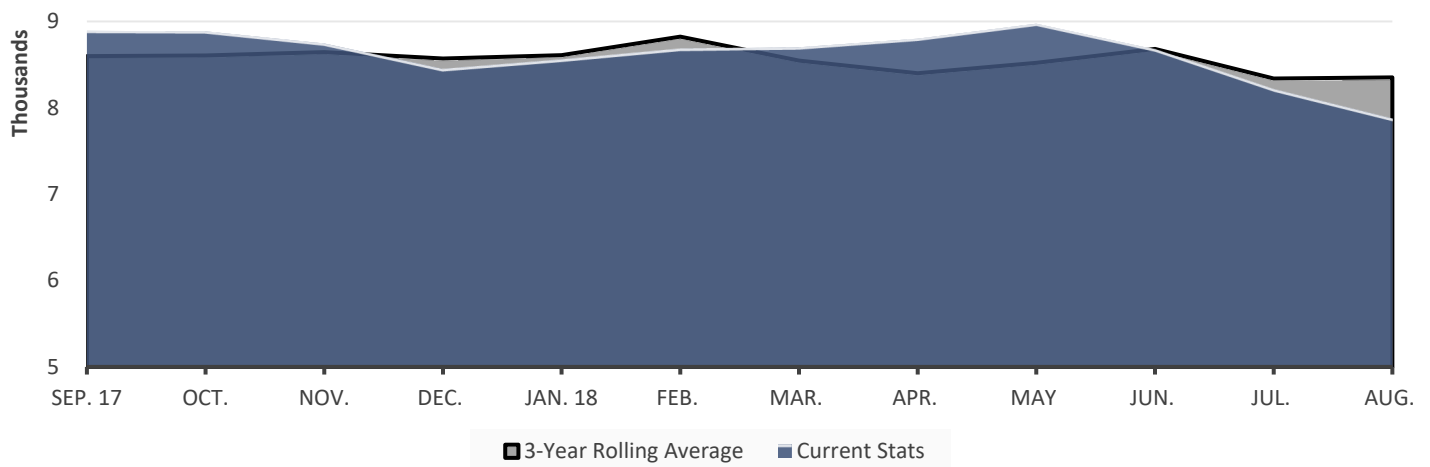
VRE SYSTEM



FREDERICKSBURG LINE



MANASSAS LINE



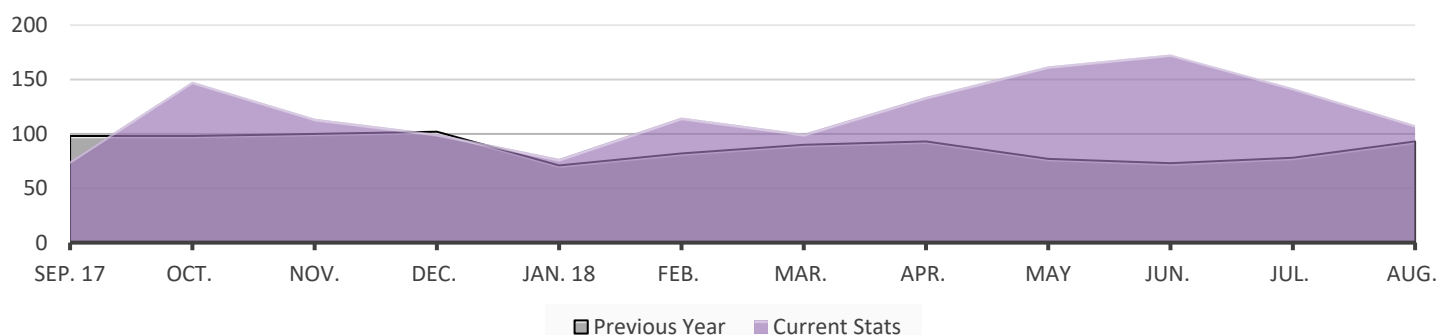
RIDERSHIP UPDATES

Average daily ridership (ADR) in August was approximately 17,780.

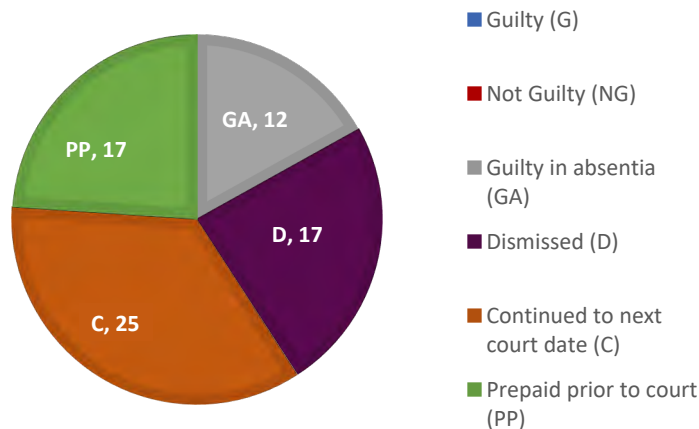
	August 2018	July 2018	August 2017
Monthly Ridership	414,912	388,306	435,839
Average Daily Ridership	17,779	18,251	18,950
Full Service Days	23	21	23
"S" Service Days	0	0	0

SUMMONSES ISSUED

VRE SYSTEM

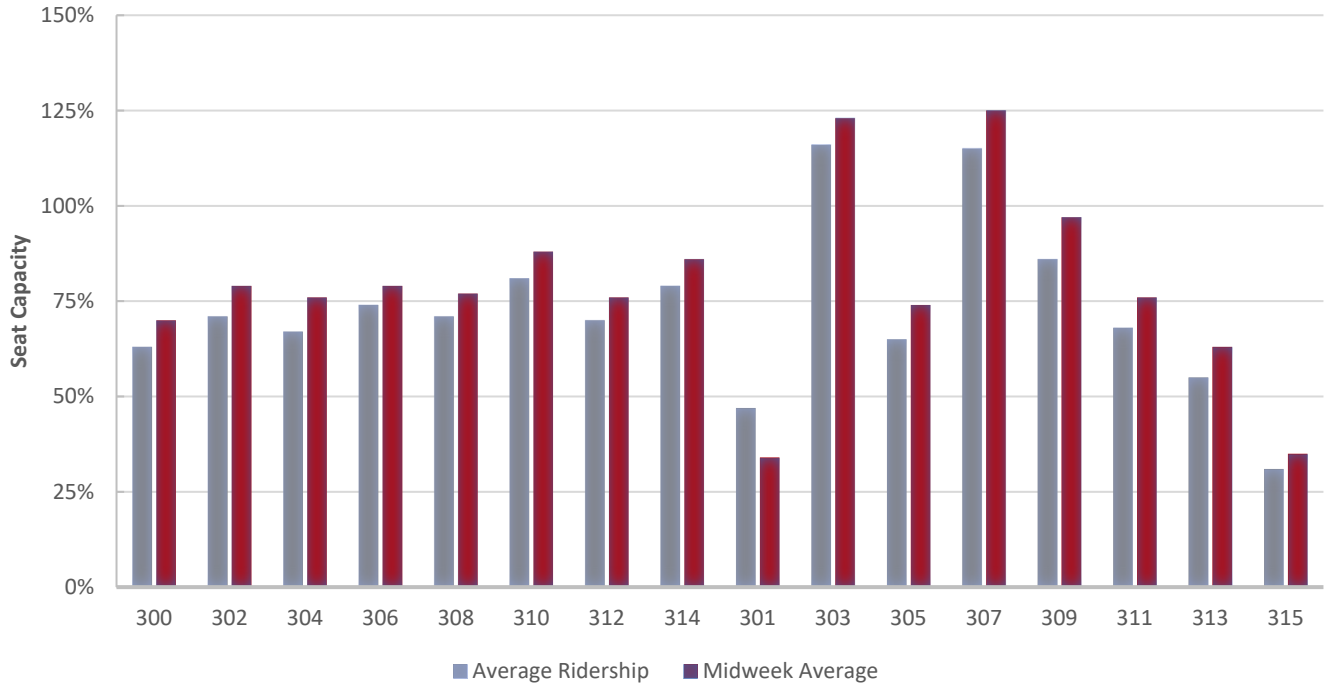
SUMMONSES WAIVED
OUTSIDE OF COURT

Reason for Dismissal	Occurrences
Passenger showed proof of a monthly ticket	15
One-time courtesy	6
Per the request of the conductor	34
Defective ticket	0
Per Ops Manager	1
Unique circumstances	0
Insufficient information	5
Lost and found ticket	0
Other	1
Total Waived	62

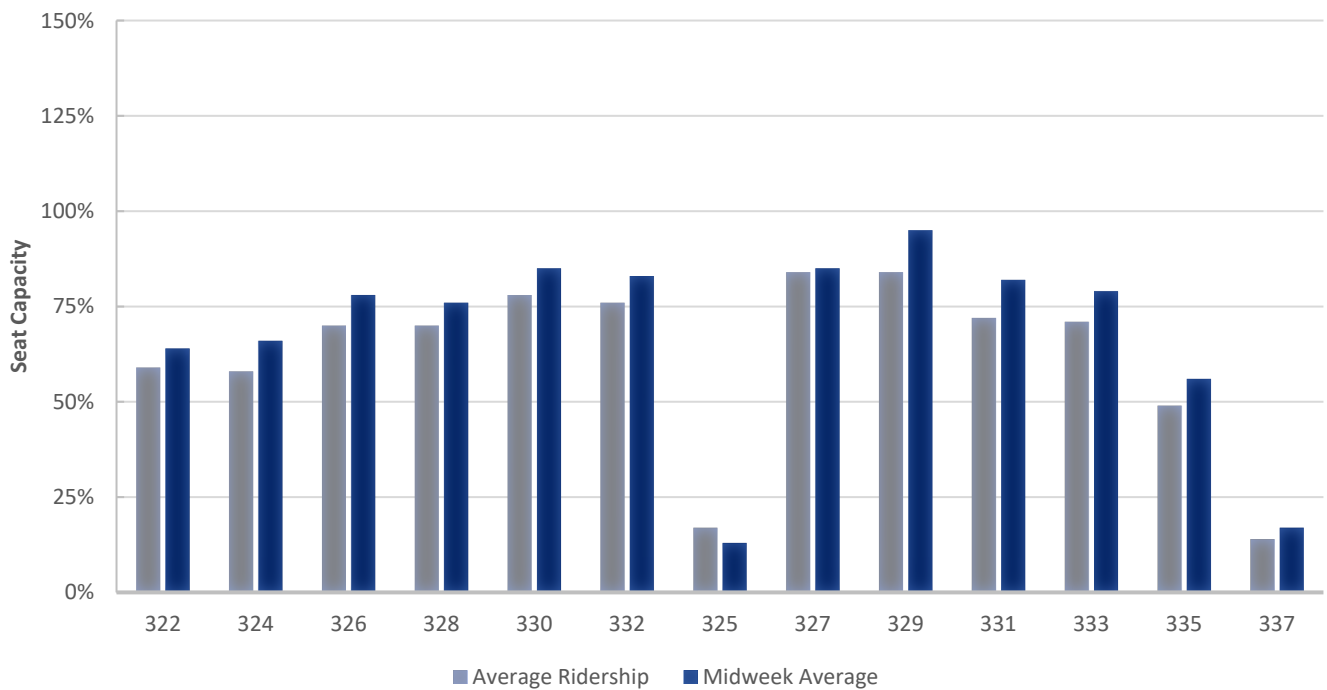
MONTHLY SUMMONSES
COURT ACTION

TRAIN UTILIZATION

FREDERICKSBURG LINE

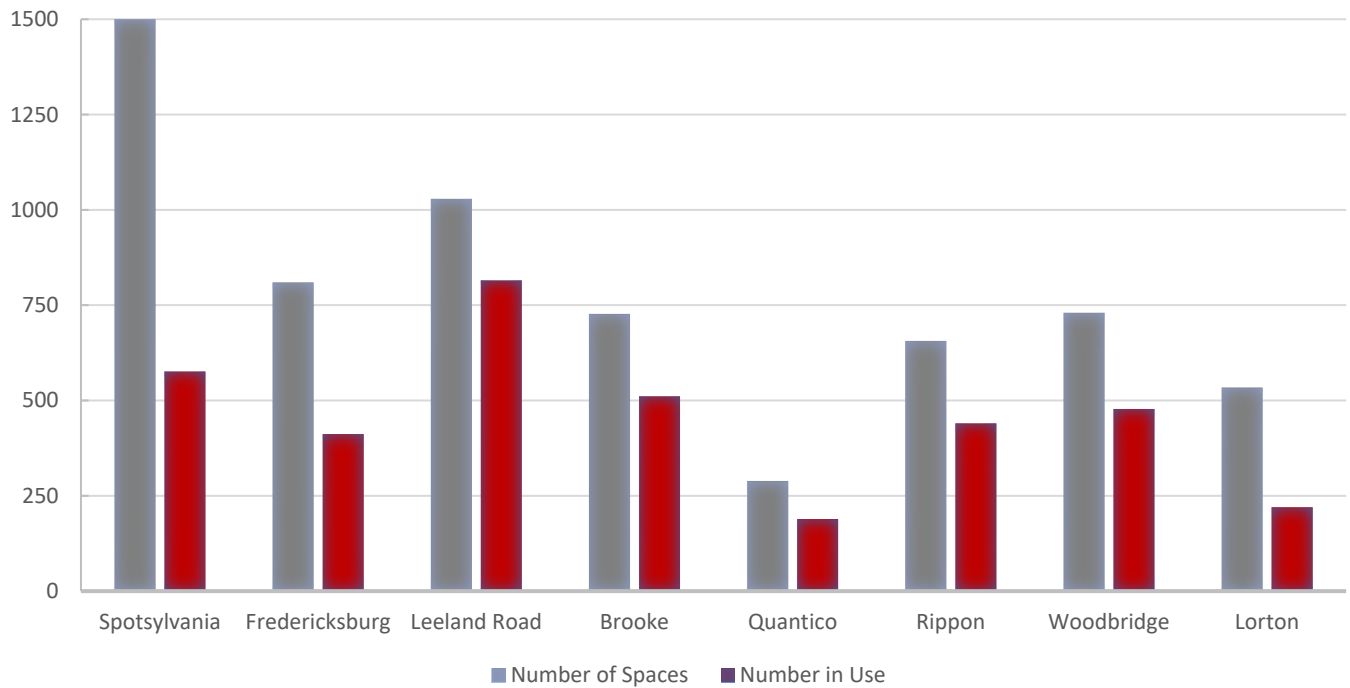


MANASSAS LINE

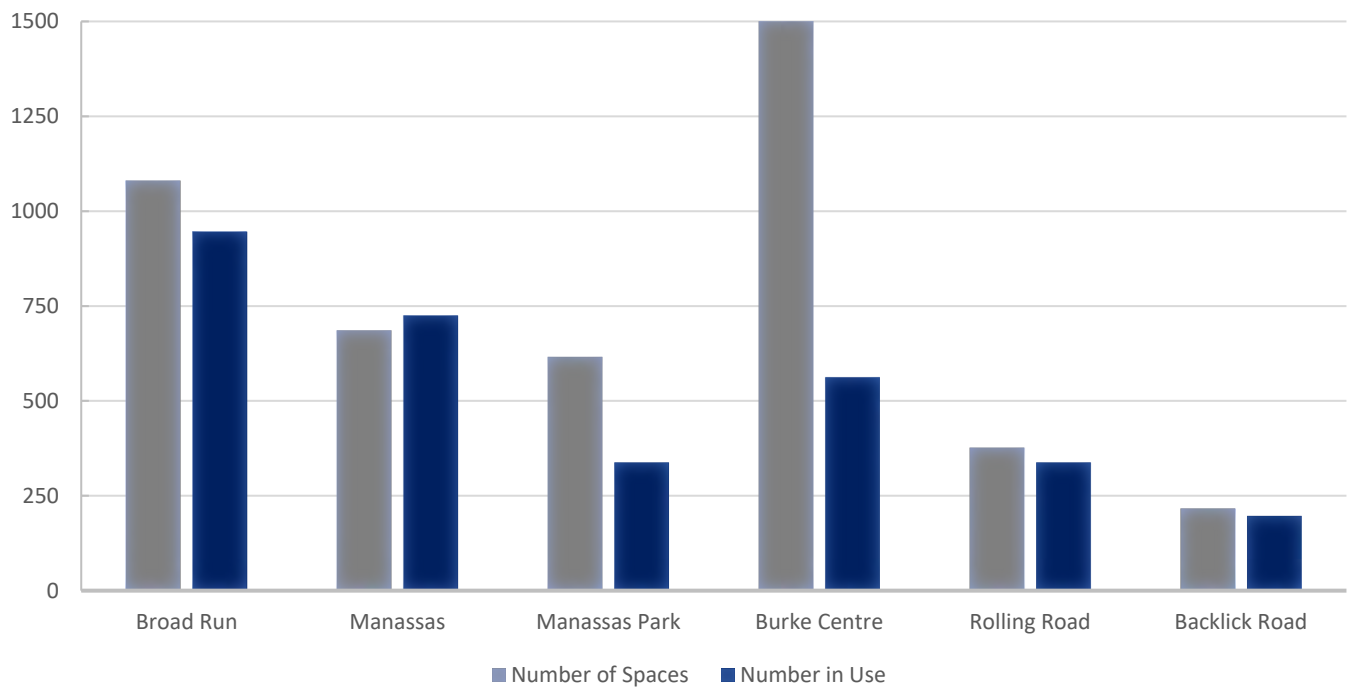


PARKING UTILIZATION

FREDERICKSBURG LINE



MANASSAS LINE



FINANCIAL REPORT

Fare revenue through the second month of FY 2019 is approximately \$275,000 below budget (an unfavorable variance of -3.7%) and is up 1.0% compared to the same period in FY 2018.

VRE's annual liability insurance premium was accounted for in full in July, resulting in an actual operating ratio of 45%. Absent this premium, the operating ratio would have been 59%. VRE's budgeted operating ratio for the full twelve months of FY 2019 is 52%.

A summary of the FY 2019 financial results through August follows, including information on the major revenue and expense categories. Please note that these figures are preliminary and unaudited.

FY 2019 Operating Budget Report							
Month Ended August 31, 2018							
	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD \$ VARIANCE	YTD % VARIANCE	TOTAL FY19 BUDGET
Operating Revenue							
Passenger Ticket Revenue	3,542,477	3,900,800	7,187,427	7,462,400	(274,973)	-3.7%	42,400,000
Other Operating Revenue	6,100	20,700	8,405	39,600	(31,195)	-78.8%	225,000
Subtotal Operating Revenue	3,548,577	3,921,500	7,195,832	7,502,000	(306,168)	-4.1%	42,625,000
Jurisdictional Subsidy (1)	-	-	9,119,260	9,062,209	57,051	0.6%	13,336,628
Federal/State/Other Jurisdictional Subsidy	2,666,821	2,678,051	5,240,489	5,254,210	(13,721)	-0.3%	31,371,051
Appropriation from Reserve/Other Income	-	91,080	-	174,240	(174,240)	0.0%	990,000
Interest Income	93,437	18,400	182,215	35,200	147,015	417.7%	200,000
Total Operating Revenue	6,308,835	6,709,031	21,737,796	22,027,859	(290,063)	-1.3%	88,522,679
Operating Expenses							
Departmental Operating Expenses	6,056,419	6,936,750	15,886,290	17,208,222	1,321,932	7.7%	81,761,809
Debt Service	518,776	559,573	1,037,442	1,119,145	81,703	7.3%	6,714,870
Other Non-Departmental Expenses	43	4,232	11,737	8,096	(3,641)	0.0%	46,000
Total Operating Expenses	6,575,238	7,500,555	16,935,469	18,335,463	1,399,994	7.6%	88,522,679
Net income (loss) from Operations	(266,403)	(791,523)	4,802,327	3,692,396	1,109,931		0
Operating Ratio							
			45%	44%		Goal	50%

(1) Total jurisdictional subsidy is \$17,767,748. Portion shown as budgeted is attributed to Operating Fund only.

FACILITIES UPDATE

The following is a status update of VRE facilities projects:

Completed projects:

1. Brush clearing at Lorton Station
2. Removal and replacement of pedestrian grade crossings at Rippon, Quantico, Brooke and Leeland Road Stations to accommodate CSX tie replacements

Projects scheduled to be completed this quarter:

1. Replacement of tactile warning strip at L'Enfant Station
2. Repairs to fascia and soffit at Woodbridge Station east building
3. Painting of Woodbridge Station
4. Cleaning of glass at Woodbridge Station elevator/stair towers
5. Striping of Rolling Road Station parking lot
6. Upgrades to electrical power supply for new communication cabinet at Burke Centre Station
7. Repairs to potholes at Manassas Park Station
8. Repairs to platform lighting and replacement of electrical and communications conduits at Manassas Park Station
9. Repairs to platform concrete at Manassas Station
10. Installation of automated parking count system at stations with parking lots

Projects scheduled to be initiated this quarter:

1. Design of platform widening at L'Enfant Station
2. Replacement of signage at additional stations (locations TBD)
3. Replacement of parking lot entrance signs at majority of stations
4. Replacement of waste and recycling receptacles throughout VRE system



Lorton Station Before Brush Clearing



Lorton Station After Brush Clearing



Woodbridge Station Painting and Glass Cleaning

Ongoing projects:

1. Renovations to Alexandria Headquarters (leased Suite 201, adjacent to current VRE offices)
2. Weed control at L'Enfant storage track
3. Development of specifications for modernization of Woodbridge Station east elevator
4. Development of IFB for Canopy Roof Replacement at the Backlick Road Station and second station (TBD)
5. Replacement of station posters throughout VRE system

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
- Passenger Car Wheelchair Lift Assemblies
- Seat Bottoms for Passenger Cars
- Construction of Benchmark Road Slope Stabilization
- Construction of Rolling Road Platform Extension
- Platform Lighting Installation Services
- Construction of L'Enfant South Storage Track Wayside Power
- Variable Messaging System Replacement

CAPITAL PROJECTS UPDATES

AS OF September 5, 2018

Broad Run Expansion Study (BRX)

- Preliminary engineering (PE) design underway for maintenance and storage facility (MSF) expansion, platform modifications, 3rd track and tunnel
- VRE Operations Board selected “North” parking alternative as preferred location for Broad Run Station parking expansion on July 20th
- Meeting with Prince William County and VDOT staff on August 31st to discuss the Residency Rd. VRE parking lot design and trail connection between Route 28 and the proposed parking lot
- Draft agreement between VRE and Prince William County regarding Broad Run parking expansion funding and other responsibilities under development
- Bi-weekly Project Management Team (PMT) meetings with BRX consultant
- Weekly schedule review meetings with BRX consultant

Crossroads Real Estate Acquisition

- Appraisals under review and reconciliation

Long Bridge Expansion Study

- Facilitated internal discussions and response to Department of Rail and Public Transportation's (DRPT) Long Bridge Governance paper
- Conceptual engineering to start and expect to be completed late Summer

Rolling Road Platform Extension

- Final plans pending Host Railroad review and approval
- VRE Operations Board authorized Invitation for Bids (IFB) for construction, pending completion of final design package
- Construction Management (CM) GEC task order pending notice to proceed (NTP)

Quantico Station Improvements

- Progress Meeting held at Quantico Station July 10th
- Potomac Avenue signal coordination meeting held with CSX July 25th
- Monthly Arkendale to Powells Creek conference call held August 7th

Franconia-Springfield Station Improvements

- Preliminary engineering/30% design plans and environmental documents are currently under review by CSXT

Lorton Station Improvements (Second Platform)

- Preliminary engineering/30% design plans and NEPA documents are currently under review by CSXT

Rippon Station Improvements

- Draft preliminary engineering/30% design plans and NEPA documents have are complete for review by CSXT pending a final design review agreement

Leeland Road Station Improvements

- Continued development of 30% Design Plans and Environmental Documents
- Continued coordination with CSXT concerning the Design Review Force Account Estimate

Brooke Station Improvements

- Continued development of 30% Design Plans and Environmental Documents
- Continued coordination with CSXT concerning the Design Review Force Account Estimate

Alexandria Pedestrian Tunnel Project

- Investigating alternative construction strategies
- Coordinating with FRA

Crossroads Lifecycle Overhaul & Upgrade Facility (LOU)

- Property negotiations continue to acquire property needed to the east and south of existing Crossroads Yard
- Continue Spotsylvania County permit extensions

L'Enfant (South) Storage Track Wayside Power

- Final design has been completed
- Invitation for Bids (IFB) for construction of wayside power approved June 2018
- IFB package is being prepared
- Pending amended agreement with CSX

Slaters Lane/Alexandria Track 1 Access

- Construction pending assignment of CSXT resources

Manassas Park Station Parking Expansion

- Received revised proposal and estimate for final design, procurement support and construction administration services
- Internal meeting held to discuss recommendations of Value Engineering study and given direction to proceed
- Coordinated with CenturyLink/L3 about fiber optic lines in the project vicinity. Identified 5 potential lines that we will have to be aware of for the project
- Received and reviewed PHAs on 30% Design Engineering from K&J

Crystal City Station Improvements

- Concept Design briefing to be provided to Arlington County Transportation Commission and Arlington County Board at their September 2018 meetings
- Comments received and VRE responses posted to the project website
- Cost estimate is being updated

L'Enfant Track and Station Improvement

- Phase I: Background Information technical memorandum is being finalized
- Scope of Work for continued project development, including preliminary engineering and environmental review, under development
- Task Order to conduct additional right-of-way and background research being prepared
- Initiation of additional work pending REF grant agreement

VRE Transit Development Plan Update






- Bi-weekly progress meetings with TDP consultant
- Service Plan analysis presentation to VRE staff
- Performance Measures being developed to comprehensively show progress towards TDP Goals and Objectives
- TDP document in progress

NOTES

[illegible]

Projects Progress Report to Follow

PASSENGER FACILITIES

PROJECT	DESCRIPTION	PHASE					
		CD	PD	EC	RW	FD	CN
Alexandria Station Improvements	Eliminate at-grade track crossing, and pedestrian tunnel to METRO.	◆	◆	◆	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 Budget

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

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

Total ¹	ESTIMATED COSTS (\$)			Expended ²	COMPLETION		STATUS
	Funded	Unfunded	Authorized		Percent	Date	
26,674,365	26,674,365	-	1,814,559	1,714,242	60%	4th QTR 2020	60% design complete. Investigating alternative construction strategies.
7,000,000	7,000,000	-	467,500	90,749	30%	4th QTR 2018	Construction start pending assignment of CSXT resources.
2,400,000	400,000	2,000,000	-	-	5%	4th QTR 2020	Design work on East Platform only. West Platform elevation funded.
13,000,000	13,000,000	-	*	337,165	25%	4th QTR 2021	Preliminary engineering plans under review by CSXT and anticipated to be complete in 4th QTR 2018.
16,150,000	16,150,000	-	*	414,788	25%	4th QTR 2021	Preliminary engineering plans under review by CSXT and anticipated to be complete in 4th QTR 2018.
16,632,716	16,632,716	-	*	328,521	20%	4th QTR 2022	Preliminary engineering is anticipated to be complete in 2nd QTR 2019.
No costs for VRE. Private developer providing station.					10%	TBD	Design resumed after resolution of DRPT/CSXT/FRA track project issues.
18,350,745	18,350,745	0	-	-	30%	TBD	Completion of FD & construction pending excution of IPROC grant by DRPT.
23,390,976	23,390,976	-	*	259,910	20%	4th QTR 2022	Completion of PD & EC pending excution of REF grant by DRPT.
15,527,090	15,527,090	-	*	258,881	20%	4th QTR 2022	Completion of PD & EC pending excution of REF grant by DRPT.
25,983,000	25,983,000	0	665,785	606,411	30%	4th QTR 2022	Preliminary engineering plans complete. Awaiting proposal for final design.
2,000,000	2,000,000	-	442,900	320,562	50%	3rd QTR 2020	Invitation for Bids (IFB) for construction pending completion of final design package
41,810,000	5,410,000	36,400,000	370,285	373,396	10%	2nd QTR 2023	Completion of PD & EC pending excution of REF grant by DRPT.
70,650,000	3,226,000	67,424,000	2,980,000	58,793	10%	2nd QTR 2023	Completion of PD & EC pending excution 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 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 (\$)				COMPLETION		STATUS
	Funded	Unfunded	Authorized	Expended ²	Percent	Date	
32,500,000	32,500,000	-	33,285,519	30,578,003	100%	3rd QTR 2018	 Close-out pending repair of storm damage to embankment.
3,965,000	3,965,000	-	2,937,323	1,672,293	50%	3rd QTR 2018	 Invitation for Bids (IFB) for construction of wayside power approved June 2018.
38,183,632	38,183,632	-	3,176,039	2,126,399	90%	TBD	 Design 100% complete. On hold pending property acquisition.
2,950,000	2,950,000	-	2,950,000	139,154	95%	TBD	 FTA approved appraisal; offer package under legal review.
89,666,508	89,666,508	-	3,588,305	1,491,586	25%	4th QTR 2018	 Site survey underway to confirm conceptual layout; Conrail appraisal completed and under legal review.
75,264,693	75,264,693	-	69,457,809	47,915,644	95%	4th QTR 2020	 All cars received. Completion date reflects end of warranty period.
10,553,000	10,553,000	-	10,294,079	7,984,451	80%	4th QTR 2018	 Onboard installations ongoing.
137,230,000	83,825,501	53,404,499	5,208,845	3,990,226	22%	4th QTR 2022	 PD for expansion of existing Broad Run complex and 3rd main track is underway, including preliminary engineering and NEPA review.
3,510,307	3,510,307	-	3,510,627	2,168,462	65%	2nd QTR 2019	 Rate My Ride is live in app. Big Commerce/Moovel collaboration underway for web based ticketing portal.

VIRGINIA RAILWAY EXPRESS MAGAZINE

RIDE

OCTOBER 2018

IN THIS ISSUE:

A DEEPER LOOK INTO RECENT DELAYS (p2)

PUBLIC HEARINGS (p7)



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08 | BACKPACKS

09 | PUZZLES & CARTOON



ATTENTION NEW RIDERS

New to VRE? Welcome aboard! This magazine is distributed on our trains monthly, and offers our riders insight on our current projects as well as information on area happenings. In addition to signing up for Train Talk alerts at vre.org, please use this magazine to stay informed.



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Editor in Chief: Cindy King

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FROM THE CEO

YES, WE ARE PUBLIC TRANSPORTATION



DOUG ALLEN
Chief Executive Officer

We are public transportation, and as such, we actively work with and receive regulatory oversight from several Federal agencies including the Federal Transit Administration (FTA), Federal Railroad Administration (FRA), Transportation Security Administration (TSA), and Occupational Safety and Health Administration (OSHA).

Much of our work with these agencies is focused on safety and security, and is supported by a two-way dialogue. Sometimes we are responsible for reporting information to an agency, as with the FTA's National Transit Database (NTD). The NTD serves as the American transit system's repository of financial data including funding source information, as well as the repository of data pertaining to agency operating and asset conditions. NTD Data Reports – Agency Profiles and Summaries and Trends – are available at transit.dot.gov/ntd. NTD's reports provide a great level of visibility and in pertaining to VRE, offer a snapshot of our annual passenger miles, weekday trips, and more.

As we are public transportation, we follow many standardized procedures and you have visibility into our activities. Coupling our team's strong belief in customer service and transparency of performance results – we serve you, the rider. We're always available for questions, and encourage you to reach out to us through our website, on our monthly Online Forum, or by giving us a call.

Sincerely,

DOUG ALLEN

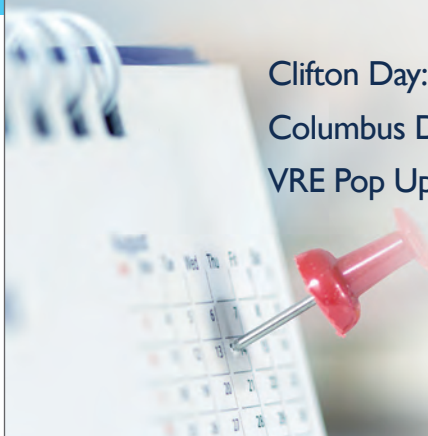
Chief Executive Officer
Virginia Railway Express

DATES TO REMEMBER

Clifton Day: October 7th

Columbus Day (No VRE Service): October 8th

VRE Pop Up Event at Quantico: October 17th



THIS SUMMER'S ON-TIME PERFORMANCE CHALLENGES

As all VRE riders are aware, we have faced some major challenges in maintaining our high standard of On Time Performance (OTP) for the past few months. The environment in which we operate presents some unique conditions and we have built a reputation on being able to navigate those conditions and deliver a safe trip, while getting passengers to their destinations on time. We understand the frustration of our riders and continue to work with our host railroads to manage some of the causes of these delays.

On September 21st, we presented a summary of the delays along with the primary causes to the VRE Operations Board. The intent was not to make excuses, but to share the information simply to keep everyone better informed. We fully understand our riders generally do not care about the reasons why we are late, they just want to get to and from work on time. However in the interest of full disclosure, we thought sharing this information here may be beneficial.

We looked at March 2018 as an example of an average month. We had 47 delayed trains in March (delayed meaning more than five minutes late to their final destinations), resulting in a system OTP of 92%. The delayed trains were a reflection of the normal things we see on the railroad including some train interference from Amtrak and freight trains, a few signal and switch issues, and a few other minor routine issues.

Contrasting an average month (March) with July and August, we see the summer months with a spike in train interference, major issues with signals getting through the Amtrak tunnel into and out of Union Station, weather related delays, and speed restrictions due to track work. Please see the full list of delay causes below, and the number of corresponding late trains.

Cause of Delays	# Trains Delayed		
	March	July	August
Amtrak Signal Issues-Tunnel	0	67	51
Weather (Heat/Flash Flood)	0	36	46
Train Interference	27	35	71
Switch/Signal Issues	12	13	12
Brush Fire	0	7	0
CSX Tie Replacement	0	0	28
KRSV (Keolis)	1	2	1
Medical/Police	1	1	1
Testing	2	0	0
Passenger Handling	4	0	0
Total Trains Delayed	47	161	210
On Time Performance	92%	76%	71%



Once again, this information is being provided simply as information. VRE continues to work daily with our host railroads to help minimize these delays and get back to the reliability we have all come to expect. We would like to thank all of our riders for their patience and understanding as we work through these issues.

Amtrak Signal Issues

The summer's storms led to saturated electrical and signal equipment in the tunnel leading to Union Station. The water caused improper Track Occupancy Lights to appear in the signal system. Those improper indications simulated the presence of a train, which required trains to be given permission by the signals, and to proceed at an extremely slow speed. This resulted in delays and congestion coming in and out of Union Station. Amtrak is working to solve the issue with the signal system.

Weather

Speed restrictions due to heat are not unusual during the summer, but this year has also seen multiple occurrences of flash flood speed restrictions, and high wind warnings which require trains to stop completely.

Train Interference

As mentioned previously, there will always be some level of interference from other trains. However, the delays VRE has experienced recently are largely attributable to two factors.

First, is the ongoing impact of a CSX derailment south of Alexandria back in May. While the loss of track one south of Alexandria to Springfield does not directly impact VRE's ability to operate, the railroad's inability to put freight trains on track one in Springfield has meant freight trains crossing in front of VRE trains at the Alexandria/Franconia (AF) interlocking. AF is also the point where VRE's Fredericksburg and Manassas Lines merge. Adding the freight trains to the mix there has added to congestion and has limited the railroad's ability to recover from disruptions which do occur. CSX continues to work on restoring track one and the bridge which was damaged by the derailment, and anticipates having work completed at the end of the year.

The second factor in the summer's raised train interference numbers was the derailment in the Amtrak tunnel on August 2nd. The incident occurred just prior to our afternoon service, and impacted nearly every VRE train because we were unable to get the trains from the storage yard north of Union Station and pass to head south. We were also unable to stop most trains at the platforms in Union Station, so many riders who typically board at Union had to get to L'Enfant. The number of trains delayed and the length of those delays combined to make August 2nd VRE's worst day ever for total delay minutes.



Image: Damage from CSX's freight train derailment near Alexandria in May.

CSX Tie Replacement

Fredericksburg riders have seen the many ties stacked along the railroad. This particular project is much larger than most we have seen, with CSX replacing over 30,000 ties in a 30 mile stretch of railroad. Once the ties and ballast are replaced, speed restrictions are placed on the specific track until a set tonnage passes over the area to allow the area to settle properly. The work is completed overnight so the tracks are available for VRE trains in the morning, but the speed restrictions remain in place until enough traffic can be routed over those tracks. The challenge for VRE is most of our platforms are on track 2, and the initial phase of the project was done on track 2, requiring VRE trains to abide by the speed restrictions. That's why some passengers may have seen other trains running on Track 3 at regular speed.

2018 CLIFTON DAY FESTIVAL

One of Northern Virginia's favorite fall events, the Clifton Day Festival, will take place on Sunday, October 7th from 9 am to 5 pm in the scenic town of Clifton.

Vendors & Activities

Under the theme "Small-town charm, big-time fun," the 2018 festival will feature a marketplace with around 150 artisans, antique dealers, vintage sellers and other vendors. Live music, children's activities, pony rides, a beer & wine garden and other delicious food and beverage choices will add to the fun.

This year's festival will also include a display of LOVEwork letters provided by the Virginia Tourism Corporation. Visitors can take selfies with the eight-foot-tall LOVE letters, which will be located on Ayre Square at the corner of Main Street and Chapel Road.

Festival History

The Clifton Day Festival, hosted by the Clifton Betterment Association (CBA), arose from a 1960s revitalization effort for the historic town of Clifton, which had fallen into a state of disrepair since its incorporation in 1902. Residents decided to hold a festival in 1967 as a way to attract the public to the place they called home. The annual festival, now in its 51st year, has been going strong ever since on the Sunday before Columbus Day.

Each year, Clifton Day raises funds for the Girl and Boy Scouts, Clifton Lions Club, Acacia Lodge, the Clifton Presbyterian Church and other nonprofit groups. Sponsors for 2018 include F.H. Furr Plumbing, Heating, Air Conditioning & Electrical; Norfolk Southern; Ourisman Fairfax Toyota; Peterson Companies; Republic; United Bank; Villagio Hospitality Group; and VRE.

Admission & Getting There

Admission is free. Parking starts at five dollars per car. VRE will provide roundtrip train service to Clifton from all stops between Manassas and Rolling Road. The train ride to Clifton is free, and the return trip costs \$5 per person (children under age two ride free).

For more information about Clifton Day, visit cliftonday.com or the festival's Facebook page.



Clifton Day is the only day of the year when the VRE stops in the town.



Like the festival on Facebook for more great pictures.



BURKE VOLUNTEER FIRE & RESCUE DEPARTMENT

Each Wednesday, Regular BINGO sessions start at 7:45pm
9501 Old Burke Lake R, Burke, VA 22015

Doors open at 5:30 p.m. and Early Bird games begin at 7:00 p.m. The Regular session follows and typically begins between 7:45 pm – 8:00 pm. In addition to 10 Early Bird games and 21 regular session bingo games during the evening, the department also plays a Progressive game, Pick 7, and a end of the night, cover-all Jackpot for \$1,000.

36TH ANNUAL MANASSAS FALL JUBILEE

October 6, 10:00 am – 5:00 pm
Historic Downtown Manassas
Center Street, Manassas, VA 20110

This year's Jubilee will include an assortment of fun for both kids and adults with over 100 crafter and community booths, live music and entertainment, and more! The Fall Jubilee is free to the public. Bring the family out for a day of fun – play games, shop at unique crafter booths, and so much more!

23RD ANNUAL ART SAFARI

October 13, 12:00 pm – 4:00 pm
Torpedo Factory Art Center, 105 N. Union St.
Alexandria, VA 22314

An Alexandria tradition for more than two decades, Art Safari returns for a day of hands-on activities for kids and families. Dozens of artists lead budding arts enthusiasts in hands-on projects throughout the building. Children should wear clothing that can get a little dirty. Most activities are appropriate for ages 5 – 11. Some parental participation may be required.

UMW PHILHARMONIC FIDDLESTIX INSTRUMENT PETTING ZOO

October 27, 3:00 pm – 5:00 pm
Dodd Auditorium, 1301 College Ave
Fredericksburg, Virginia 22401

The Fiddlestix Instrument Petting Zoo will be a Halloween event on Saturday, Oct 27, 2018 from 3:00 pm – 5:00 pm in Dodd Auditorium. Kids and families will meet the principal players of the Philharmonic orchestra up close and personal. The musicians will demonstrate each instrument for the kids, who will get a chance to try them out. Dr. Bartram will also be giving conducting lessons on stage! There will be games and lots of fun. The event will conclude with a brief concert for the kids. No reservation or tickets required.



Manager – Safety and Security

Warehouse Specialist

Warehouse Intern

PRTC is also hiring! Visit omniride.com for more on the following:

Graphic & Web Designer

Sr. VanPool Program Associate



Philharmonic ORCHESTRA
Dr. Kevin P. Bartram, Music Director

Fiddlestix Halloween "SPOOKTACULAR"

Concert and Instrument Petting Zoo

Meet the instruments of the orchestra starting at 3pm followed by a Halloween concert at 4pm!

Saturday, Oct. 27 from 3 - 5 pm
Dodd Auditorium

FREE and Open to the Public!

COSTUMES ARE ENCOURAGED!

umwphilharmonic.com 540-654-1324

Voters Who Commute on Election Day:

Commuters are eligible to vote by absentee ballot in advance of Election Day. Commuters can use Reason Codes 1C, 1D, or 1E.
www.vote.virginia.gov

Vote by Mail: You can vote in the comfort of your own home by having a ballot mailed to you. In order to have a ballot mailed to you, voters must fill out and submit an application to the Office of Elections. Apply for your mail ballot online at the Virginia Department of Elections > Ways to Vote > Vote Absentee by Mail.



This voting information was prepared as a public service by the Prince William County Office of Elections for the citizens and voters of Prince William County. This information is not affiliated with any political party or candidate.

Phone: 703-792-6470
 Email: pwcvote@pwcgov.org
 Website: www.pwcvotes.com

Text PWCvotes to 94253
to get Voting Updates and Election Reminders!



-or-

Vote at a Prince William County Absentee Vote Center: Voters who plan to visit an Absentee Vote Center do not need to submit an application online beforehand. Simply show up at the Vote Center most convenient for you with your Photo ID. All Vote Centers are open 8:30am to 5:00pm. **Visit pwcvotes.com for a complete schedule including Saturday hours.**

Prince William County Absentee Vote Center Locations:

Main Office of Elections

9250 Lee Avenue, Suite 1, Manassas, VA 20110

DMV Office of Elections

2731 Caton Hill Road, Woodbridge, VA 22192

Haymarket Gainesville Community Library

14780 Lightner Road, Haymarket, VA 20169

LAST DAY TO VOTE ABSENTEE

Saturday November 3

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NEXT SUMMER'S PROPOSED FARE INCREASE

Each summer, we begin preparing the budget for the following fiscal year based on known factors and educated forecasts. In order to sustainably and equitably support the costs of providing our service, the VRE Operations Board has directed that passenger fares and jurisdictional subsidy contributions should be increased in alternating years. Following a jurisdictional subsidy increase in Fiscal Year 2019, we are proposing a 3% average fare increase for Fiscal Year 2020. This proposed increase will help VRE continue to meet its requirement of covering at least 50% of our operating costs through ticket sales.

Any increases will not go into effect before July 1, 2019, which is the beginning of our next fiscal year.

50% FAREBOX RECOVERY

VRE must maintain a 50% farebox recovery ratio in accordance with our Master Agreement. This means that fare revenues must cover at least 50% of all operating costs. The remaining operating costs are covered by jurisdictional subsidies and other grants.

OPERATING BUDGET & OUTSIDE FACTORS

We carefully develop our budget each year and look for ways to reduce costs while still delivering safe and reliable service. However, there are factors beyond our control that tend to increase our costs each year. These factors include implementation of the federally-mandated Positive Train Control (PTC) system as well as contractual increases in track access fees and train operations.

WHAT WILL A FARE INCREASE LOOK LIKE?

For most riders, the proposed fare increase over a one month period equates to less than the cost of one fast food meal.

For the complete proposed fare chart, visit: vre.org/proposedfares



PUBLIC COMMENTS PROCESS

VRE HOLDS PUBLIC HEARINGS.

VRE COLLECTS PUBLIC COMMENTS.

VRE COMPILES ALL COMMENTS.

VRE PRESENTS TO THE OPERATIONS BOARD.

PUBLIC COMMENTS

VRE will hold a series of public hearings starting this month on the proposed 3% average fare increase. VRE staff will review the proposed fare increase in the context of VRE's preliminary Fiscal Year 2020 budget, and members of the public will have an opportunity to provide comments. These public comments will be compiled along with written comments that VRE receives. The members of the VRE Operations Board will be provided the comments prior to a decision on the final Fiscal Year 2020 budget in December. A full date and location list is available on our website at: vre.org/publiccomment

For those who are unable to attend a public hearing but would like to learn more, a copy of the presentation is also available on our website.

Written comments will be accepted through Friday, November 23, 2018. Mail written comments to: Public Comment, 1500 King Street, Suite 202, Alexandria, Virginia 22314. Comments may also be submitted to: publiccomment@vre.org or via fax at (703) 684-1313.

Example Ticket	Current	Proposed	Difference
Monthly Pass: Spotsylvania to Union	\$327.60	\$336.80	\$9.20
Monthly Pass: Broad Run to Union	\$268.60	\$277.20	\$8.60
Monthly Pass: Backlick to Union	\$209.60	\$216.20	\$6.60
Single Ride: Spotsylvania to Union	\$11.90	\$12.15	\$0.25
Single Ride: Broad Run to Union	\$9.80	\$10.00	\$0.20

BACKPACK, OR SMACK-ATTACK?

Backpacks are common with commuters as backpacks naturally make it easy to carry everything needed for the ride. You may be surprised however that while your backpack is convenient for you, it may be inconvenient for your fellow riders at times.

We receive requests each month to remind riders to be mindful of their backpacks. It seems too often, unsuspecting riders are bumped and knocked by a backpack being hurriedly thrown on or quickly spun around.



Additionally, backpacks and other bags should not be placed in empty seats while new riders are boarding, unless there is a corresponding (second) validated ticket.

Please note we appreciate you and your backpack, and appreciate that you have chosen us for your commute ... but we do ask that all backpack wearers make sure they are considerate of fellow riders.



Ideas, Likes, Critiques?
RIDE Magazine Online Survey:
vre.org/ridesurvey

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Reach our passengers with advertising opportunities on our platforms, in our trains and through our award-winning RIDE Magazine. 70 percent of passengers have an annual household income of more than \$100,000.

For more information, visit:
vre.org/advertising

Contact:
advertising@vre.org
(703) 838-5417

PUZZLE SOLUTIONS



3	2	7	5	6	4	8	1	9
1	5	4	3	9	8	6	7	2
8	9	6	1	2	7	5	4	3
2	1	9	6	4	3	7	8	5
4	6	8	9	7	5	3	2	1
7	3	5	2	8	1	4	9	6
9	7	2	4	3	6	1	5	8
5	8	3	7	1	2	9	6	4
6	4	1	8	5	9	2	3	7

RAIL TIME PUZZLES

ACROSS

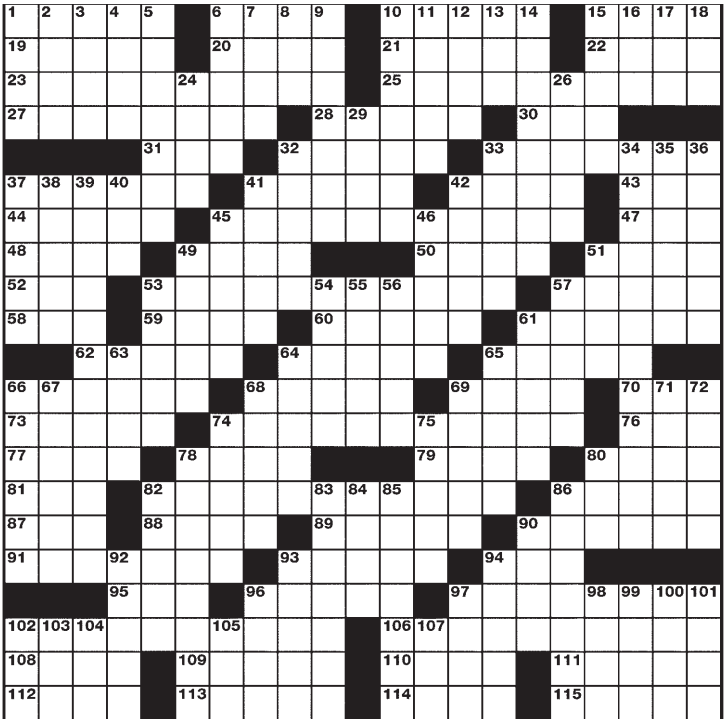
- 1 Elegant quality
6 Six-Emy Alan
10 Socially unacceptable
15 Poet Angelou
19 Strive for
20 County of Hawaii
21 Online payment option
22 Highest level
23 Scott Adams job before *Dilbert*
25 John Adams' new home in 1800
27 One way to leave the airport
28 Sunshade
30 Musical talent
31 Telltale sign of a shark
32 Building supports
33 They're essential to email addresses
37 Aggregated
41 Cuban "line" dance
42 HS exam
43 "Alley _!"
44 Construction 32 Across
45 Ansel Adams' field
47 Wall St. takeover
48 Squarish
49 "Mötley" rock group
50 Is in debt
51 Middle of the fifth century
52 Unrefined
53 John Quincy Adams' post-presidential job
57 Shape of some cheeses
58 Eroded
59 Betting stats
60 Citi Field player
61 Ctr. of many small towns
62 Flatten
64 Congestion setting
65 On the way out
66 Had discussions

DOWN

- 68 Preliminary races
69 Very much
70 _ cit. (footnote notation)
73 Lois Lane colleague
74 "Audience" for Douglas Adams' . . . *Guide to the Galaxy*
76 Yoko _
77 Two state trees
78 Innate talent
79 Four and five
80 Genesis shepherd
81 Relaxing resort
82 Edie Adams' spouse and partner in comedy
86 Unhandy
87 Vb. designation
88 Obscure, with "up"
89 Written permanently
90 Twitches
91 Curt denial
93 Thug
94 "Mamma _!"
95 Harry Potter pal
96 _ nova (Brazilian dance)
97 Library endower
102 _ Institute (Patch Adams medical facility)
106 Character in John Adams' opera *Nixon in China*
108 Metal in magnets
109 Be melodramatic
110 Just hanging around
111 Smoothie flavor
112 Stare (at)
113 Poet Mark Van _
114 Auction signals
115 Beasts of burden

ACROSS

- 5 Attacks from above
6 Mideast capital
7 Mary follower
8 Expected soon
9 Circulation aid
10 *Time*, for one
11 Spanish figure-skating figures
12 India-born director
13 Winter hrs. in Oregon
14 Spotted speedsters
15 New Zealand native
16 *Simpsons* shopkeeper
17 "May I help you?"
18 Firefighting tool
24 Corrosive
26 Too fast
29 Shakespearean schemer
32 Unhappy spectator
33 Rocky Mountain resort
34 Two film awards won by Amy Adams
35 Bluebloods
36 Went bad, in Britain
37 Only inanimate zodiac sign
38 WWII sub
39 Don Adams' TV spy role
40 Be too interested
41 Steam engine sounds
42 Handle roughly
43 Gearshift letters
46 Apples for baking
49 Needing deciphering
51 Facial feature
53 Assembly of witches
54 1940s computer
55 Electronic instrument, for short
56 Crumple up, so to speak
57 Bides one's time
61 "And to all a good-night!" poet



- 63 Scrapes (out)
64 Number of hills of Roma
65 Secluded valleys
66 Hammers at an angle
67 NFLer's honor
68 Stereo systems
69 Get _ out of (savor)
71 Early afternoon
72 Stallions-to-be
74 Depend (on)
75 Making no sense

- 78 Sensible and well-balanced
80 Santa _, CA
82 Actor Zac
83 New York senator
84 Gillibrand
85 Difficult duty
86 Thiamine, for instance
86 Beach of Rio
90 Gents
92 Main stem of a sycamore
93 Nightclub

- 94 Matching socks
96 "To _ not to . . ."
97 How gazpacho is served
98 Pilot projections
99 Revs
100 *Bus Stop* dramatist
101 What flattery feeds
102 Band's date
103 Span of history
104 Farm female
105 Managed care grp.
107 Fuss

SUDOKU

		1		5			3	
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		5				4	9	
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8	9		1					
		4			8	6		2
	2			6		8		



"Fine, have it your way. About your mother tell me."

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VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

ITEM 6-B
November 1, 2018
PRTC Regular Meeting

VRE Operations Board Meeting

October 19, 2018

Executive Committee Meeting – 8:30 am

Operations Board Meeting - 9:00 am

**Capital Committee Meeting – follows adjournment of
Operations Board Meeting**

**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 September 21, 2018 VRE Operations Board Meeting
5. Chairman's Comments
6. Chief Executive Officer's Report
7. Virginia Railway Express Riders' and Public Comment
8. Action Items:
 - A. Authorization to Issue an Invitation for Bids for the Purchase of LED Light Fixtures



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

- B. Authorization to Amend the Blanket Purchase Order for Content Management, Website Design & Other IT Services
 - C. Authorization to Execute a Contract for Passenger Railcar Truck Overhaul Services
- 9. Information Items:
 - A. Draft VRE 2019 Legislative Agenda
 - B. Spending Authority Report
- 10. Closed Session
- 11. Operations Board Member's Time

**The Next VRE Operations Board Meeting
November 16, 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
Jason Graham
Todd Horsley
Jeanine Lawson
Tim Lovain
Jeff McKay
Michael McLaughlin
Cindy Shelton
Paul Trampe
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 October 19, 2018

Members Present	Jurisdiction
Sharon Bulova (NVTC)	Fairfax County
Maureen Caddigan (PRTC)	Prince William County
John Cook (NVTC)	Fairfax County
Katie Cristol (NVTC)	Arlington County
John D. Jenkins (PRTC)	Prince William County
Matt Kelly (PRTC)	City of Fredericksburg
Martin E. Nohe (PRTC)	Prince William County
Pamela Sebesky (PRTC)	City of Manassas
Paul Smedberg (NVTC)	City of Alexandria

Members Absent	Jurisdiction
Mark Dudenhefer (PRTC)	Stafford County
Wendy Maurer (PRTC)	Stafford County
Jennifer Mitchell	DRPT
Suhas Naddoni (PRTC)	City of Manassas Park
Gary Skinner (PRTC)	Spotsylvania County

Alternates Present	Jurisdiction
Ruth Anderson (PRTC)	Prince William County
Hector Cendejas (PRTC)	City of Manassas Park
Todd Horsley	DRPT
Mike McLaughlin	DRPT

Alternates Absent	Jurisdiction
Pete Candland (PRTC)	Prince William County
Jack Cavalier (PRTC)	Stafford County
Libby Garvey (NVTC)	Arlington County
Jason Graham (PRTC)	City of Fredericksburg
Jeanine Lawson (PRTC)	Prince William County
Tim Lovain (NVTC)	City of Alexandria
Jeff McKay (NVTC)	Fairfax County
Cindy Shelton (PRTC)	Stafford County
Paul Trampe (PRTC)	Spotsylvania County
Mark Wolfe (PRTC)	City of Manassas

Staff and General Public	
Khadra Abdulle – VRE	John Kerins – Keolis
Doug Allen – VRE	Uriah Kiser – Potomac Local
Monica Backmon - NVTA	Cindy King – VRE
Nydia Blake – Prince William County	Mike Lake – Fairfax County DOT
Alexander Buchanan – VRE	Lezlie Lamb – VRE
Colin Burch - DRPT	Bob Leibbrandt – Prince William County
Rich Dalton – VRE	Steve MacIsaac – VRE Legal Counsel
Greg Deibler – VRE	Betsy Massie - PRTC
Joey de St. Aubim - NVTC	Kate Mattice – NVTC
Andrew D’huyvetter – NVTC	Becky Merriner - PRTC
John Duque – VRE	Zinash Nida - VRE
Jeremy Furrer – FTA	Kristin Nutter - VRE
Lucy Gaddis – VRE	Raymond Scarbrough - VRE
Chris Henry – VRE	Dr. Bob Schneider - PRTC
Christine Hoeffner - VRE	Mark Schofield – VRE
Pierre Holloman – Arlington County	Joe Swartz – VRE
Robert Hostelka - VRE	Ann Warner – Ann Warner, LLC

Chairman Nohe called the meeting to order at 9:11 A.M. Following the Pledge of Allegiance, Roll Call was taken.

Approval of the Agenda – 3

Mr. Kelly moved, with a second by Ms. Caddigan to approve the Agenda. The vote in favor was cast by Board Members Bulova, Caddigan, Cendejas, Cook, Cristol, Jenkins, Kelly, McLaughlin, Nohe, Sebesky, and Smedberg.

Approval of the Minutes of the September 21, 2018 Operations Board Meeting – 4

Mr. Kelly moved, with a second by Ms. Bulova, to approve the Minutes. The vote in favor was cast by Board Members Bulova, Caddigan, Cendejas, Cook, Cristol, Jenkins, Kelly, McLaughlin, Nohe, Sebesky, and Smedberg.

Chairman's Comments –5

Chairman Nohe announced the Executive Committee nominates Bill Greenup as the 2019 recipient of the VRE Board Member Recognition Program whereby a VRE locomotive will be dedicated in his name. Mr. Kelly moved approval of the committee's nominee and Ms. Sebesky seconded the motion. The vote in favor was cast by Board Members Bulova, Caddigan, Cendejas, Cook, Cristol, Jenkins, Kelly, McLaughlin, Nohe, Sebesky, and Smedberg.

Chairman Nohe stated the Capital Committee meeting would take place following the regular Board meeting. He reminded Members they were welcome to attend but asked that anyone not staying for the meeting take conversations outside the boardroom after adjournment, so the committee can begin on time.

Chairman Nohe also reminded the Operations Board the Audit Committee is scheduled to meet concurrent with the November Executive Committee meeting to receive the Auditor's Report. The Audit Committee consists of the Executive Committee plus Member Dudenhefer.

Chief Executive Officer's Report –6

Mr. Allen reported VRE participation in two half-day seminars on Railroad Safety and Passenger Train Emergency Preparedness hosted by Fairfax County Fire and Rescue Academy. This training is a critical element for the ongoing education of regional fire and rescue personnel and supports the training VRE offers to first responders within the VRE service area.

Mr. Allen described a visit to lawmakers on Capitol Hill organized by APTA (American Public Transportation Association) in which Mr. Dalton participated. Mr. Dalton reported VRE is in the final phases of Positive Train Control (PTC) back-office communications testing and is preparing to begin dynamic testing. Mr. Dalton cautioned that industry-wide, technical resources are being constrained by high demand and when testing reveals a need, it takes time for technical solutions to be devised.

Mr. Allen reported some improvement to On-Time-Performance in September, but OTP is still down as compared with last year. The tie replacement project on the CSX line has now been completed, but it did impact the ability to recover from service disruptions in

September. The bridge damaged in the freight derailment in May has been replaced and work continues to bring that third track back into service.

Staff briefed the Arlington County Board on the Crystal City Station Improvement Project. The station concept design and feedback received during public outreach conducted over the summer was discussed. With that, VRE has completed the Alternatives Analysis and Concept Design phase of the project and is ready to move into Preliminary Engineering.

Staff held a meet and greet event at the Quantico Station on Wednesday morning to provide riders with information the upcoming station improvements project.

Mr. Allen introduced some new VRE staff members to the Board. Ray Scarbrough joins VRE as Senior Communications Specialist. Mr. Scarbrough has a bachelor's in Transportation and Logistics Management and extensive railroad operations experience. Zinash Nida joins VRE as Grant Accountant. Ms. Nida has a Bachelor's in Business Administration and an MBA in Finance. Jeremy Furrer is the Special Assistant to the Acting Federal Transportation Administrator and has just started a four-month detail with VRE to enhance his understanding of the industry and become familiar with all facets of VRE's operation.

Mr. Allen also introduced PRTC Director of Human Resources, Becky Merriner; who also provides human resources services for VRE staff as well.

Mr. Allen also reported he provided a presentation at an Industry Day at the French Embassy at the invitation of Keolis.

VRE Riders' and Public Comment – 7

There were no rider comments.

Authorization to Issue an Invitation for Bids for the Purchase of LED Light Fixtures – 8A

Without discussion, Mr. Kelly moved, with a second by Ms. Sebesky, to approve Resolution #8A-10-2018. The vote in favor was cast by Board Members Bulova, Caddigan, Cendejas, Cook, Cristol, Jenkins, Kelly, McLaughlin, Nohe, Sebesky, and Smedberg.

Authorization to Amend the Blanket Purchase Order for Content Management, Website Design & Other IT Services – 8B

Mr. Allen stated the Operations Board is being asked to authorize him to amend the Blanket Purchase Order with the Redmon Group for content management, website design and other IT services.

Mr. Allen explained the additional funding will allow for development of more user-friendly navigation, utilizing modern responsive design techniques to enhance the experience and provide better real-time information to passengers who utilize the website.

Ms. Bulova moved, with a second by Ms. Caddigan to approve Resolution #8B-10-2018. The vote in favor was cast by Board Members Bulova, Caddigan, Cendejas, Cook, Cristol, Jenkins, Kelly, McLaughlin, Nohe, Sebesky, and Smedberg.

Authorization to Execute a Contract for Passenger Railcar Truck Overhaul Services – 8C

Mr. Allen stated the Operations Board is being asked to authorize him to execute a contract with UTLRAS, Inc. for passenger railcar truck overhaul services.

Mr. Kelly moved, with a second by Ms. Bulova to approve Resolution #8C-10-2018. The vote in favor was cast by Board Members Bulova, Caddigan, Cendejas, Cook, Cristol, Jenkins, Kelly, McLaughlin, Nohe, Sebesky, and Smedberg.

Draft VRE 2019 Legislative Agenda – 9A

Ms. Cristol, Chair of the VRE Legislative Committee, detailed the priorities developed for the draft VRE 2019 Legislative Agenda. She stated the chief emphasis should be on expressing to state legislators that VRE is off to a great start in programming the C-ROC funding in ways that are responsible and consistent with VRE's long-term goals; and defending against attempts to decrease the \$15 million dedicated funding annually allocated to C-ROC. Mr. Swartz added that while the committee felt it was important to remind State Legislators that \$15 million is insufficient to maintain current service in the future; this coming session was not the time to push for increased funding. Mr. Cook emphasized the need to address the funding gap with the Administration for consideration in future budgets.

Ms. Cristol stated the agenda also proposes VRE join other transit providers and stakeholders in seeking future sustainable funding sources to shore up the Commonwealth's Transit Capital Funding Program, which is facing a 40 percent decrease in revenues. This will leave an unfunded need of more than \$130 million annually in transit capital funding according to the Transit Capital Projects Revenue Advisory Board's recent Report to the General Assembly.

Ms. Cristol reported the final State issue addressed in the proposed Legislative Agenda is advocating for the Long Bridge Corridor Project. Expansion of the Long Bridge is a critical need and VRE is working closely along with other stakeholders on this project.

Mr. Swartz outlined the Federal Legislative goals in the proposed Legislative Agenda to include:

- Competing for discretionary grant programs such as BUILD, New Starts and Core Capacity
- Continue to monitor the Surface Transportation Board's decision in response to a petition filed by Chicago Metra over access to Chicago Union Station, which could set precedent that would impact VRE access agreements at Washington Union Station
- Advocate for appropriate FAST Act funding levels and policies to support commuter rail and mass transit
- Monitor other Federal issues and regulations for potential impacts to VRE.

Spending Authority Report –9B

Mr. Allen reported there were no purchase orders or task orders issued within the CEO's reportable spending authority in September.

Operations Board Member Time

There were no comments.

Adjournment

Without objection, Chairman Nohe adjourned the meeting at 9:49 A.M.

Approved this 16th day of November 2018.

Martin Nohe
Chairman

Maureen Caddigan
Secretary

CERTIFICATION

This certification hereby acknowledges the minutes for the October 19, 2018 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.



Lezlie M. Lamb

**Virginia Railway Express
Operations Board**

**Resolution
8C-10-2018**

**Authorization to Execute a Contract for
Passenger Railcar Truck Overhaul Services**

WHEREAS, VRE has a need for Passenger Car Truck Overhaul Services; and,

WHEREAS, the VRE Operations Board authorized the CEO to issue a Request for Proposals for Passenger Car Truck Overhaul Services; and,

WHEREAS, VRE subsequently made the decision to advertise an Invitation for Bids rather than a Request for Proposals after review of the final specifications for the truck overhaul project; and,

WHEREAS, a competitive solicitation process was conducted; and,

WHEREAS it was determined UTCRAS, Inc. was the lowest responsive-responsible bidder;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to execute a contract with UTCRAS, Inc. of Morton, PA in the amount of \$2,939,146, plus a 10% contingency of \$293,915, for a total amount not to exceed \$3,233,061.

Approved this 19th day of October 2018


Maureen Caddigan
Secretary



Martin Nohe
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
8B-10-2018**

**Authorization to Amend the Blanket Purchase Order for
Content Management, Website Design & Other IT Services**

WHEREAS, VRE passengers rely on timely and accurate website information; and,

WHEREAS, VRE operates a website to keep passengers abreast of operational and administrative information; and,

WHEREAS, content management, website design and other IT services were procured through a General Services Administration cooperative purchasing schedule in accordance with VRE Public Procurement Policies and Procedures; and,

WHEREAS, the effort to develop enhanced navigation, by applying modern responsive design techniques to provide a more user-friendly experience, has increased due to technical challenges and additional scope required;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to amend the Blanket Purchase Order with the Redmon Group Inc. of Alexandria, VA for Content Management, Website Design and Other IT Services from the current amount of \$100,000, to an amount not to exceed \$150,000.

Approved this 19th day of October 2018


Maureen Caddigan
Secretary



Martin Nohe
Chairman

**Virginia Railway Express
Operations Board**

**Resolution
8A-10-2018**

**Authorization to Issue an Invitation for Bids for the
Purchase of LED Light Fixtures**

WHEREAS, VRE has determined that platform and station lighting upgrades are critical to delivering improvement in safety, security and passenger satisfaction; and,

WHEREAS, the existing contract for light fixtures has been largely exhausted by upgrade work at L'Enfant, Manassas and Fredericksburg as well as scheduled work at Rolling Road, Manassas Park and Burke Centre; and,

WHEREAS, additional LED Light Fixtures are needed for upgrades at the remainder of the stations in the system; and,

WHEREAS, program funding has been provided through Federal Transit Administration grants for lighting improvements and State of Good Repair funds;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue an Invitation for Bids for the Purchase of LED Light Fixtures.

Approved this 19th day of October 2018


Maureen Caddigan
Secretary



Martin Nohe
Chairman



VIRGINIA RAILWAY EXPRESS
OPERATIONS BOARD

ITEM 6-C
November 1, 2018
Regular PRTC Meeting

Agenda Item 9-B
Information Item

To: Chairman Nohe and the VRE Operations Board

From: Doug Allen

Date: October 19, 2018

Re: Spending Authority Report

VRE did not issue any purchase orders or task orders within the CEO's reportable spending authority of \$50,000 to \$100,000 in September 2018.



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

ITEM 6-D
November 1, 2018
PRTC Regular Meeting

Annual Report to PRTC

- Presentation from VRE's Chief Executive Officer - handout at meeting

MOTION:

SECOND:

RE: AUTHORIZE CLOSED MEETING

ACTION:

WHEREAS, the Potomac and Rappahannock Transportation Commission ("PRTC" or the "Commission" desires to consult with legal counsel and designated staff in Closed Meeting to consider the performance and annual evaluation of the Chief Executive Officer of the Virginia Railway Express; and

WHEREAS, pursuant to Section 2.2-3711.A.1 (assignment, appointment, promotion, performance, demotion, salaries, disciplining, or resignation of personnel) and Section 2.2-3711.A.8 (consultation with legal counsel) VA Code Ann., such discussions may occur in Closed Meeting.

NOW, THEREFORE, BE IT RESOLVED that the Potomac and Rappahannock Transportation Commission does hereby authorizes discussion of the aforestated matters in Closed Meeting.

Adjourned into Closed Meeting at ____ p.m.

Votes:

Ayes:

Nays:

Abstain:

Absent from Vote:

Alternate Present Not Voting:

Absent from Meeting:

MOTION:

SECOND:

RE: CERTIFY CLOSED MEETING

ACTION:

WHEREAS, the Potomac and Rappahannock Transportation Commission has this day adjourned into Closed Meeting in accordance with a formal vote of the Commission, and in accordance with the provisions of the Virginia Freedom of Information Act; and

WHEREAS, the Freedom of Information Act requires certification that such Closed Meeting was concluded in conformity with the law.

NOW, THEREFORE, BE IT RESOLVED that the Potomac and Rappahannock Transportation Commission does hereby certify that to the best of each members' knowledge, (i) only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed in the Closed Meeting to which this certification applies, and (ii) only such public business matters as were identified in the Motion by which the said Closed Meeting was convened were heard, discussed or considered by the Commission. No member dissents from the aforesaid certification.

Concluded Closed Meeting at ____ p.m.

Votes:

Ayes:

Abstain:

Nays:

Absent from Vote:

Alternate Present Not Voting:

Absent from Meeting:

ITEM 7
November 1, 2018
PRTC Regular Meeting

Public Comment Time
(3 minute time limit per person)

ITEM 8
November 1, 2018
PRTC Regular Meeting

Consent Agenda

- A. RES Acceptance of the Jurisdictional Financial Report for the Period Ended August 31, 2018 – Handout at the meeting**
- B. RES Authorization to Budget and Appropriate Spotsylvania County's Motor Fuels Tax Funds for Various FY18 and FY19 Transportation Projects**

ITEM 8
November 1, 2018
PRTC Regular Meeting
Res. No. 18-11-__

MOTION:

SECOND:

RE: APPROVE – CONSENT AGENDA – November 1, 2018

ACTION:

WHEREAS, the Potomac and Rappahannock Transportation Commission (“PRTC” or the “Commission”) was presented with a consent agenda; and

WHEREAS, an opportunity was afforded for items to be added or deleted from the consent agenda.

NOW, THEREFORE, BE IT RESOLVED that the Potomac and Rappahannock Transportation Commission does hereby approve the consent agenda of November 1, 2018 as presented/amended.

Votes:

Ayes:

Abstain:

Nays:

Absent from Vote:

Alternate Present Not Voting:

Absent from Meeting:

MOTION:

SECOND:

**RE: AUTHORIZATION TO BUDGET AND APPROPRIATE SPOTSYLVANIA COUNTY'S
MOTOR FUELS TAX FUNDS FOR VARIOUS FY18 AND FY19 TRANSPORTATION
PROJECTS**

ACTION:

WHEREAS, Spotsylvania County, by Resolution 2018-115, requests approval to budget and appropriate \$3,123,270 of Spotsylvania County's motor fuels tax funds for various FY18 and FY19 transportation projects as follows:

Transportation-related staff positions	\$210,265
Transportation operating costs	15,022
FRED bus service	300,879
Debt service on previous transportation bond issues	<u>2,597,104</u>
Total	\$3,123,270

NOW, THEREFORE, BE IT RESOLVED that the Potomac and Rappahannock Transportation Commission hereby authorizes the budgeting and appropriation of \$3,123,270 of Spotsylvania County's motor fuels tax funds for various FY18 and FY19 transportation projects.

Votes:

Ayes:

Nays:

Abstain:

Absent from Vote:

Alternate Present Not Voting:

Absent from Meeting:



November 1, 2018

TO: Madam Chair Anderson and PRTC Commissioners

FROM: Joyce Embrey *Oh for JE*
Director of Finance and Administration

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

SUBJECT: Authorization to Budget and Appropriate Spotsylvania County's Motor Fuels Tax Funds for Various FY18 and FY19 Transportation Projects

Recommendation:

Authorize the budgeting and appropriation of Spotsylvania County's motor fuels tax funds for various FY18 and FY19 transportation projects.

Background:

Spotsylvania County, by Resolution 2018-115 (attached), requests the Potomac and Rappahannock Transportation Commission (PRTC) to use \$3,123,270 from the County's portion of fuel tax revenues for various FY18 and FY19 transportation projects.

Fiscal Impact:

The FY18 and FY19 transportation projects are as follows:

Transportation-related staff positions	\$210,265
Transportation operating costs	15,022
FRED bus service	300,879
Debt service on previous transportation bond issues	<u>2,597,104</u>
Total	\$3,123,270

Attachment: As stated

County of Spotsylvania

Founded 1721

Board of Supervisors
GREG BENTON
KEVIN W. MARSHALL
TIMOTHY J. McLAUGHLIN
DAVID ROSS
GARY F. SKINNER
PAUL D. TRAMPE
CHRIS YAKABOUSKI



Service, Integrity, Pride

County Administrator
MARK B. TAYLOR
Deputy County Administrators
MARK L. COLE
ED PETROVITCH
P.O. BOX 99, SPOTSYLVANIA, VA 22553
Voice: (540) 507-7010
Fax: (540) 507-7019

At a meeting of the Spotsylvania County Board of Supervisors held on September 11, 2018, on a motion by Mr. Skinner and passed 6 to 0 with Mr. McLaughlin absent, the Board adopted the following resolution:

RESOLUTION NO. 2018-115

A RESOLUTION AUTHORIZING USE OF \$3,123,270 OF FUEL TAX FUNDS FOR VARIOUS FY 2018 & FY 2019 TRANSPORTATION PURPOSES

WHEREAS, Spotsylvania County ("County") is a member of the Potomac and Rappahannock Transportation District ("District"), a transportation district created pursuant to the Transportation District Act of 1964 (Code of Virginia, §33.2-1900, et seq.) which participates in the operation of a rail commuter mass transportation system (Code of Virginia, §58.1-2295); and

WHEREAS, the Potomac and Rappahannock Transportation Commission ("PRTC") is the governing body of the District; and

WHEREAS, the Commonwealth of Virginia levies a 2.1 percent sales tax on the price charged by a distributor for fuels sold to a retail dealer for retail sale in the District (§58.1-2295); and

WHEREAS, all taxes paid to the State Tax Commissioner, after subtraction of the direct costs of administration by the Tax Department, are deposited in a special fund held by the District (Code of Virginia §58.1-2299.20); and

WHEREAS, at the request of the member jurisdiction, revenue available from the fuels tax in excess of the required payments to VRE and PRTC may be expended for any transportation purpose (Code of Virginia, §58.1-2299.20); and

WHEREAS, the County planned as part of its FY 2018 and FY 2019 budgets to fund various transportation-related activities including transportation-related staff positions and operating costs, FRED transit operations, and debt service from previously issued transportation bonds; and

WHEREAS, the County desires to use a portion of the revenue from its fuel tax account for these purposes;


NOW, THEREFORE, BE IT RESOLVED that the Spotsylvania County Board of Supervisors does hereby request PRTC to budget and appropriate the following amounts for reimbursement to Spotsylvania for a portion of its actual FY 2018 and budgeted FY 2019 transportation expenditures:

Transportation-related positions	\$210,265.00
Transportation operating costs	\$15,022.00
FRED bus service	\$300,879.00
Debt service on previous transportation bond issues	<u>\$2,597,104.00</u>
Total	\$3,123,270.00

BE IT FURTHER RESOLVED that the County Administrator is hereby authorized and directed to submit to PRTC requests for reimbursement of expenses incurred by the County in connection with the expenditures identified above.

(SEAL)

A COPY TESTE:



Aimee R. Mann
Deputy Clerk to the Board of Supervisors

ITEM 9
November 1, 2018
PRTC Regular Meeting

PRTC Executive Director's Time

- A. INFO Follow-Up from Prior Meeting**
 - Bus Stop and Shelter Update
- B. INFO Employee Recognition**
 - Keeyanah Sims
- C. INFO Executive Director's Report**
 - Reorganization Timeline Update

ITEM 10
November 1, 2018
PRTC Regular Meeting

Presentations/Information Items

- **Operator Retention and Industry Trends - handout at the meeting**
- **Strategic Plan Update**
- **Motor Fuels Tax Revenue Floor Projections Update - handout at the meeting**



OMNIRIDE

Strategic Plan
Update PRTC
Commission Meeting
November 1, 2018

Chuck Steigerwald
Director of Strategic Planning

Public Participation Process - Haymarket/Rosslyn Express, Western Service Area Local Restructuring/TDP/TDMP

- Public hearings
- Written Comment accept through October 31st
- TDP/TDMP comment period open beyond October

Public Hearings

- October 17, Manassas Park Community Center 1 PM
- October 17, Baldwin Elementary 7 PM
- October 18, Haymarket-Gainesville Public Library
- October 24, OmniRide Transit Center 7 PM

Manassas Park

- 9 members of the public in attendance
- Discussion focused on local service changes
 - Differences between current flex service and paratransit
 - Bus stop accessibility
 - Fare increase
 - Service at Manassas Mall

Baldwin Elementary

- 8 members of the public in attendance
- Discussion focused on local service changes and future plans
 - Paratransit service area
 - Importance of the Old Town “hub”
 - Service in the Westgate area
 - Service on Route 28

Haymarket-Gainesville Library

- 15 members of the public in attendance
- Discussion focused on Haymarket/Rosslyn service and future plans
 - Need to review current services
 - Importance of frequency/options
 - Future mix of services for Express Lanes
 - Demand for Haymarket to Washington, DC

OmniRide Transit Center

- 2 members of the public in attendance
- Discussion focused future services and new initiatives
 - Need to serve new destinations in the I-66 corridor
 - Need for off-peak service on Manassas Metro Express

Written Comment

- 8 comments received
 - Two related to service at Manassas Mall
 - Four related to Haymarket/Rosslyn
 - One related to Manassas Metro Express serve the Old Town hub
 - One general service comment

Conclusions

- General support for proposed changes
- Appreciation for efforts to streamline local routes
- Acknowledgement of the viability of Haymarket/Rosslyn service
- Need for more service in the Western area
- Examine proposed local routing near Manassas Mall



Coming Up Next

Strategic Plan Status

ITEM 11
November 1, 2018
PRTC Regular Meeting

PRTC Action Items

- A. RES Acceptance of OmniRide Haymarket/Rosslyn Public Participation
Process and Authorization to Implement Express Bus Service as Proposed**
- B. RES Authorization to Execute a Contract with EAI Security to Replace Outdated
Facility Surveillance Camera System**

ITEM 11-A
November 1, 2018
PRTC Regular Meeting
Res. No. 18-11-___

MOTION:

SECOND:

**RE: ACCEPTANCE OF OMNIRIDE HAYMARKET/ROSSLYN PUBLIC PARTICIPATION
PROCESS AND AUTHORIZATION TO IMPLEMENT EXPRESS BUS SERVICE AS
PROPOSED**

ACTION:

WHEREAS, a new 200 space commuter lot is being constructed in Haymarket and is expected to open in late 2018 or early 2019; and

WHEREAS, commuter bus service from the new lot would enhance the existing bus network in the western portion of the County and provide relief to other nearby commuter lots; and

WHEREAS, management is proposing a new route that would serve the Haymarket Commuter Lot; and

WHEREAS, the implementation of a new route qualifies as a Major Service Change under PRTC's Public Participation Policy; and

WHEREAS, at its September 6, 2018 regular meeting the Commission authorized the Executive Director to commence the public participation process for the proposed service; and

WHEREAS, a public review was held in accordance with PRTC's Public Participation Policy and the results of the public review have been provided to the Commission; and

WHEREAS, management has identified new regional fuel tax revenues as a funding source; and

WHEREAS, management will pursue additional funding sources to sustain the proposed service;

NOW, THEREFORE, BE IT RESOLVED that the Potomac and Rappahannock Transportation Commission hereby accepts the results of the Public Participation process and authorizes the Executive Director to implement planned bus service between the Haymarket Commuter Lot and Rosslyn.

ITEM 11-A
November 1, 2018
PRTC Regular Meeting
Res. No. 18-11-__
Page Two

Votes:

Ayes:

Nays:

Abstain:

Absent from Vote:


Alternate Present Not Voting:


Absent from Meeting:



November 1, 2018

TO: Madam Chair Anderson and PRTC Commissioners

FROM: Chuck Steigerwald
Director of Strategic Planning 

THROUGH: Robert A. Schneider, PhD
Executive Director 

SUBJECT: Acceptance of OmniRide Haymarket/Rosslyn public participation process and authorization to implement express bus service as proposed.

Recommendation:

Accept the results of the Public Participation process for the proposed OmniRide Express service between Haymarket and Rosslyn and authorize the Executive Director to implement the service as proposed.

Background:

The Virginia Department of Transportation (VDOT) is constructing new commuter lots in the western portion of the County to support the Transform 66 project and encourage alternate modes of transportation. The first new commuter lot will be built in Haymarket, near the intersections of I-66 and US 15, and is planned to open in early 2019. This 200 space facility adds much needed commuter parking capacity in the I-66 corridor and allows for the expansion of commuter bus services, as well as carpooling and other ridesharing options.

To enhance the express bus network, OmniRide Planning staff evaluated existing and new services proposed in the Transform 66 Bus Network Plan, as well as reviewing requests provided by customers. Management is proposing a new express bus route from Haymarket to the Rosslyn-Ballston employment area. Currently, passengers in the western portion of the County have no direct transit options and must either a transfer from bus to Metrorail or between buses at the Pentagon to reach this corridor. This new route would provide four morning and four evening trips, and serve five bus stops in Arlington.

At its September 6, 2018 meeting the Commission authorized the Executive Director to commence the public participation process for the proposed Haymarket/Rosslyn OmniRide Express service. Four public hearings were scheduled and held at the following times and locations:

- October 17, 1:00 PM at the Manassas Park Community Center
- October 17, 7:00 PM at Baldwin Elementary School
- October 18, 7:00 PM at Haymarket-Gainesville Public Library
- October 24, 7:00 PM at the OmniRide Transit Center

In accordance with our Public Participation Policy ads were placed in local newspapers and on our website and notices sent via the Rider Express email system. Comment was also received via the publichearing@omniride.com email address.

Subjects considered under this public participation process also included the proposed Western Service Area Local Restructuring Plan and the Transit Development and Transportation Demand Management Plan. Materials provided to the Commission will include all public comments received during the process, but this report will only concern comments regarding the proposed Haymarket/Rosslyn Express service. Staff will address the remaining subjects at an upcoming Commission meeting.

A total of 34 members of the public attended the public hearing events. Summaries of each hearing are provided as attachments. At the October 17th hearings in Manassas Park and Manassas discussion and comment regarding the proposed Haymarket/Rosslyn Express service focused on the following:

- Whether the proposed service requires the purchase of additional vehicles (no)
- Whether later morning service would be provided on this route (yes)

As was to be expected, the October 18th hearing at the Haymarket-Gainesville Library was mainly focused on the proposed new service. Of the 15 members of the public attending those hearing most were current or former users of OmniRide service. While some discussion concerned issues with current services the main points of discussion were the following:

- Several current riders expressed a preference for service to Washington, DC instead of Arlington from the Haymarket Commuter Lot
- Timeline for the opening of the new commuter lot and the implementation of the proposed service
- The opening of spaces at the University Boulevard Commuter Lot and OmiRide plans for service from that lot
- Current, former, and potential riders expressed general support for the proposed service.

Eight written comments were received through the publichearing@omniride.com email address. Of those, four concerned the proposed Haymarket/Rosslyn service with three of the four expressing support for the proposed service. The fourth comment included a three page document that expressed support for service to the Ballston/Rosslyn area, but stated a preference that the route serve one of the existing commuter lots instead of the new Haymarket Commuter Lot and the suggestion that Rosslyn be the first stop served in Arlington instead of the last.

Based upon the input received during the public participation process management has concluded that no changes to the proposed Haymarket/Rosslyn Express service are necessary. Implementation of the service would be scheduled to align with the opening of the Haymarket Commuter Lot.

Management is proposing that the route be funded through new fuel tax revenues while we continue to seek funding through external sources.

Fiscal impact: Annual operating costs for the proposed service is estimated at \$340,000. New fuel tax revenues would fund the service while management seeks an alternative funding source.

PRTC Public Hearing

Proposed Haymarket/Rosslyn OmniRide Express Route, Western Service Area Local Restructuring, TDP/TDMP

Manassas Park Community Center, October 17, 20018, 1:00 PM

PLEASE PRINT LEGIBLY/POR FAVOR LETRA LEGIBLE				
	NAME/NOMBRE	ADDRESS/ DIRECCION	Plan to comment/Quiero comentar	
			Yes	No
1	Melanie Hughes	1150 Fairfax Blvd, ste 502, Fairfax	X	
2	Betty Montgomery	9400 Luke Dr, M.P. Va 20111		X?
3	Robert Scantia	9405 Rosebud Ct		X
4	Charlie Montgomery	9400 Luke Dr M.P. Va 20111		X
5	Dr. Mary Lopez	8079 Lacy Dr, Manassas 20109	X	
6	Allen Muchnick	9625 Park St Manassas 20106	X	
7	Celestine Harris	10240 Hendley Rd Manassas		
8	MARTHA L. COLLIER	8700 ELZEY PLACE, #304, MANASSAS PARK VA		X
9				
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18				
19				

PRTC Public Hearing

Proposed Haymarket/Rosslyn OmniRide Express Route, Western Service Area Local Restructuring, TDP/TDMP
Manassas Park Community Center, October 17, 20018, 1:00 PM

PLEASE PRINT LEGIBLY/POR FAVOR LETRA LEGIBLE			
NAME/NOMBRE	ADDRESS/ DIRECCION	Plan to comment/Quiero comentar	
		Yes	No
1 Maria Sanguado	Office of Del. Danica Roem		✓
2 Teanette Rishell	City of Manassas Park		
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Public Hearing Summary
Manassas Park Community Center
October 17th, 2018 1:00 PM

PRTC Staff Present:

Perrin Palistrant, Chuck Steigerwald, Joy Himes, Christine Rodrigo

First Transit Staff Present:

Nelson Cross, AGM Operations

PRTC Commissioners Present

Jeanette Rishell, Mayor of the City of Manassas Park

Members of the Public Present:

9

Chuck Steigerwald opened the hearing at 1:07 PM and hearing format was explained. PRTC staff was introduced and all attendees were asked to introduce themselves. Hearing would be in an open format with comments and questions accepted and responses given during the course of presentations.

Mr. Palistrant began with an explanation of the proposed changes to local services in the Western Service Area. Using the presentation materials as a base, he reviewed the proposed routing changes including shifting the local transfer point from Manassas Mall to Old Town Manassas, a comparison of current and proposed routing structures, and proposed changes to the Cross County Connector and Manassas Metro Express.

Staff was asked to review and explain the symbols and legend used on the maps included in the presentation materials and explain the relevance of the common deviation locations that appeared on the maps. Staff reviewed the map symbols and explained that the common deviations were served by local routes. The maps showed how these locations would be impacted by the proposed routing structures with the further explanation that these locations would be eligible for paratransit service.

Mr. Palistrant then began a discussion of the proposed paratransit service. The three-quarter of a mile from the fixed route coverage area, fare structure, and vehicle type were explained. Ms. Himes gave an overview of the paratransit eligibility, including eligibility assessments, conditional eligibility, temporary and visitor eligibility, and travel training.

Staff was asked whether policy regarding who can certify an individual's disability in the paratransit application/eligibility process would differ from the current reduced fare application process. Staff responded that there were no plans to change the application policies.

Staff reviewed the paratransit coverage area, explaining that no area currently served by the flex service off-route trips would lose service under paratransit coverage and that OmniRide would have some flexibility in determining whether a location was serviceable due to distance or coverage area.

Staff was asked whether off-route trips would be discontinued under the proposed service plan. Staff responded that off-route trips would be discontinued, but that paratransit service would be available for those that could not access the fixed route transit.

Staff was asked whether all citizens over the age of 60 would be eligible for paratransit service. Staff responded that age alone is not a qualifier for paratransit service.

Staff was asked about previous service reductions on the Manassas Park OmniLink route. Staff responding by explaining how the new routing structure compares to the service prior to the service reductions and walked through examples of trips the questioner usually takes and explained how they would use the new service patterns to make common trips. Staff also explained that the new service patterns will allow for better frequency and reliability as well as shorter travel times.

Staff was asked if access for low-income households was considered in designing the new routing patterns. Staff responded that demographics and population were some of many of the considerations when designing the routes. Staff was then asked to consider routing modifications that would serve the area around Westgate which would no longer have direct service under the proposal.

Staff was asked whether there would be parking available at the new Old Town hub. Staff responded that there would not, but parking there is parking nearby in Old Town.

Staff was asked whether buses will continue to serve Manassas Mall directly or would stops be located along Ashton Avenue. Staff responded that southbound buses would serve the existing stop at Manassas Mall, but northbound buses would serve a stop on Ashton Avenue. Several citizens commented that the walk between the Mall and Ashton Avenue was quite a distance. Staff responded that they would further consider how the northbound buses serve Manassas Mall.

Staff was asked whether schedules and other information would be displayed at bus stops. Staff responded that major stops will continue to display schedule information and that OmniRide anticipates that the real-time passenger information phone app will be available for use prior to implementation of the proposed changes. Another attendee commented that having schedule displays at more stops would be helpful, especially for first-time riders.

Staff was asked whether the rebranding effort will result in changes to current bus stop sign design. Staff explained that the bus signs will change to make them consistent with the new branding, but sign form will largely remain the same.

Staff was asked whether OmniRide was coordinating bus stop placement with the jurisdictions to ensure proper access. Staff responded that new stop placement has been coordinated with the jurisdictions and that OmniRide and the jurisdictions are meeting regularly for general discussions. Attendee then suggested that OmniRide coordinate the placement of accessible pedestrian signals near bus stops.

Staff was asked whether the proposed service changes were definitely going to occur and, if so, what the implementation timeline might be. Staff responded that the Commission had not yet approved the service changes and that any timeline for implementation would be, in part, a question of budget. Staff informed attendees that comment would be accepted at any PRTC Commission meeting.

Staff was asked whether the vehicles to be used for paratransit service have been purchased. Staff responded that a preferred vehicle type has been identified and new fuel tax revenues can act as the source of funds, but no vehicles have been purchased as of yet.

Staff was asked whether there would be a fare increase tied to the new service. Staff responded that there is no fare increase specifically tied to the new service, but there might be a general fare increase for FY20.

Staff was asked whether operating costs would increase due to the new service. Staff responded that staff has designed several service options – one of which is cost neutral.

Mr. Palistrant then gave an overview of the proposed OmniRide service between Haymarket and Rosslyn and the new Haymarket Commuter Lot.

Staff was asked whether direct service to the Manassas VRE Station would be provided. Staff responded that there are stops near the Manassas VRE Station and that in the future flexible services may be able to increase service levels to and from the VRE stations.

Staff was asked about vehicle requirements for the Haymarket service and whether new vehicles would have to be purchased. Staff responded that three buses should cover the service and no new buses will be purchased to support the service.

Staff was asked whether the proposed Manassas South route would serve Manassas Mall. Staff responded that the Manassas North route would serve the Mall and that a transfer would be required between the Manassas South and Manassas North routes.

Staff was asked again about an implementation timeline. Staff responded that implementation would be guided by budget, but that service could be ready as early as April 2019 and the service pilot would last six months.

Staff was asked about explaining the potential flexible feeder service. Staff responded that this service would be designed to feed into transit stops on the principles of microtransit. Trips would be open to the general public. Staff mentioned the on-demand commuter lot shuttle program funded by I-66 Commuter Choice as a template for the flexible feeder service.

Staff gave an overview of the Transit Development Plan, Transportation Demand Management Plan, and Strategic Plan. Staff explained that general comment on the TDP and TDMP would be accepted beyond the published comment deadline of October 31st. The plan is still in development and that staff would appreciate hearing what services citizens would like to see over the next decade.

Staff was asked about the real-time passenger information app and if that was a stand-alone app. Staff responded that the app would be provided by RideSystems and OmniRide would be a menu option within their app.

Staff was asked whether the Manassas area would have service on weekends. Staff advised that weekend service would be contingent on available funding.

Staff gave an overview of the impact of Express Lane funding programs on OmniRide Express services and asked for input on new destinations and expanded services.

Similarly, staff requested input on local services. What new areas should be served and what service models might be best to use.

Staff was asked about potential service in the Route 28 corridor. Staff explained that bus service in the 28 corridor connecting Manassas with the Dulles area. A suggestion was made to offer premium service with enhanced on-board amenities (Wi-Fi, coffee, free fare) to incentivize riders to use service along 28.

Staff was asked whether the half-fares on I-66 were impacting ridership. Staff explained that ridership has increased on I-66 Express services about 6% total. Manassas Metro Direct ridership has increased about 12%.

Staff was asked about capacity on the Express buses and how much of that capacity was filled. Staff responded that in general about one-half to two-thirds of capacity is filled, with some routes experiencing higher ridership than others.

Staff explained that a point of concentration in the TDMP would be enhancing and creating partners with the community and that input on who to seek out for partnerships would be appreciated.

Staff advised that any input should be provided through the publichearing@omniride.com email address and that staff would be available after the hearing is closed to answer any further questions about the material presented.

Staff was asked about completion schedule for the Strategic Plan. Staff responded that the plan should be complete early in 2019 dependent on new guidelines from VDRPT.

Staff closed the public hearing at 2:56 PM.

PRTC Public Hearing

Proposed Haymarket/Rosslyn OmniRide Express Route, Western Service Area Local Restructuring, TDP/TDMP

Baldwin Elementary, October 17, 20018, 7:00 PM

PLEASE PRINT LEGIBLY/POR FAVOR LETRA LEGIBLE			
NAME/NOMBRE	ADDRESS/ DIRECCION	Plan to comment/Quiero comentar	
		Yes	No
1 Dee Jay De Jays	PO Box 591 Manassas VA 20108		
2 Marybeth Heatherly	P.O. BOX 591, MANASSAS, VA. 20108 (Wellington)	?	?
3 Greg Boken	9418 Corey Dr. Manassas VA 20108	✓	
4 THOMAS BOKA	9418 COREY DR MANASSAS VA 20108	✓	
5 AC 2018	3701 Fairfield Ln Woodbridge		✓
6 Raymond Beverage	8591 King Carter St Manassas		
7 Chris Jenay	8109 Portwood Tn Manassas VA	✓	
8 Mark Scherter	8166 Barnwood Rd Manassas, VA	✓	
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Public Hearing Summary
Baldwin Elementary, Manassas
October 17th, 2018 7:00 PM

PRTC Staff Present:

Dr. Robert Schneider, Perrin Palistrant, Chuck Steigerwald, Christine Rodrigo

PRTC Commissioners Present

Pam Sebesky, Manassas City Council

Members of the Public Present:

8

Chuck Steigerwald opened the hearing at 7:10 PM and explained the agenda and format for the hearing. Staff and the Commission member in attendance were introduced.

Mr. Palistrant began with an explanation of the proposed changes to local services in the Western Service Area. Using the presentation materials as a base, he reviewed the proposed routing changes including shifting the local transfer point from Manassas Mall to Old Town Manassas, a comparison of current and proposed routing structures, and proposed changes to the Cross County Connector and Manassas Metro Express.

Staff was asked whether paratransit service would extend outside of the local area. Staff explained that the paratransit service would only be available within three-quarters of a mile from the local routes and gave a fuller explanation of paratransit, who would be eligible, and an overview of the eligibility process.

Staff was asked about the travel training program. Staff provided an overview of the proposed travel training program.

Staff was asked how long the paratransit eligibility approval process would take. Staff responded that a determination would be made within 21 days as required by law.

Staff was asked about the development of a new real-time passenger information app and its relation to the previously used Moovit app. Staff explained that there were issues with consistent and accurate information being displayed in Moovit and the new app will be more accurate and allow for additional functionality such as service alerts. Staff advised that testing of the new app is underway and a public release is expected in about a month. The RideSystems app will be available for both IOS and Android phones.

Staff was asked whether there would be staff available at the new transit hub. Staff explained that the hub will be a transfer point only and there would be no facility or administrative staff present.

Staff was asked whether there would be any flexibility in geographic coverage for the paratransit service. Staff explained that best practices do allow for consideration of services to areas that are technically outside of the three-quarters of a mile zone. Requests for eligibility of these trips would be considered in light of established best practices.

Staff was asked about the proposed routing configuration and that the area opposite Manassas Mall on Sudley Road would no longer have direct bus service. Staff responded that that was true that OmniRide local service would no longer serve that area some level of service would be available on the Manassas Metro Express in that area and that local trips on the OmniRide Express services pay only the local fare.

Staff was asked whether the proposed routing changes to the Cross County route would retain service at Manassas Mall. Staff responded that the Cross County route would no longer Manassas Mall, but it would serve the proposed Old Town hub allowing transfers from the OmniRide local routes. This routing change will allow for the route to operate at improved frequencies – currently 70 minutes, proposed 45 minutes.

Staff discussed concepts for promotion including promotional fares to incentivize ridership and that the proposed services will be piloted in the Western Service Area.

A suggestion was made to name the new transit area ‘the Hub’. Discussion followed of the benefits of establishing the hub at the proposed site and that it would likely be a popular and appreciated edition to Old Town.

Staff was asked whether a public hearing was being held in the Woodbridge area. Staff responded that a hearing was scheduled on October 24th at 7:00 PM at the PRTC Transit Center.

Staff was asked to provide more detail about potential new passes and fare payment options. Staff responded that staff has already developed concepts for new pass products and intends to pursue a mobile ticketing application that will provide greater flexibility for fare payment and overcome existing technical barriers that occur with the SmarTrip system.

Staff was asked whether additional locations for loading value on SmarTrip cards will be available. Staff responded that for local travelers a mobile app would serve as a replacement for SmarTrip and reloading on the bus would not be necessary. Staff was then asked whether buses would go cash free. Staff responded that there are no current plans to go cash free on buses.

Staff was asked whether the proposed routing changes would be reflected In Google Maps. Staff responded that OmniRide provides a GTFS feed to Google Maps and that any services changes are reflected in Google. Staff was also asked about some confusion caused by renaming routes. Staff responded that OmniRide intends to implement a route numbering convention to replace the long names.

Staff was asked whether new bus stop signs were being considered. Staff responded that new signs were being developed as part of the rebranding effort.

Staff was asked about weekend service in Manassas and Manassas Park. Staff advised that weekend service would be contingent on available funding and that the current concentration was on improving existing service.

Staff was asked about the Western Maintenance Facility. Staff responded that the facility is nearing construction and explained the benefits of the facility.

Comment was made regarding planned development at Innovation and Davis Ford Road that will require additional transit services.

Comment was made that a younger demographic in the area is more amenable to using transit. Improving service is a key to meeting the expectations of these populations. Further discussion ensued regarding the general value of transit service.

Staff was asked whether operating service on a 30 minute frequency. Staff explained that 30 minute frequencies were not being considered due to fiscal constraints. A discussion followed regarding what appropriate frequencies were in a suburban environment. Staff also explained the benefits of modular routing and the flexibility to increase frequencies on select routes as demand increases.

Comment was made that the proposed changes seemed focused on reducing travel times and providing more direct service for riders. Staff responded that this is an advantage of changing from the current flex routing to a complementary paratransit service. Schedules no longer have to have time built in for serving off-route trips, allowing travel times to be reduced. Staff also explained that paratransit can serve as the first layer of flexible services in the Manassas area.

Comment was made that the Manassas area has been in the news lately for positive and innovative initiatives.

Comment was made that the current travel times were exhausting for those riding routes end-to-end and the proposed service would greatly improve that.

Staff was asked why the Manassas North route served Ashton Avenue instead of Sudley Road. Priority seemed to be given to those on the south side of Sudley and the north side didn't get the same quality of service. Sudley Road is a potential redevelopment site and PRTC should work with the county to ensure that transit is included in any redevelopment. Staff explained that the Manassas Metro Express will cover some of that area, pointed out that Ashton has significant residential development along it. As the area redevelops OmniRide will work with the county and City of Manassas on appropriate service.

Comment was made about the need for high-quality transit service on Route 28. Especially given planned developments and roadway improvements in the Route 28 corridor. Plans for service along Route 28 should be included in the Transit Development Plan. A suggestion was made that OmniRide coordinate with Fairfax Department of Transportation on Route 28 widening.

Mr. Palistrant gave an overview of the proposed Haymarket/Rosslyn Express service and the new commuter lots in the I-66 corridor.

Staff was asked whether there would be service provided later in the morning than on current schedules. Staff responded that the proposed Haymarket/Rosslyn schedule includes an 8:00am trip. The I-66 Commuter Choice program may provide a funding source for later trips once additional commuter parking is available.

Staff was asked whether capacity exists to absorb new riders with the half-fare program on I-66. Staff responded that ridership has increased, but in general capacity exists on buses.

Staff was asked whether OmniRide had been included in recent WMATA bus planning efforts. Staff responded that OmniRide had not been asked to be part of any recent WMATA planning efforts.

Staff explained that the service proposals will be presented to the Commission separately. The Haymarket/Rosslyn Express service will be presented at the November Commission meeting so that service might start coincident with the opening of the Haymarket Commuter Lot in December. The local service restructuring plan may not be presented for a decision until the December Commission meeting or later.

Mr. Steigerwald gave an overview of the Transit Development Plan, the Transportation Demand Management Plan, and the agency's Strategic Plan. Staff explained that the plans were still in development and that input is appreciated.

Comment was made that the proposed changes were positive and should benefit the community especially senior citizens.

Conversation followed regarding changing demographics within the area and the impact of a growing senior population.

Staff was asked whether electric and autonomous buses would be considered. Staff responded that the technology is still being tested to some degree, especially buses that are appropriate for long-distance commuter services. While autonomous vehicles are likely eventually fitting them into a ten-year plan is challenging. Staff further explained that the Strategic Recommendations allow the flexibility to consider new technologies.

Staff asked attendees to provide input and comment on potential service to be included in the TDP and TDMP. Comments should be sent to the publichearing@omniride.com email address.

Mr. Steigerwald asked for any further questions or comment. Hearing none, the hearing was closed at 8:55 PM. Staff advised attendees that they would be available after the hearing for any further questions about the proposed new services.

PRTC Public Hearing

Proposed Haymarket/Rosslyn OmniRide Express Route, Western Service Area Local Restructuring, TDP/TDMP
Haymarket Gainesville Library, October 18, 20018, 7:00 PM

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NAME/NOMBRE	ADDRESS/ DIRECCION	Plan to comment/Quiero comentar		
		Yes	No	
1 Tiosadie Horton	5112 Amelia Springs Ct Haymarket	X		
2 RANAMVIR BHAMBA	6442 Ashby Grove, Haymarket VA	✓		
3 Gena Kocher	15728 Rothschild Ct Haymarket VA			
4 MARK SHARP	5683 Wheelwright Way Haymarket VA	?		
5 MARIE ORT	15716 Rachel Pl. HM	✓		
6 Lori Briggs	6016 Wake Crest Ct. Haymarket VA	✓		
7 Darryn M. Briggs	6016 Wake Crest Ct Haymarket, VA	✓		
8 Deb Hamrick	9805 Luck Penny Ct Bristow VA			
9 Kevin "	" "			
10 DOROTHY	VERMONT VA	✓		
11 Magene Hardad	10845 Harry Abbott			
12 CJ Phelps	Abby Grove Lane, Haymarket	✓		
13 Gloria Kagra	14072 Clarence Ln Gainesville			
14 Zakir Mahmood	5651 Bengal Pl. Haymarket, VA 20189.	✓		
15 CHRISTOPHER FLORENZ	5701 ANSEL EUGENE RD, HAYMARKET 20189			
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Public Hearing Summary
Haymarket-Gainesville Public Library
October 18th, 2018 7:00 PM

PRTC Staff Present:
Perrin Palistrant, Chuck Steigerwald

Members of the Public Present:
15

Chuck Steigerwald opened the public hearing at 7:08 PM. Staff was introduced and attendees were asked to introduce themselves.

Comment was provided that service from Haymarket to Washington, DC was preferred. Staff was asked about access from the planned stop in Rosslyn to Metrorail. Staff pointed out that the stop at Courthouse provided better access to Metrorail.

Staff was asked about ridership on the Linton Hall Metro Express. Staff explained that ridership on that route has declined over time due to the introduction of the express routes to Washington, DC and the Pentagon, moving service to Tysons Corner from West Falls Church, and the elimination of one trip.

Staff was asked whether service to the Vienna Metro Station has been considered. Staff responded that serving Tysons instead of Vienna provides better access to the Tysons Corner employment area, maintains connection to Metrorail, and provides better regional bus connectivity.

Staff explained the hearing format and agenda.

Mr. Palistrant gave an overview of the Haymarket/Rosslyn Express service and planned new commuter lots.

Staff was asked about fare rules governing transfers. Staff explained the regional bus transfer policies.

Staff was asked whether the hearing was intended to inform or gather input. Staff responded that the intention was to give people the opportunity to provide input into the proposed service and for future transit services in the area.

Staff was asked whether the DC2NY buses operating out of the Cushing Road Commuter Lot relocate to the new commuter lots. Staff responded that is an unknown and VDOT might be the best source of information on that question.

Staff explained that there is a transit service plan for I-66 once the Express Lanes open and it is expected that plan to be revisited prior to the opening of the Express Lanes.

Staff also explained the concept of the flexible commuter lot shuttles funded through the I-66 Commuter Choice program. Staff was asked whether SmarTrip would be accepted on the flexible services. Staff explained that fare payment would be through a mobile application.

Staff was asked whether OmniRide is including the Express Lanes construction into our planning and if staff could speak to the conversion from HOV-2 to HOV-3. Staff explained that the experience with HOV-3 on I-95 shows that a commuter culture forms around non-SOV modes, acting to reduce congestion. It's an important factor in vanpooling, transit use, and slugging. Staff also pointed out that travel in the new Express Lanes will be faster, particularly for transit.

Staff was asked who owns the commuter lots. Staff responded that VDOT owns and maintains most of the area commuter lots.

Mr. Steigerwald gave an overview of the Transit Development Plan, Transportation Demand Management Plan, and Strategic Plan. Staff explained that general comment on the TDP and TDMP would be accepted beyond the published comment deadline of October 31st. The plan is still in development and that staff would appreciate hearing what services citizens would like to see over the next decade.

Staff was asked about the number of trips proposed for the Haymarket/Rosslyn service. Staff responded that the service would consist of four morning and four afternoon trips.

Staff explained the expected impact of Express Lane funding on OmniRide express services and gave an overview of potential TDM services. Staff asked attendees to give thought to what local services would be needed in the next decade and what role OmniRide should play in the community. Attendees were encourage to respond to the publichearing@omniride.com email address.

Staff was asked how OmniRide would able to accommodate the number of vehicles to operate planned and potential services. Staff responded that the Western Maintenance Facility will provide sufficient capacity and that the services related to the Express Lanes have been planned into that construction.

Staff was asked if there were projections for ridership on the Haymarket/Rosslyn. Staff responded that within a four-five year period ridership should be around 300 passenger trips per day. During the first year of service ridership should be about half of that.

Staff was asked about the timeline for opening the Haymarket and University Boulevard Commuter Lots. Staff responded that the Haymarket Lot is expected to open in December and the University Lot in summer of 2019.

Staff was asked about plans for service from the University Commuter Lot. Staff responded that those decisions haven't been made yet, but the transit plan for the I-66 Express Lanes does provide a base plan for those services (contained in the hearing material). Staff then gave an overview of the current thinking.

Comment was provided that the afternoon commuter was the biggest issues for current bus riders from Washington, DC. Congestion through the routing in the city causes significant delay. Staff advised that we were considering ways to improve the routing and time travel. Staff also advised that greater financial resources will be available with the opening of the Express Lanes and OmniRide will have greater flexibility.

Staff was asked about potential service to Alexandria. Staff responded that Alexandria has been identified Alexandria as a strong candidate for service expansion and that staff has been working with

several large employers in Alexandria (PTO, NSF, etc.) on employee transportation programs. Staff suggested that vanpooling and carpooling would be strong alternatives for employees in that area. Staff explained vanpooling incentives currently available in the I-66 corridor. OmniRide staff can provide assistance to anyone considering starting a vanpool.

Staff was asked whether consideration might be giving to making the first drop-off stop in Rosslyn rather than Ballston since Rosslyn hosts more activity. Buses can serve Rosslyn and then backtrack to Ballston. Staff advised that it can be considered, but that the proposed routing makes more directional sense. Arlington also county also is careful about bus stop placement and service. The proposed routing uses existing stops and relocating existing stops would be difficult.

Staff was asked whether one trip per day would be considered to Alexandria. Staff pointed out that VRE currently provides service to Alexandria. The commenter explained that accessing the VRE station has become more time consuming over time and it is no longer a viable option. Staff made the suggestion that OmniRide to the Pentagon and a transfer to DASH service might be a viable option.

Staff was asked whether consideration might be given to providing service to the West Falls Metro Station again. Staff advised that service to West Falls Church was reasonable and future service could be considered.

Attendee commented that he stopped taking the OmniRide Linton Hall Metro Direct but stopped when service reductions eliminated one morning and one afternoon trip. They now use Fairfax Connector service from Stone Road. They work in Ballston and would use the service daily if the schedule works for them. Flexibility in schedule is the key for them.

Mr. Steigerwald brought the hearing to a close at 8:32 PM.

PRTC Public Hearing

Proposed TDP, TDMP, Haymarket/Rosslyn Express Service, Western Service Area Restructure PRTC Transit Center, October 24, 2018, 7:00 PM

PLEASE PRINT LEGIBLY/POR FAVOR LETRA LEGIBLE			
NAME/NOMBRE	ADDRESS/ DIRECCION	Plan to comment/Quiero comentar	
		Yes	No
1 Hugh C. Munro	3701 FAIRFIELD LA		<input checked="" type="checkbox"/>
2 EKOW ACQUAH	7891 APACHE RIDGE CT.		
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Public Hearing Summary
OmniRide Transit Center
October 24th, 2018 7:00 PM

PRTC Staff Present:
Perrin Palistrant, Chuck Steigerwald

Members of the Public Present:
2

Chuck Steigerwald opened the public hearing at 7:10 PM.

One member of the public was present at the opening of the meeting. That person had also attended the public hearing the previous week in Manassas. Staff gave the person the opportunity to ask further questions and/or provide further comment.

At approximately 7:40 PM a second member of the public joined the hearing. Mr. Steigerwald gave an overview of the hearing agenda. Mr. Steigerwald gave an overview of the Transit Development Plan and Transportation Demand Management Plan process and Mr. Palistrant gave an overview of the proposed Haymarket/Rosslyn service.

Staff asked the members of the public if there were any questions or comments on the subjects covered in the presentation.

Staff was asked to further explain the flexible vanpool and on-demand shuttle concepts. Staff gave an overview of those programs.

Staff was asked about future plans for service in the I-66 corridor besides Washington, DC and Rosslyn. Staff responded that the I-66 Transit and TDM Plan for services once the Express Lanes open include new services to areas such as Dulles, Reston, and Merrifield.

Staff was asked whether there would be consideration of returning mid-day, late evening, and off-peak service to the Manassas Metro Express route. Staff responded that is currently being considered, but is not currently budgeted.

Staff was asked to give an explanation of the services reductions implemented in previous fiscal years. Staff gave an overview of funding issues and the decline of fuel tax revenues in previous years.

Mr. Steigerwald brought the hearing to a close at 8:29 PM.

Charles Steigerwald

From: Joseph Crecco <joseph.crecco@gmail.com>
Sent: Friday, October 19, 2018 11:26 AM
To: Charles Steigerwald
Subject: Comment: Haymarket Express Service Plan

Hello,

I would like to express my strong support for the proposed Haymarket Express service through OmniRide. As we all know, public transit options for the residents of Gainesville and Haymarket are sorely lacking. With VRE recently pulling back plans for an extension and Metro in no position to extend the Orange Line within the next several decades, this proposed route serves as the best opportunity to fill a much-needed commuting option for area residents.

The new Haymarket commuter lot opening later this year should prove beneficial to the area in its own right, however, transit service such as this proposed bus route will further incentivize use of the lot, making a stronger case for expansion both in size and services offered. Please consider moving forward with this service.

Thank you,
Joe Crecco

Charles Steigerwald

From: Charles Steigerwald
Sent: Friday, October 19, 2018 1:13 PM
To: Joseph Crecco
Subject: RE: Comment: Haymarket Express Service Plan

Mr. Crecco,

Thank you for your comments regarding the planned service between Haymarket and Rosslyn. All comments received will be recorded as part of the public record and provided to the PRTC Board for informational purposes.

The opening of the Haymarket Lot is the first of a number of changes coming to I-66 corridor that will significantly impact travel in a positive way. This coming summer VDOT is expected to open 900 spaces at the University Boulevard Commuter Lot - more than doubling the parking capacity in the Gainesville/Haymarket area. Once construction of the Express Lanes is a complete a continuing and substantial investment in transit services will follow. It's not too soon for us to begin thinking about what services would make the most sense in the corridor and we'd appreciate hearing from area residents on what they'd like to see. Feel free to reach out at any time to let us know what you would consider to be sound investments for the future of I-66.

Thank you again for taking the time to provide comment on the proposed Haymarket service.

Chuck Steigerwald
Director of Strategic Planning
Potomac and Rappahannock Transportation Commission
703-580-6144
csteigerwald@omniride.com

From: Joseph Crecco [mailto:joseph.crecco@gmail.com]
Sent: Friday, October 19, 2018 11:26 AM
To: Charles Steigerwald <Csteigerwald@omniride.com>
Subject: Comment: Haymarket Express Service Plan

Hello,

I would like to express my strong support for the proposed Haymarket Express service through OmniRide. As we all know, public transit options for the residents of Gainesville and Haymarket are sorely lacking. With VRE recently pulling back plans for an extension and Metro in no position to extend the Orange Line within the next several decades, this proposed route serves as the best opportunity to fill a much-needed commuting option for area residents.

The new Haymarket commuter lot opening later this year should prove beneficial to the area in its own right, however, transit service such as this proposed bus route will further incentivize use of the lot, making a stronger case for expansion both in size and services offered. Please consider moving forward with this service.

Thank you,
Joe Crecco

Charles Steigerwald

From: Tenia Nelson <niabia1975@yahoo.com>
Sent: Wednesday, October 10, 2018 7:34 AM
To: Charles Steigerwald
Subject: Haymarket / Rosslyn route

Please approve the Haymarket/Rosslyn route. This would be great. I currently take the Gainesville/Pentagon route and its crowded.

Thanks
Tenia Nelson

Sent from Yahoo Mail on Android

Charles Steigerwald

From: Charles Steigerwald
Sent: Thursday, October 11, 2018 9:06 AM
To: niabia1975@yahoo.com
Subject: RE: Haymarket / Rosslyn route

Thank you for your comments regarding the planned service between Haymarket and Rosslyn. All comments received will be recorded as part of the public record and provided to the PRTC Board for informational purposes.

We're glad to hear that the service could work for you and we're thankful for your support. Thank you for taking the time to let us know.

Chuck Steigerwald
Director of Strategic Planning
Potomac and Rappahannock Transportation Commission
703-580-6144
csteigerwald@omniride.com

From: Tenia Nelson [mailto:niabia1975@yahoo.com]
Sent: Wednesday, October 10, 2018 7:34 AM
To: Charles Steigerwald <Csteigerwald@omniride.com>
Subject: Haymarket / Rosslyn route

Please approve the Haymarket/Rosslyn route. This would be great. I currently take the Gainesville/Pentagon route and its crowded.

Thanks
Tenia Nelson

Sent from Yahoo Mail on Android

Charles Steigerwald

From: Matt <mattsabback@gmail.com>
Sent: Sunday, October 14, 2018 4:15 AM
To: Charles Steigerwald
Subject: Haymarket - Ballston/Rosslyn direct

To whom it may concern:

As a resident of Haymarket and someone who works in the Arlington/Alexandria areas , I'd love and certainly use a direct bus line to Arlington. The opportunity afforded by this would help alleviate some of the traffic on 66 and give the people of Western Prince William County, Fauquier county and Warren county more options. I'd happily pay up to \$10-12 a day to use this service as that would offset my current fuel costs, lessen the wear and tear on my vehicle and allow me to relax on the way to/from work.

Thanks for consideration and I hope this comes to fruition.

Matt Sabback

Charles Steigerwald

From: Charles Steigerwald
Sent: Monday, October 15, 2018 9:48 AM
To: Matt
Subject: RE: Haymarket - Ballston/Rosslyn direct

Mr. Sabback,

Thank you for your comments regarding the planned service between Haymarket and Rosslyn. All comments received will be recorded as part of the public record and provided to the PRTC Board for informational purposes.

We're glad to hear that the service could work for you and we're thankful for your support. Thank you for taking the time to let us know.

Chuck Steigerwald
Director of Strategic Planning
Potomac and Rappahannock Transportation Commission
703-580-6144
csteigerwald@omniride.com

From: Matt [<mailto:mattsabback@gmail.com>]
Sent: Sunday, October 14, 2018 4:15 AM
To: Charles Steigerwald <Csteigerwald@omniride.com>
Subject: Haymarket - Ballston/Rosslyn direct

To whom it may concern:

As a resident of Haymarket and someone who works in the Arlington/Alexandria areas , I'd love and certainly use a direct bus line to Arlington. The opportunity afforded by this would help alleviate some of the traffic on 66 and give the people of Western Prince William County, Fauquier county and Warren county more options. I'd happily pay up to \$10-12 a day to use this service as that would offset my current fuel costs, lessen the wear and tear on my vehicle and allow me to relax on the way to/from work.

Thanks for consideration and I hope this comes to fruition.

Matt Sabback

Charles Steigerwald

From: Porter, Irene B (OIG) <porterIB@state.gov>
Sent: Monday, October 22, 2018 5:50 AM
To: Charles Steigerwald
Cc: irenebporter@yahoo.com
Subject: PRTC Meeting Haymarket to Rosslyn - Opinion_Suggestion Statement from long-term Gainesville riders
Attachments: PRTC Meeting.docx

Please read the attached statement regarding the proposed Haymarket/Rosslyn bus and provide a simple response to indicate it has been received and read.

Thank you,

Irene Porter

PRTC Meeting Regarding Proposed Bus Haymarket to Ballston/Rosslyn

I wanted to attend the October 18, 2018 meeting in person but the 5:18 pm PRTC bus from Pentagon was late and the Thursday traffic compounded the delay. I did not get off the bus in Gainesville until 7 pm. By that point I was too hungry and tired to commute additional 15 minutes to the Haymarket Library.

If I had attended, I would have made the following statement in person.

Good evening. My name is Irene Porter. Long time Gainesville Rider (since January 2008 – when there were coins and near munity for failure for the first bus to show due to contract for drivers not selecting the route). Everyone had the Dispatch phone number loaded in their cell. We took turns calling to ask “where is the bus?” The changed the phone number and we could no longer phone Dispatch. PRTC management would come and hand out bus tokens to appease the masses.

Administration - Could you clarify to drivers that is it OK to show up earlier than the stated departure time in order to load the bus and depart at the stated departure time?

Winter

High ridership level takes time to load. Need to be present at least 5 minutes before departure.

PRTC Changes to Gainesville Service Have Been Well Received

If you provide it – they will ride.

Adding the Pentagon direct busses to/from Gainesville was very well received. I took the annual surveys, then stopped because the request was never filled. We had asked for Gainesville to downtown DC and Pentagon for a long time. By the time PRTC provided the downtown route, I no longer worked downtown. Adding the Pentagon bus means no longer going to Tyson and riding the train from a region outside a reasonable commute area.

Adding the Gainesville stops to the last to Manassas bus runs was also really appreciated. Contrary to popular belief, Federal employees work hard and often work late. Most like to get to work early as it shortens the total commute time. Van pools/car pools often don't work for us because we need flexibility in departure time (management meetings late in the day, etc.). Knowing I can work until 6 pm or 7:32 pm and still get to home Gainesville by 9:15 via Pentagon/Manassas/Gainesville bus is priceless.

The change directing all busses to Tyson's Corner rather than West Falls Church was not well received. It added an hour or more to the daily commute. Once you provided the direct bus to Pentagon, many riders moved off the Tyson bus in favor of a shorter, more direct, commute using Pentagon. I never go to Tyson's unless: 1) I know will miss the bus at Pentagon based on

timing of trains, 2) I plan shop at Tyson before commuting home, or 3) emergency action plan requires it.

Once the Pentagon routes were established, word of mouth from your riders filled them. It is sometimes standing room only. The need was always there. Thank you for filling it.

Proposed Bus Route from Haymarket to Rosslyn

There is demand for **direct** bussing to **Rosslyn** rather than Pentagon for people who work in that region of Virginia and downtown. Riders currently going to Pentagon and then taking the train to Rosslyn or downtown would prefer to take a direct PRTC bus to a metro stop on the orange, silver, or blue without going to Tyson's or Pentagon. Those needing yellow line would still go to Pentagon.

Pentagon busses are great if you work at the Pentagon. If you don't work at Pentagon, the problem is the distance from the train to the bus bays and stairs/escalators. It is the equivalent of 4 city blocks (each way) to move from train to bus bay and the overall congestion to get in and out. That is a lot of walking/running to catch bus and train. If miss the bus, it is a long wait. The 5:18 pm bus Pentagon to Gainesville is often late. Very late. The other busses are normally on time. Miss it by a minute and you are standing outside on concrete waiting for the next bus. It is very stressful if fear going to miss the bus. If riders can avoid metro altogether – that is ideal as it removes one risk factor for the commute.

Several people I work with have stated they will immediately stop carpooling and paying for parking in Rosslyn if a bus direct from Gainesville to Rosslyn is established. They will save hundreds in parking each month and stop wear and tear on cars.

- It is 30 miles from exit 43 to exit 73 Rosslyn. It is a 40 minute drive in HOV lane from **Rosslyn to Gainesville**. I know – I had to ride with these people when Metro shut down the train for two weeks in August.
- It is a 35 minute drive from Gainesville to Rosslyn (Linton Hall and 29 to Rosslyn Metro stop driven at 4:25 am).

Both are perfectly acceptable commute times for the region. If we only had a direct bus.

State Department has many annexes on or near the Rosslyn metro (SA-3, SA-6, SA-15, SA-39, SA-14). Other federal agencies are also located there (USPS OIG, etc.)), as well as private sector. The Rosslyn Metro stop is also a commuter bus interchange. It is an ideal choice for expanded service to Gainesville/Haymarket residents. Advertising the change could fill the bus.

Survey of fellow riders on the proposed change noted the following:

1. **Preference would be to have the departure be the new park and ride or Limestone (until the new lot is completed) rather than Haymarket.** For those of us south of 29 and near Linton Hall – we prefer the Limestone lot. We would not drive to Haymarket to

get on a bus and then have 8 stops until we reach our preferred destination (Rosslyn). It is 10-12 minute drive and has many traffic lights that make timing the drive challenging. It has several speed limit changes and the 25 miles per hour speed limit area is subject to regular police speed traps. It can be quite congested in the evening. We know how long it takes to make all those stops at the subdivisions on Heathcote. We suffered subdivision stops on the forced Tyson route until the Pentagon direct route was added. We would not ride a Haymarket bus and would continue Pentagon instead.

2. **Preference would be to drop at Rosslyn first and then have the bus route back westward to make the other 4 proposed stops at Courthouse, hospital, GMU, and Ballston.** People who work in Rosslyn have a direct commute. Those who need to continue traveling east can **immediately get the train** at Rosslyn and quickly go east with shortened number of stops. Those who do not want to sit for all stops going west (GMU and hospital) can catch the train, if desired, and go 1 to 2 stops to Courthouse and Ballston. That change would have no effect on PRTC revenue earned for the trip. Depending on the commuter final destination, it would save a great deal of daily commuter **time and influence riders**. We would ride this bus and promote the new route to potential new rides.
3. **Preference would be the arrival at Rosslyn should be before 6 am to allow for early work start time and give those continuing east or west time to continue and meet their business day start times.**

Please provide a direct express bus from Gainesville to Rosslyn. Have at least 2 per day and one early – like the 4:53 Gainesville to Pentagon route and the people currently going to Pentagon will adopt it immediately. The bus could go west to other proposed stops after Rosslyn.

Charles Steigerwald

From: Charles Steigerwald
Sent: Monday, October 22, 2018 12:13 PM
To: Charles Steigerwald
Subject: FW: PRTC Meeting Haymarket to Rosslyn - Opinion_Suggestion Statement from long-term Gainesville riders

Chuck Steigerwald
Director of Strategic Planning
Potomac and Rappahannock Transportation Commission
703-580-6144
csteigerwald@omniride.com

From: Charles Steigerwald
Sent: Monday, October 22, 2018 10:04 AM
To: 'Porter, Irene B (OIG)' <porterIB@state.gov>
Cc: irenebporter@yahoo.com
Subject: RE: PRTC Meeting Haymarket to Rosslyn - Opinion_Suggestion Statement from long-term Gainesville riders

Ms. Porter,

Thank you for your comments regarding the planned service between Haymarket and Rosslyn. All comments received will be recorded as part of the public record and provided to the PRTC Board for informational purposes. Sorry you couldn't make the public hearing last week, but we had a good turnout by our standards (15 people) and great conversation. Thank you for putting your thoughts together and for taking the time and effort to include others. We appreciate the input and we're glad some of the things we've put in place have had a positive impact.

Feel free to reach out at any time to share your thoughts.

Chuck Steigerwald
Director of Strategic Planning
Potomac and Rappahannock Transportation Commission
703-580-6144
csteigerwald@omniride.com

From: Porter, Irene B (OIG) [<mailto:porterIB@state.gov>]
Sent: Monday, October 22, 2018 5:50 AM
To: Charles Steigerwald <Csteigerwald@omniride.com>
Cc: irenebporter@yahoo.com
Subject: PRTC Meeting Haymarket to Rosslyn - Opinion_Suggestion Statement from long-term Gainesville riders

Please read the attached statement regarding the proposed Haymarket/Rosslyn bus and provide a simple response to indicate it has been received and read.

Thank you,

Irene Porter

Charles Steigerwald

From: Lisa Merlino <lisakmerlino@gmail.com>
Sent: Friday, October 5, 2018 11:11 AM
To: Charles Steigerwald
Subject: bus schedules

Please return to Manassas Park A and Manassas Park B bus systems. If not possible please have a direct bus from Westgate to Manassas Mall. Thank you for listening. Sincerely, Lisa Merlino.

Charles Steigerwald

From: Perrin Palistrant
Sent: Thursday, October 11, 2018 3:18 PM
To: Charles Steigerwald
Subject: FW: Manassas Park A and B OmniRide Local Routes

FYI

From: Lisa Merlino [mailto:lisakmerlino@gmail.com]
Sent: Tuesday, October 9, 2018 10:23 AM
To: Perrin Palistrant <ppalistrant@omniride.com>
Subject: Re: Manassas Park A and B OmniRide Local Routes

Received, thank you.

On Fri, Oct 5, 2018 at 1:57 PM Perrin Palistrant <ppalistrant@omniride.com> wrote:

Dear Ms. Merlino,

Thank you for commenting on the proposed restructuring of Manassas and Manassas Park Local bus service. With our new proposed paratransit and flexible services, traveling between Westgate and Manassas Mall would be possible even without the regular bus service. If we receive approval to operate this service, we will provide information as to how to use the service and make traveling through Manassas and Manassas Park much easier.

We will continue to consider other options for future services beyond what we are proposing as more funding is available.

Sincerely,

Perrin Palistrant

Director of Operations and Operations Planning

OmniRide

703-580-6162

Charles Steigerwald

From: Andrew Kovacs <scavok@gmail.com>
Sent: Wednesday, October 17, 2018 9:48 AM
To: Charles Steigerwald
Subject: Question and Comment about Manassas Metro Express

The Manassas Metro Express slide says all trips will start/end at Old Town, but the route on the map still has it veering off of Sudley to the bus stops at Portsmouth and Williamson Blvd. So it is all passenger trips start/end at Old Town, or all bus trips?

If the former, it will be an incredible improvement and I look forward to being able to take transit again.

If the latter, those stops add nearly an hour to the roundtrip to/from Manassas City, particularly on the return trip with 4 additional left turns in gridlock. As long as those stops still exist. It is much faster to drive myself even without using the HOV lane on 66, and it's still not feasible to use the bus service while I have driving as an option.

In either case, changing to Old Town from the Mall is an improvement.

Charles Steigerwald

From: Perrin Palistrant
Sent: Wednesday, October 17, 2018 10:36 AM
To: scavok@gmail.com
Subject: Manassas Metro Express Service

Good morning Mr. Kovacs,

Thank you for taking the time to provide feedback on the proposed changes to several routes in Manassas. The change proposed for the Manassas Metro Express essentially extends all trips to Old Town rather than a few starting at Manassas Junction and the rest starting at Manassas Mall. The goal is to create a simplified routing without variations that serves stops between Old Town and Williamson and Stonehouse to recover service that was reduced with the July 2016 service change. Without a dedicated commuter lot in Old Town (The garage near the VRE station does not have enough capacity for a robust commuter bus/commuter rail option to operate simultaneously), operating the trip with that being the only stop would not attract that many passengers and we would still need a separate service to operate to the areas east of Sudley if they were split into two different routes.

The route would begin at the proposed new transfer hub in Old Town Manassas to provide additional connectivity with the proposed changes in the local and Cross County services. As other new roadway projects potentially begin, such as widening of Route 28, adding service to that corridor with dedicated service through Old Town will certainly be considered and offer multiple options compared to what is operated today.

The ultimate goal would be to evaluate further to include potential reinstating of all day, bi-directional service between Manassas and Tysons.

Please let me know if you have any questions and thank you again for your comments.

Perrin Palistrant
Director of Operations and Operations Planning
OmniRide
703-580-6162

Charles Steigerwald

From: Geiger Civ Anthony V <anthony.geiger@usmc.mil>
Sent: Thursday, October 18, 2018 12:04 PM
To: Charles Steigerwald
Subject: Route changes necessary

There are two different routes to get to the Dale City lot; via PRTC or Miniville. The scheduling of the Miniville route seems to be oddly timed. There is no bus until 3:58 (D-202R) from the Pentagon to Miniville. This means individuals that don't go to the end location, Dale City Lot must wait for the 3:58 pm bus. In the meanwhile, there are several PRTC route buses. To further add insult to injury, the 3:58 pm bus is frequently late, which causes problems at the Lower location 1 pickup point as several buses use that location; Lot 234, Monterey, Montclair, Lake Ridge, and Gainsville. If any of the buses are late, it causes a domino effect. Interesting enough there is another Miniville bus at 4:09. - Why can't one of these buses come earlier?

Sometimes, we are released early but those that ride the Miniville route are stuck at work because of the lack of bus. If one has an emergency, nothing is available. Please look into the scheduling of the two Dale City buses. The timing is just wrong!

Respectfully,



Anthony V. Geiger, MBA
Lean Six Sigma Black Belt
Headquarters Marine Corps
Installations and Logistics Department
Logistics Services Section
Pentagon, Room 2E153A
E-EEAnthony.Geiger@usmc.mil ☎
☎ (571) 256-2811

| P.S. Convert to HTM or Rich Text for best viewing. |

Charles Steigerwald

From: Perrin Palistrant
Sent: Thursday, October 18, 2018 3:56 PM
To: anthony.geiger@usmc.mil
Subject: OmniRide Service to Minnieville

Dear Mr. Geiger,

Thank you for your comment regarding service along Minnieville Road. Currently there are two trips prior to 4PM that serve the Pentagon and operate along Minnieville Road between the Telegraph Commuter Lot and Dale City Commuter Lot. The D201 departs the Pentagon at 3:17PM followed by the D202R that departs at 3:58PM. The trips with the "R" designation begin in Ballston before arriving at the Pentagon while the ones with no letter after it start at the Pentagon. We are constantly evaluating where there are gaps in service, and early afternoons, later mornings and later evenings are areas that we are looking at improving and running more service.

As funding opportunities arise and we're able to either reallocate services to fill in those gaps, or just expand and add trips, we will do so when we have the opportunity to do so. The 3:17 trip is fairly new and has been in operation for less than a year after we were able to secure state funding to operate more service along the 395 corridor. With the Pentagon and WMATA only allowing us two bays to utilize for our services, it's a huge challenge scheduling the service so that there aren't buses on top of each other trying to fight for limited space. Coupled with the ongoing construction on the reservation and any delay in DC or on 395 as we deadhead our buses north in the afternoon, it creates a ripple effect and ultimately disrupts our operation of being able to get buses in and out of there effectively.

One of the things I would like to do to improve the on time performance of the routes is not have buses from DC stop at the Pentagon and have them continue on and then have more dedicated buses start at the Pentagon so that they can begin empty and not have the variations of traffic and passenger loads impact them as much. To the extent that funding and vehicle resources are available, that is our long term goal.

In the meantime, we understand the gap in frequency is frustrating at times, and now that the 3PM to 4PM time is becoming more desired, we'll look at service and see what other peak trips can be spread out to allocate services to this timeframe.

Thank you.

Perrin Palistrant
Director of Operations and Operations Planning
OmniRide
703-580-6162

Charles Steigerwald

From: E Talaat <redwings235@yahoo.com>
Sent: Thursday, October 18, 2018 4:24 PM
To: Charles Steigerwald
Subject: about changeto west courthouse a mosby st

Dear publichearing @omniride.com,

I use the bus frequently and I always go to the mall. I never need to go to the courthouse. I see many people taking the bus at the mall . I think it is very wrong to change to the courthouse people don't need to go to the courthouse . People always need to go the mall for groceries or clothes, or to the resturants at the mall . Nobody goes to the courthouse frequently. The centerhub should stay at the mall. The courthouse does not even have the space for all the buses. The centerhub should stay at the manassas mall. Thank you

Ms. Talaat

Charles Steigerwald

From: Perrin Palistrant
Sent: Thursday, October 18, 2018 4:59 PM
To: redwings235@yahoo.com
Subject: OmniRide Service

Dear Ms. Talaat,

Thank you very much for commenting on the proposed changes to local bus service in Manassas and Manassas Park. The proposed new hub will still allow passengers to travel to the mall. However, the mall itself is not a very good place to locate the hub to be. For one, the area that is designated for us is extremely cramped and often times buses are blocking the roadways preventing other traffic from getting around. Second, by forcing transfers at the mall, particularly for those coming from NOVA or other parts of Manassas, it causes a long commute to have to transfer to go from one end of Manassas to another. With service operating every hour to hour and 15 minutes, it becomes a very inconvenient and long trip for many people just to go from one end of the City to the other.

By locating the hub in Old Town Manassas, not only is the court house served, but so are social security offices, Veterans offices, senior centers and access to other services in downtown. We're proposing to eliminate deviations from the regular bus service that will make the trip much faster and reliable, even if someone has to transfer to another bus at the hub. By running more frequently it will make commuting through Manassas much more convenient. One other aspect is we would shorten the Cross County Connector to operate between this hub and Woodbridge making that route operate more frequently and able to connect directly with timed transfers with the other routes in Old Town. It will also make transferring to routes in Woodbridge much easier too.

If this proposal is passed, we will make sure to assist our passengers in any way possible, but a total restructure of the service to streamline the routes, provide a more viable transfer option (we will have the ability to stop the bus on both sides of the small street) and more consistent, frequent and reliable service, will make the operation much more user friendly.

Thank you.

Perrin Palistrant
Director of Operations and Operations Planning
OmniRide



Western Service Area Plan

New Transit Hub: Name TBD



Social Security

Courthouse

Timed Transfers
Walking distance to Old Town Manassas

Pavilion

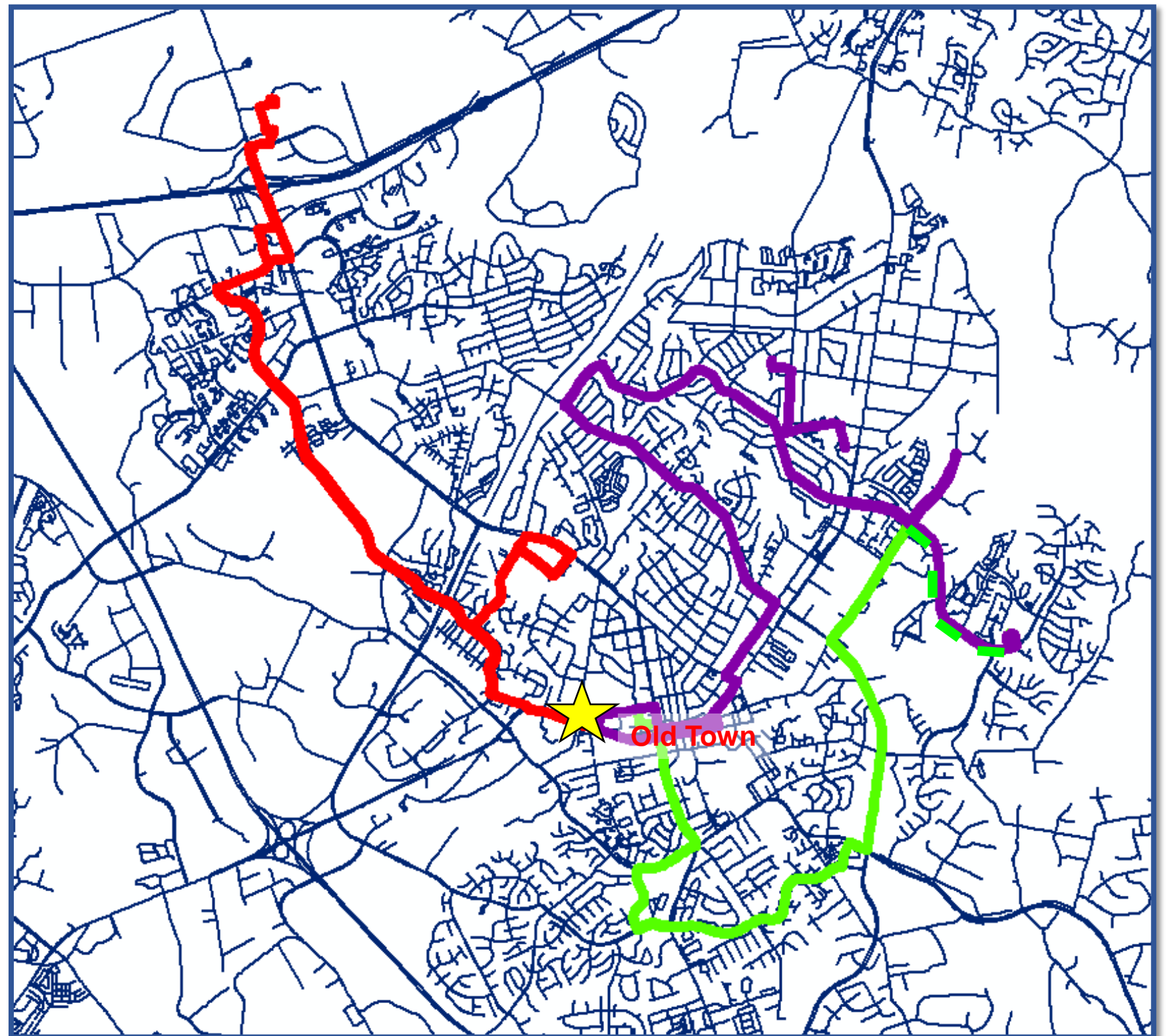
VRE

New Routes

Manassas North

Manassas South

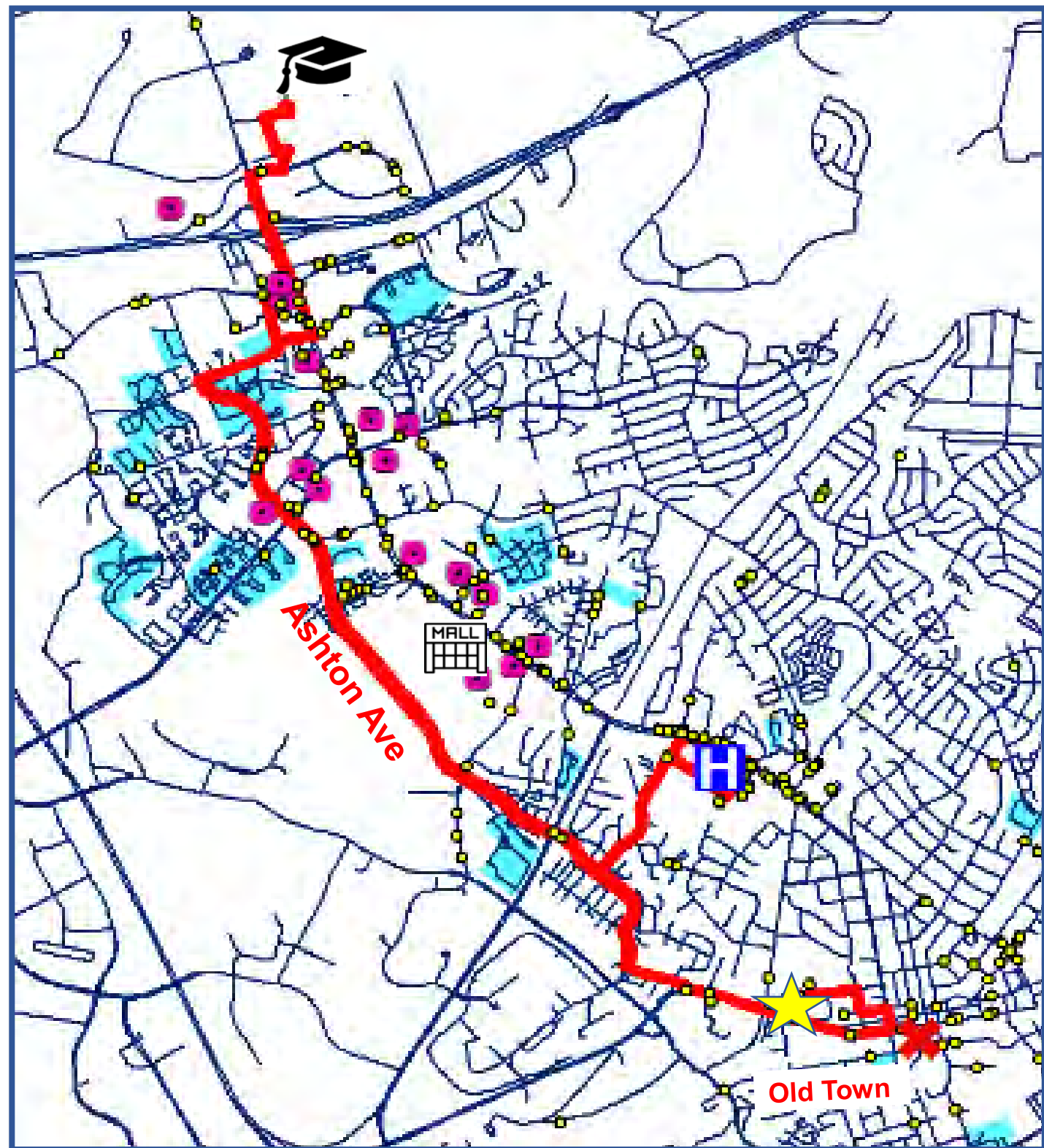
Manassas Park



Proposed Routing

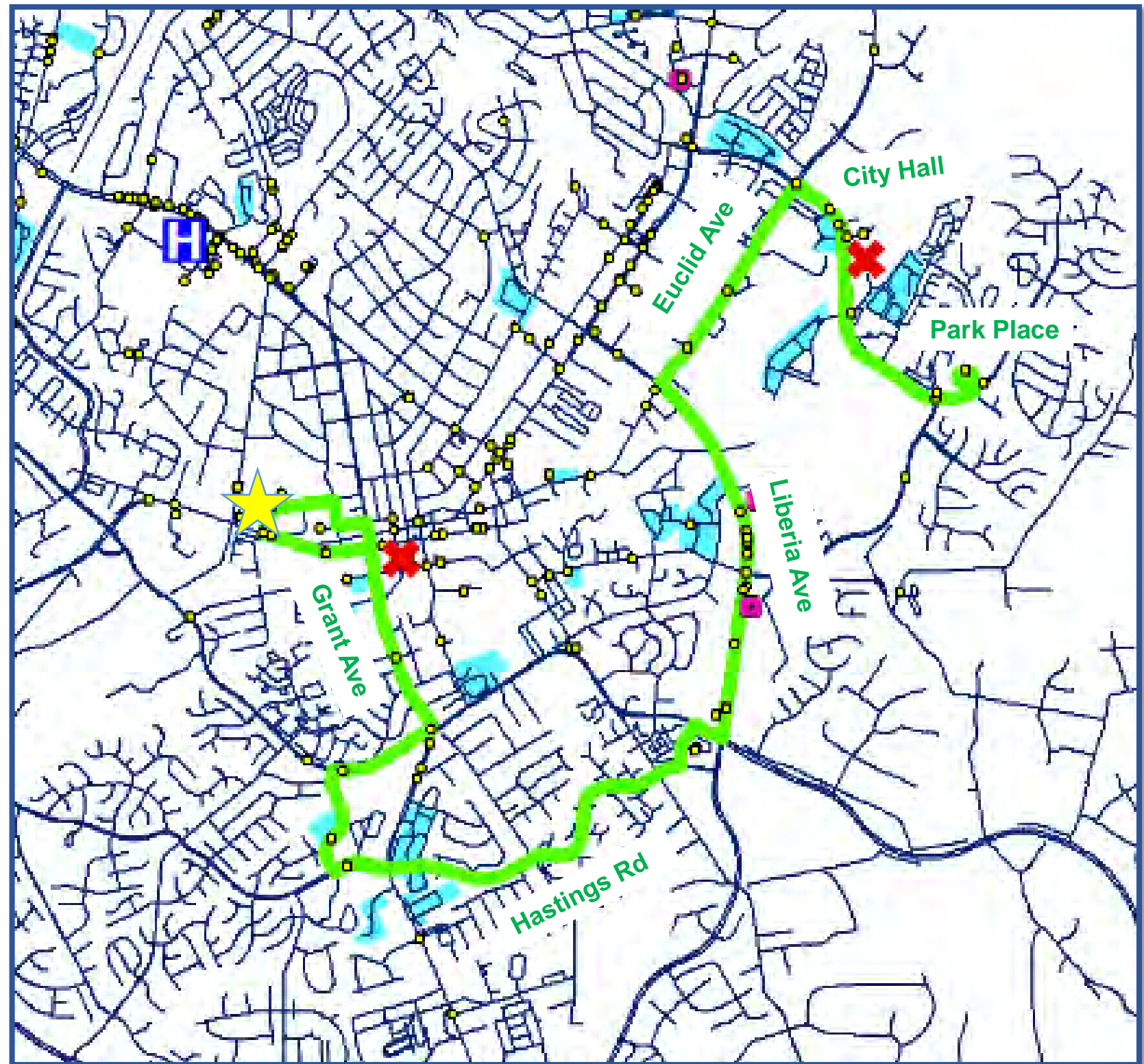
Manassas North

- Route travels from NOVA Campus to Old Town Manassas via Ashton Avenue
- Route will service Manassas Mall on Ashton Avenue
- Novant Medical Center served heading towards NOVA only
- Timed transfers with other OMNIRIDE Local buses and East-West Express/Manassas Metro Express



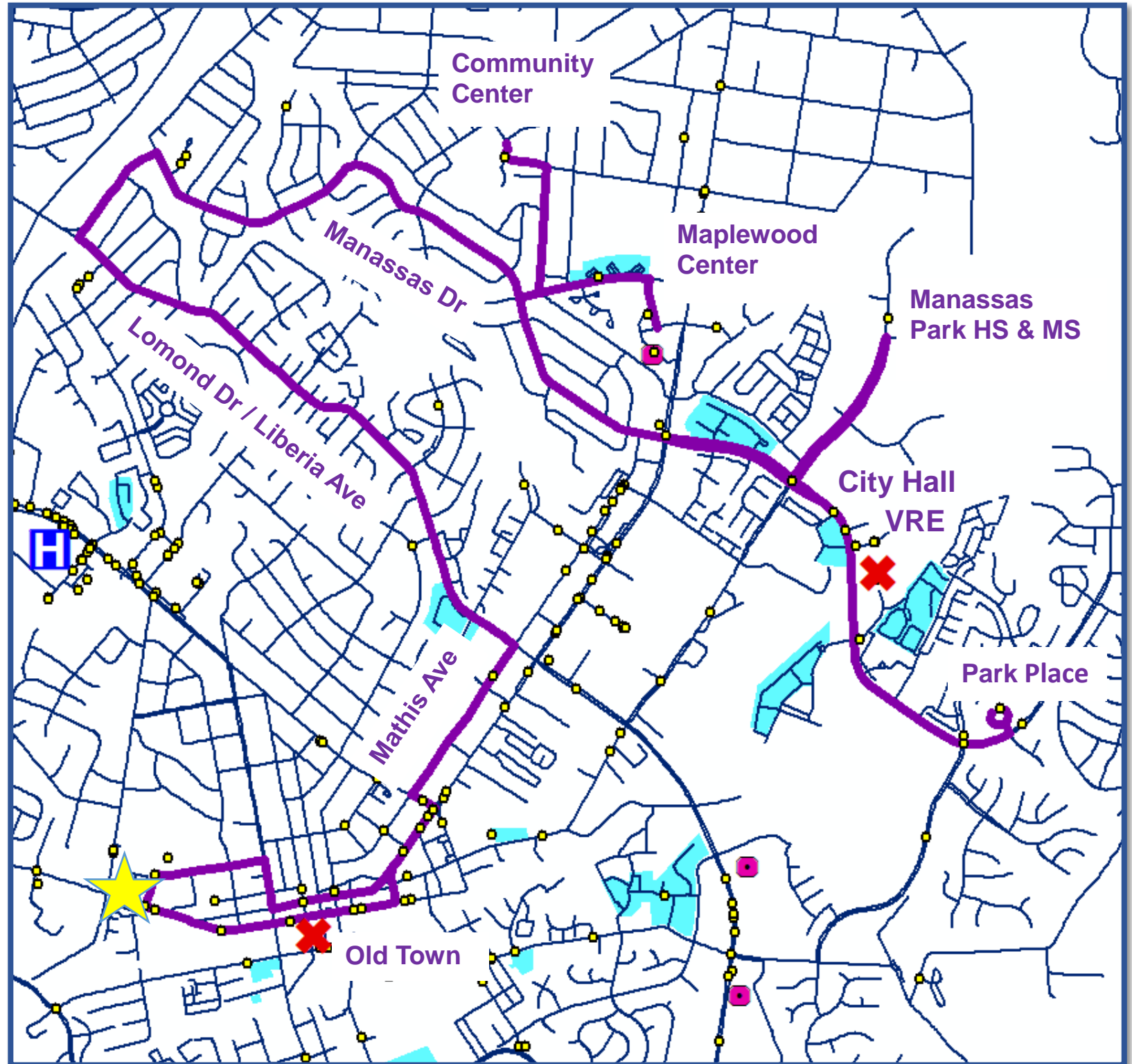
Manassas South

- Route travels from Park Place to Old Town Manassas
- Access to shopping on Liberia Ave to include Harris Teeter shopping center
- Route serves Oaks of Wellington and Georgetown South
- New Routing along Hastings Road
- Timed transfers with other OMNIRIDE Local buses and East-West Express/Manassas Metro Express



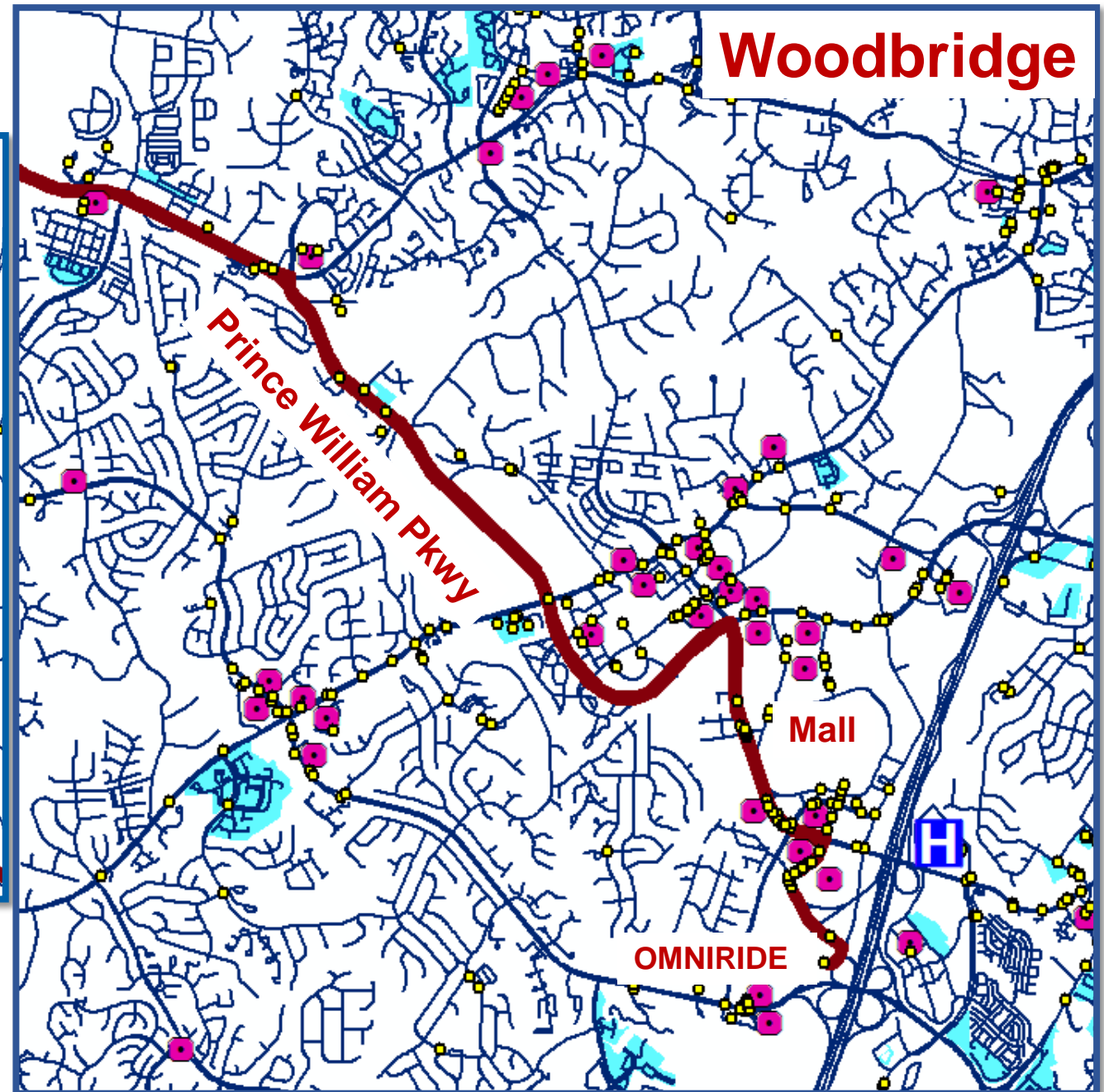
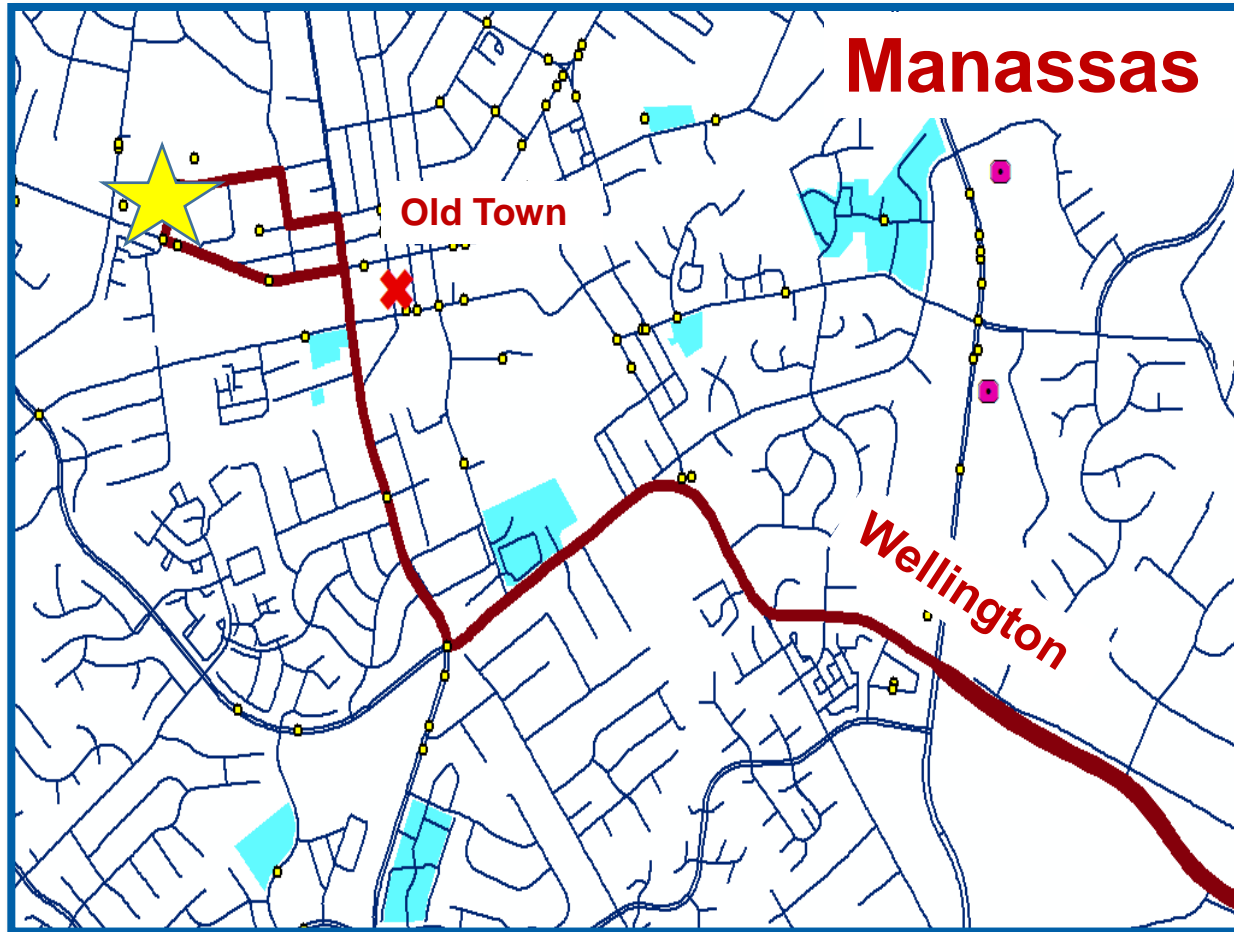
Manassas Park

- Route travels from Park Place to Old Town Manassas
- Euclid Ave served inbound only
- Route serves Manassas Park Community Center
- New Routing along Lomond Dr/Liberia Ave
- Manassas Shopping Center served on Mathis Avenue
- Timed transfers with other OMNIRIDE Local buses and East-West Express/Manassas Metro Express



East-West Express

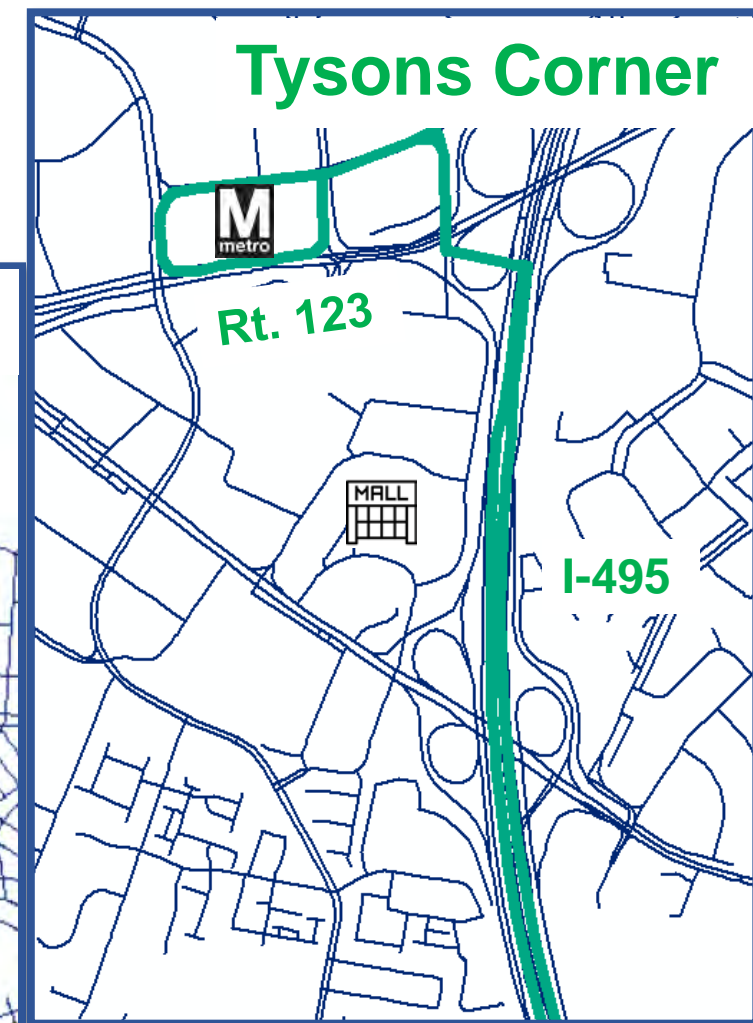
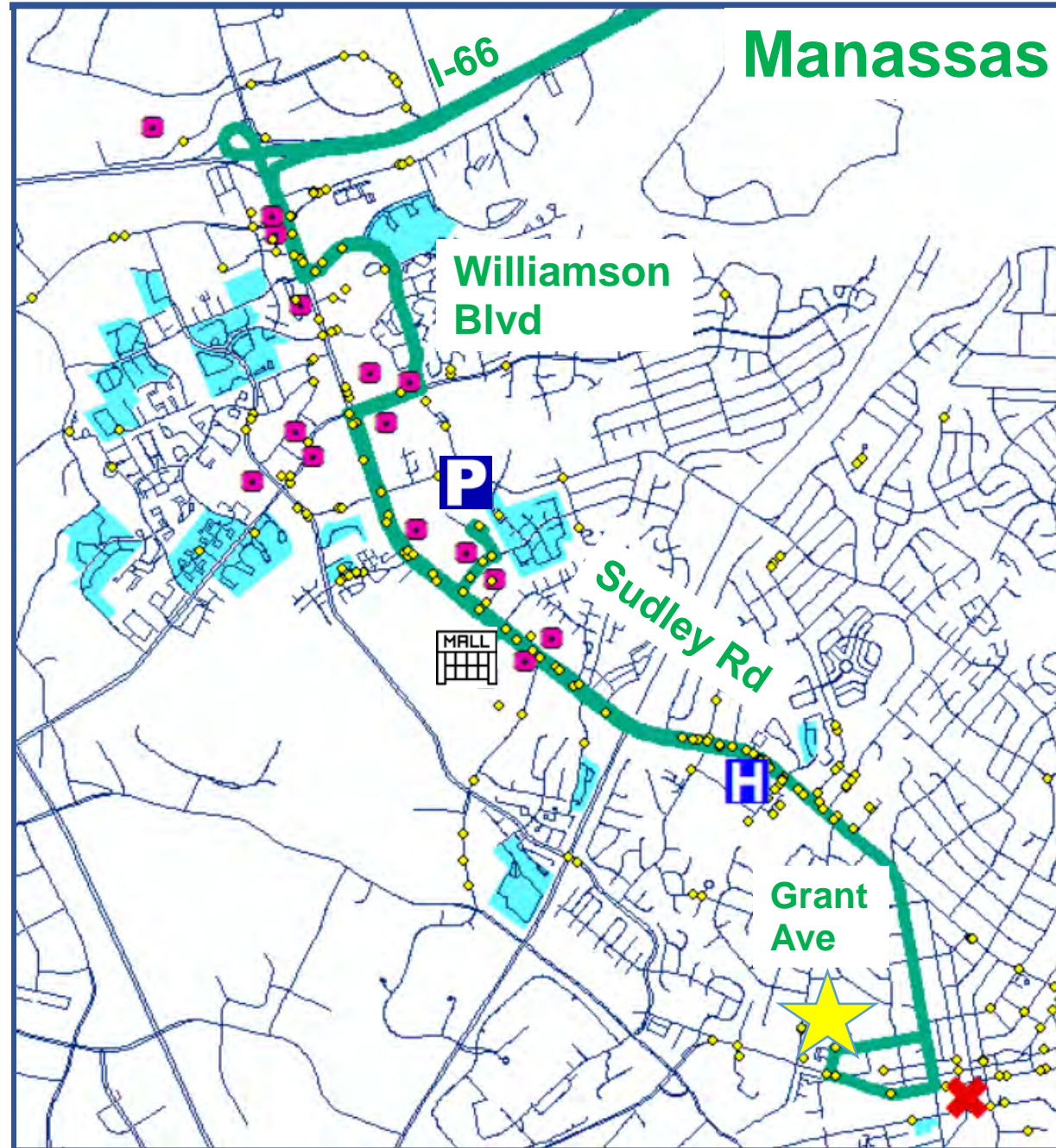
Formerly Cross County Connector



- Route will enter Manassas via Wellington to Grant to Old Town Manassas
- Route will no longer travel to Manassas Mall
- Timed transfers with other OMNIRIDE Manassas Local buses and Manassas Metro Express
- Route will serve Potomac Mills on Smoketown Rd

Manassas Metro Express

- Route travels to/from Manassas and Tysons Corner Metro
- Route will no longer serve anything beyond Old Town Manassas including Manassas Junction
- All trips start/end at Old Town Manassas
- Adding bi-directional trips dependent on additional funding



What is Paratransit Service?

- Paratransit provides transportation for people with disabilities who are unable to use the regular, fixed route transit service.
- Must be available during the same hours of operation as the rest of the transit system. Paratransit must be provided as long as the trip starts and ends within $\frac{3}{4}$ miles of a bus route.
- Fares will be twice the amount of the regular fixed route fare. Current OmniRide Local fare is \$1.55.
- Paratransit must be provided to all eligible riders if it is requested one day in advance. The ride must come within one hour of the requested time.

Paratransit Eligibility Process






- Fill out application
- OMNIRIDE Access reviews application
- In-person interview (transportation provided)
- If required:
 - Physical/Mental Assessment (transportation provided)
- Application approved/denied
 - Approved conditions: Unconditionally Eligible; Conditionally Eligible, Temporary, Visitor
 - If denied – Ability to appeal decision
- Travel Training Provided

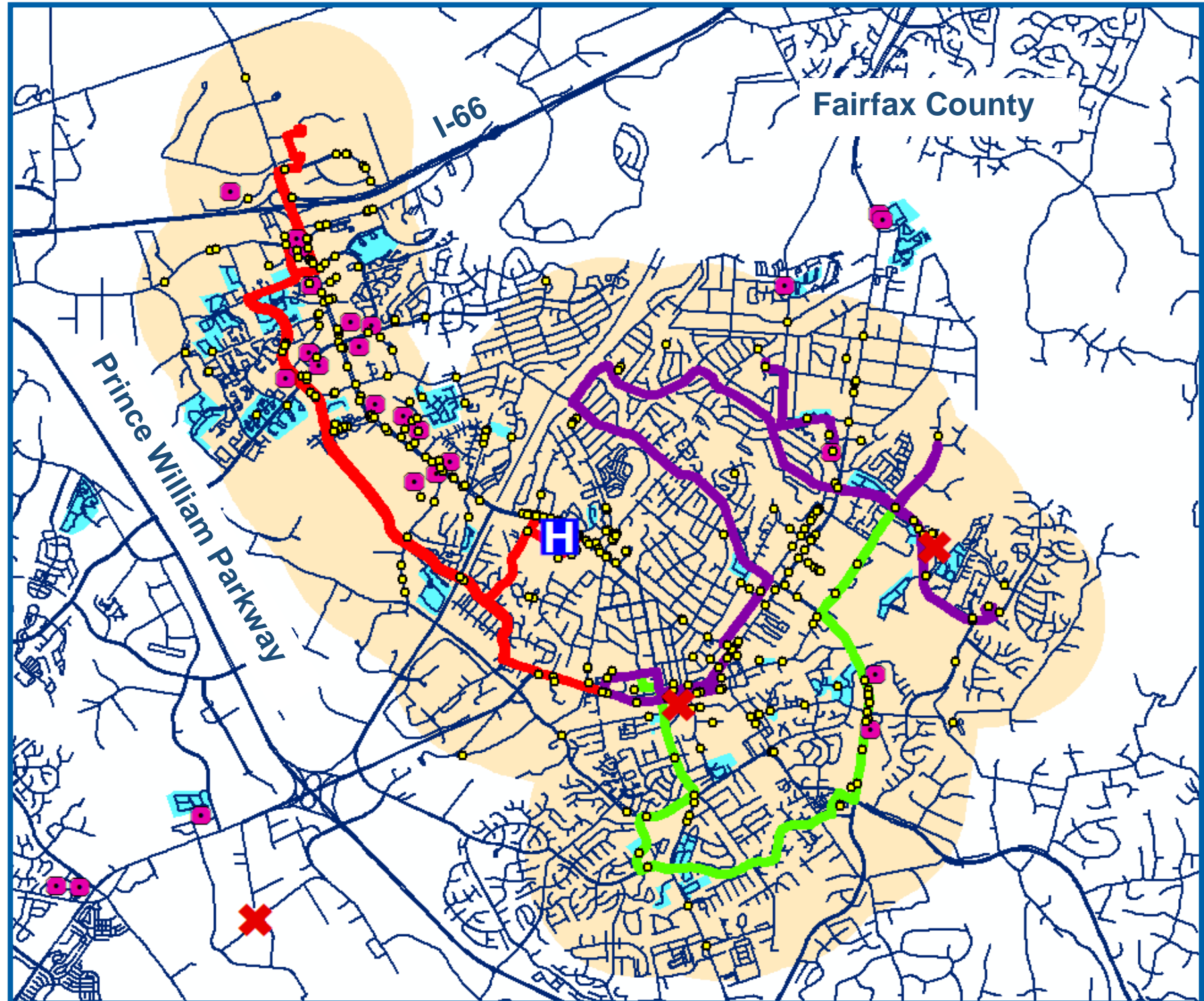
Paratransit Coverage Area

Manassas North

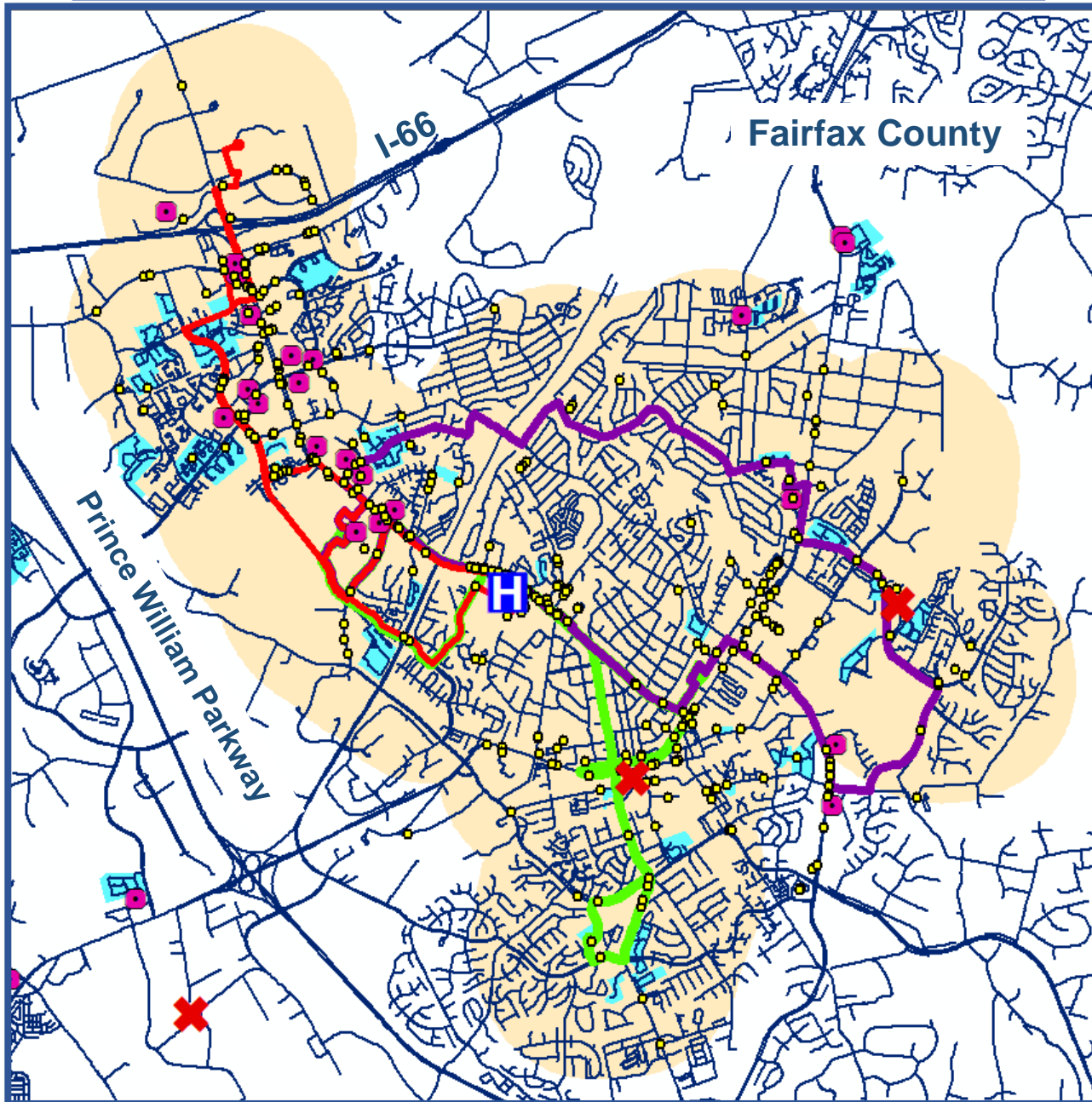
Manassas South

Manassas Park

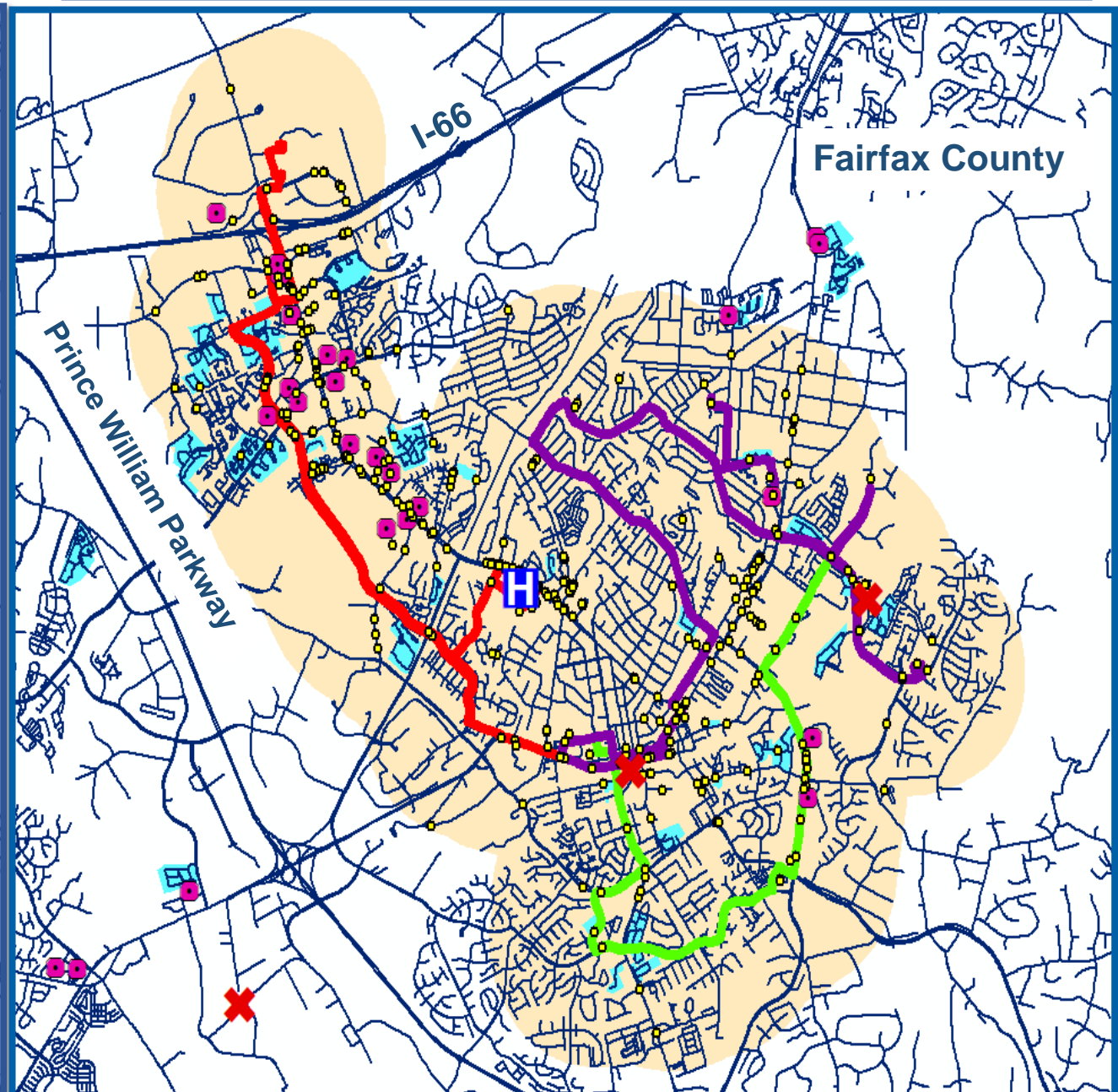
-  Shopping Center
-  VRE
-  Apartment Community
-  Approved Deviation Locations
-  Novant Medical Center



CURRENT OFF-ROUTE COVERAGE AREA

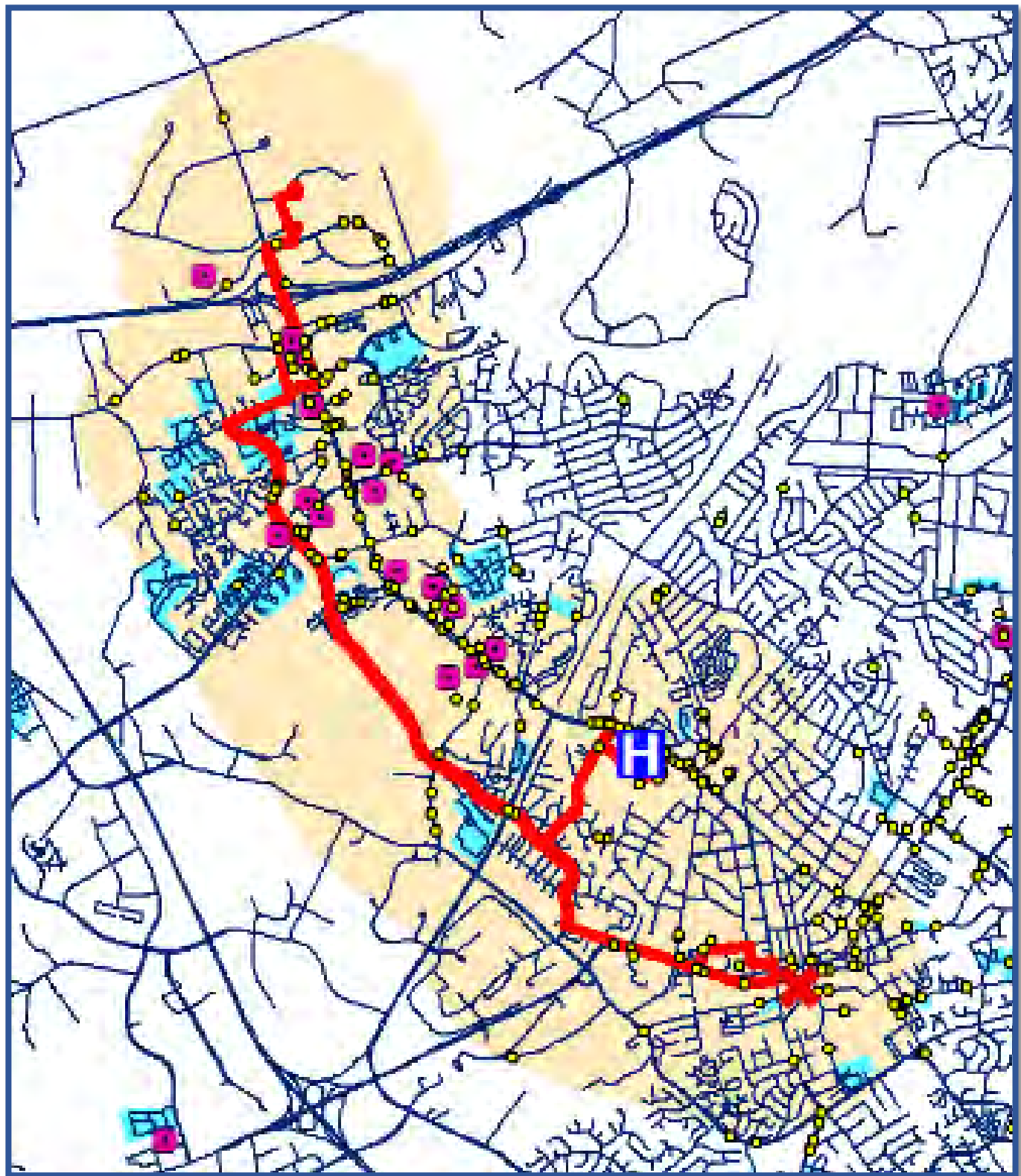


PROPOSED PARATRANSIT COVERAGE AREA




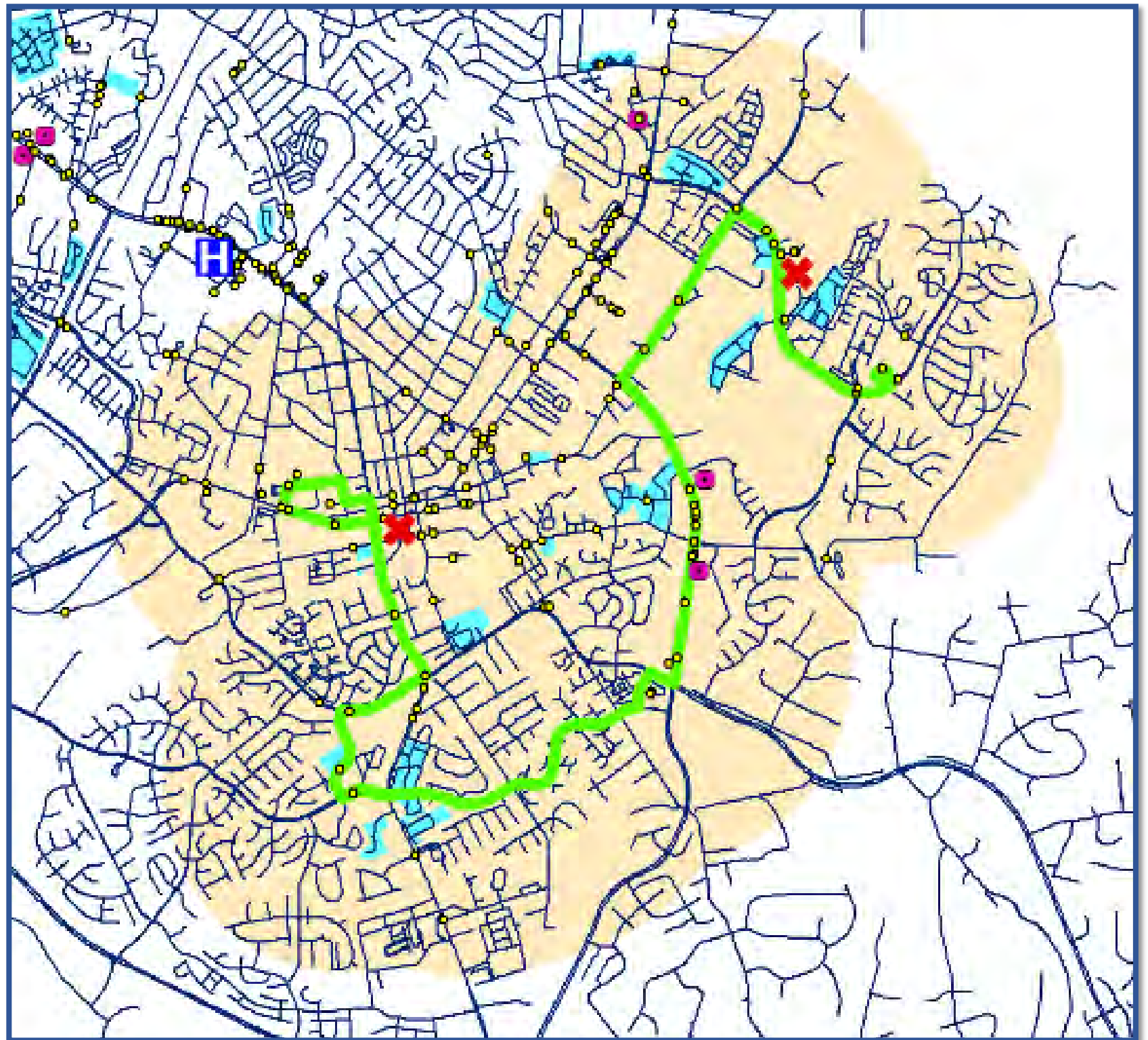
Manassas North Paratransit Coverage

-  Shopping Center
-  VRE
-  Apartment Community
-  Approved Deviation Locations
-  Novant Medical Center




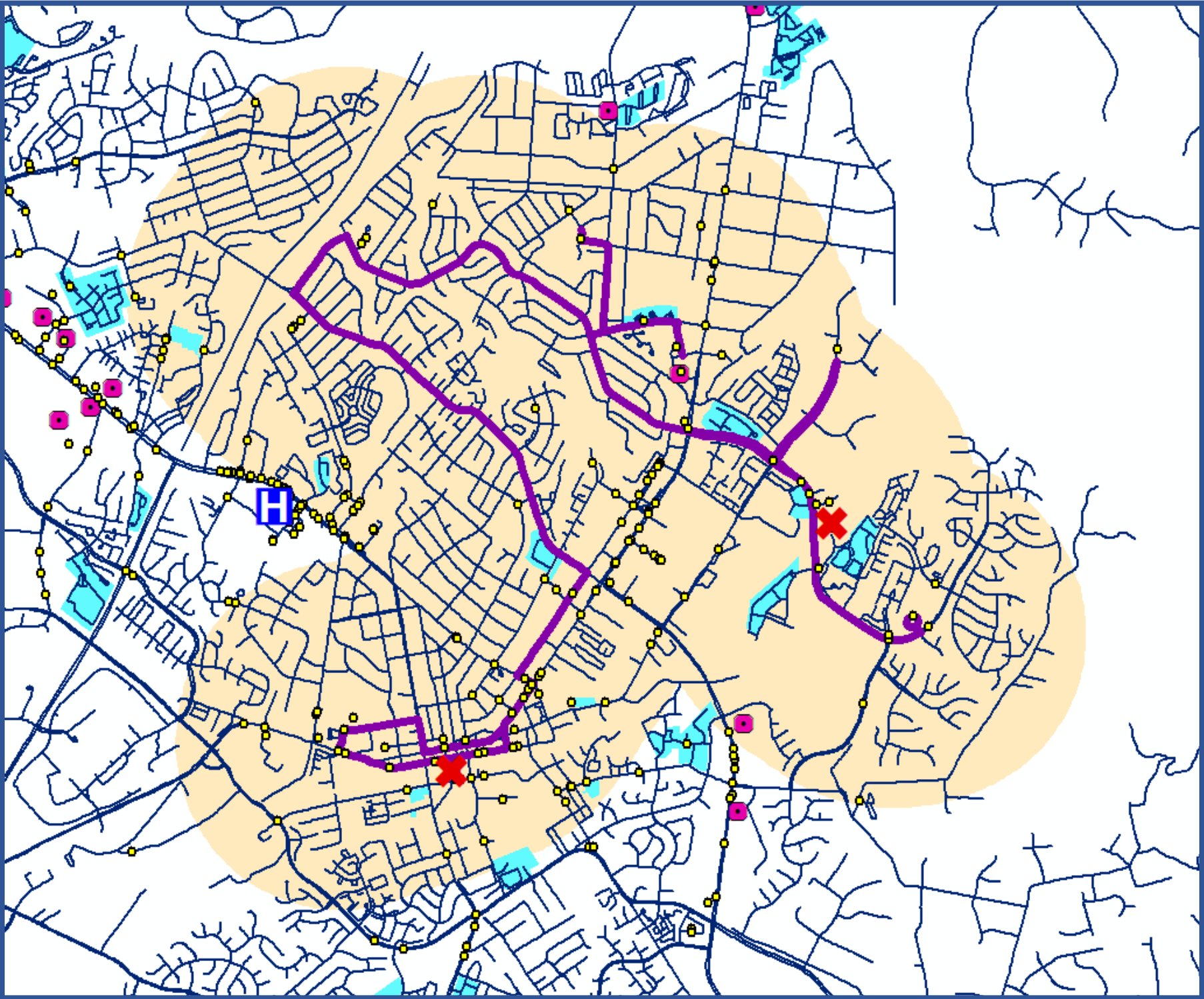
Manassas South Paratransit Coverage

-  Shopping Center
-  VRE
-  Apartment Community
-  Approved Deviation Locations
-  Novant Medical Center



Manassas Park Para-Transit Coverage

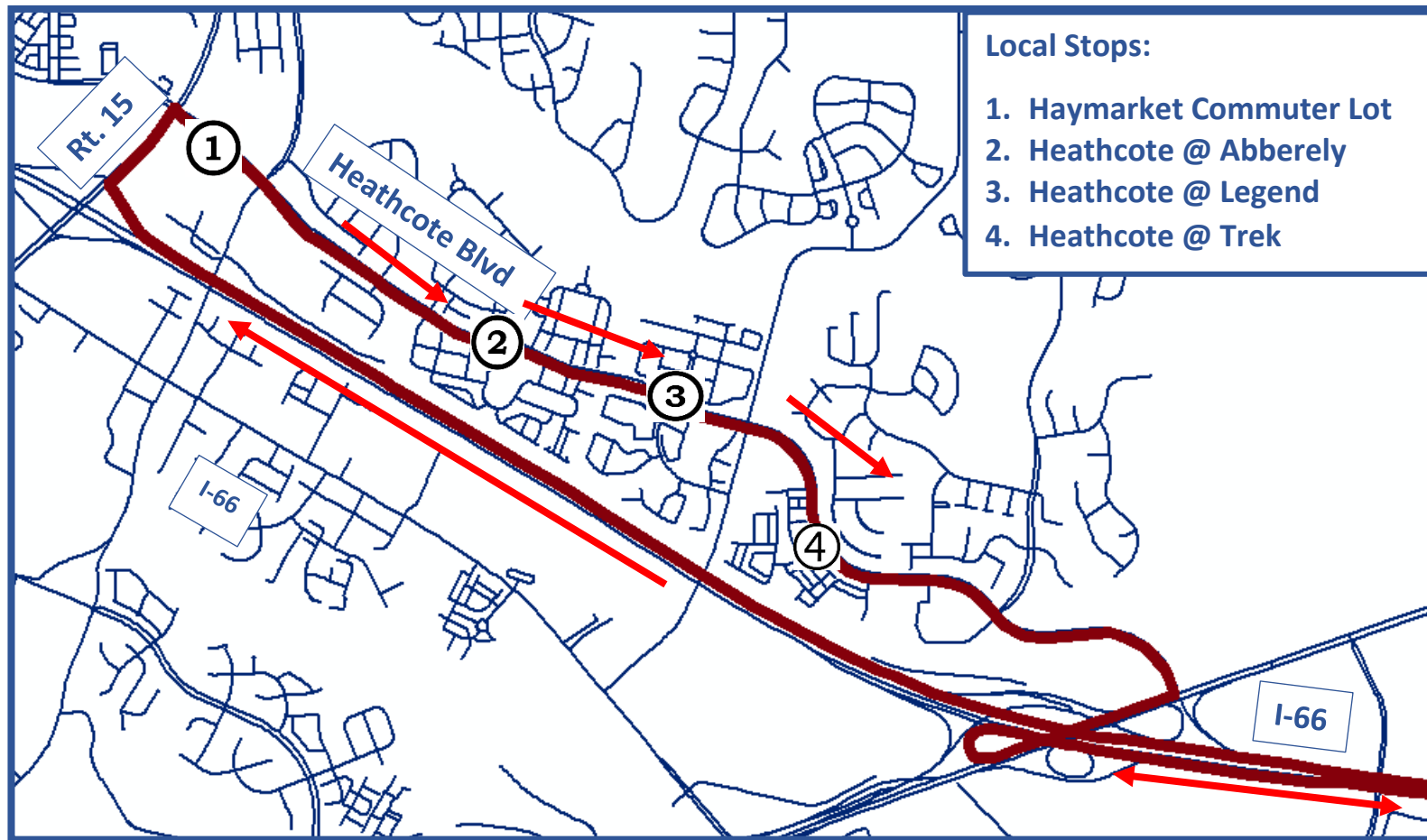
-  Shopping Center
-  VRE
-  Apartment Community
-  Approved Deviation Locations
-  Novant Medical Center





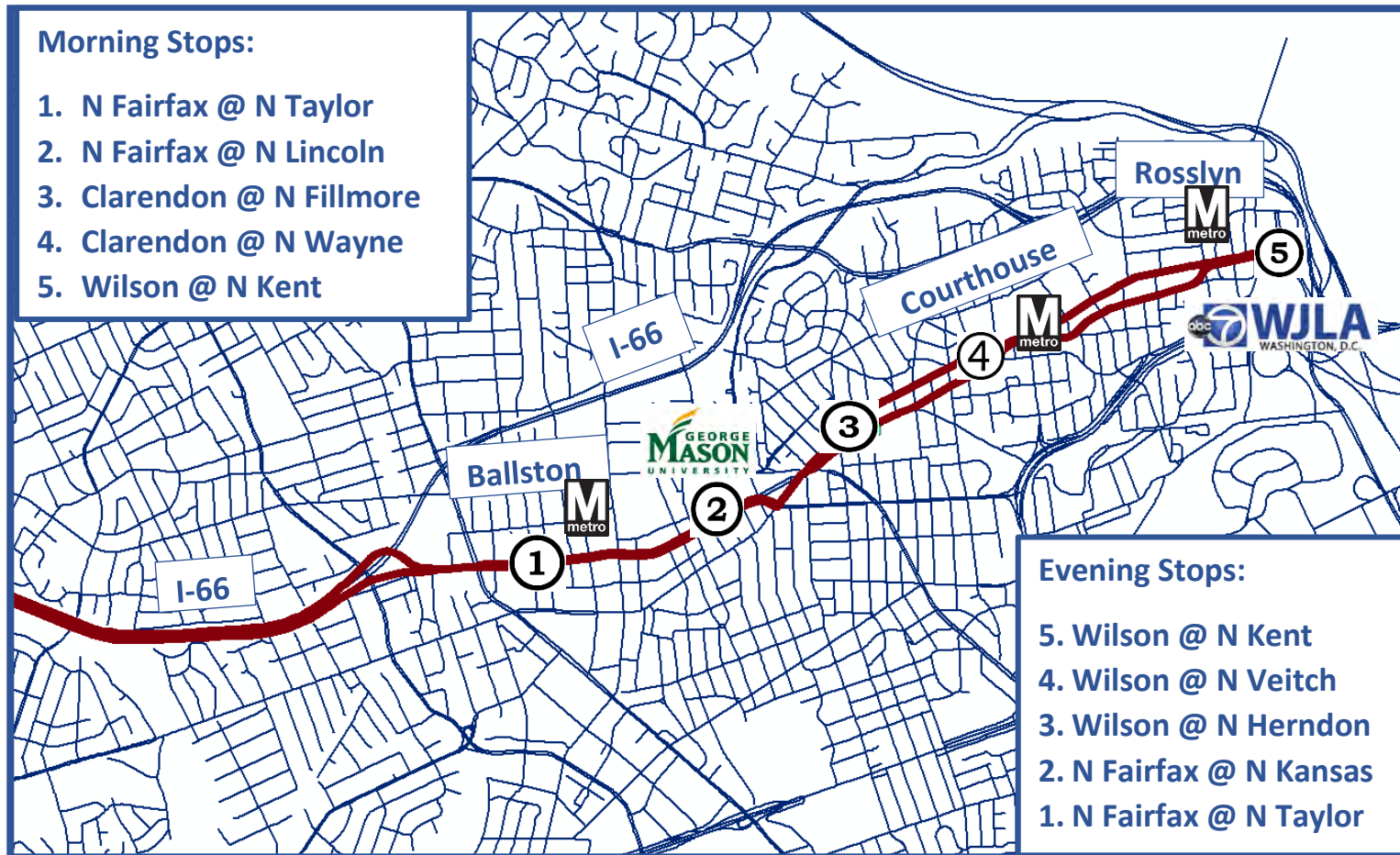
Haymarket
Express Service

LOCAL HAYMARKET ROUTING



- Morning Service Hours – 5:30 – 8:00 AM
- 4 Morning Trips
- Morning trips start at Commuter Lot
- Evening trips end at Heathcote @ Trek

ROSSLYN / BALLSTON ROUTING



- Evening Service Hours – 3:30 – 6:15 PM
- 4 Evening Trips
- Evening trips start at Wilson @ Kent (Rosslyn)
- Morning trips end at Wilson @ Kent (Rosslyn)



OMNIRIDE

Transit Development Plan/Transportation Demand Management Plan

Chuck Steigerwald
Director of Strategic Planning

OmniRide Strategic Plan Phase III – TDP/TDMP

- Recommended service changes
- Ten-year plan
- Final recommendations cost constrained
- Based on:
 - Strategic Recommendations
 - Analysis of current services
 - Development of performance measures
 - Residential and employment growth
 - Jurisdictional plans
 - Regional and state plans

What We're Working Towards Now

- Microtransit Commuter Lot Shuttle (funded by I-66 Commuter Choice)
- Flexible Vanpool Program (funded by I-66 Commuter Choice)
- Real-time passenger information app
- Mobile ticketing and fare policy changes
- Increased vanpool/carpool promotion
- Western local service revisions
- Haymarket/Rosslyn OmniRide Express
- Western Maintenance Facility

I-95 Corridor Service Needs

- Express Lanes extended on I-395
 - Frequency improvements to existing routes
 - Extensions of existing routes to additional destinations
 - New OmniRide Express routes
 - New OmniRide Local routes (feeder service)
- Additional commuter parking in Prince William County

I-66 Corridor Service Needs

- Express Lanes built outside the Beltway
 - Frequency improvements to existing routes
 - Herndon/Reston (new)
 - Chantilly/Westfields (new)
 - Rosslyn/Ballston (new)
 - Merrifield (new)
 - Capitol Hill and Union Station in DC (new)
 - Tysons Corner (expanded)

Transit Service Improvement Projects

- OmniRide Local, East-West Express, Metro Express
 - Revise Western Local Service
 - New Local Service to Innovation Drive
 - Revise Eastern Local Service
 - Revise East-West Express
 - Revise Linton Hall Metro Express
 - Revise Manassas Metro Express
 - Revise Prince William Metro Express

Transit Service Improvement Projects

- OmniRide Express
 - Balls Ford Road Commuter Lot Services
 - Haymarket Commuter Lot Services
 - University Boulevard Commuter Lot Services
 - Neabsco Mills District Transit Center Services
 - New Service to Downtown DC East

Transit Service Additional Recommendations

- Consideration of consolidating destinations by park-and-ride lot
- Support for Fast Ferry service
- Data analysis and performance monitoring improvements
- Fare policy and fare payment changes
- Passenger amenity improvements
- New studies
- New partnerships

Transportation Demand Management (TDM)

- Goals
 - Build strategic partnerships
 - Increase awareness of TDM services
 - Expand use of alternatives to single occupancy vehicle travel
 - Expand travel options for underserved populations
 - Support local economic vitality
 - Engage the community and expand customer outreach

Transportation Demand Management (TDM)

- Objectives
 - Invest in additional staff resources
 - Strengthen private sector relationships
 - Increase ease of access to information
 - Collaborate on new mobility solutions
 - Support the latest trends and technologies in commuting
 - Expand efforts to promote vanpools

TDM Additional Considerations

- Greater involvement with the slugging community
- Coordinated Human Services Transportation
- Lead in mobility technology improvements
- Coordination on regional initiatives
- Regional approach to new concept development
- Increased social marketing

Contact Us

Public hearing comments:

publichearing@omniride.com

Perrin Palistrant, Director of Operations and
Operations Planning:

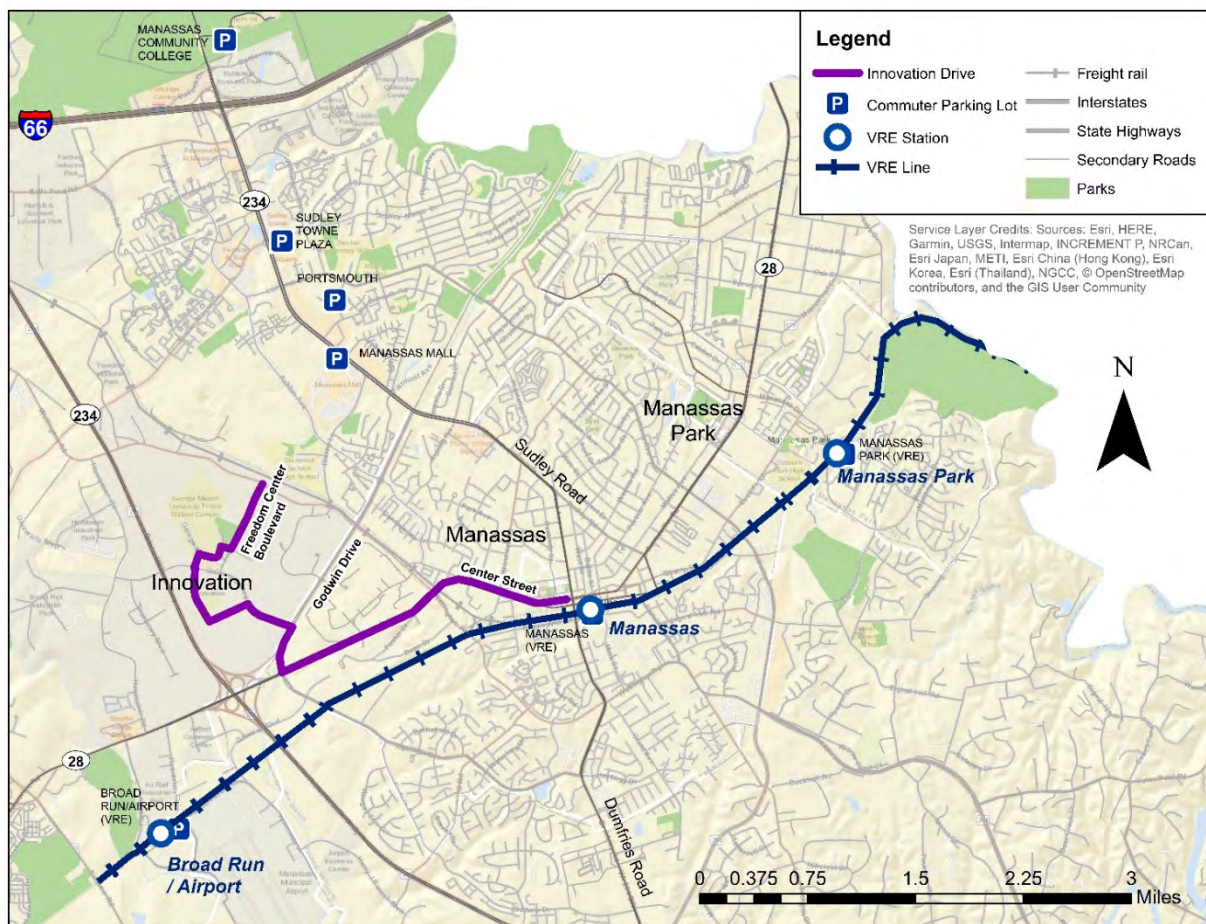
ppalistrant@omniride.com

Chuck Steigerwald, Director of Strategic
Planning

csteigerwald@omniride.com



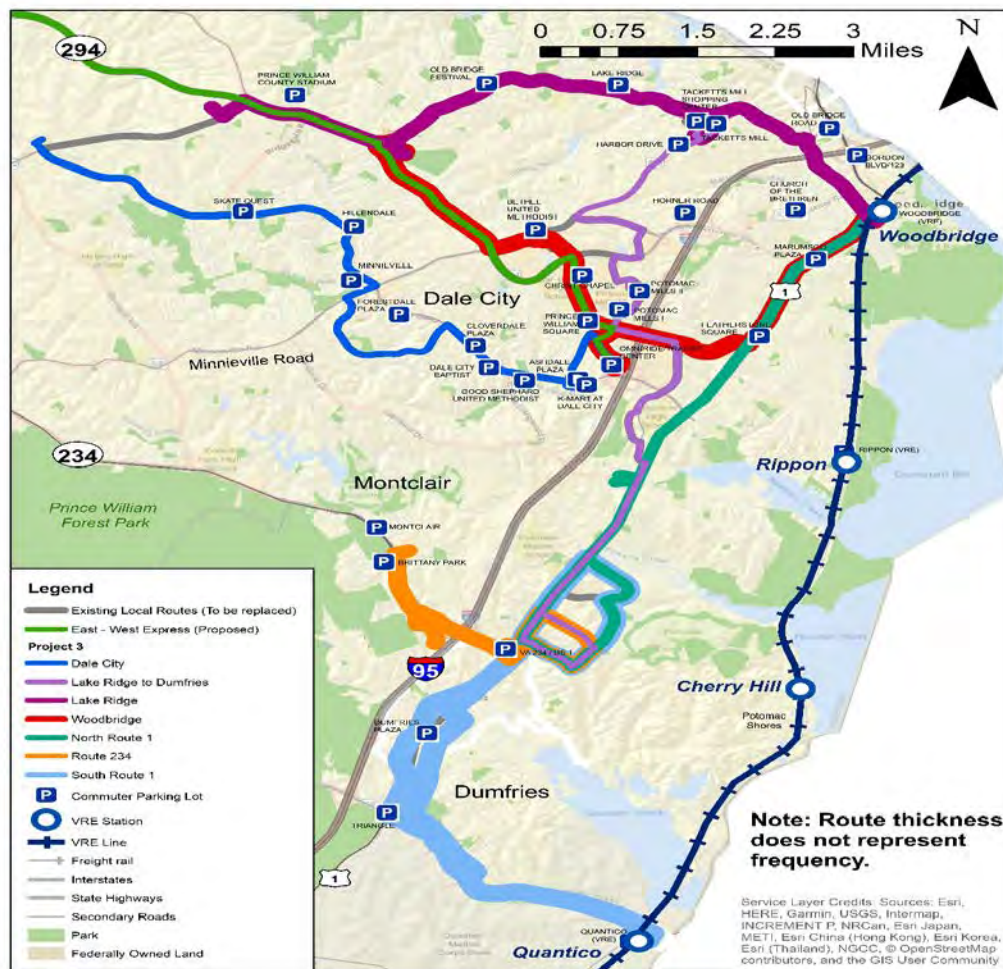
New Local Service to Innovation Drive



New local route that would operate between the Old Town Manassas hub and Innovation Drive.



Revise Eastern Local Service

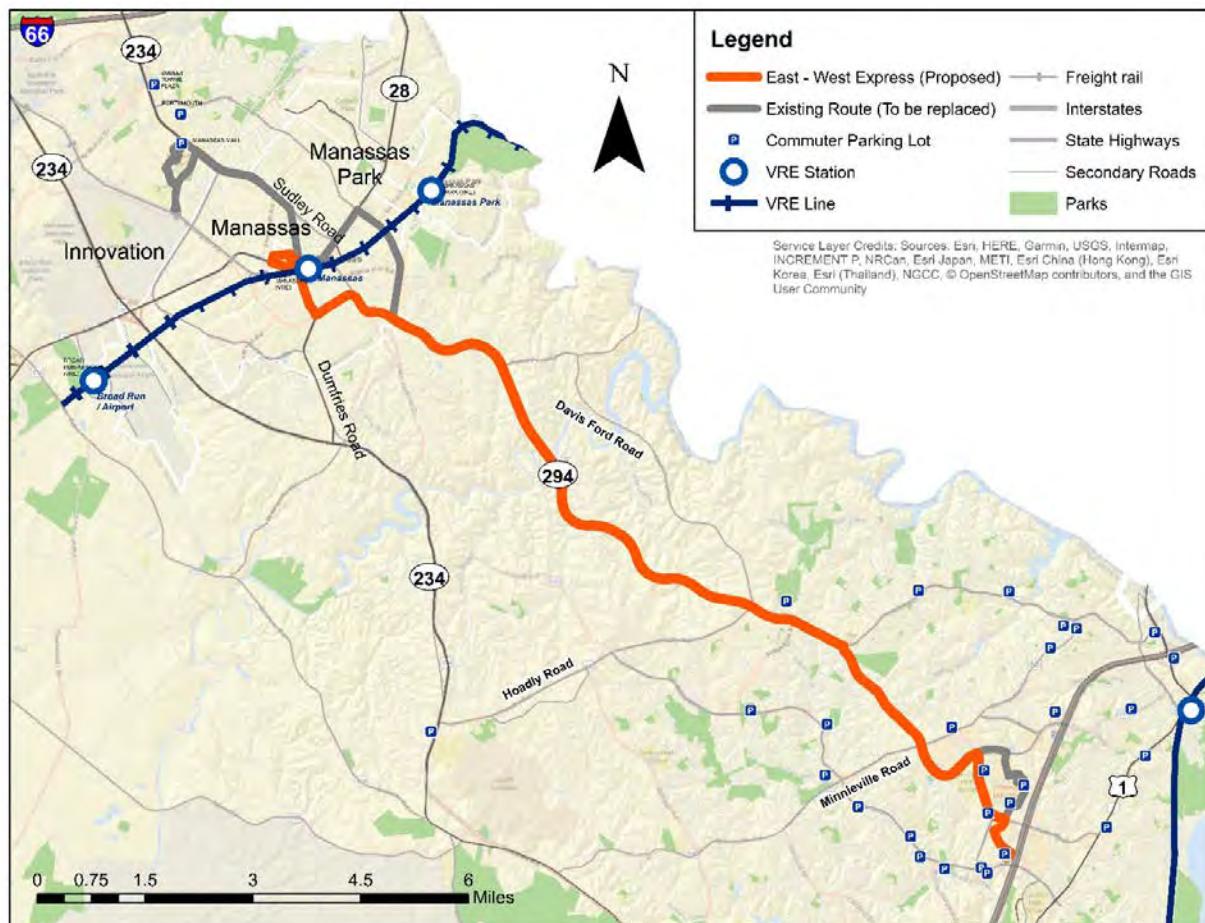


The proposed change for eastern local services is to take the four existing local routes and convert them into seven routes that serve more localized areas. The seven proposed routes are:

Route 234	Route 1
Dale City	South Route 1
Lake Ridge	Woodbridge
Dumfries	



Revise East-West Express



Changes to local service will mean that the East-West Express service will also change in order to continue to connect local riders on both sides of Prince William County. In the west the East-West Express will be shortened to connect at the Old Town Hub. In the east, the route will continue to terminate at the OmniRide Transit Center, but could change if the proposed Neabsco Mills district commuter parking facility also includes a new transit center.



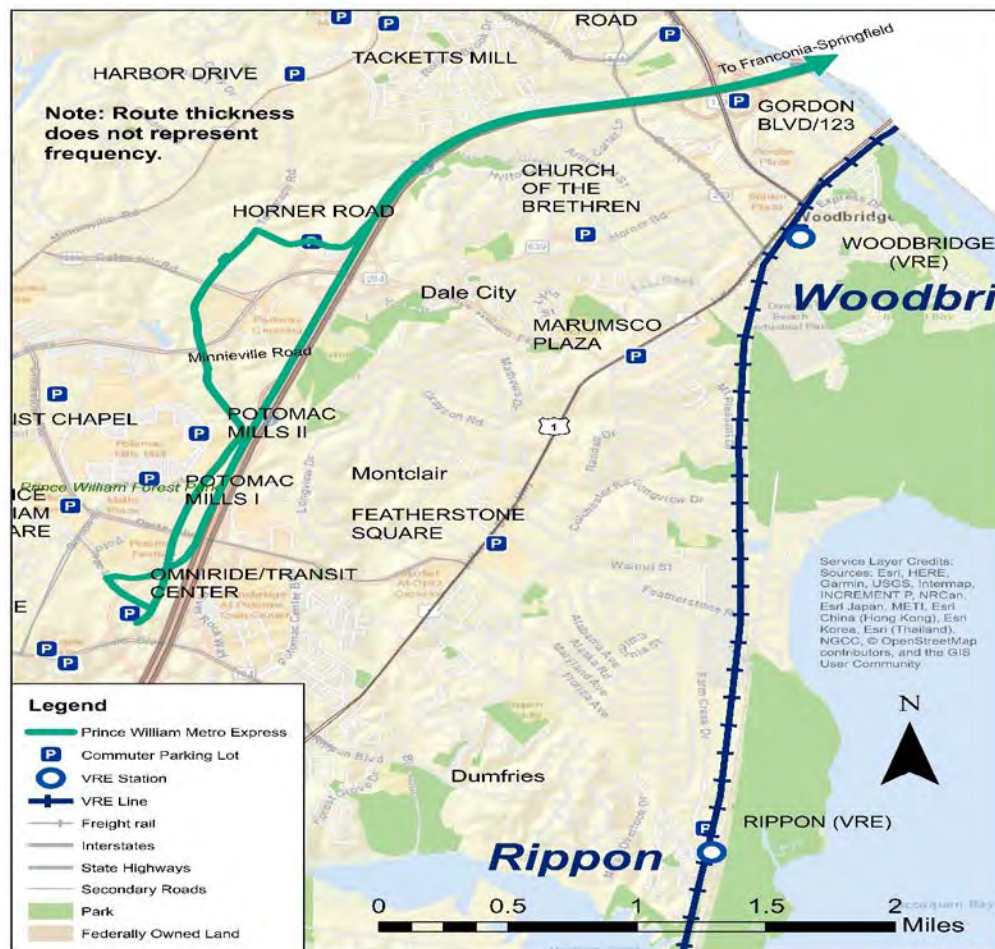
Revise Manassas and Linton Hall Metro Express



The Manassas Metro Express is proposed to change in two ways. First, concurrent with the western local service change, Manassas Metro Express will operate from the Manassas Old Town hub. Second, service is proposed to operate all day for a total of 32 one-way trips (doubling the current number of 16 one-way trips). The Linton Hall Metro Express is proposed to change in two ways. First, once the University Boulevard Commuter Lot is completed it would originate from there instead of the Limestone and Cushing lots. Second, one trip is proposed to be added in each direction, making four total trips in each direction.



Revise Prince William Metro Express



Realign the Prince William Metro Express route so that it no longer serves Route 1, operating directly from the Horner/Telegraph lots onto I-95 for the northbound trip and vice versa for the southbound trip. This change is expected to improve the travel time so that a round trip can be made in 60 minutes (including layover time). OmniRide would adjust the frequency on this route to operate at 30 minutes peak / 60 minutes midday and evening. In the future the Prince William Metro Express may be moved to begin/end its trip at the proposed Neabsco Mills commuter parking facility (location TBD) if it also includes a new transit center.



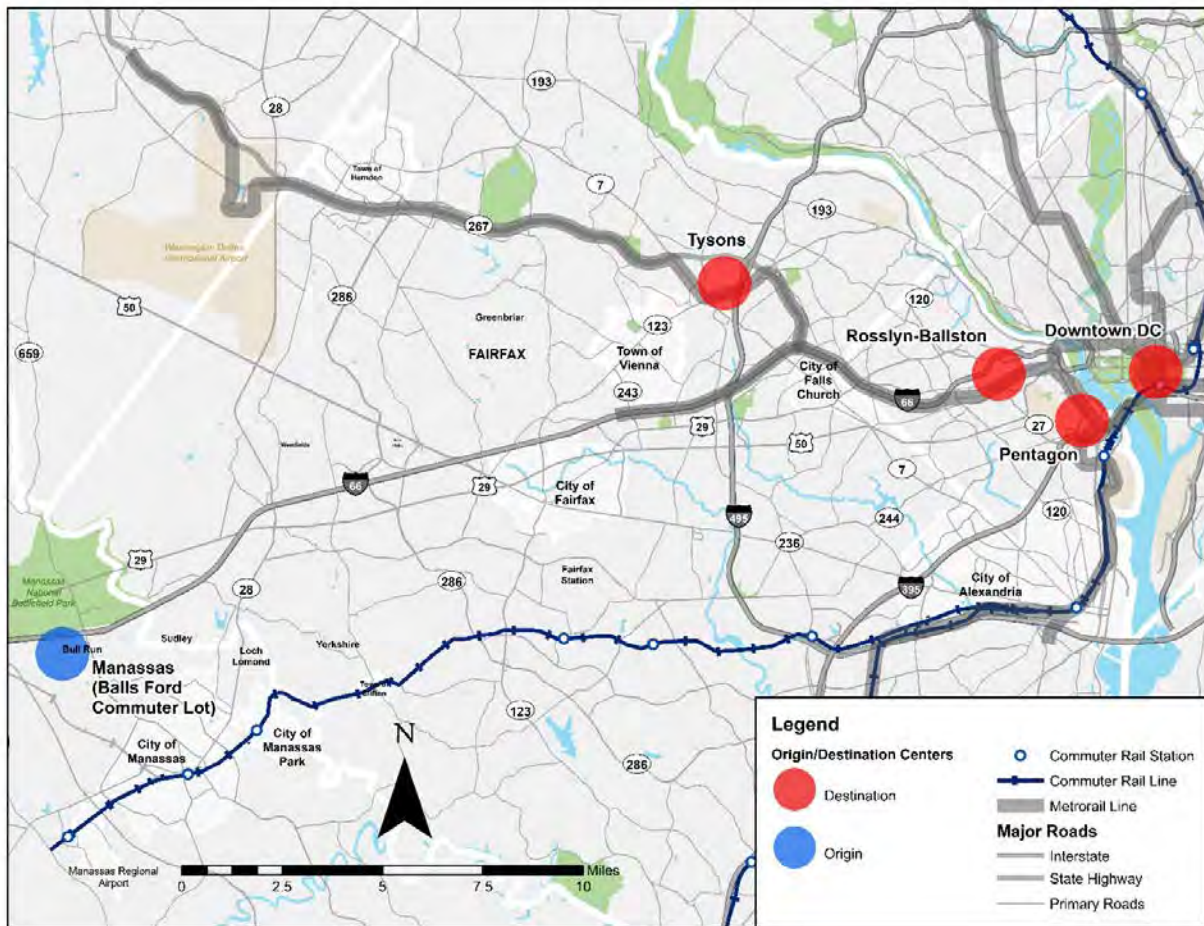
I-66 Commuter Parking Expansion

Lot Location	Type of Lot	Access to I-66 (at Express Lanes expected opening in 2022)	Short/Mid-Term Changes (Funded)	Long-Term Changes (Planned)
Haymarket (I-66/Route 15)	New Lot	Via general purpose lanes at I-66/Route 15	230 spaces by early 2019	Expansion to 600 spaces
Cushing Road	Expansion of Existing	Existing direct access ramp to general purpose lanes	None	Expansion to over 1,400 spaces
Gainesville (University Boulevard/I-66)	New Lot	Direct access ramp to/from Express Lanes at University Boulevard	Approximately 960 spaces by summer 2019; Expansion to over 2,000 spaces by project opening in 2022	Expansion to over 2,400 spaces
Manassas (Balls Ford Road, west of Sudley Road)	New Lot	Direct access ramp from lot to/from Express Lanes	Approximately 1,100 spaces by project opening in 2022	None

Note: Represents latest available plans as of October 2018.



I-66 Balls Ford Commuter Lot Services

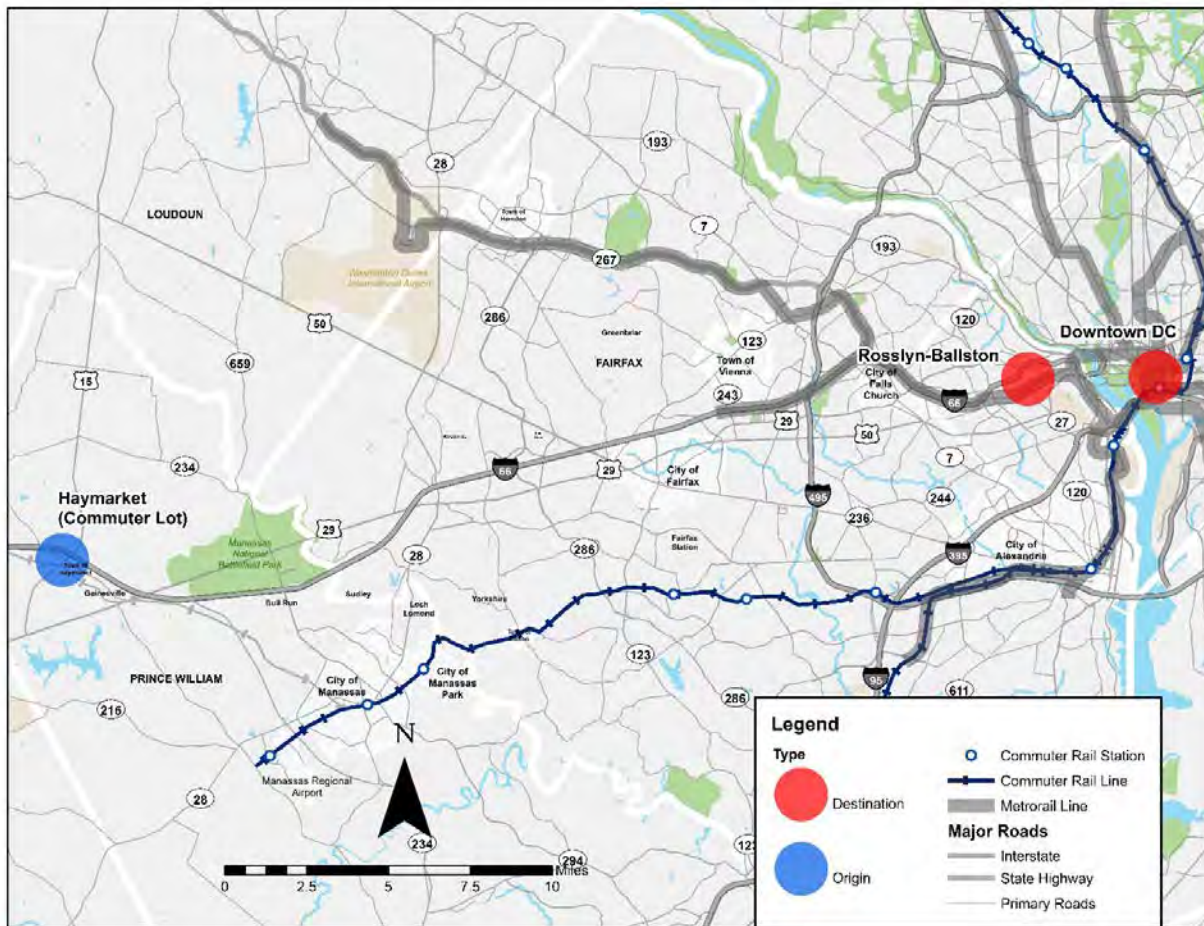


Proposed routes include:

- Balls Ford Commuter Lot to Pentagon and Downtown DC
- Balls Ford Commuter Lot to Rosslyn/Ballston
- Balls Ford Commuter Lot to Tysons



I-66 Haymarket Commuter Lot Services

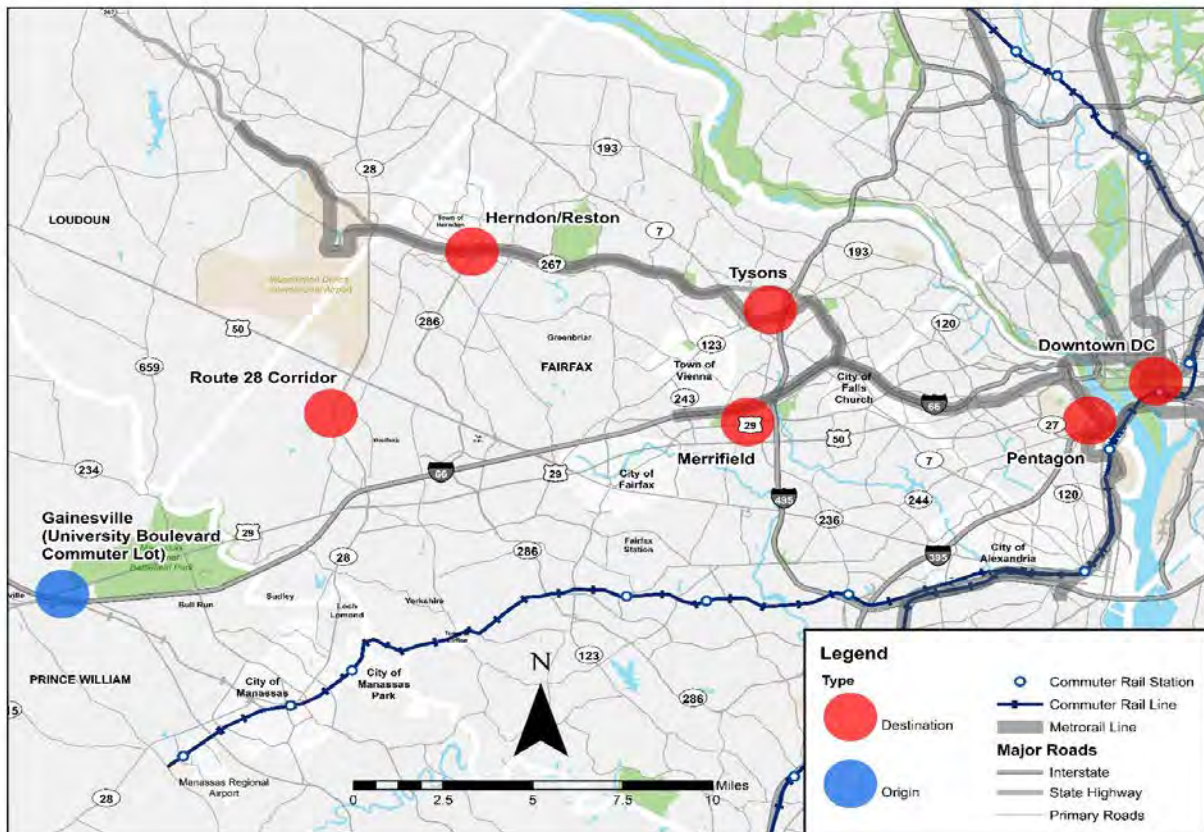


Proposed routes include:

- Haymarket Commuter Lot to Downtown DC
- Haymarket Commuter Lot to Rosslyn/Ballston



I-66 University Boulevard Commuter Lot Services

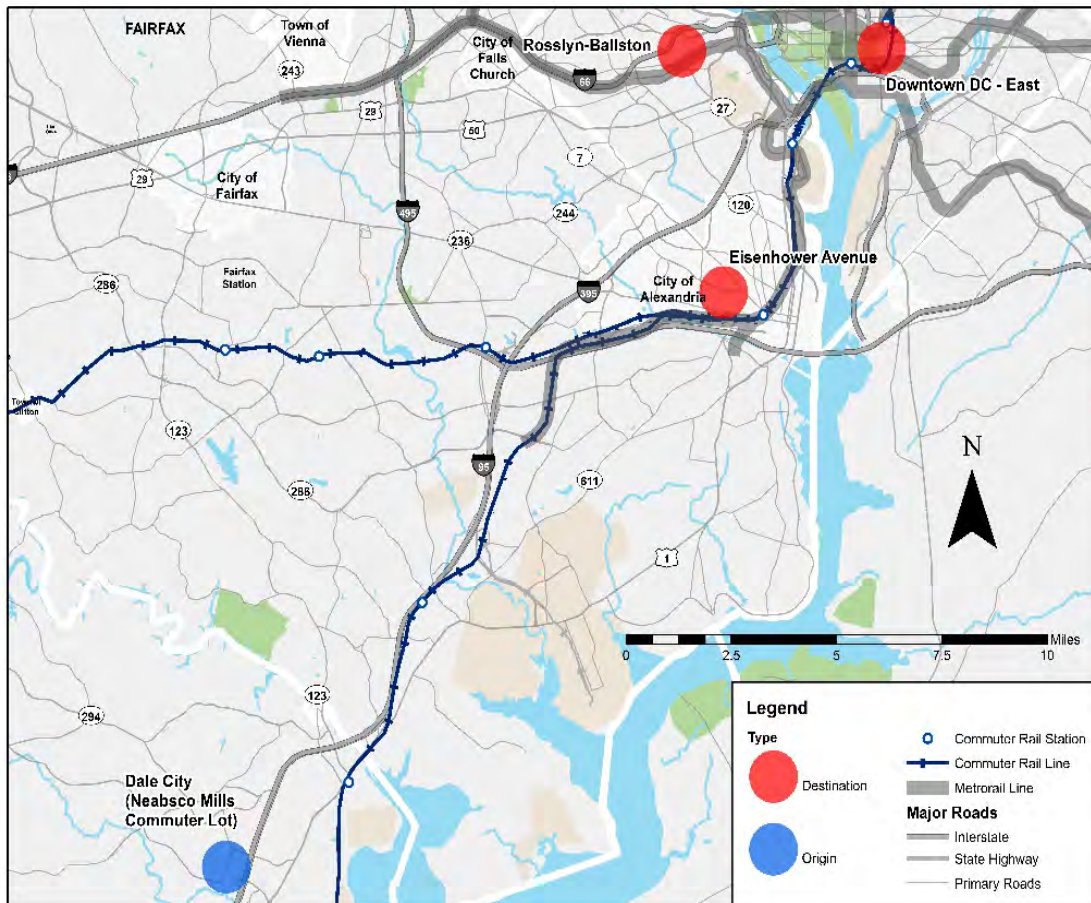


Proposed routes include:

- University Boulevard Commuter Lot to Downtown DC (reassign G-100 trips)
- University Boulevard Commuter Lot to Pentagon (reassign G-200 trips)
- University Boulevard Commuter Lot to Tysons
- University Boulevard Commuter Lot to Herndon/Reston
- University Boulevard Commuter Lot to Chantilly/Westfields
- University Boulevard Commuter Lot to Merrifield



I-95 Neabsco District Transit Center Services

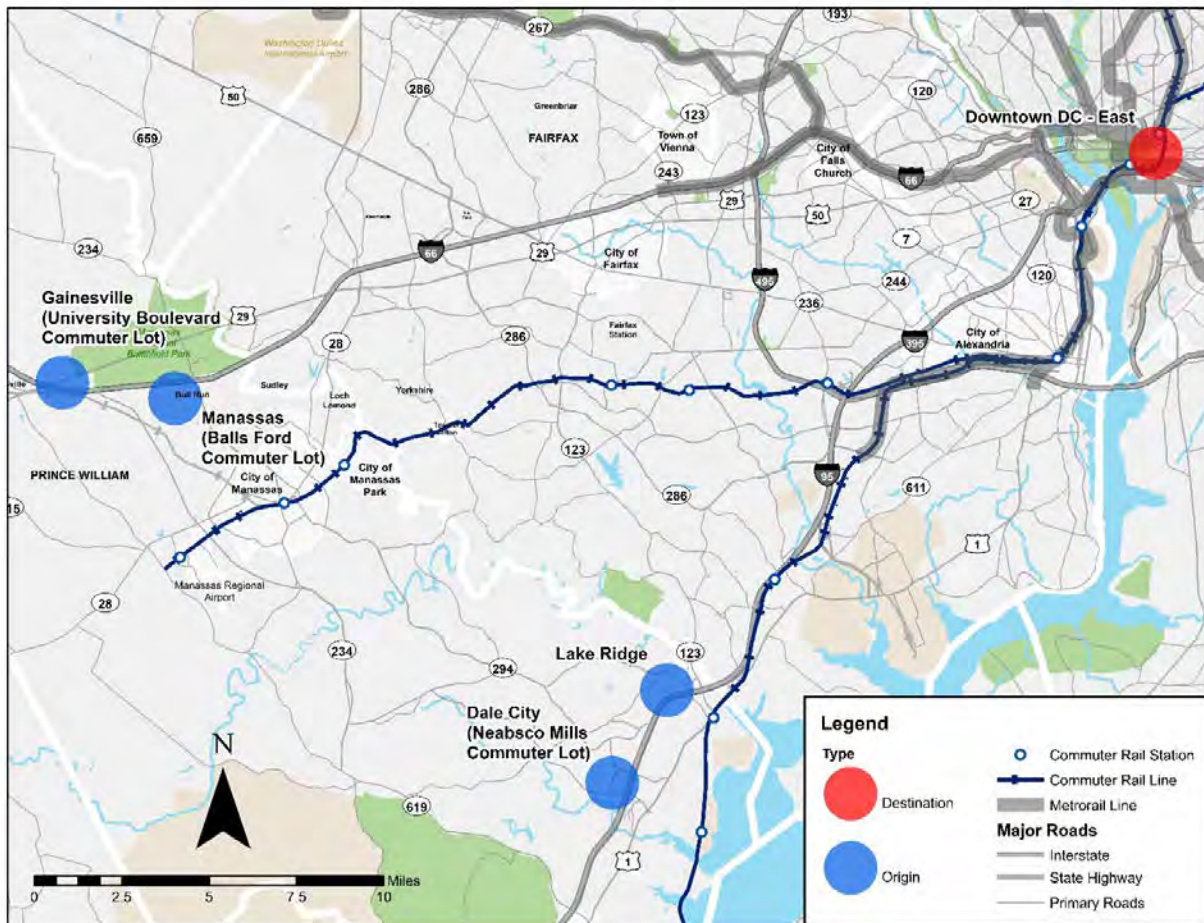


Proposed routes include:

- Neabsco District Commuter Parking Facility to Downtown DC - East
- Neabsco District Commuter Parking Facility to Eisenhower Avenue
- Neabsco District Commuter Parking Facility to Rosslyn/Ballston



I-95 New Service to Downtown East



Routes proposed include:

- Dale City-Capitol Hill/Union Station
- Lake Ridge-Capitol Hill/Union Station
- University Blvd Commuter Lot-Capitol Hill/Union Station
- Balls Ford Commuter Lot-Capitol Hill/Union Station

ITEM 11-B
November 1, 2018
PRTC Regular Meeting
Res. No. 18-11-__

MOTION:

SECOND:

**RE: AUTHORIZATION TO EXECUTE A CONTRACT WITH EAI SECURITY TO REPLACE
 OUTDATED FACILITY SURVEILLANCE CAMERA SYSTEM**

ACTION:

WHEREAS, the Potomac and Rappahannock Transportation Commission's ("PRTC" or the "Commission") current Vicon facility security camera system installed in the early 2000's has become outdated and obsolete; and

WHEREAS, many of the current cameras are in a failing state and in need of immediate repair or replacement; and

WHEREAS, the current camera resolution of many of the original cameras is below an acceptable quality; and

WHEREAS, funding for the surveillance system replacement has been accounted for in the FY19 budget; and

WHEREAS, PRTC will be utilizing an existing Montgomery County Government Office of Procurement contract which included the COG Mid-Atlantic Purchasing Team Rider Clause.

NOW, THEREFORE, BE IT RESOLVED that the Potomac and Rappahannock Transportation Commission does hereby authorize the Executive Director to execute a contract with EAI Security in the amount of \$118,826 to replace the outdated facility surveillance system.

Votes

Ayes:

Nays:

Abstain:

Absent from Vote:


Alternate Present Not Voting:


Absent from Meeting:



November 1, 2018

TO: Madam Chair Anderson and PRTC Commissioners

FROM: Carl Roeser
Manager of Information Technology 

THROUGH: Robert A. Schneider, PhD
Executive Director 

SUBJECT: Authorization to Execute a Contract with EAI Security to Replace the Outdated Facility Surveillance System

Recommendation:

Authorize the Executive Director to execute a contract with EAI Security to replace the outdated facility surveillance system.

Background:

In 2002 PRTC installed a Vicon security camera system in the Transit Center facility. The initial system was comprised of low resolution analog cameras.

For enhanced security purposes, the system was expanded a few years later to include a wider coverage area and was upgraded in 2007 to increase the video storage capabilities. There have been a number of ad-hoc camera expansions, repairs, replacements, and general maintenance tasks performed over the years. As the system has aged we have seen an increase in repair and replacement costs.

PRTC now wishes to bring the security camera system up to today's technology standards. This includes replacing all of the analog cameras with high resolution cameras, replacing the system server so it conforms to current hardware and software specifications, and upgrade the wireless network. Many of the current cameras in the system do meet today's higher resolution and software standards, but the majority of the system has surpassed its useful life.

The purchase will be made through a Montgomery County Government Office of Procurement (contract #1047510) that included the COG Mid-Atlantic Purchasing Team Rider Clause. PRTC is

Madam Chair Anderson and PRTC Commissioners

November 1, 2018

Page 2

a member of the purchasing team. The full procurement comes to \$118,826 and management recommends awarding a contract to EAI Security.

Fiscal Impact

Funds are included in PRTC's FY19 budget through a Virginia Department of Rail and Public Transportation grant in the amount of \$20,200, matched by \$98,626 of local funding for a total of \$118,826.

ITEM 12

Chair's Time

ITEM 13

Other Business/Commissioners' Time

ITEM 14

Adjournment

Upcoming Meetings: PRTC 2018 Meeting Schedule (attached)



Potomac and Rappahannock
Transportation Commission

PRTC 2018 MEETING SCHEDULE

PRTC Commission Meetings are held on the first Thursday at 7:00 p.m. in the second Floor Conference Room of the PRTC Transit Center, 14700 Potomac Mills road, Woodbridge, Virginia, unless otherwise noted.

~~January 4~~

~~February 1~~

~~March 1~~

~~April 5~~

~~May 3~~

~~June 7~~

~~July 5~~

~~August – Board Recess (no meeting)~~

~~September 6~~

~~October 4~~

November 1

December 6 – *Nominating Committee meets at 6:00 p.m. prior to PRTC Board Meeting*

**Date changed due to holiday and/or VaCO County Government Day (February 8, 2018)*

PRTC Executive Board and Operations Committee (bus-sponsoring jurisdictions) meet on an “as needed” basis at 6:00 p.m. prior to the regular scheduled PRTC Board Meeting – advance notification is provided.

All VRE Operations Board meetings are scheduled for the third Friday of each month at 9:00 a.m. and takes place at PRTC Headquarters (except for the Board’s August recess).

November 1, 2018
PRTC Regular Meeting

Information Items

System Performance Reports

Revised Purchasing Authority Report

Wheels-to-Wellness Funding Status


Quarterly Fuel Report


PWC EEO Recommendations Update



November 1, 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: September System Performance and Ridership Report

OMNIRIDE Express and Metro Express Service

- September ridership increased 2.6 percent from August and remained relatively flat year over year
- Western ridership continues to grow, but no overcrowding concerns related to half-price incentives
- Early morning Horner Road Commuter Lot ridership being analyzed for potential adjustments with next service change in December

OMNIRIDE Local Bus Service

- September average daily ridership decreased 2.6 percent from August
- Heavy rains negatively impacted ridership, offsetting increases from schools back in session
- Working with contract management to identify any training or operational issues to ensure service is timely and reliable to reverse declining ridership trends

Vanpool Alliance Program

- Enrollment increased slightly to 670 vans
- Ridership in August was 118,472, which is 2000 trips higher than the same period last year.
 - **9/12** – Coast Guard Transit Fair (St. Elizabeth's Campus)
 - **9/17** – Quantico Welcome Aboard Brief

- Other Staff Activity:
 - **9/17** – Staff attended the Land Use and Transportation Town Hall meeting (hosted by the City Council).
 - **9/28** - Staff attended ACT TDM Briefing and FHWA/FTA Updates to Capitol Hill Staff

Customer Service Statistics

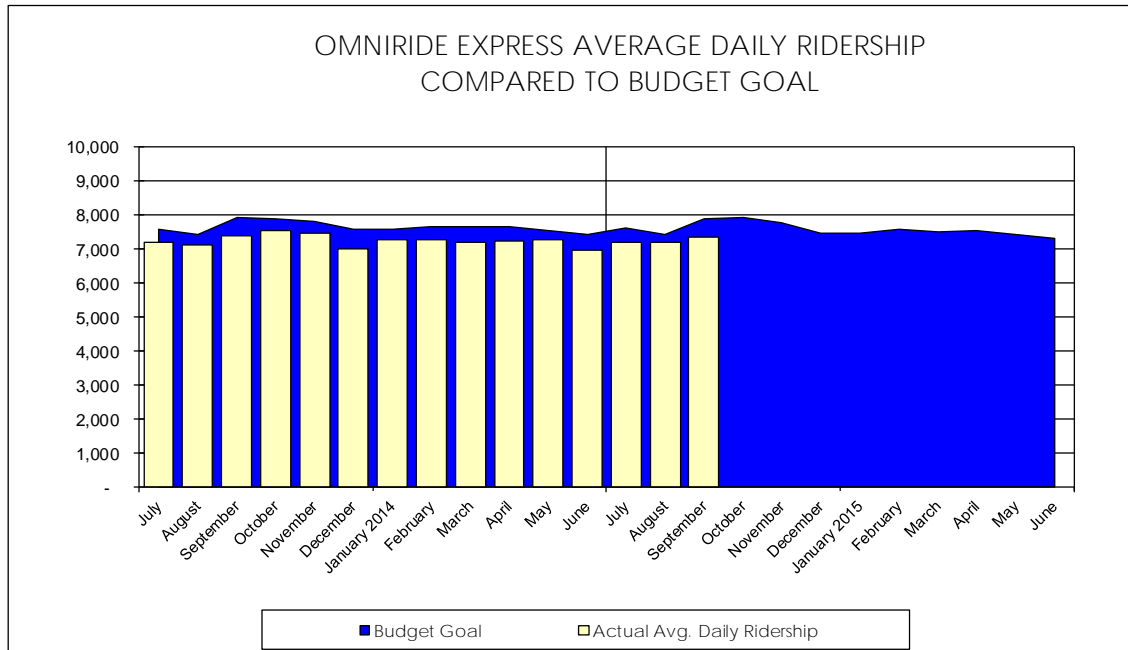
- The call center received 7,485 calls in September; the automated system handled 48 percent of those calls.
- Average wait time for remaining calls was 3:31.
- Responded to 31 general information emails in September
- Percentage of OMNIRIDE local trip denials slightly up compared to August

Passenger Complaints

- Complaint rate for OmniRide in September:
 - OMNIRIDE Express and Metro Express complaint rate increased 20% from this time in FY18
 - OMNIRIDE Local service complaint rate decreased 41% compared to this time in FY18

OMNIRIDE EXPRESS SERVICE

Month	Monthly Ridership		Average Daily Ridership			FY19 Budget Goal	Change from Goal
	FY18	FY19	FY18	FY19	% Change		
July	140,343	147,825	7,225	7,211	-0.2%	7,628	(417)
August	164,929	163,900	7,114	7,194	1.1%	7,422	(228)
September	147,004	141,696	7,417	7,380	-0.5%	7,905	(525)
October							
November							
December							
January							
February							
March							
April							
May							
June							
Year to Date	452,276	453,421	7,252	7,262	0.1%	7,652	(390)



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

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)

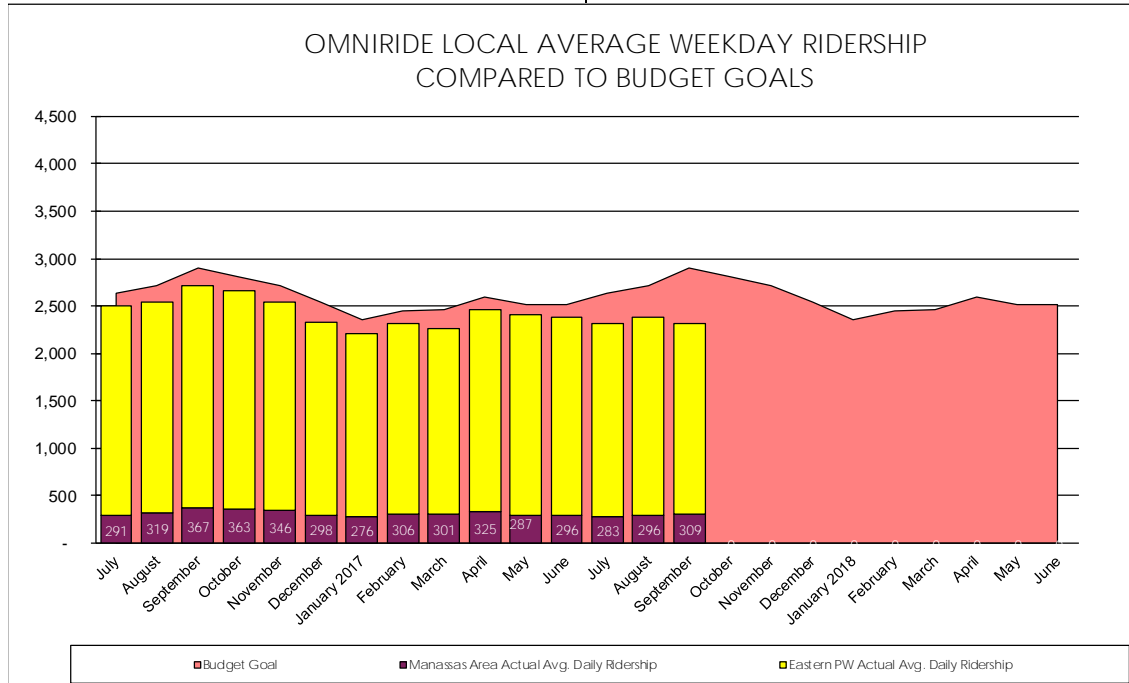
6/18: Avg. Daily Ridership excludes Capitals Stanley Cup Parade ESP Service (12)

7/18: Avg. Daily Ridership excludes week of Fourth of July holiday (2-6)

8/18: Avg. Daily Ridership excludes Friday before Labor Day (31)

OMNIRIDE LOCAL SERVICE

WEEKDAY							
Month	Monthly Ridership		Average Daily Ridership			FY19 Budget Goal	Change from Goal
	FY18	FY19	FY18	FY19	% Change		
July	49,365	48,194	2,507	2,309	-7.9%	2,636	(327)
August	58,330	54,757	2,536	2,380	-6.2%	2,712	(332)
September	54,048	44,045	2,709	2,319	-14.4%	2,905	(586)
October							
November							
December							
January							
February							
March							
April							
May							
June							
Year to Date	161,743	146,996	2,584	2,336	-9.6%	2,751	(415)



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

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)

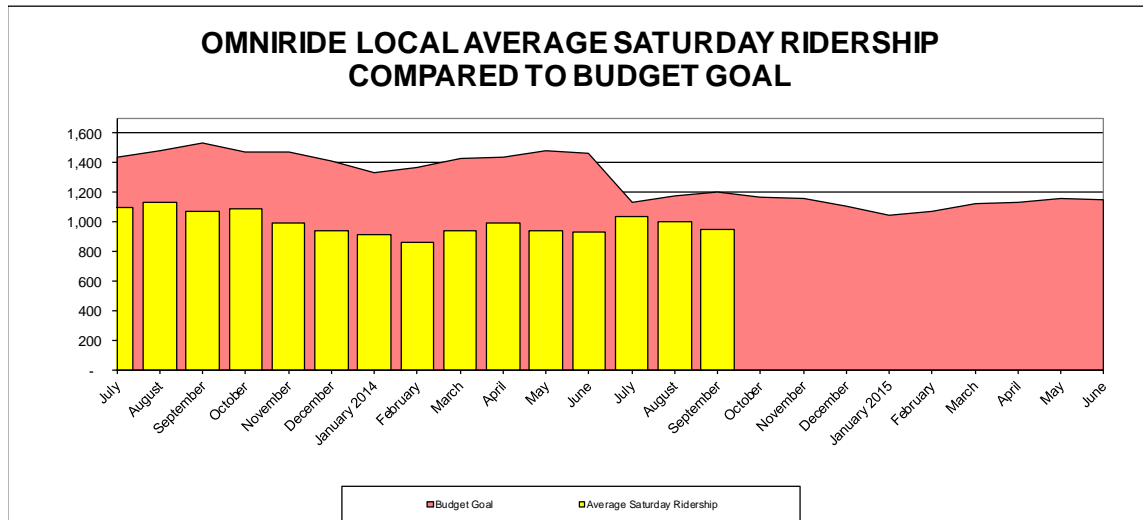
2/18- Avg. Daily Ridership excludes weather related school closures (7), President's Day Holiday (19)

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)

OMNIRIDE LOCAL SERVICE

SATURDAY							
Month	Monthly Ridership		Average Saturday Ridership			Average Saturday FY19 Budget Goal	Change from Goal
	FY18	FY19	FY18	FY19	% Change		
July	5,606	3,788	1,099	1,040	-5.4%	1,134	(94)
August	4,528	4,001	1,132	1,000	-11.7%	1,172	(172)
September	5,350	5,864	1,070	951	-11.1%	1,203	(252)
October							
November							
December							
January							
February							
March							
April							
May							
June							
Year to Date	15,484	13,653	1,100	997	-9.4%	1,170	(173)



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

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)

7/18- Excludes significant rain/storms and traffic (21)

OMNIMATCH / VANPOOL ALLIANCE

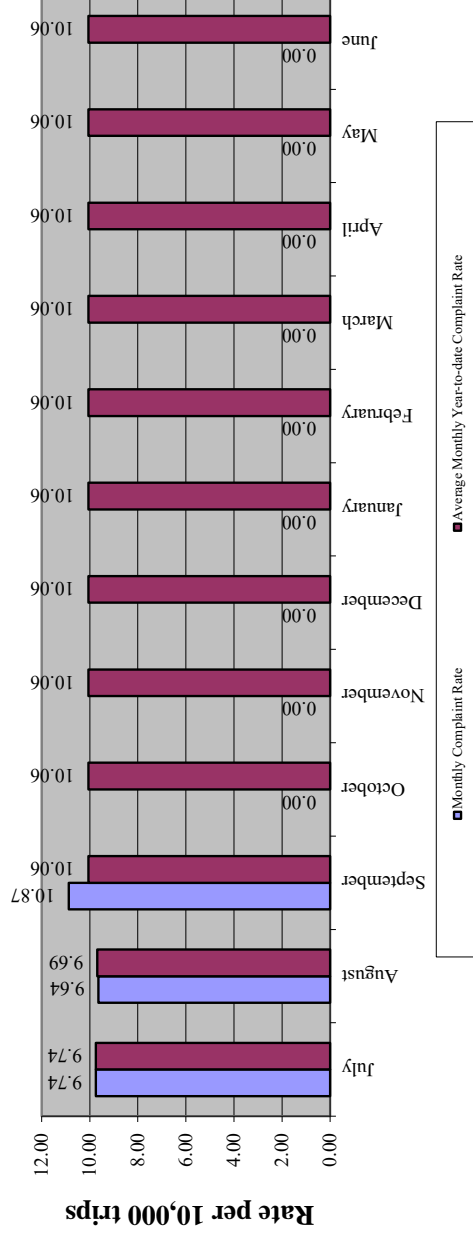
	OmniMatch				Vanpool Alliance			
	FY18	FY19	FY18	FY19	FY18	FY19	FY18	FY19
	New Applications Received	New Applications Received	Other Applications Received	Other Applications Received	Vanpools Enrolled	Vanpools Enrolled	Monthly Passenger Trips	Monthly Passenger Trips
July	34	53	5	6	653	669	117,257	125,864
August	36	42	20	27	658	669	133,874	136,402
September	22	35	15	11	659	670	116,527	118,472
October								
November								
December								
January								
February								
March								
April								
May								
June								
Average	31	43	13	15	657	669	122,553	126,913

- 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.

FY 2018 Year-to-date OmniRide Express 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			
November			
December			
January			
February			
March			
April			
May			
June			
Year-to-date totals	452,276	380	8.40

FY 2019 Year-to-date OmniRide Express Complaints			
	Ridership	Complaints	Per 10k Trips
July	147,825	144	9.74
August	163,900	158	9.64
September	141,696	154	10.87
October			
November			
December			
January			
February			
March			
April			
May			
June			
Year-to-date totals	453,421	456	10.06

**FY 2019 OmniRide Express Complaint Rate per 10,000 Trips
Compared to Monthly Average**

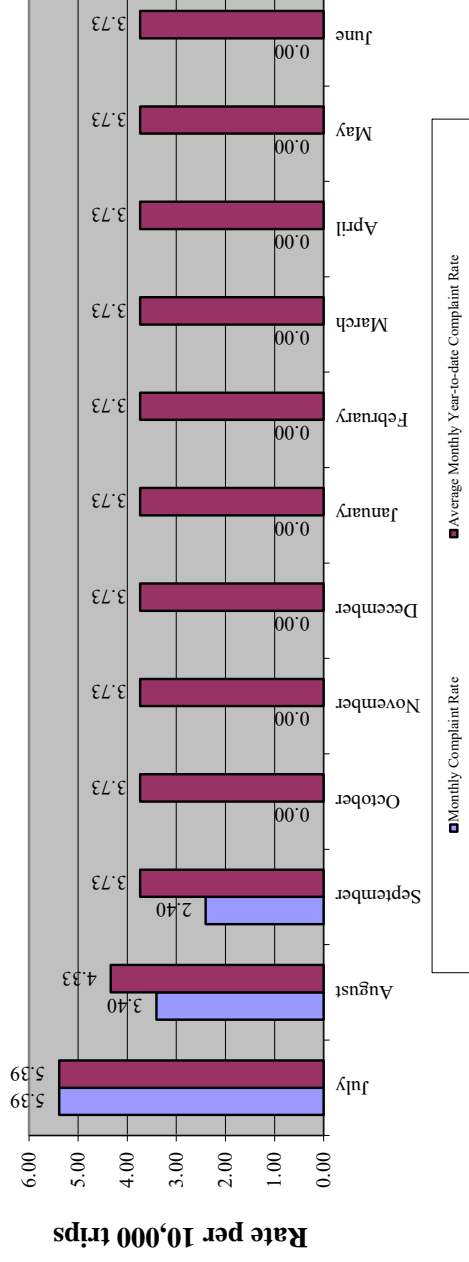


Complaint rates for OmniRide Express service for the current month and for the year-to-date in contrast to fiscal year 2018 overall rate, which is the benchmark for evaluating contractor performance for fiscal year 2019 in the bus services contract.

FY 2018 Year-to-date OmniRide Local 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			
November			
December			
January			
February			
March			
April			
May			
June			
Year-to-date totals	177,227	112	6.32

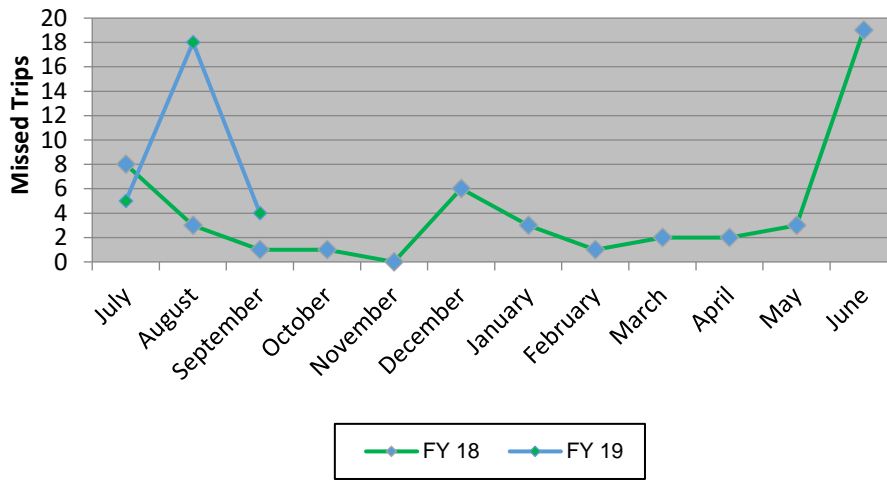
FY 2019 Year-to-date OmniRide Local Complaints			
	Ridership	Complaints	Per 10k Trips
July	51,982	28	5.39
August	58,758	20	3.40
September	49,909	12	2.40
October			
November			
December			
January			
February			
March			
April			
May			
June			
Year-to-date totals	160,649	60	3.73

FY 2019 OmniRide Local complaint rate per 10,000 Trips compared to monthly average

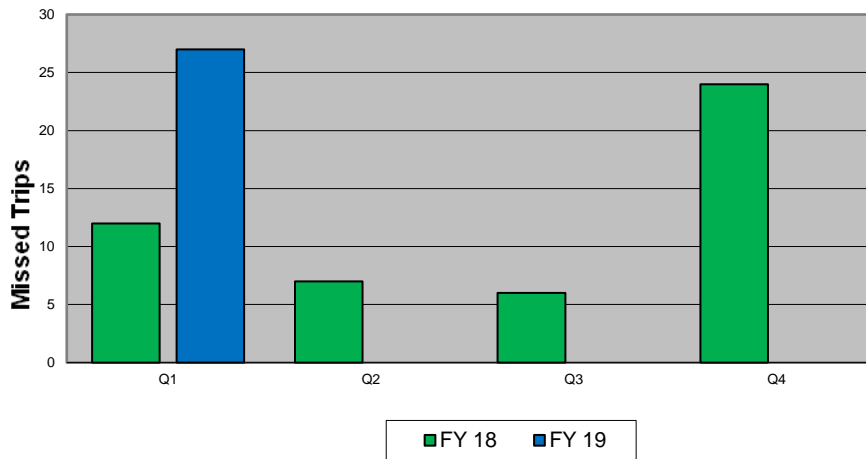


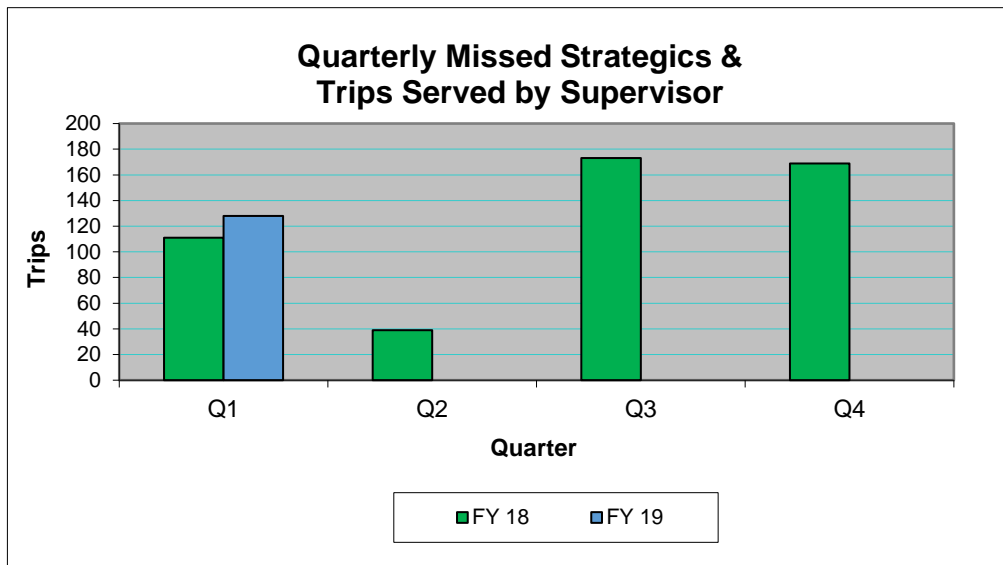
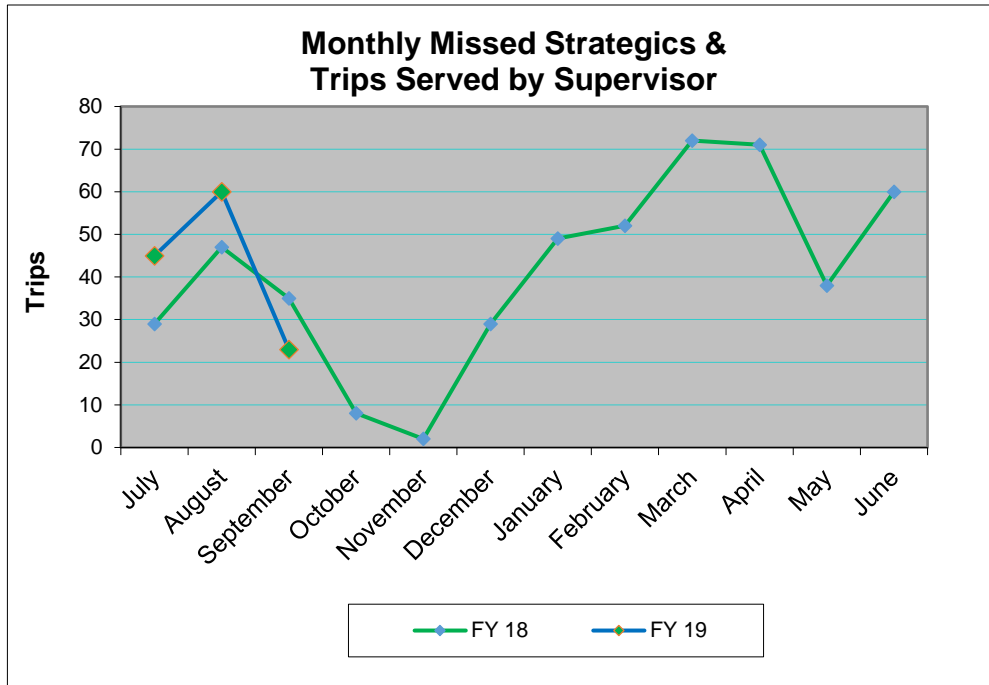
Complaint rates for OmniRide Local service for the current month and for the year-to-date in contrast to fiscal year 2018 overall rate, which is the benchmark for evaluating contractor performance for fiscal year 2019 in the new bus services contract.

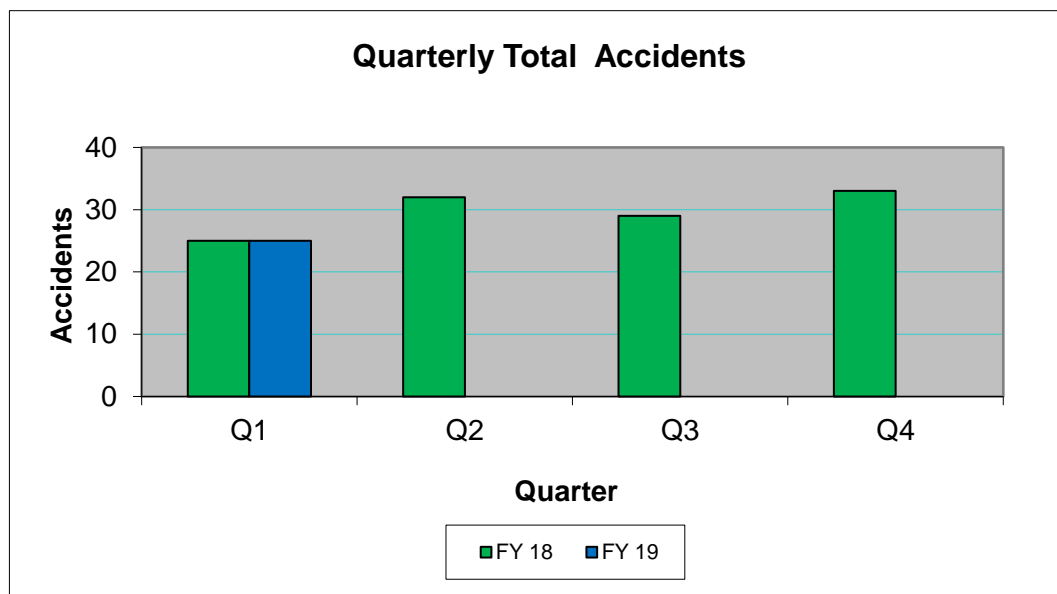
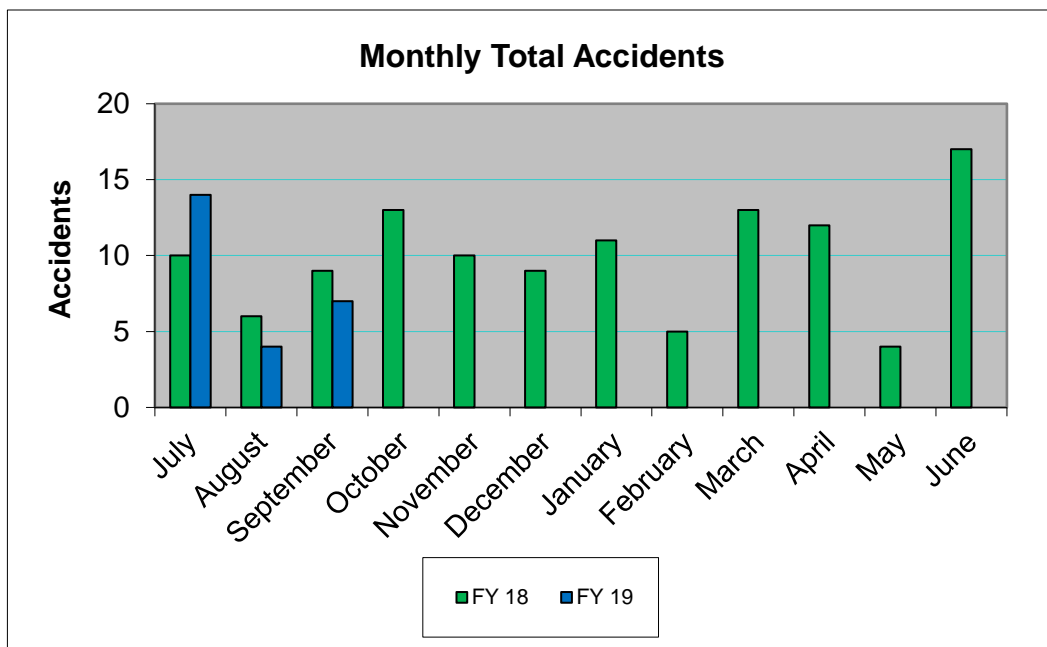
Monthly Missed Trips

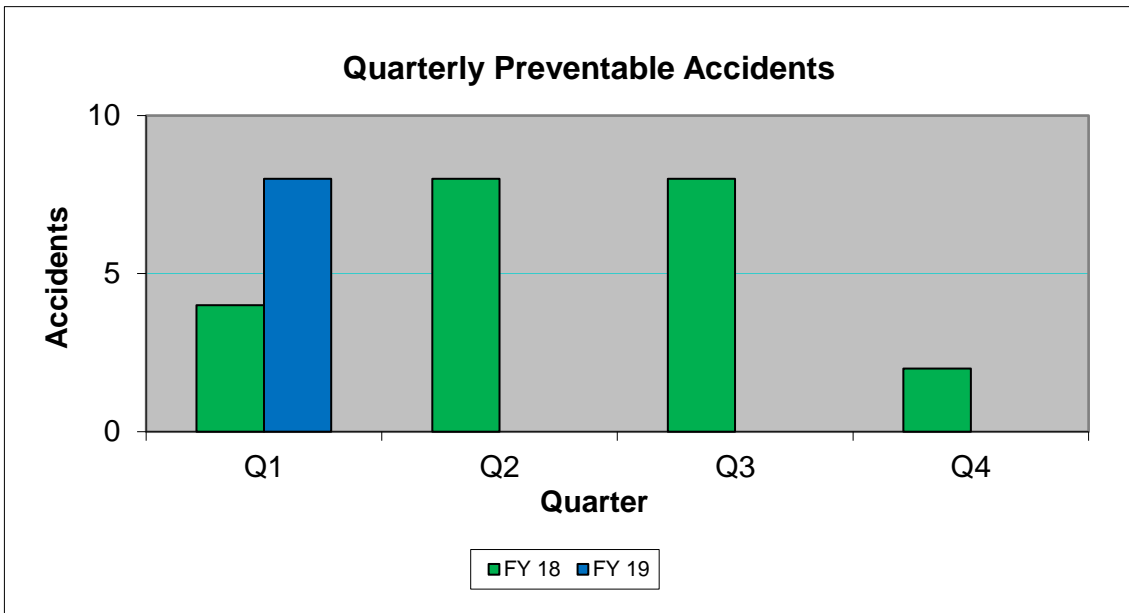
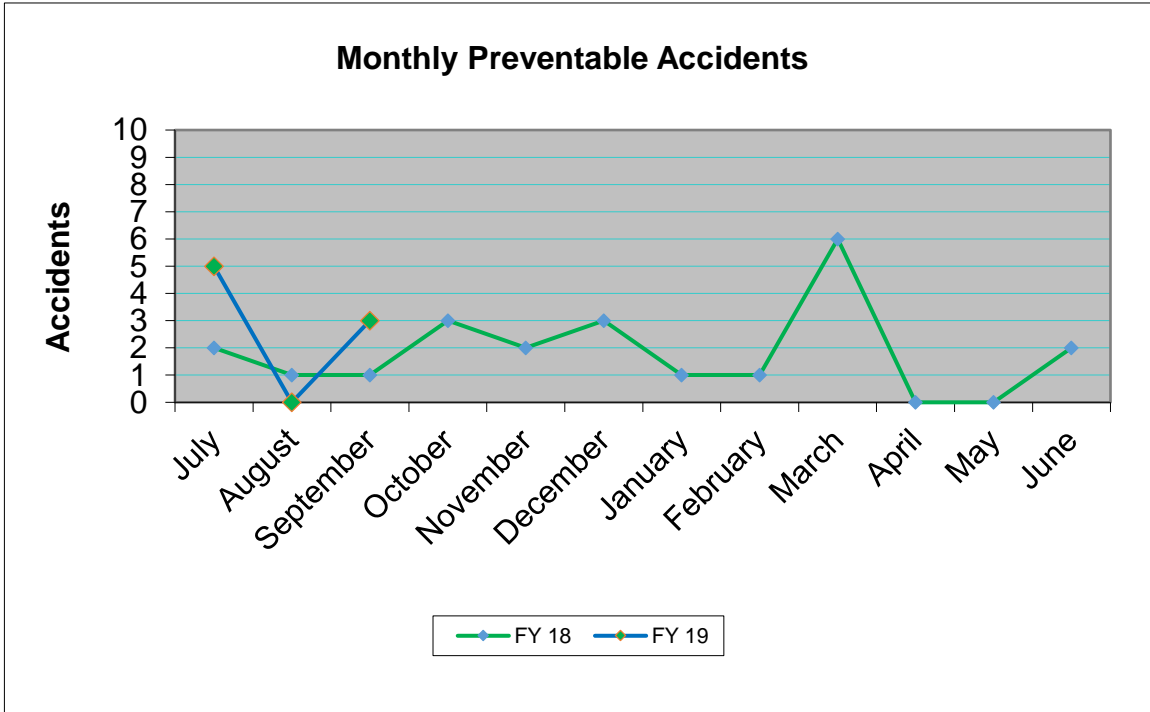


Quarterly Total Missed Trips

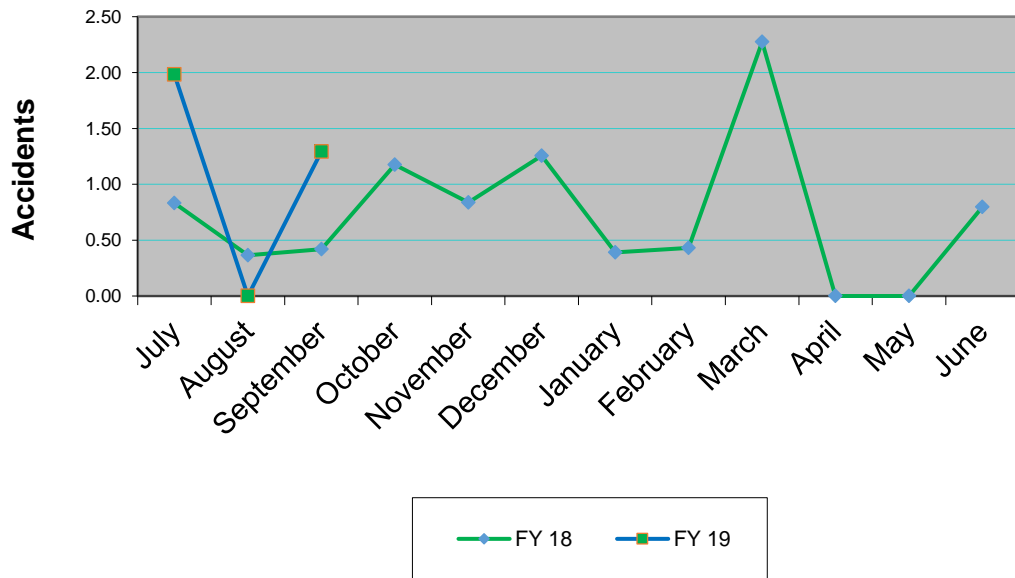




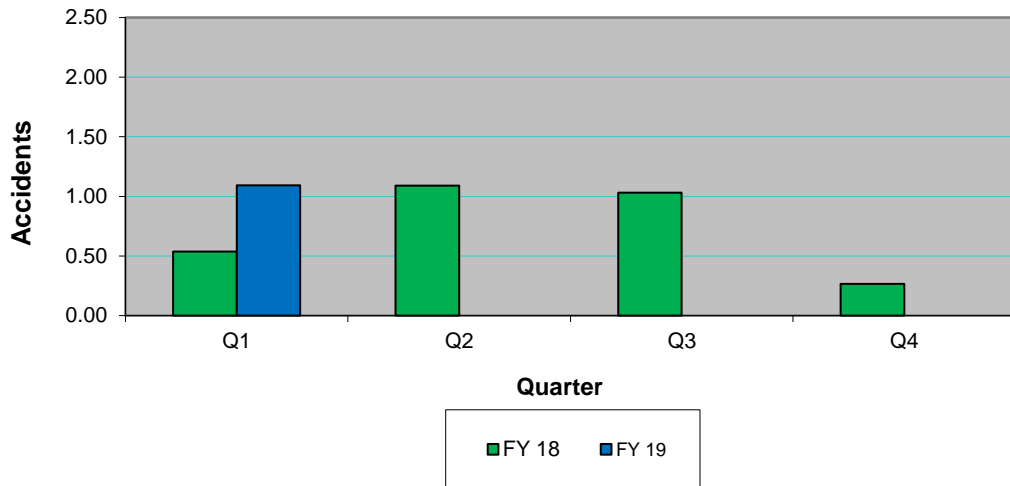




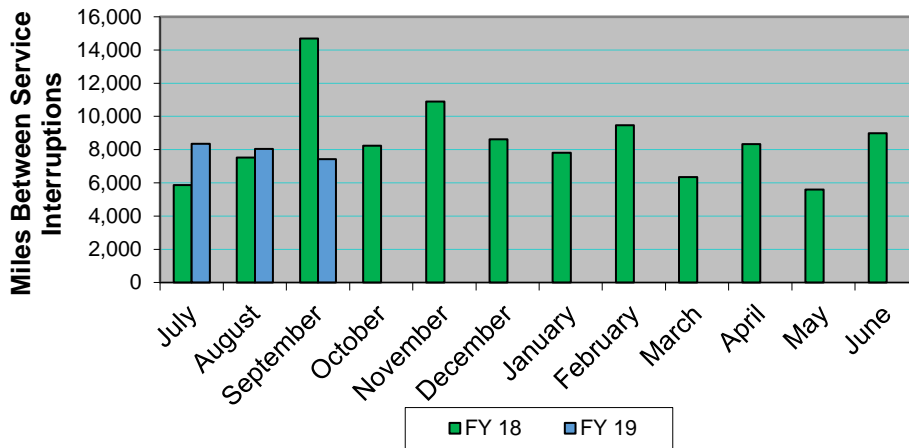
Monthly Preventable Accidents per 100,000 Miles



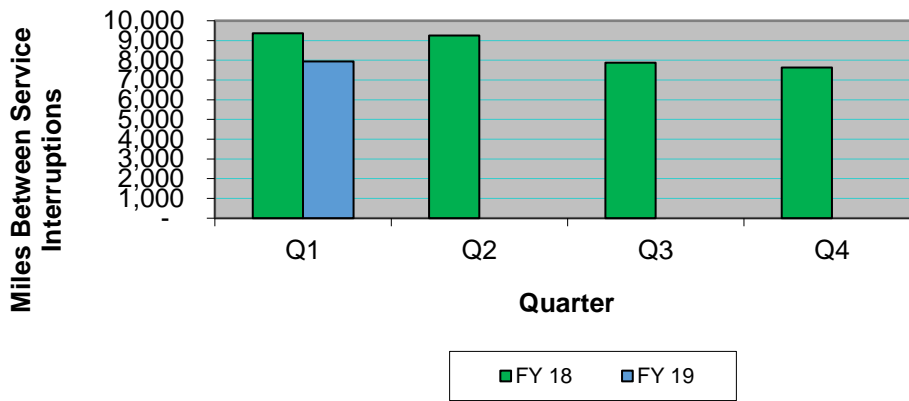
Quarterly Average Preventable Accidents per 100,000 Miles



Monthly Miles Between Service Interruptions



Average Quarterly Miles Between Service Interruptions





To: Madame Chair Anderson and PRTC Commissioners

From: Bob Schneider, Executive Director

A handwritten signature in black ink, appearing to read "Bob Schneider", is placed over the "From:" line.

Re: Revised Purchasing Authority Report

Date: November 1, 2018

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 of greater than \$50,000 would be communicated to the Board as an information item.

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

Wheels-to-Wellness Funding Status
As of September 30, 2018

Grant/Contribution	Organization	Amount	Notes	
Enrollment Fees Collected		\$15		
Sub Total		\$15		

Pending

Grant/Contribution	Organization	Amount	Notes	
Sub Total		\$0		

Previously Reported

Grant/Contribution	Organization	Amount	Notes	Date
Enrollment Fees		\$3,377		
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:		\$586,504		
Grand Total (excluding Pending)		\$586,519		
Remaining (excluding Pending)		\$105,184		

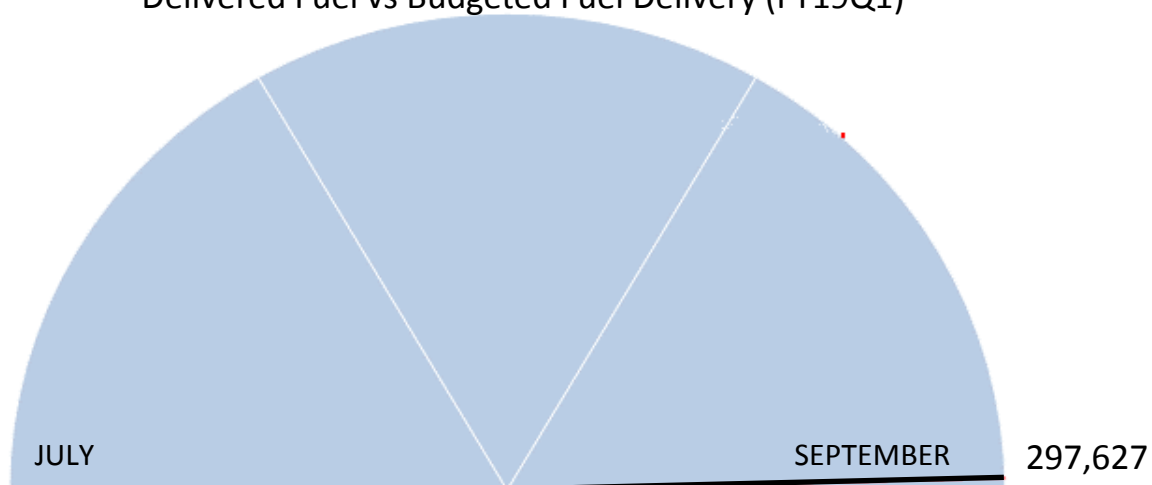


OmniRide Fuel Gauge

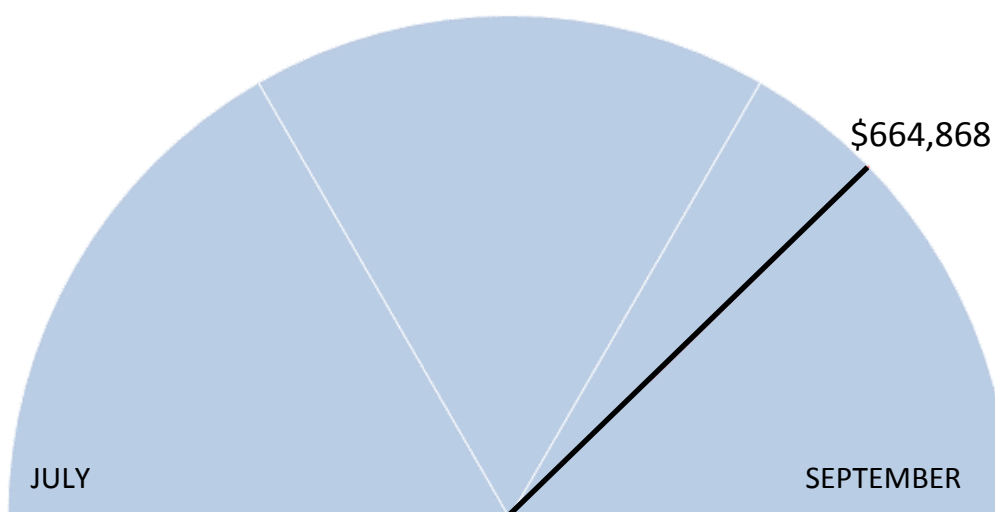
FY19 Q1 Totals: July 1, 2018—September 30, 2018

FY2019 Q1	Fuel Delivered	FY2018 Q1	Fuel Delivered
Average Per Gallon	\$ 2.23	Average Per Gallon	\$ 1.69
Total Gallons	297,627	Total Gallons	277,961
Total Cost		Total Cost	
\$ 664,686		\$ 470,672	

Delivered Fuel vs Budgeted Fuel Delivery (FY19Q1)



Fuel Expenditures vs Budgeted Fuel Expenditures (FY19 Q1)





TO: Madame Chair Anderson and PRTC Commissioners

FROM: Bob Schneider, Executive Director 

RE: Update on June 7, 2018 Board Resolution for EEO Recommendations

DATE: November 1, 2018

Each of the below items is from the PRTC Commission-adopted resolution on June 7, 2018. This update will be provided monthly until all technical items have been addressed.

1. There should be regular management and staff training on diversity and equal employment issues.

Update:

- Annual training calendar for FY19 has been created (attached) along with position profiles and training matrix with course descriptions and retained by HR. Annual training calendar is updated monthly and the Commission will be updated as appropriate.
- New Hire Orientation has been created for all new hires to include benefits and workplace policies and procedures.
- Anti-Harassment Training which includes EEO Statement provided for all employees, October 26, 2018.
- First Transit has completed diversity training for all employees.

Completed Items:

- Harassment Training: June 12 – 13, 2018: National Transit Institute of Rutgers University provided a 3-hour, on-site training class for all PRTC and First Transit supervisory employees. This course focused on supervisory reporting requirements.
- EEO Compliance Training: Staff member attended a week-long dedicated federal EEO compliance course June 11 – 15, 2018.
- Diversity Training: May 15 – 17, 2018: National Transit Institute of Rutgers University provided a 3-hour, on-site training class for all PRTC employees as well as First Transit Administrative staff.
- August 1 – 2, 2018: First Transit's Director of Learning & Development conducted harassment awareness/prevention training for all employees working at the OmniRide facility.

2. Immediate action should be taken to address any issues that arise, which could create a hostile work environment.

Completed Items:

- Responsiveness to Incidents: Human Resources will ensure ALL reports of harassment, discrimination, or intimidation shall be reported to the Executive Director and will notify the Executive Director of any and all personnel actions for review. Immediate action will be taken to investigate and address complaints.

- Policy Awareness: April 20, 2018, all employees were reminded of the Anti-Harassment Policy: “It is everyone’s responsibility to ensure this is a safe and professional workplace and to treat each other with professionalism and respect. The Anti-Harassment Policy is in Chapter XIV of the Personnel Policy Handbook and if you have any questions regarding the policy, please see the Director of Human Resources or your supervisor. If you see something or experience something that crosses the line, notify Human Resources, EEO Officer, a supervisor, or any manager.”
- Anti-Harassment Training: September 24, 2018: Provided by Jacqueline Lucas, Assistant County Attorney-Prince William County Attorney’s Office for PRTC Senior Staff.

3. Performance Evaluations of all staff should be current.

Future Items:

- Review and evaluate revision of the current evaluation instrument.
- Supervisors/Managers will provide employees with mid-year feedback and review steps for continuous performance evaluation.

Completed Items:

- Employee Evaluation Audit: HR Staff conducted an audit of personnel files and determined the last evaluation completed for each employee. Director of Human Resources reviewed the evaluation instrument and trained all managers on use of the evaluation instrument to ensure consistent and effective evaluations. All PRTC staff attended a training session on the current performance evaluation instrument and the importance of consistent and effective evaluations.
- Evaluations: Supervisors/Managers completed individual employee evaluations to include organizational, departmental, and individual goals by September 11, 2018.
- An annual evaluation cycle of July 1 to June 30 has been established to ensure 100% completion of annual evaluations.
- September 27, 2018 - All performance evaluations have been conducted, communicated and filed in personnel files.

4. The Executive Director should ensure clarity and consistency of management communications with staff.

Update:

- Ms. West, of Exstare Federal Services Group has met and interviewed individuals as well as the advisory committee and is in the process of finalizing the survey instrument and will collect survey data from OmniRide and First Transit employees next month.
- Project Connect, an employee engagement committee has been established to encourage communication and involvement between OmniRide and First Transit. First meeting scheduled for November 1, 2018.

Completed Item:

- August 27, 2018: Nancy West of Exstare Federal Services Group and J.R. Hipple of SIR met with senior management to discuss the OmniRide Diversity and Organizational Development Assessment project. The goal of this project is to work with the Commissioners and senior management staff to address issues related to communication, culture, and organizational values with an outcome of a strategic plan for diversity and inclusion. This process will include recommendations for changes to appropriate

policy, process, and managerial plans to help implement the Commission's Strategic Plan and associated programs. All PRTC staff have been advised of this project.

- At the request of Ms. West, an advisory committee has been established to work closely with the consultants.

5. All job descriptions should be written objectively to ensure the necessary knowledge, skills, and abilities are reflected.

Completed Item:

- All job descriptions have been revised to address the knowledge, skills and abilities language identified by the EEO review document. Substitute language, provided by legal counsel, was inserted. All staff have been advised and are able to view job descriptions via the shared drive.

We will continue the practice of legal review of job descriptions.

6. All supervisors be provided training regarding supervision of management of employees.

Update:

- Mentoring Program for employees either new to OmniRide or new to their roles began with the kick off meeting on October 22, 2018.
- Annual training calendar and position profiles completed. Individual training needs are being identified to ensure staff has the appropriate training for their current position/responsibilities and developmental training for professional growth.

Future Items:

- Management staff will be trained on coaching employees, communication with peers and employees, critical elements of accountability, and individual leadership.
- Planned individual leadership assessment process (i.e., Emergentics, DiSC, etc.) for the OmniRide leadership team with a focus on teambuilding and working together for goal achievement.

OMNIRIDE TRAINING CALENDAR – JULY 2018 – JUNE 2019

<p>July 2018</p> <ul style="list-style-type: none"> • 	<p>August 2018</p> <ul style="list-style-type: none"> • Performance Evaluation-All EE's (8/29-30) • 	<p>September 2018</p> <ul style="list-style-type: none"> • Anti-Harassment-Directors (9/24) 	<p>October 2018</p> <ul style="list-style-type: none"> • Anti-Harassment-All EE's (10/26) • HIPAA-HR/Finance (10/16) • New Hire Orientation-HR (10/16) and as necessary for new hires • FMLA-All EE's (10/24) • I-9 Form-HR (10/24) •
<p>November 2018</p> <ul style="list-style-type: none"> • Goal Setting-All EE's • First Accident Reporting/Worker's Compensation-All EE's • FEMA NIMS-Safety Sensitive EE's • Emergency Action Plan All EE's • Facility Badge Entry/Parking-All EE's 	<p>December 2018</p> <ul style="list-style-type: none"> • Ethics and Conflicts of Interest-All EE's • Substance Abuse (Drug & Alcohol)-All EE's • Suspicious Activity & Reporting-Safety Sensitive EE's 	<p>January 2019</p> <ul style="list-style-type: none"> • Diversity & Inclusion-All EE's • Communicating for Success-All EE's • FOIA-Directors/Executive Office • Crime Prevention-Safety Specific EE's • Active Shooter-All EE's 	<p>February 2019</p> <ul style="list-style-type: none"> • Coaching & Counseling for Managers • Employee Selection for Interviewers • Security Awareness-All EE's • Fire Prevention-All EE's • Hazard Communication/Right to Know-All EE's • Blood Borne Pathogens-All EE's
<p>March 2019</p> <ul style="list-style-type: none"> • General Safety Awareness (First Aid/PPE) –All EE's • Train-the-Trainer I- EE's that provide instructions to others 	<p>April 2019</p> <ul style="list-style-type: none"> • Fire Extinguisher-by position/certification • Basics of Team Development-All Mgrs. • Meeting Management-All EE's 	<p>May 2019</p> <ul style="list-style-type: none"> • Working in Teams-Client & Provide Relationship-All EE's • Delegating for Managers 	<p>June 2019</p> <ul style="list-style-type: none"> • Risk Assessment for Transit Capital Project- Project Mgrs & other EE's as required • Accountability & Responsibility-All EE's

All courses require signed rosters and necessary documentation verifying training is retained by HR. All courses are taught by Subject Matter Expert using various forms of learning (classroom, computer-based, etc.). Actual dates of training on calendar listed when training is scheduled/completed. Separate Training Matrix of Courses by Position with Course Descriptions retained by HR. This calendar is updated monthly by Human Resources & Safety.

Engagement Opportunities



NOVEMBER

- *APTA 2018 Industry Leadership Summit with Transit Board Members Governance Workshop* – November 27-29 at the Renaissance Washington, 999 9th Street NW, Washington, DC 20001. Registration: \$675. Hotel, registration and program information available at <http://www.apta.com/mc/industryleadership/Pages/default.aspx>
- *Commonwealth Transportation Board (CTB) Public Meetings* – Seeking public input on prioritizing transportation projects.

Wednesday, Nov. 28, 2018

Fredericksburg District office
Office Auditorium
86 Deacon Road
Fredericksburg, Virginia 22405

*Open house begins at 4:00 p.m.

Thursday, Nov. 29, 2018

Northern Virginia District office
Potomac Conference Room
4975 Alliance Drive
Fairfax, VA 22030

*Open house begins at 5:30 p.m.

DECEMBER

- *PRTC & NVTC Joint Meeting/Legislative Update* – Monday, December 10, 2018 from 9:00-11:00am at the Embassy Suites by Hilton, 8100 Loisdale Road, Springfield, VA.

BEYOND

- *Virginia Transit Association Transit Advocacy Day* – Monday, January 28, 2019
- *APTA Legislative Conference* – March 17-19, 2019 at the Grand Hyatt in Washington, DC.