

**NVTC COMMISSION MEETING
THURSDAY, APRIL 6, 2006
8:00P.M.**

NVTC CONFERENCE ROOM

NOTE: A buffet supper will be available for attendees prior to the meeting.

AGENDA

1. Minutes of NVTC Meeting of March 2, 2006.

Recommended Action: Approval.

2. Contract Extension for NVTC/VRE Audit Services.

The current NVTC/VRE audit firm, PBGH LLP has completed the initial three-year term of its contract with NVTC. NVTC has an option for an additional two years.

Recommended Action: Accept the recommendation of NVTC's Executive Committee and VRE's Operations Board to exercise the contract option for two additional years.

3. VRE Items.

- A. Report from the VRE Operations Board and VRE Chief Executive Officer—Information Item.
- B. Exercise Option for 50 Railcars with Financing—Action Item/Resolution #2015 and #2016.
- C. Memorandum of Understanding with Fairfax County for Burke Centre Parking—Action Item/Resolution #2017.
- D. Memorandum of Understanding with Prince William County for Parking at Broad Run—Action Item/Resolution #2018.
- E. Memorandum of Understanding for Canine Inspections of VRE Property—Action Item/Resolution #2019.



- F. Amendment to Memorandum of Understanding with CSXT and the Commonwealth for Rail Corridor Improvements—Action Item/Resolution #2020.

4. Authorize Purchase of Additional SmarTrip Fareboxes.

Several local transit systems wish to purchase additional SmarTrip fareboxes under NVTC's contract with Cubic Transportation Systems, Inc. Those transit systems will be entirely responsible for the respective costs.

Recommended Action: Authorize NVTC's executive director to exercise an option in the commission's contract with Cubic to procure the additional fareboxes.

5. Legislative Items.

Staff will report on the status of bills of interest to the commission and the commission's efforts to educate the public about the need for dedicated Metro funding.

Recommended Action: If the General Assembly is still in session, direct NVTC staff about how to best advocate NVTC's legislative agenda. If the session is concluded, authorize NVTC's chairman to convey appreciation to those who supported NVTC's legislative agenda.

6. WMATA Items.

- A. Customer Service Initiatives and Revenues.
- B. Metrorail Ridership by Jurisdiction of Residence.
- C. Lease Agreement for Springfield Connector Store.

Discussion Item.

7. Regional Transportation Items.

- A. NVTC Correspondence.
- B. Dulles Corridor Metrorail Project Impact Research.
- C. MWCOG State of the Commute Survey Results.
- D. 2005 State Transportation Statistics.

Information Item.

8. NVTC Financial Items for February, 2006.

Reports are provided.

Information Item.

MINUTES
NVTC COMMISSION MEETING – MARCH 2, 2006
NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Connolly at 8:10 P.M.

Members Present

Sharon Bulova
Gerald Connolly
Tanya Husick (DRPT)
Dana Kauffman
Elaine McConnell
Scott Silverthorne
Paul C. Smedberg
David F. Snyder
Christopher Zimmerman

Members Absent

David Albo
Eugene Delgaudio
Jeannemarie Devolites Davis
Adam Ebbin
William D. Euille
Paul Ferguson
Jay Fisette
Ludwig Gaines
Catherine M. Hudgins
Mary Margaret Whipple

Staff Present

Rhonda Gilchrest
Scott Kalkwarf
Jana Lynott
Adam McGavock
Kala Quintana
Elizabeth Rodgers
Jennifer Straub (VRE)
Richard K. Taube
Dale Zehner (VRE)



Minutes of NVTC Meeting of February 9, 2006

On a motion by Mr. Zimmerman and a second by Mrs. Bulova, the commission unanimously approved the minutes. The vote in favor was cast by commissioners Bulova, Connolly, Husick, Kauffman, McConnell, Silverthorne, Smedberg and Zimmerman.

VRE Items

Report from the VRE Operations Board and VRE Chief Executive Officer. Mr. Zehner reported that the Rail Liability Act was passed by both houses of the General Assembly and will go to Governor Kaine for his signature. Although it is not exactly what VRE was seeking, the legislation does provide a \$250 million liability insurance cap. It has exemptions for gross negligence. It also does not cover third parties, such as property owners adjacent to railroad rights-of-way. Delegate Albo patroned the bill in the House and Senator Saslaw patroned it in the Senate.

Mr. Zehner also stated that 15 additional railcars have been added systemwide to provide an additional 1500 seats. Trains no longer exceed capacity and currently there are no more standees. He also announced that the public hearings for the proposed fare increase begin on March 9th. Recommendations on the procurement of 50 VRE railcars will be made at the Operations Board meeting in April.

Mr. Snyder arrived at 8:15 P.M. and joined the discussion.

Chairman Connolly observed that there are operational costs associated with the new railcars. Mr. Zehner stated that as it is right now there would need to be a subsidy increase. Chairman Connolly stated that the current VRE subsidy formula needs to be reexamined. Some jurisdictions will not continue to consent "in perpetuity" to a formula that does not reflect relative ridership levels. Mr. Zehner stated that this issue was discussed by the VRE Operations Board in closed session at its last meeting. VRE Chairman Caddigan has convened a subcommittee to look at this issue. Mrs. Bulova and Mr. Kauffman are both members of that subcommittee.

Mrs. McConnell stated that if the outlying jurisdictions don't join VRE and help with the subsidy, the trains will just continue to become more and more crowded. Mrs. Bulova acknowledged that the formula is not ideal, but riders from outside VRE jurisdictions are riding the trains regardless of the jurisdiction joining VRE. It is important for these jurisdictions to join VRE and contribute financially. Chairman Connolly stated that there is a growing gap between ridership versus subsidy for some jurisdictions. He is pleased to hear that a subcommittee has been formed. Mrs. Bulova stated that it is a good time to look at the issue before other jurisdictions join VRE.

Contract Award for Warehouse Management. Mrs. Bulova reported that the VRE Operations Board recommends approval of Resolution #2013, which would authorize award of a contract for up to three years with RailPlan International for warehouse management services at a cost not to exceed \$250,000 per year. Funds are available in VRE's FY 2006 and 2007 operating budgets.

Mrs. Bulova moved, with a second by Mr. Zimmerman, to approve the resolution (copy attached). Affirmative votes were cast by commissioners Bulova, Connolly, Husick, Kauffman, McConnell, Silverthorne, Smedberg, Snyder and Zimmerman.

Contract Award for Locomotive Maintenance. Mrs. Bulova stated that Resolution #2014 would authorize award of a contract for locomotive maintenance to Transportation Technology, Inc. at a price not to exceed \$3 million per year for a term of up to three years. Funds are available in VRE's FY 2006 and 2007 operating budgets and federal capital grants.

On a motion by Mrs. Bulova and a second by Mrs. McConnell, the commission unanimously approved the resolution (copy attached). The vote in favor was cast by commissioners Bulova, Connolly, Husick, Kauffman, McConnell, Silverthorne, Smedberg, Snyder and Zimmerman.

Approval of NVTC's Senior Mobility Study Phase 1 Report

Jana Lynott explained that action is requested to authorize the release of the final report and press release. The report has been reviewed by the study's technical committee of regional and local transportation and social service staff as well as by NVTC's Management Advisory Committee. Chairman Connolly suggested that the press release include quotes from commissioners to provide a human voice. Mr. Zimmerman stated that Chairman Connolly should be quoted, but he would like to also be involved.

Chairman Connolly stated that seniors are a growing segment of this region's population. For Fairfax County by 2030, although the county could still be below the national average in terms of percentage of seniors, the sheer number of seniors will be huge. Mr. Zimmerman stated that for Arlington County, from now until 2030, the growth in the general population is projected to be 27 percent and the population of over 65 years old is projected to grow 106 percent. Arlington County has begun to look at this issue much more seriously and NVTC's study is timely and will be a useful source of information. Arlington County has just approved a Task Force on Elder Readiness to meet the needs of seniors.

Mr. Kauffman asked if there is a link between this study and the work done at MWCOG on transportation needs for persons with low income and/or

disabilities. Mr. Taube observed that Agenda Item #6C summarizes the COG study, which cited NVTC's Senior Mobility Study.

Mr. Kauffman stated that 61 percent of Fairfax County's budget goes towards persons 18 years and under while two percent (1.6-1.9 percent) goes to seniors. Chairman Connolly explained that of that 61 percent, 53 percent of it goes towards education, which leaves eight percent for other children and youth programs. It is still much more than what is provided for seniors.

Mr. Snyder asked where NVTC goes from here. He observed that the lead recommendation of the study is to disseminate the information. Ms. Lynott stated that the recommendations are not necessarily in order of what would be done first. Phase 2 of the study is now underway with funding from VDOT. During the second phase, recommendations from Phase 1 will be tested and the findings of the Phase 1 study will be more widely disseminated.

In response to a question from Mr. Snyder, Ms. Lynott explained that the recommendation of "a centralized information and referral service" refers to MWCOG and WMATA working together to provide a clearinghouse of information. It would be a "one-stop" shop for seniors. It is important to provide a human element, since seniors probably won't rely on only the Internet to get information. It would be ideal to have one telephone number to call to talk with a mobility manager to walk someone through how to use the different transit services. Ms. Lynott stated that this type of service is very expensive and she is not aware of any one agency willing to step up and do it.

Mr. Snyder asked NVTC to forward the study to WMATA and get comments on what WMATA is doing and what their suggestions would be to implement these recommendations. Without objection, Chairman Connolly so ordered.

Chairman Connolly observed that since this is a NVTC study, the main body, appendices and press release of the report should include information about NVTC as an organization and its membership. NVTC can't be an anonymous organization.

Mr. Zimmerman moved, with a second by Mr. Smedberg, to approve the report to be posted on NVTC's website and distributed to interested individuals and groups. The vote in favor was cast by commissioners Bulova, Connolly, Husick, Kauffman, McConnell, Silverthorne, Smedberg, Snyder and Zimmerman.

Legislative Items

Chairman Connolly asked if commissioners felt that holding NVTC's February meeting in Richmond was beneficial. Commissioners agreed that it was beneficial. Mrs. Bulova observed that Northern Virginia has had an outstanding presence in Richmond during this General Assembly Session.

Chairman Connolly stated that the more the region can be present collectively, it will make a difference. He stated that he hopes NVTC can continue the tradition of holding a meeting in Richmond. Mr. Smedberg thanked NVTC for allowing NVRC to participate in the press conference along with NVTC and NVTA.

Mr. Taube reported that Senator Whipple's S267 passed the Senate 36-3 and has also been embedded in the Senate budget in such a way that it is likely to enter into the budget conference committee's deliberations. A floor amendment was added to S267 that makes the new Virginia quarter-cent sales tax contingent on authorization, appropriation and distribution of the matching federal funds in Representative Davis's bill.

Mr. Taube explained that staff has used DRPT's benefit-cost model to calculate the net benefits of dedicated Metro funding. NVTC staff consulted with DRPT staff and applied the model to the 340 new Metro railcars that would be provided via new dedicated funding. The benefit-cost ratio is a resounding 22 to 1, with benefits of \$15 billion over 20 years compared to costs of \$680 million.

Chairman Connolly stated that NVTC's Executive Committee discussed a draft letter to the Northern Virginia General Assembly delegation to encourage them to achieve dedicated funding for Metro. He explained that the committee suggested some changes that will be incorporated into the letter, including a final bullet that reminds them that these provisions are also included in the Senate budget.

Mr. Zimmerman moved, with a second by Mrs. Bulova, to authorize NVTC's chairman to sign and send the letter. The vote in favor was cast by commissioners Bulova, Connolly, Husick, Kauffman, McConnell, Silverthorne, Smedberg, Snyder and Zimmerman.

Tom Biesiadny of Fairfax County stated that next week will be crucial for transportation legislation in the General Assembly. In response to a question from Chairman Connolly, Mr. Biesiadny stated that it seems that the General Assembly will either have to extend its session or Governor Kaine will have to call them back for a special session. Mr. Snyder recognized Mr. Biesiadny's hard work in Richmond. He asked where does the region go from here, how do we keep up public pressure, and how are we organized to actively participate in budget negotiations? Chairman Connolly stated that each entity has to connect to the process in Richmond, including individual jurisdictions, NVTC, Metro, VRE and other agencies. There is also person-to-person contact with General Assembly members.

Kala Quintana stated that the business community is also pressuring legislators for dedicated Metro funding. Shiva Pant of WMATA stated that conferees have been named and letters could be sent to them. Chairman Connolly suggested slightly altering the previously approved letter and sending it to the conferees. There were no objections.

WMATA Items

Mr. Kauffman reported that he is chairing WMATA's ad hoc committee to look at paratransit issues and the MetroAccess service. It has been suggested that an audit of the contractor be conducted after a year of service, but there will also be monthly reviews to insure quality of service. On May 13th WMATA will conduct a public forum to allow the public to provide suggestions on how to improve the service. Both WMATA and Montgomery County provide free service to paratransit customers, while CUE, Connector, DASH, ART and Prince George's County do not. If all the transit services provided free paratransit service it would make overall service more seamless and efficient.

In response to a question from Chairman Connolly, Mr. Kauffman stated that the new WMATA Acting General Manager, Dan Tangherlini, is energetic and creative. He has received good press coverage. Chairman Connolly stated that at his urging Mr. Tangherlini visited Richmond to experience what WMATA is up against.

Regional Items

MWCOG Traffic Congestion Report. MWCOG released the most recent results of its periodic traffic analyses. Using 80,000 aerial photos of peak period traffic, the study showed the number of vehicles from interchange to interchange. Compared to the last study three years ago, virtually all of the region's commuting corridors are chronically clogged. The worst congestion appears in Virginia locations.

Improving Demand Responsive Services for People with Disabilities in the Washington Region. Mr. Taube stated that MWCOG has released a study of ways to improve the quality and efficiency of transportation for persons with disabilities. In its coverage of the report the Washington Post reported that the study concluded MetroAccess "...compares poorly with similar services in other major cities." And that it was "inferior to similar services provided in Baltimore, Philadelphia and New York." However, there appear to be no such conclusions in the report and one of its authors confirms this fact. In the section on performance, MetroAccess shows greater growth in annual trips between 2000 and 2003 than Philadelphia and New York. MetroAccess also showed a greater reduction in trip cost than both of these other cities. MetroAccess operating cost per passenger trip is less than half of New York's but slightly higher than Philadelphia's. There were no comparisons to Baltimore in this report. Mr. Tennyson pointed out that according to the Maryland budget report, paratransit service in Baltimore is so bad that it collapsed and had to start over.

Mr. Zimmerman asked if NVTC should respond to the Post article. Chairman Connolly observed that NVTC may wish to urge Mayor Porter to send a letter. Mr. Kauffman asked staff to put together information and he would pass

it on to Mayor Porter. Chairman Connolly stated that if staff drafted a letter he would sign it.

2006 NVTC Handbook

Mr. Taube reported that staff has updated the handbook which is available on NVTC's website. He encouraged commissioners to look over their biographies and submit changes to staff.

NVTC Financial Items for January, 2006

Mr. Taube reported that during the past month NVTC staff has worked with the Virginia Department of Taxation to verify the reconciliations of actual fuel tax collections to the estimates by which payments have been made to NVTC for the past several months as the Tax Department made a transition to a new computer system.

Mr. Taube explained that actual payments received by NVTC in January from the Department of Taxation reflect two unusual circumstances. First, a major taxpayer has made a payment to correct previous underpayments, and NVTC's share is \$2.2 million. Second, previous estimates of fuel tax collections from September through December were too low by \$1.1 million. As actual collections for January, 2006 were \$2.5 million, the total received by NVTC was \$5.8 million.

Adjournment

There being no further business, Chairman Connolly adjourned the meeting without objection at 9:03 P.M.

Approved this 6th of April, 2006.

Gerald Connolly
Chairman

William Euille
Secretary-Treasurer

NVTC Northern Virginia Transportation Commission

RESOLUTION #2013

SUBJECT: Contract Award for Warehouse Management.

WHEREAS: VRE's warehouse in Manassas, Virginia requires inventory control, shipping, receiving and purchasing services;

WHEREAS: VRE's Mechanical Engineering consultant is currently providing these services; and

WHEREAS: VRE has requested competitive proposals and the VRE Operations Board has recommended a firm.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to contract with RailPlan International for warehouse management services in an amount not to exceed \$250,000 per year for a term not to exceed three years.

Approved this 2nd day of March, 2006.


Gerald Connolly
Chairman

William Euille
Secretary-Treasurer



NVTC Northern Virginia Transportation Commission

RESOLUTION #2014

SUBJECT: Contract Award for Locomotive Maintenance.

WHEREAS: VRE currently relies on Amtrak and independent competitive procurements for locomotive repairs;

WHEREAS: Amtrak sometimes is unable to undertake repairs and an additional steady source of repairs is needed; and

WHEREAS: VRE has requested competitive proposals and the VRE Operations Board has recommended a firm.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to enter into a contract for locomotive repairs with Transportation Technology, Inc. at a price not to exceed \$3,000,000 a year for a term of no more than three years.

Approved this 2nd day of March, 2006.


Gerald Connolly
Chairman

William Euille
Secretary-Treasurer



MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube and Scott Kalkwarf

DATE: March 30, 2006

SUBJECT: Contract Extension for NVTC/VRE Audit Services

Recommended Action:

The NVTC Executive Committee, acting in the capacity of the NVTC Audit Committee, has recommended that PBGH should be retained for an additional two-year term by exercising the option on the existing contract. The VRE Operations Board also recommends this action.

Background

A joint procurement with VRE for auditing services was done in 2003 primarily for two reasons. One reason is the fact that NVTC presents a significant amount of VRE information in its financial statements. If each entity had different auditors, the auditors for NVTC would have to satisfy themselves that the VRE information is materially correct. This additional auditing step would cost NVTC additional auditing fees. The second reason is that a larger fee contract is more attractive to auditing firms. VRE, and especially NVTC, can expect to receive a greater number of proposals under a joint procurement, and significantly increase the probability of receiving proposals from higher quality auditing firms.

NVTC entered into a three-year contract with PBGH LLP on April 10, 2003 for the audit of the financial statements of NVTC and VRE starting with FY 2003. The contract allows for one two-year extension upon mutual agreement of NVTC and PBGH. The fees stated in the original contract cover the FY 2003 through FY 2005 audits, as well as the two-year extension period covering the FY 2006 and FY 2007 audits.

	NVTC	NVTC	NVTC	GRAND	
	<u>NVTC</u>	<u>PENSION</u>	<u>TOTAL</u>	<u>VRE</u>	<u>TOTAL</u>
FY 03	12,350	2,495	14,845	30,205	45,050
FY 04	13,000	-	13,000	31,700	44,700
FY 05	13,650	2,750	16,400	33,250	49,650
FY 06	14,300	-	14,300	34,900	49,200
FY 07	15,000	3,000	18,000	36,650	54,650



The VRE fees are shared among all VRE participants in the VRE budget. PRTC retains a separate audit firm.

Prior to the FY 2004 audit, PBGH requested a fee increase as the result of new auditing pronouncements applicable to the engagement. These new standards place a greater emphasis on the auditors' responsibility to detect fraud, and accordingly, require more time to complete the engagement. The increase that NVTC staff negotiated equals 10% of the FY 2003 fee for NVTC and VRE (excludes NVTC pension), to be added to the contracted fee for each subsequent year.

On top of the extra fee due to the new fraud standard, VRE has incurred additional fees due to the condition of the records relating primarily to fixed assets and the time involved for PBGH above regular auditing procedures. It is expected that VRE will not incur these additional fees in the future.

The fees under the contract extension, including the additional fee due to the fraud standard, are as follows:

	<u>NVTC</u>	<u>PENSION</u>	<u>TOTAL</u>	<u>VRE</u>	GRAND <u>TOTAL</u>
FY 06	15,525	-	15,525	37,925	53,450
FY 07	16,225	3,000	19,225	39,675	58,900

The VRE audit is complex and new audit firms have a learning curve so it is not prudent to change firms too frequently. On the other hand, a fresh perspective is useful. Accordingly, after the five-year term of the current contract, NVTC staff will recommend that the audit contract be opened again to a competitive procurement.

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners
FROM: Rick Taube
DATE: March 30, 2006
SUBJECT: VRE Items

- A. Report from the VRE Operations Board and VRE Chief Executive Officer—Information Item.
- B. Exercise Option for 50 Railcars with Financing—Action Item/Resolution #2015 and #2016.
- C. Memorandum of Understanding with Fairfax County for Burke Centre Parking—Action Item/Resolution #2017.
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- F. Amendment to Memorandum of Understanding with CSXT and the Commonwealth for Rail Corridor Improvements—Action Item/Resolution #2020.



Report from the VRE Operations Board and VRE Chief Executive Officer.

Minutes are attached from the VRE Operations Board meeting of March 17, 2006. Also attached is the report of VRE's CEO with ridership and on-time performance information.



CHIEF EXECUTIVE OFFICER'S REPORT

March 2006

PUBLIC HEARINGS

Two of the three public meetings regarding the proposed fare increase have been completed. Seventeen citizens attended the meeting at L'Enfant and only one, along with Mayor Waldron, attended the meeting in Manassas. Additionally, there have been just over 100 written comments submitted, substantially less than in years past. March 23rd is the final public hearing in Fredericksburg and also the last day for public comment. A complete report of all rider comments will be provided to the Operations Board at the April meeting. The full public hearing schedule is provided below.

DATE	LOCATION	TIME
March 9, 2006 Thursday	Holiday Inn [L'Enfant] "Discovery II" Room 550 C. Street, S.W. Washington, D.C. 20024	12:00 P.M.
March 9, 2006 Thursday	Manassas City Hall City Council Chamber Room 9027 Center Street Manassas, VA 22110	7:00 P.M.
March 23, 2006 Thursday	Kappahannock Regional Library Theatre Room 1301 Caroline Street Fredericksburg, VA 22401	7:00 P.M.

STAFFORD TOWN HALL MEETING

On February 25th, Supervisor Gibbons hosted a town meeting in Stafford County for VRE riders. In addition to VRE staff, Chairman Caddigan and Jay Westbrook, CSX Vice President, attended the meeting along with over 25 riders. Supervisor Gibbons opened the meeting and, after a short presentation by CSX, the floor was opened up to questions. The majority of questions and comments centered on on-time performance and how VRE and CSX plan to improve reliability. Overall, the meeting was very successful and we have committed to returning to Stafford in the fall to provide a progress report.

NEW RAIL CAR PURCHASE UPDATE

In late February, VRE staff traveled to Milwaukee to field test new seats for the 11 gallery cab cars. They reviewed several seat amenities and made decisions on seat cushion softness, headrest height, armrests and seat spacing. After "sitting down on the job" for several hours, we are confident that people will find the new seats comfortable.

SECURITY CAMERAS

The camera installation project at our L'Enfant, Crystal City, Alexandria, Franconia/Springfield, and Manassas Park stations is 90% complete. At this time, we are working to prepare for installation of the final camera at Manassas Park.

EMERGENCY GENERATOR INSTALLATION

The VRE office emergency generator construction project is underway. This generator will enable VRE to maintain operations when an electricity power outage occurs. The emergency generator will be capable of supplying equivalent power to the VRE offices until commercial power is being restored. The emergency generator can operate for 30 hours before refueling is required. Uncertainty in the location of underground utilities installed for use by the former Coca-Cola processing plant has necessitated the need to proceed with caution in the installation of the one of the conduits that will run under the asphalt of our office parking lot. Work is expected to be complete in late April 2006.

SECRET SHOPPER UPDATE

The Secret Shopper program will begin this month. "Shoppers" will visit every station and train at least once each month and rate the performance of VRE on-board staff, station cleanliness, signage, and station maintenance. Our overall goal is to identify and fix deficiencies so that we can maintain a consistent, high level of service through all VRE departments. After creating a baseline measurement, full reporting will begin in late spring or early summer.

TEMPORARY AMTRAK SERVICE CHANGES

CSX has finished installing a new switch and upgrading the surrounding signal system in Doswell, VA (near Kings Dominion). The switch, located south of the VRE Fredericksburg station, will facilitate better train movement of freight and Amtrak trains between tracks. Using lessons learned at Arkendale, this CSX installation appears to have gone smoothly – they even finished two days earlier than scheduled.

MONTHLY PERFORMANCE MEASURES – FEBRUARY 2006

ANNUAL RIDERSHIP OVERVIEW		ANNUAL RIDERSHIP
VRE FY 2006 Passenger Totals		2,391,271
VRE FY 2005 Passenger Totals		2,427,593
PERCENTAGE INCREASE		(1.5%)

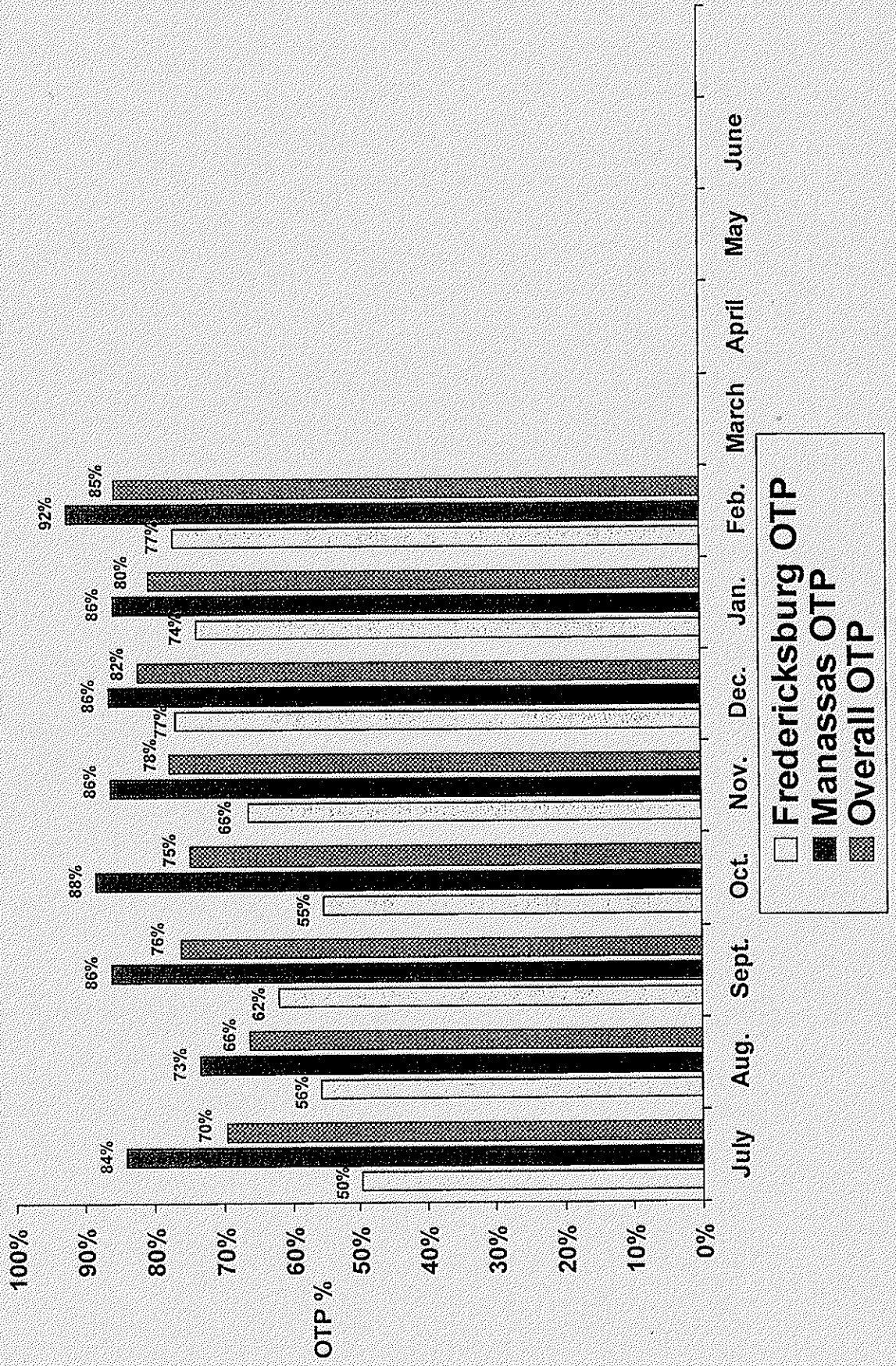
MONTHLY ON-TIME PERFORMANCE		ON-TIME PERCENTAGE
VRE February Fredericksburg OTP Average		76.9%
VRE February Manassas OTP Average		92.1%
VRE FEBRUARY OVERALL OTP AVERAGE		84.5%

REASON	TOTALS	PERCENT
Signal/Switch Failure	13	14%
Slow Orders	13	14%
M/W	7	8%
Train Interference	26	31.5%
AMTRAK	7	8.5%
Freight	14	17%
VRE	3	4%
Mechanical Failure	5	10%
Late Turn	1	1%
PAX Handling	3	3.5%
Weather	0	0%
Crew Related	0	0%
Other	5	6%
TOTAL	51	100%

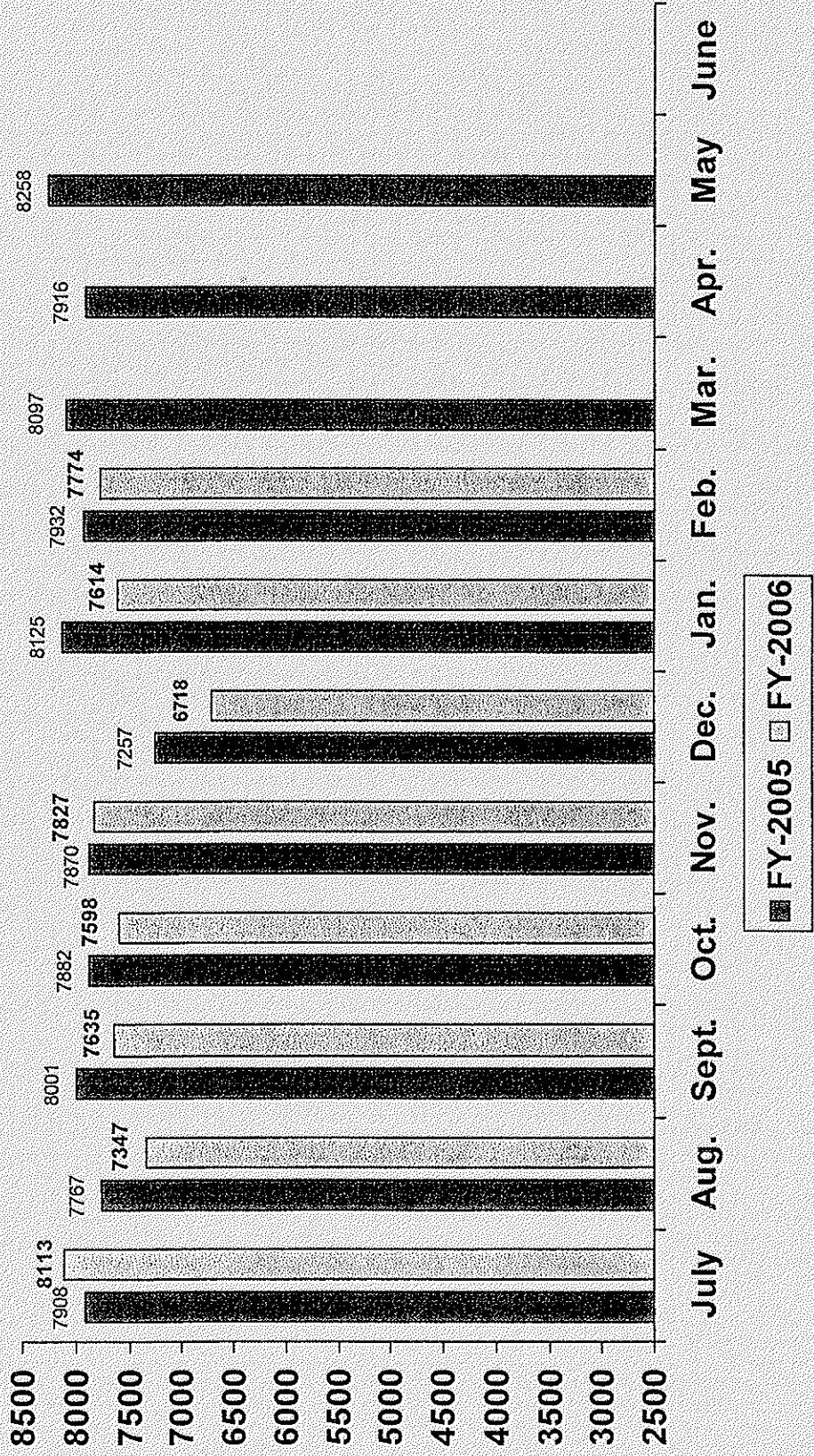
FINANCIAL INDICATORS		JANUARY 2006		
MEASURES		GOAL	ACTUAL	TREND
OPERATING RATIO		55%	62%	↑
BUDGETED FARE REVENUE YTD	\$11,694,958			
ACTUAL FARE REVENUE YTD	\$11,314,454			
CUMULATIVE VARIANCE	(\$380,474)	0	(\$380,474)	↓
PERCENT COLLECTED FY 06 YTD		55.53%	55.41%	↓
PERCENT COLLECTED FY 05 YTD			55.20%	
BUDGET EXPENSES YTD	\$23,495,874			
OPERATING EXPENSES YTD	\$23,342,386			
CUMULATIVE VARIANCE	\$1,151,458	0	\$1,151,458	↑
PERCENT EXPENDED FY 06 YTD		54.33%	54.47%	↑
PERCENT EXPENDED FY 05 YTD			54.70%	

Average On-Time Performance

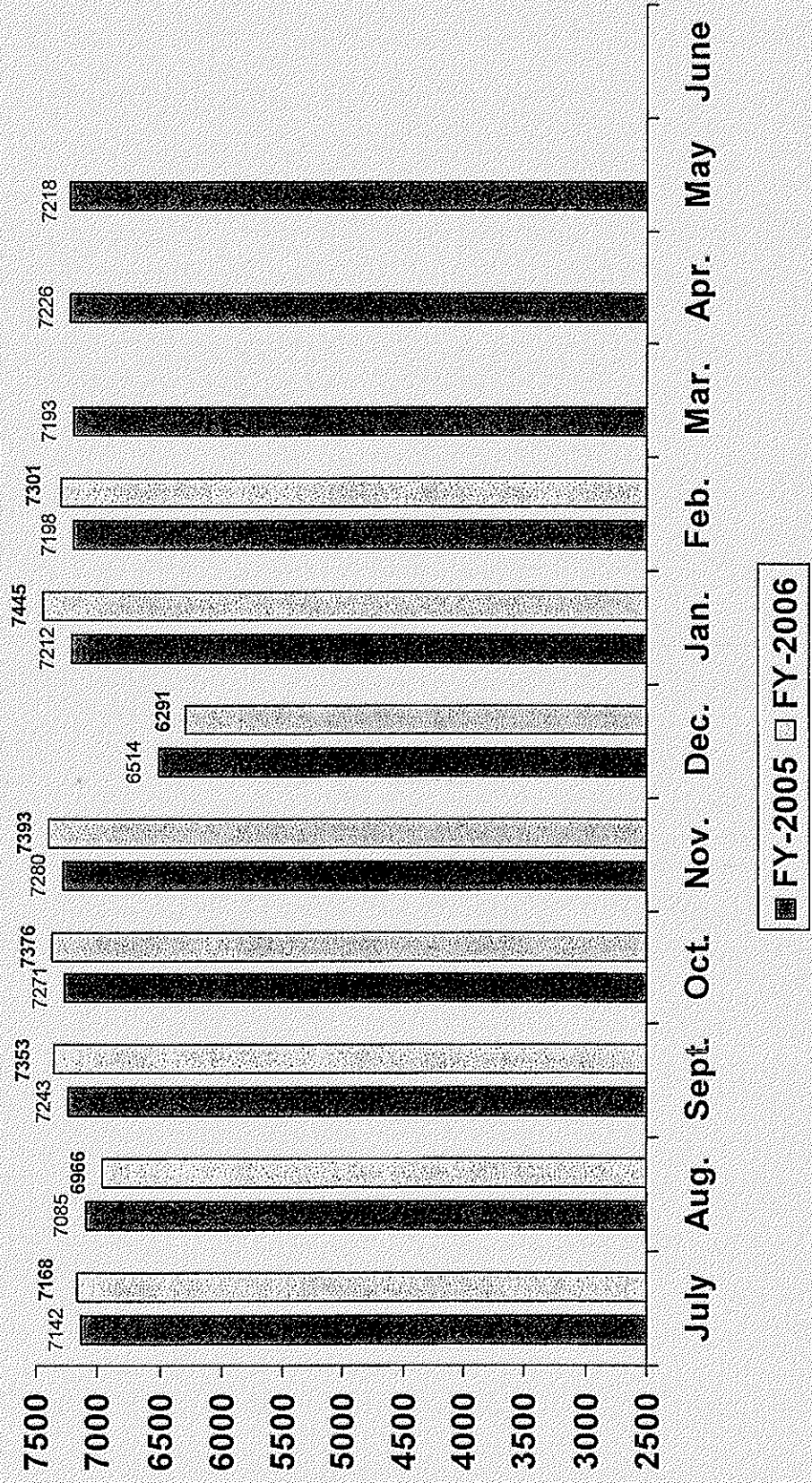
FY-2006



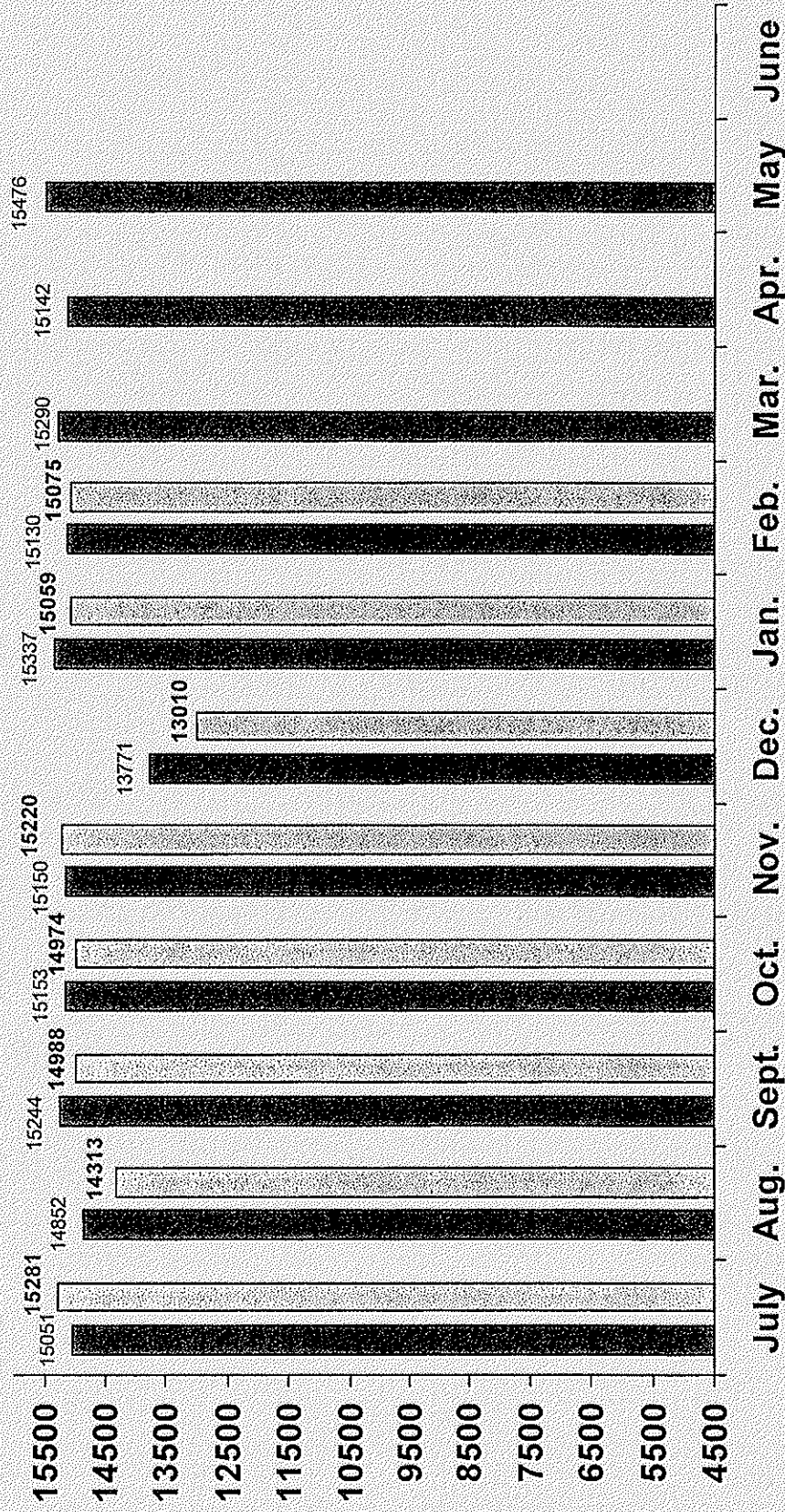
VRE Average Daily Ridership Fredericksburg Line



VRE Average Daily Ridership Manassas Line



VRE Total Average Daily Ridership



FY-2005
 FY-2006



**VIRGINIA RAILWAY
EXPRESS**

**OPERATIONS BOARD
MEMBERS**

**MAUREEN CADDIGAN
CHAIRMAN**

**DANA KAUFFMAN
VICE CHAIRMAN**

**DOUG WALDRON
SECRETARY**

**SHARON BULOVA
TREASURER**

HILDA BARG

WALLY COVINGTON

ROBERT GIBBONS

WILLIAM GREENUP

COREY HILL

JOHN D. JENKINS

ELAINE MCCONNELL

**CHRISTOPHER
ZIMMERMAN**

**DALE ZEHNER
CHIEF EXECUTIVE
OFFICER**

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MINUTES

VRE OPERATIONS BOARD MEETING PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA MARCH 17, 2006

MEMBERS PRESENT	JURISDICTION
Sharon Bulova (NVTC)	Fairfax County
Maureen Caddigan (PRTC)	Prince William County
Robert Gibbons (PRTC)	Stafford County
Corey Hill	VDRPT
Elaine McConnell (NVTC)	Fairfax County
Doug Waldron (PRTC)	City of Manassas

MEMBERS ABSENT	JURISDICTION
Dana Kauffman (NVTC)	Fairfax County

ALTERNATES PRESENT	JURISDICTION
Hilda Barg (PRTC)	Prince William County
Wally Covington (PRTC)**	Prince William County
William Greenup (PRTC)	City of Fredericksburg/VHSRDC
John D. Jenkins (PRTC)	Prince William County
Christopher Zimmerman (NVTC)**	Arlington County

STAFF AND GENERAL PUBLIC	
Omar Arouna – VRE	Mike Lake – Fairfax DOT
Donna Boxer – VRE	Wendy Lemieux – VRE
Steve Edwards – Supervisor McConnell's office	Bob Liebbrandt – Prince William County
Sue Faulkner – Stafford County	Steve Maclsaac – VRE counsel
Anna Gotthardt – VRE	Betsy Massie – PRTC staff
Al Harf – PRTC staff	Sirel Mouchantaf – VRE
Ross Horton – Prince William County Attorney	Mark Roeber – VRE
Ann King – VRE	Dave Snyder – VRE
	Jennifer Straub – VRE
	Rick Taube – NVTC staff
	Dale Zehner – VRE

** Delineates arrival following the commencement of the Board meeting. Notation of exact arrival time is included in the body of the minutes.

Chairman Caddigan called the meeting to order at 9:35 A.M. Following the Pledge of Allegiance, roll call was taken.

Approval of the Agenda – 3

Ms. Barg moved, with a second by Ms. Bulova, to approve the agenda. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Hill, McConnell and Waldron.

Minutes of the February 17, 2006, VRE Operations Board Meeting – 4

Mr. Zehner stated that the minutes have been corrected to reflect Mr. Waldron as a Board Member and Mr. Jenkins as an Alternate. Ms. Barg moved, with a second by Ms. Bulova, to approve the amended minutes. The vote in favor to approve the minutes was cast by Board Members Bulova, Caddigan, Gibbons, Hill, McConnell and Waldron.

[Mr. Zimmerman arrived at 9:36 A.M.]

Chairman's Comments – 5

Chairman Caddigan welcomed Corey Hill, VDRPT's new acting director. Mr. Hill is also a former VRE employee.

Chairman Caddigan reported that she accompanied Mr. Zehner and Ms. Lemieux to a Town Hall Meeting held in Stafford County on February 25th for citizens to share their comments and concerns about the Fredericksburg Line. Mr. Gibbons hosted the event. Jay Westbrook, Vice President of CSX, also attended to give a presentation and answer questions. Chairman Caddigan also reported that on March 1st she traveled on VRE to Washington, D.C. on the Fredericksburg Line and returned on an Amtrak train. It gave her a chance to talk with passengers on board the train. Chairman Caddigan observed that even though they are frustrated by the delays, passengers still love VRE and will continue to ride. She thanked Ann King for her attention that day.

On behalf of the entire Board, Chairman Caddigan thanked Mark Roeber for his outstanding work during the 2006 General Assembly session. She presented Mr. Roeber with a Resolution acknowledging his dedication and work as he was instrumental in getting the rail liability legislation passed.

Chief Executive Officer's Report – 6

Mr. Zehner reported that overall ridership is holding steady in comparison to last year. Ridership on the Manassas Line is up while the Fredericksburg Line is slightly down. Average on-time performance is at 85 percent (Manassas Line 92 percent and Fredericksburg Line 77 percent). He stated that some trains have been lengthened to provide more capacity and now there are no more standees. This initiative increased peak capacity on the Fredericksburg Line by six percent and eight percent on the Manassas Line.

Mr. Zehner stated that so far VRE has held two public hearings at L'Enfant and Manassas on the proposed fare increase. There were some comments about the fare increase, but he has realized that passengers like to talk about VRE issues in general. Staff is considering holding more Town Hall meetings in the future to give passengers additional opportunities to talk to VRE about various issues. March 23rd is the final public hearing in Fredericksburg on the fare increase. A complete report of all comments will be provided to the Board at its April meeting.

Mr. Zehner also reminded Board Members of the ribbon cutting ceremony on March 28th at the Broad Run Station for the new parking lot.

In response to a question from Mr. Gibbons, Mr. Roeber explained that VRE partnered with Congresswoman Davis to advance the third track initiative. Congresswoman Davis put in a request for \$17.6 million to match the initiative requested by Senator Howell. Chairman Caddigan observed that Congresswoman Davis is a real friend of VRE.

VRE Riders' Comments – 7

There were no riders' comments.

Consent Agenda – 8

Ms. Bulova moved, with a second by Ms. Barg, to approve the following consent agenda items:

Resolution #8A-03-2006: Authorization to Issue a Request for Proposals for Engineering and Environmental Services for the Gainesville-Haymarket Extension Project.

Resolution #8B-03-21006: Authorization to Issue a Request for Proposals for Variable Message Signs (VMS).

The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Hill, McConnell, Waldron and Zimmerman.

Authorization to Execute the Option for 50 Railcars and Approve the Financing Plan – 9A

Mr. Zehner stated that Resolution #9A-03-2006 would recommend that the Commissions authorize the VRE Chief Executive Officer to execute an option with Sumitomo Corporation of America to purchase 50 railcars for a total contract value of \$86,019,340, plus a contingency of \$4,408,408, for a total authorization not to exceed \$90,427,748.

Mr. Jenkins, moved, with a second by Mr. Waldron, to approve Resolution #9A-03-2006.

Mr. Zehner explained that approval would be contingent upon all jurisdictions passing resolutions that approve the option and financing, as well as Commissions and FRA approval of the financing. This all needs to be done prior to April 30, 2006. He stated that staff has attended or is scheduled to attend meetings with all participating jurisdictions' governing bodies to discuss this project and its financing. To-date, Fredericksburg is the only jurisdiction that has approved the resolution.

Mr. Gibbons asked how this would affect the budget. Mr. Zehner replied that the "worst case" scenario would require a \$1.28 million/year subsidy increase beginning in FY 2008 (there is no FY 2007 budget implication). However, General Assembly action on the state budget could positively impact this. Currently, it appears that VRE will have \$35 million in state funding allocated to the project (\$20 million appropriated by the Commonwealth and \$15 million currently included in HB30/SB30). Because the option must be exercised in April and VRE does not yet know the final outcome of the General Assembly session and has not yet received the loan from the FRA, member jurisdictions are being asked to support exercising the option assuming this estimate.

In response to a question from Mr. Gibbons, Mr. Zehner explained that if any jurisdictions says no, the deal is dead. Ms. Barg noted that the Board should know by the next meeting what is included in the Commonwealth's budget.

The Board then voted on the motion and it passed. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Hill, McConnell, Waldron and Zimmerman.

[Mr. Covington entered the meeting at 9:55 A.M.]

Authorization to Amend the MOU with Prince William County for Parking Improvements at Broad Run – 9B

Resolution #9B-03-2006 would recommend that the Commissions authorize VRE's CEO to amend the Memorandum of Understanding (MOU) with Prince William County for parking improvements at Broad Run by \$42,633, bringing the total contract value to \$499,355.

Mr. Covington moved, with a second by Ms. Barg, to approve the resolution. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Hill, McConnell, Waldron and Zimmerman.

Authorization for Auditing Services – 9C

Mr. Zehner stated that staff is recommending that the Operations Board approve Resolution #9C-03-2006, which would recommend that NVTC extend its contract with PBGH for the provision of auditing services for NVTC and VRE for two additional years.

In April 2003, NVTC entered into a contract with PBGH for the audit of the financial statements of NVTC and VRE. The contract was for a three-year period, with an optional two-year extension, and is between NVTC and PBGH. PBGH has performed all required duties under the contract and it is in the best interest of VRE to continue their services for the extension period. Chairman Caddigan stated that the Audit and Finance Committee met twice with PBGH auditors.

On a motion by Ms. Bulova, and a second by Ms. McConnell, the Board unanimously approved the resolution. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Hill, McConnell, Waldron and Zimmerman.

Authorization to Enter into a MOU with the Virginia State Police for Canine Inspections – 9D

Mr. Zehner reminded Board Members that following the railway bombings in Madrid and London, VRE began using Virginia State Police bomb dogs to sweep trains enroute, on a continuous, but random basis. This program has wide acclaim and is universally well received by passengers and crew. The term of the contract was for one-year, with two additional one-year options. VRE is requesting authorization for the total term of the contract, with the CEO exercising the option years at his discretion. Resolution #9D-03-2006 would recommend that the Commissions authorize the VRE CEO to enter into a MOU with the Virginia State Police for continuing random canine inspections of VRE cars, locomotives and stations in an amount not to exceed \$225,000 a year for a term of no more than three years.

Mr. Zimmerman asked if there could be situations where protocol is needed, such as people other than law enforcement officers carrying legally concealed weapons. Mr. Snyder stated that the police officers accompanying the canines are professionals and know how to deal with difficult situations. In response to a question from Ms. McConnell, Mr. Snyder explained that the inspections are random and passengers are not notified ahead of time. Mr. Zehner stated that he doesn't even know when they will be conducted. Chairman Caddigan observed that this is a wonderful program and puts passenger's minds at ease.

Ms. Barg moved, with a second by Ms. Bulova, to approve Resolution #9D-03-2006. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Hill, McConnell, Waldron and Zimmerman.

Authorization to Enter into a MOU with Fairfax County for Burke Centre Grant Funding – 9E

Resolution #9E-03-2006 would recommend that the Commissions authorize VRE's CEO to enter into an agreement with Fairfax County to apply for grant funds on the County's behalf for design and construction of the Burke Centre VRE station parking facility in an amount not to exceed \$5.6 million.

On a motion by Ms. Bulova, and a second by Ms. McConnell, the Board unanimously approved the resolution. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Hill, McConnell, Waldron and Zimmerman.

Authorization to Amend the Corridor Improvement Project MOU Between VRE, VDRPT and CSX – 9F

Mr. Zehner reported Resolution #9F-03-2006 would recommend that the Commissions authorize him to execute an amendment to the January 31, 2002, MOU with CSXT and VDRPT regarding improvements to the rail corridor intended to fulfill VRE's commitment to build a third mainline in the CSXT corridor.

The MOU entails the process for phased implementation of certain improvements to the rail corridor and corresponding enhancements in rail service following such improvements. The MOU was for the purpose of implementing VRE's commitment to build a third mainline as set forth in the Operating Access Agreement with CSXT. The AF and Arkendale Interlockings have been completed and the Quantico Bridge is 65 percent complete. Changes have been proposed to the priority and timing of the remaining projects due to CSX labor constraints and their ability to complete projects as originally planned. The MOU schedule has been adjusted to reflect a three year delay for all projects not currently completed. In addition, the MOU was changed, affecting timing and train origination. The addition of VRE trains to the Fredericksburg Line is contingent on completion of all major Fredericksburg Line projects (Quantico Bridge,

Franconia Hill, 3rd main from RO to Slater's Lane, and L'Enfant 3rd main which are all in phases III and IV). The changes significantly increase railroad capacity on the Fredericksburg Line and allow improved on-time performance of all added VRE trains. No changes to the VRE funding commitments would occur as a result of amending this agreement.

Ms. Barg moved, with a second by Ms. Bulova, to approve Resolution #9F-03-2006. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Hill, McConnell, Waldron and Zimmerman.

Insurance Trust Fund – 10A

Mr. Zehner explained that VRE was recently contacted by the Division of Risk Management (DRM) concerning the financial health of VRE's Insurance Trust Fund. With the assistance of their actuary, DRM developed financial stability goals in order to maintain the fund at a level that will meet both known and unexpected insurance costs. The state's calculation of the balance needed to meet these goals is \$10 million. Based on these goals, the balance in the fund will be short by approximately \$4 million after premium payments are made in FY 2007. Staff is currently working with DRM to discuss the available options for increasing the Insurance Trust Fund balance. Mr. Zehner stated that this issue will also be added to the VRE budget process.

Closed Session – 11

Ms. Bulova moved, with a second by Mr. Jenkins, the following motion:

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A (7), (30), and (1) of the Code of Virginia), the VRE Operations Board authorizes discussion in Closed Session concerning one legal matter pertaining to the terms and conditions for inclusion of new participating jurisdictions in the Master Agreement for Commuter Rail, one legal matter concerning contract negotiations, and two personnel actions.

The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Hill, McConnell, Waldron and Zimmerman.

The Board entered into Closed Session at 10:07 A.M. and returned to Open Session at 10:40 A.M.

Ms. Bulova moved, with a second by Mr. Jenkins, the following certification:

The VRE Operations Board certifies that, to the best of each member's knowledge and with no individual member dissenting, at the just concluded Closed Session:

1. Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and
2. Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed or considered.

The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Hill, McConnell, Waldron and Zimmerman.

Other VRE Business

Mr. Waldron moved, with a second by Mr. Jenkins, to approve Resolution #11A-03-2006, which would authorize VRE's CEO to enter into a settlement agreement resolving all claims and to issue a change order to Abernathy Construction in the amount of \$486,466.81, plus an addition of 23 calendar days to the project schedule. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Hill, McConnell, Waldron and Zimmerman.

Ms. McConnell moved, with a second by Ms. Bulova, to approve Resolution #11B-03-2006, which would authorize the CEO to award a cash bonus to Mark Roeber for outstanding work during the 2006 Virginia Legislative Session. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Hill, McConnell, Waldron and Zimmerman.

Mr. Jenkins moved, with a second by Ms. Barg, to approve Resolution #11C-03-2006, which would authorize payment to Dale Zehner for 58.50 hours of his excess annual leave. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Hill, McConnell, Waldron and Zimmerman.

Mr. Zimmerman announced that the Virginia Transit Association's annual meeting is being held in Alexandria on May 11-13, 2006. Board members were encouraged to attend.

Adjournment

Without objection, Chairman Caddigan adjourned the meeting at 10:45 A.M.

Approved this 21st day of April, 2006.

Maureen Caddigan
Chairman

Doug Waldron
Secretary

CERTIFICATION

This certification hereby acknowledges that the minutes for the March 17, 2006, Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

Rhonda Gilchrest

Rhonda Gilchrest

Exercise Option for 50 Railcars with Financing.

The VRE Operations Board recommends approval of Resolution #2015 and #2016. Resolution #2015 authorizes the following actions:

- 1) Execution on an option for 50-railcars with Sumitomo Corporation by April 28, 2006;
- 2) Forwarding to the participating and contributing local jurisdictions under the terms of the VRE Master Agreement a recommendation that they each authorize a loan to finance the 50-railcar option.

Resolution #2016 authorizes the Federal Railroad Administration (FRA) loan that will be in the name of NVTC for administrative ease, based on the recommendation of bond counsel.

The attached memorandum explains the terms of the 50-railcar option and the FRA loan. VRE staff has met with each of VRE's participating and contributing jurisdictions to explain this request.



RESOLUTION #2015

SUBJECT: Execution of Option for 50 Railcars.

WHEREAS: In April of 2005, the VRE Operations Board approved a contract with Sumitomo Corporation of America for the production of 11 new cab cars funded from VRE's Capital Improvement Program (CIP) using federal formula funds;

WHEREAS: This procurement specification also included the option to purchase 50 additional railcars which must be executed by April 30, 2006;

WHEREAS: As of April 6, 2006, it appears that VRE may have \$35 million in state funding allocated to the project;

WHEREAS: VRE has applied to the Federal Railroad Administration for a loan;

WHEREAS: The funding options have been forwarded to the participating and contributing jurisdictions for consideration; and

WHEREAS: The VRE Master Agreement provides that VRE shall utilize reasonable debt financing to the extent that such financing is advantageous and is in the interest of the parties to the Master Agreement, but requires that VRE not assume debt without the consent of all Participating and Contributing Jurisdictions.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to execute an option with Sumitomo Corporation of America to purchase 50-railcars in an amount not to exceed \$86,019,340, plus a contingency of \$4,408,408, for a total authorization not to exceed \$90,427,748, subject to approval of the financing plan by each participating and contributing VRE jurisdiction; and



RESOLUTION #2015

BE IT FURTHER RESOLVED that the Northern Virginia Transportation Commission recommends that each participating and contributing VRE jurisdiction should act to approve the debt financing for the railcar option.

Approved this 6th day of April, 2006.

Gerald Connolly
Chairman

William Euille
Secretary-Treasurer

RESOLUTION #2015

BE IT FURTHER RESOLVED that the Northern Virginia Transportation Commission recommends that each participating and contributing VRE jurisdiction should act to approve the debt financing for the railcar option.

Approved this 6th day of April, 2006.

Gerald Connolly
Chairman

William Eulle
Secretary-Treasurer



RESOLUTION #2016

SUBJECT: Approval of Financing Plan for VRE 50-Railcar Option.

WHEREAS: The Northern Virginia Transportation District Commission ("NVTC") and the Potomac and Rappahannock Transportation District Commission ("PRTC," and, together with NVTC, the "Commissions") jointly own and operate the Virginia Railway Express (the "VRE") commuter rail service in Northern Virginia and the District of Columbia pursuant to the "Master Agreement for Provision of Commuter Rail Services in Northern Virginia – Establishment of the Virginia Railway Express" dated as of October 3, 1989, as amended (the "Master Agreement"), among the Commissions and the Participating and Contributing Jurisdictions described in such Master Agreement; and,

WHEREAS: The Commissions have the option to purchase 50 bi-level railcars for the VRE on favorable terms but such option must be exercised by April 30, 2006; and,

WHEREAS: The Master Agreement provides that the Commissions shall utilize reasonable debt financing to the extent that such financing is advantageous to the VRE and is in the interest of the parties to the Master Agreement, but requires that the Commissions not incur debt related to the VRE, other than the initial debt, without the consent of all Participating and Contributing Jurisdictions; and,

WHEREAS: The Commissions have determined that the exercise of the 50 bi-level railcar purchase option described above can be financed advantageously through the incurrence of additional debt by NVTC in the form of a Federal Railroad Administration (the "FRA") Railroad Rehabilitation and Improvement Financing Program Loan in an amount not to exceed \$57,500,000, for a term not to exceed 25 years, at an annual rate of interest not to exceed 5.71% (collectively, the "FRA Loan").

NOW, THEREFORE, BE IT RESOLVED BY THE NORTHERN VIRGINIA TRANSPORTATION DISTRICT COMMISSION, AS FOLLOWS:

1. The FRA Loan, upon the terms and conditions set forth in the VRE's application therefor (copies of which have been provided to the Commissions), with such changes thereto as may be approved in writing by the Chairman, Vice Chairman or Executive Director of NVTC, is hereby authorized.

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RESOLUTION #2016

2. The Chairman, Vice Chairman or Executive Director of NVTC is authorized to determine and approve the final details of the FRA Loan, including, without limitation, the aggregate principal amount of the FRA Loan, the interest rates on the FRA Loan, the dates (including payment dates) of the FRA Loan documents and the amounts and prices of any optional or mandatory prepayments, provided, however, that the aggregate principal amount of the FRA Loan shall not exceed \$57,500,000, its term shall not exceed 25 years and its annual rate of interest shall not exceed 5.71%. The FRA Loan may require that the Commissions grant the FRA security interests in the railcars and/or the jurisdictional payments under the Master Agreement. The approval of the Chairman, Vice Chairman or Executive Director of NVTC of such details shall be conclusively evidenced by the execution and delivery of the loan documents for the FRA Loan, which FRA Loan documents shall be prepared or reviewed by VRE's bond counsel and reviewed by its general counsel. The consummation of the FRA Loan shall be subject to the consent of the Participating and Contributing Jurisdictions as described in the recitals to this Resolution.
3. The Chairman, Vice Chairman or Executive Director of NVTC is authorized to approve, execute and deliver on behalf of NVTC, and, if required, the Secretary or any Assistant Secretary of NVTC is authorized to affix and attest the seal of NVTC to, the FRA Loan documents described above and such other documents, instruments or certificates as they deem necessary or appropriate, in consultation with VRE's bond counsel and general counsel, to carry out the FRA Loan transaction authorized by this resolution. The approval of the Chairman, Vice Chairman or Executive Director of NVTC shall be conclusively evidenced by the execution and delivery of such documents, instruments or certificates. Such officers of NVTC and the Executive Director are further authorized to do and perform such other things and acts as they deem necessary or appropriate, in consultation with VRE's bond counsel and general counsel, to carry out the FRA Loan transaction authorized by this resolution. All of the foregoing previously approved, executed, delivered, done or performed by such officers of NVTC or the Executive Director are in all respects hereby approved, ratified and confirmed.
4. This resolution shall take effect immediately upon its adoption.

RESOLUTION #2016

Approved this 6th day of April, 2006.

Gerald Connolly
Chairman

William Euille
Secretary-Treasurer



Virginia Railway Express Operations Board

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AGENDA ITEM 9-A ACTION ITEM

TO: CHAIRMAN CADDIGAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: MARCH 17, 2006

**RE: AUTHORIZATION TO EXECUTE THE OPTION FOR 50
RAILCARS AND APPROVE FINANCING PLAN**

RECOMMENDATION:

The VRE Operations Board is recommending that the Commissions authorize the VRE Chief Executive Officer to execute an option with Sumitomo Corporation of America to purchase fifty railcars in an amount not to exceed \$90,427,748. The total contract value shall be \$86,019,340, plus a contingency of \$4,408,408, for total authorization not to exceed \$90,427,748.

BACKGROUND:

In April of 2005, the VRE Operations Board approved a competitively procured contract with Sumitomo Corporation of America for the production of eleven new cab cars funded from VRE's Capital Improvement Program (CIP) using federal formula funds. This procurement specification included not only the purchase of eleven cab cars, but also an option to purchase 50 additional railcars. The 50 cars were included as an option because funding was not available for all 61 cars. The evaluation criteria for this project, as required by the Federal Transit Administration (FTA) to permit the exercise of an option, included both the base contract and the option.

The fixed-price option for the 50 additional cars includes 10 additional cab cars, 20 trailers with ADA toilets and lifts, and 20 trailers without toilets. The option must be exercised by April 30, 2006. During the past year, staff worked to develop a funding plan that would minimize the impact on the member

jurisdictions. Application was made to both state and federal sources and as shown below, the Commonwealth has allocated substantial funding for the project.

In November of 2005, a subsequent presentation was made to the Operations Board recommending that the 50-car option be exercised. This recommendation was based on future service demands, capacity constraints associated with the existing fleet and the extremely competitive price.

Per Car Cost for 50-Railcar Option				
	Cab Car (10)	Trailer with Toilet (20)	Trailer w/out Toilet (20)	Total Cost for 50 Railcars
Construction	\$1,900,750	\$1,693,945	\$1,656,647	\$86,019,340
Construction Oversight	\$42,976	\$42,976	\$42,976	\$2,148,814
Costs and Contingency	\$88,168	\$88,168	\$88,168	\$4,408,408
Total	\$2,031,894	\$1,825,089	\$1,787,791	\$92,576,612

Due to uncertainty over the status of funding, several financing scenarios presented to the VRE Operations Board have been examined by VRE and jurisdictional staff. As of March 2006, it appears that VRE will have \$35 million in state funding allocated to the project as well as applied to the FRA for debt financing. The loan sought from FRA requires an annual debt payment that would require the jurisdictions to assume an increase in local subsidy beginning in FY 2008 (there is no FY 2007 budget implication). Based on these conditions, management is recommending the following financing plan.

Financing Plan: Assumes VRE does not receive any additional funding beyond \$35 million (\$20 million currently appropriated by the Commonwealth and \$15 million currently included in HB30/SB30). This scenario requires the jurisdictions to assume an additional \$1.28 million/year in subsidy for 25 years.

Summary of Financing Plan						
Financing Scenario	State Funds	FRA Loan Amount	Est. Annual Debt Service	Source of Funding		
				Federal Formula Funds	Add'l State Amount*	Subsidy Increase
	\$35,000,000	\$57,500,000	\$4,330,000	\$2,500,000	\$547,250	\$1,280,000

Note: Based on an assumed 30% state capital match for debt service outside of federal capital program.

Because the option must be exercised in April and VRE does not yet know the final outcome of the General Assembly session in progress and has not yet received the loan from FRA, member jurisdictions are being asked to support

exercising the option assuming this estimate. The impact to each jurisdictional subsidy is estimated below.

Summary of Financing Scenario		
Jurisdiction	Base Subsidy*	Est. Increase in Subsidy
Fairfax County	\$3,935,735	\$590,082
Fredericksburg	\$111,115	\$16,659
Manassas City	\$428,436	\$64,235
Manassas Park	\$183,686	\$27,540
Prince William County	\$2,961,241	\$443,977
Stafford County	\$917,147	\$137,507
ANNUAL TOTAL		\$1,280,000

Note: Base subsidy uses FY 2007 allocation for illustrative purposes and will be updated with FY 2008 numbers during the next budget cycle.

VRE has attended or is scheduled to attend meetings with all participating jurisdictions' governing bodies to discuss this project and its financing. Approval of the financing by each jurisdiction is required and must be received prior to exercising the option in April. Accordingly, VRE is asking the Operations Board to recommend to the Commissions that approval to exercise the option be authorized contingent upon the approvals of all member jurisdictions. Approval of the financing by the Commissions is also being requested. VRE will return to the Operations Board with a separate action to authorize construction and oversight work.

FISCAL IMPACT:

Funding for this project is expected to include \$35 million in funding from the Commonwealth (\$20 million currently appropriated by the Commonwealth and \$15 million currently included in HB30/SB30). The additional \$57.5 million has been applied for from a FRA loan that requires the jurisdictions to assume an additional \$1.28 million/year in subsidy for 25 years.

Memorandum of Understanding with Fairfax County for Burke Centre Parking.

The VRE Operations Board recommends approval of Resolution #2017. This resolution authorizes VRE's Chief Executive Officer to execute a memorandum of understanding with Fairfax County to allow VRE to apply for federal grant funds on behalf of the county for the VRE parking facility at the Burke Centre VRE Station. Up to \$5.6 million in federal funds will be requested as part of the \$28 million being assembled by the county for the 1,500 space parking structure. The MOU also sets forth mutual understandings and responsibilities for environmental work, design, construction and operation. The MOU has been approved by VRE's legal counsel.

NVTC Northern Virginia Transportation Commission

RESOLUTION #2017

SUBJECT: Memorandum of Understanding with Fairfax County for Burke Centre Parking.

WHEREAS: Fairfax County has assembled over \$28 million for a parking expansion project at the Burke Centre VRE station;

WHEREAS: The expansion will provide over 1,500 parking spaces at the site of the existing surface parking lot;

WHEREAS: Fairfax County is preparing to initiate the solicitation for construction of the facility;

WHEREAS: VRE has been asked to apply to FTA for funding on behalf of Fairfax County;

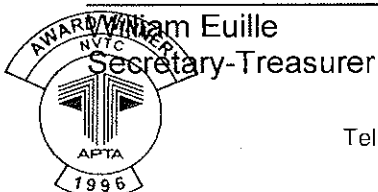
WHEREAS: Fairfax County is contributing all required local match and any additional funds needed would be secured by Fairfax County prior to execution of a construction contract; and

WHEREAS: A proposed Memorandum of Understanding outlines responsibility for each party to facilitate the environmental work, design, construction and operation of the parking facility as well as ensure that all applicable grant conditions are met.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to enter into an agreement with Fairfax County to apply for grant funds on behalf of the county for design and construction of the Burke Centre VRE station parking facility in an amount not to exceed \$5,600,000.

Approved this 6th day of April, 2006.

Gerald Connolly
Chairman



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AGENDA ITEM 9-E ACTION ITEM

TO: CHAIRMAN CADDIGAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: MARCH 17, 2006

**RE: AUTHORIZATION TO ENTER INTO A MOU WITH FAIRFAX
COUNTY FOR BURKE CENTRE GRANT FUNDING**

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to enter into an agreement with Fairfax County to apply for grant funds on their behalf for design and construction of the Burke Centre VRE station parking facility in an amount not to exceed \$5,600,000.

BACKGROUND:

Over the last several years, Fairfax County has worked to assemble over \$28 million for a parking expansion project at the Burke Centre VRE station. The expansion will provide over 1,500 parking spaces at the site of the existing surface parking lot. Environmental documents were completed in August of 2005 and a public hearing held in October, 2005. Design documents are nearly complete and construction specifications are being prepared.

Fairfax County is responsible for contracting for environmental study, design, and construction of the parking facility as well as managing this work. VRE staff has and will continue to serve on all procurement selection committees as well as help to ensure federal grant compliance for the project.

This MOU will allow VRE to apply, on Fairfax County's behalf, for \$5.6 million in grant funding from the Federal Transit Administration which will be combined with other state and federal funds obtained by Fairfax County for the project. Fairfax

County is contributing all required local match and any additional funds needed would be secured by Fairfax County prior to execution of a construction contract.

The MOU has been approved by both FTA and VRE's legal counsel and outlines understandings and responsibilities for each party to facilitate the environmental work, design and construction of the parking facility, as well as ensure that all applicable grant conditions are met. Fairfax County will be responsible for the operation of the parking facility, including routine maintenance, such as snow and trash removal, and long term capital maintenance. Before making any significant changes to the operation and/or maintenance, Fairfax County will consult with VRE.

FISCAL IMPACT:

This MOU allows the pass through of grant funds from VRE to Fairfax County to support the upcoming parking construction project at the Burke Centre VRE station. All local match is being provided by Fairfax County.

Memorandum of Understanding with Prince William County for Parking at Broad Run.

The VRE Operations Board recommends approval of Resolution #2018. This resolution authorizes VRE's Chief Executive Officer to amend a memorandum of understanding with Prince William County for parking improvements at Broad Run to increase funding by \$42,633 to bring the new total to \$499,355. Governor Warner's congestion relief initiative is providing all of the funding with no local match required. The additional amount covers unanticipated costs incurred by the county to stabilize the pavement base with geotechnical fabric and other materials.

NVTC Northern Virginia Transportation Commission

RESOLUTION #2018

SUBJECT: Memorandum of Understanding with Prince William County for Parking at Broad Run.

WHEREAS: VRE received funding from the Governor's Congestion Relief Program to complete parking expansion projects and access improvements in Manassas and Broad Run;

WHEREAS: A MOU was executed with Prince William County to complete the work on a cost reimbursement basis; and

WHEREAS: Due to a requirement for additional materials based on poor weather and the immediate demand for parking, additional project costs were incurred.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to amend the memorandum of understanding with Prince William County for parking improvements at Broad Run by \$42,633 bringing the total contract value to \$499,355, with all funds to be provided from the state congestion relief program.

Approved this 6th day of April, 2006.

Gerald Connolly
Chairman

William Euille
Secretary-Treasurer





Virginia Railway Express Operations Board

1500 King Street • Suite 202 • Alexandria, Virginia 22314-2730 • (703) 684-1001 • FAX (703) 684-1313
Web Site: <http://www.vre.org> • E-Mail: gotrains@vre.org

AGENDA ITEM 9-B ACTION ITEM

TO: CHAIRMAN CADDIGAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: MARCH 17, 2006

**RE: AUTHORIZATION TO AMEND MOU WITH PRINCE WILLIAM COUNTY
FOR PARKING IMPROVEMENTS AT BROAD RUN**

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to amend the Memorandum of Understanding (MOU) with Prince William County for parking improvements at Broad Run by \$42,633, bringing the total contract value to \$499,355.

BACKGROUND:

In 2004, VRE received funding through the Governor's Congestion Relief Program to complete parking expansion projects and make access improvements at the Broad Run VRE station. On May 21, 2004, the Operations Board authorized a MOU with Prince William County, under a cost reimbursement agreement, to complete the initiatives listed below for a total cost of \$456,722.

- Remove barn adjacent to the Broad Run parking and yard facility
- Construct a parking facility in place of the barn (113 spaces)
- Construct a temporary parking facility on Manassas Regional Airport Authority property adjacent to the existing platform (88 spaces)

On November 14, 2005, the permits to perform the work were issued and construction was initiated. The immediate demand for parking prompted VRE to proceed with construction of the barn lot despite poor weather conditions. In order to stabilize the wet pavement base, VRE requested that additional materials (geotechnical fabric and

stones) be installed. The extra work was required to complete the project and not delay the work until the summer season.

The project MOU with Prince William County did not include a contingency. Subsequently, staff is requesting an additional \$42,633 (less than 10%) to fully reimburse the County for work performed. The parking lot was completed and opened for use on January 30, 2006, bringing the total number of spaces at this station to 885.

FISCAL IMPACT:

Funding for this project is available in VRE's Capital Improvement Program (CIP) as part of the Governor's Congestion Relief Program. No local match is required.

Memorandum of Understanding for Canine Inspections of VRE Property.

The VRE Operations Board recommends approval of Resolution #2019. This resolution authorizes VRE's Chief Executive Officer to execute a memorandum of understanding with the Virginia State Police to continue random canine inspections of VRE rolling stock and other property. The cost to VRE will not exceed \$225,000 a year for a three-year period. The MOU will cover the first year with two, one-year options to be exercised at the discretion of VRE's CEO. Funding is provided from a federal security grant from the office of Domestic Preparedness.

NVTC Northern Virginia Transportation Commission

RESOLUTION #2019

SUBJECT: Memorandum of Understanding for Canine Inspection of VRE Property.

WHEREAS: VRE does not currently have access to a dedicated police force;

WHEREAS: VRE has been using Virginia State Police bomb dogs to sweep trains enroute on a continuous, random basis;

WHEREAS: This program is well received by passengers and crew; and

WHEREAS: A MOU is recommended by the VRE Operations Board to formalize the provision of these services.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to enter into a Memorandum of Understanding (MOU) with the Virginia State Police for continuing random canine inspections of VRE cars, locomotives and stations in an amount not to exceed \$225,000 per year for a term of no more than three years, which will be exercised annually at the VRE CEO's discretion.

Approved this 6th day of April, 2006.

Gerald Connolly
Chairman

William Euille
Secretary-Treasurer





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AGENDA ITEM 9-D ACTION ITEM

TO: CHAIRMAN CADDIGAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: MARCH 17, 2006

RE: AUTHORIZATION TO ENTER INTO A MOU WITH THE VIRGINIA STATE POLICE FOR CANINE INSPECTIONS

RECOMMENDATION:

The VRE Operations Board is recommending that the Commissions authorize the VRE Chief Executive Officer to enter into a Memorandum of Understanding (MOU) with the Virginia State Police for continuing random canine inspections of VRE cars, locomotives and stations in an amount not to exceed \$225,000 a year for a term of no more than three years, which will be exercised annually at the VRE CEO's discretion.

BACKGROUND:

In the summer of 2004, VRE commenced training US Customs and Border Protection canines to detect explosives in a railroad environment. As the dogs "graduated," they were used as a test on VRE trains at Alexandria, in a crowded venue, with outstanding success.

Following the railway bombings in Madrid and London, VRE began using Virginia State Police bomb dogs to sweep trains enroute, on a continuous, but random basis. This program has wide acclaim, and is universally well received by passengers and crew.

The term of the contract is for one year with two additional one-year options. VRE is requesting authorization for the total term of the contract, with the VRE CEO exercising the option years at his discretion.

FISCAL IMPACT:

Funding for this MOU is available from a security grant provided by a RTSWG (Regional Transportation Security Working Group) committee utilizing monies controlled by the Office of Domestic Preparedness.

Amendment to Memorandum of Understanding with CSXT and the Commonwealth for Rail Corridor Improvements.

The VRE Operations Board recommends approval of Resolution #2020. This resolution authorizes VRE's CEO to amend the memorandum of understanding with CSXT and the commonwealth regarding rail corridor improvements. The January 31, 2002 MOU details the sequence of improvements to the corridor by VRE and the commonwealth and the corresponding increases in VRE trains that will be permitted by CSXT. Because of CSX labor constraints, however, a three-year delay in completion of several remaining projects must be added and some shifts in the timing of trains will result. The attachment shows the original order and the changes. No changes in VRE financial obligations will result from this action.

NVTC Northern Virginia Transportation Commission

RESOLUTION #2020

SUBJECT: Amendment to MOU with CSXT and the Commonwealth for Rail Corridor Improvements.

WHEREAS: On January 31, 2002, VRE executed a MOU with CSXT and DRPT that detailed the process for phased implementation of certain improvements to the rail corridor and corresponding enhancements in VRE rail service following such improvements;

WHEREAS: A list of improvements and corresponding increases in train capacity for VRE was developed;

WHEREAS: Since that time, changes to the priority and timing of the remaining projects have been negotiated; and

WHEREAS: An amendment to the MOU affecting timing and train origination has been proposed.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to amend the existing MOU with CSXT and the Commonwealth of Virginia's Department of Rail and Public Transportation regarding improvements to the rail corridor to reflect the negotiated changes described to the commission.

Approved this 6th day of April, 2006.

Gerald Connolly
Chairman

William Euille
Secretary-Treasurer



4350 N. Fairfax Drive • Suite 720 • Arlington, Virginia 22203
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120 • VA Relay Service
E-mail nvtc@nvtc.org • Website www.thinkoutsidethecar.org



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AGENDA ITEM 9-F ACTION ITEM

TO: CHAIRMAN CADDIGAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: MARCH 17, 2006

**RE: AUTHORIZE AMENDMENT OF THE CORRIDOR IMPROVEMENT
PROJECT MOU BETWEEN VRE, DRPT, AND CSX**

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to execute the attached amendment to the January 31, 2002, Memorandum of Understanding (MOU) with CSXT and the Commonwealth of Virginia's Department of Rail and Public Transportation (DRPT) regarding improvements to the rail corridor intended to fulfill VRE's commitment to build a third mainline in the CSXT corridor.

BACKGROUND:

On January 31, 2002, VRE executed a MOU with CSXT and DRPT that detailed the process for phased implementation of certain improvements to the rail corridor and corresponding enhancements in rail service following such improvements. The MOU was for the purpose of implementing the VRE's commitment to build a third mainline in the CSXT rail corridor as set forth in the Operating Access Agreement with CSXT. A list of improvements and corresponding increase in available train capacity for VRE was developed. The AF and Arkendale Interlockings have been completed and Quantico Bridge is 65% complete. Changes have been proposed to the priority and timing of the remaining projects due to CSX labor constraints and their ability to complete projects as originally planned. The MOU schedule has been adjusted to reflect a three year delay for all projects not currently completed. In addition, the MOU was changed affecting timing and train origination.

The attachment shows the changes in the order of projects, anticipated completion of phases, and the proposed trains added by line. In addition, a fifth phase has been added. Agreement between DRPT, CSX and VRE has been reached on all proposed changes.

The addition of VRE trains to the Fredericksburg Line is contingent on completion of all major Fredericksburg Line projects, i.e. Quantico Bridge, 3rd main up Franconia Hill, 3rd main from RO to Slater's Lane, and L'Enfant 3rd main which are all in phases III and IV. These changes significantly increase railroad capacity on the Fredericksburg Line and allow improved on-time performance of all added VRE trains.

FISCAL IMPACT:

No changes to the VRE funding commitments occur as a result of amending this agreement.

BOARD ITEM ATTACHMENT - 9F

MEMORANDUM OF UNDERSTANDING GROUP 1 INTERIM IMPROVEMENT AND SERVICE ENHANCEMENT SCHEDULE

PROPOSED REVISIONS

PHASE COMPLETION DATE	ORIGINAL PROJECTS	PROPOSED PROJECTS	ORIGINAL TRAINS EARNED	PROPOSED TRAINS EARNED	COMMENTS
I 2003	<ul style="list-style-type: none"> AF Interlocking L'Enfant 3rd Main Akersdale Crossover 	<ul style="list-style-type: none"> AF Interlocking Consolidate Dispatch Functions Arlendale Crossover Elmest Crossover 	1 Experimental Mid- Day Daily VRE Train	1 Experimental Mid- Day Daily VRE Train	AF Interlocking and Consolidated Dispatch Functions completed
II 2005	<ul style="list-style-type: none"> L'Enfant 3rd Main Frankonia 3rd Main Consolidated Dispatch Functions 	<ul style="list-style-type: none"> Arlendale Crossover Elmest Crossover L'Enfant 3rd Main 	Phase I Train Becomes Regular	Phase I Train Becomes Regular	Elmest Crossover Replaced Ellet Crossover in Phase IV and moved up due to CSX labor constraints to complete L'Enfant
III 2005-07	<ul style="list-style-type: none"> SRO-RO 3rd Main Fredericksburg to XR 3rd Main Ellet Crossover Camfield Bridge 	<ul style="list-style-type: none"> L'Enfant 3rd Main 	1 Round Trip Fredericksburg Train	1 Round Trip Manassas Train	Train switched from Fredericksburg to Manassas due to Available track capacity
IV 2007-08	<ul style="list-style-type: none"> SRO-RO 3rd Main Fredericksburg to XR 3rd Main Ellet Crossover Camfield Bridge 	<ul style="list-style-type: none"> Slater's Lane to RO 3rd Main Frankonia 3rd Main Quantico Bridge 	1 Round Trip Manassas Train & 1 Round Trip Fredericksburg Train	1 Round Trip Fredericksburg VRE Train	Fredericksburg 3 rd Main reduced in scope and moved to new Phase V
V 2008	N/A	<ul style="list-style-type: none"> Fredericksburg to HA 3rd Main 	N/A	1 Round Trip Fredericksburg VRE Train	New Phase Added

TOTAL TRAINS EARNED

3

3

Phase I Experimental Train becomes permanent when Phase II projects completed

Notes:

All trains operate during commuter peak hours unless otherwise noted

Phase I and Phase II VRE trains will load and unload Southbound only while deanchoring Northbound as non-revenue

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Adam McGavock

DATE: March 30, 2006

SUBJECT: Authorize Purchase of Additional SmarTrip Fareboxes

Several local transit operators have again expanded their fleets, and they would like to equip their new vehicles with SmarTrip-compatible fareboxes. Cubic is willing to provide and install these fareboxes as a change order to its existing contract with NVTC at prices identical to last year's purchase cost. As this order affects the spare parts ratio recommended by the vendor and technical advisory consultant, NVTC has advised the agencies to add ten percent to this cost, for the purchase of additional spare parts.

Accordingly, the commission is asked to authorize its executive director to execute the proposed change order and to arrange with local jurisdictions to pay all of the costs shown on the table below, totaling \$326,723. NVTC staff will then ask each jurisdiction to provide a letter stating its intent to purchase the additional fareboxes and parts, and providing authorization for NVTC to do so on their behalf.

Transit Agency	Current Farebox Order	Current Cost	Additional Farebox Order	Cost @ \$11,103 per box	Installation Costs	Cost of Spare Parts	Total Additional Cost
ART	35	\$385,699	0	--	--	--	--
DASH	60	\$655,977	4	\$44,412	0	\$4,441	\$48,853
CUE	13	\$142,012	0	--	--	--	--
Connector	201	\$2,199,304	0	--	--	--	--
Loudoun	24	\$265,256	10	\$111,030	\$3,933	\$11,103	\$126,066
PRTC	103	\$1,133,717	12	\$133,236	\$5,244	\$13,324	\$151,804
<i>TOTAL</i>	383	\$4,781,965	26	\$288,678	\$9,177	\$28,868	\$326,723



MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners
FROM: Rick Taube
DATE: March 30, 2006
SUBJECT: Legislative Items.

As this memorandum is written the Virginia General Assembly has reconvened in a special session. NVTC has joined many public and private sector partners to continue to educate the public about the vital importance of dedicated funding for Metro. The Prince William County Board of Supervisors has added its support by unanimously adopting a resolution favoring such dedicated funding for Metro. Also, the Prince William Regional Chamber of Commerce has provided a letter of support (attached). Staff will brief commissioners on the latest developments, including plans for a media event at the Horner Road Park-and-Ride Lot in Prince William County (see draft +flier).

The Senate has revised its transportation plan. The Senate Finance Committee approved significant changes that emphasized local option taxes, but the plan approved by the full Senate reduced proposed funding without such added local options. Details are in the attachments.

NVTC staff met with Transportation Secretary Pierce Homer along with representatives from several transit systems to emphasize the need for more state transit funding of both operations and capital (see attachment).

On the House side, Delegate Ebbin has reintroduced his dedicated Metro funding bill (now H.B. 5008).

With the Governor's approval of the Metropolitan Washington Airports Authority's proposal to take over the Rail to Dulles project, concerns have been expressed about the lack of accountability to local governments.

In light of these developments, staff will ask for further guidance from the commission on how best to advocate the items on NVTC's 2006 Legislative Agenda.



10,000 daily riders on Metrorail from Prince William County alone.

30% of Prince William County VRE riders transfer to Metrorail or buses.

Metro carries the equivalent of 12 lanes of traffic across the Potomac River.

Northern Virginia's Transportation Priority

Dedicated Funding for Metro

GRIDLOCK IS A NON-PARTISAN ISSUE!

PROPOSED ACTION: The General Assembly would authorize a 1/4-cent sales tax increase dedicated to Metro in Arlington and Fairfax counties and the cities of Alexandria, Fairfax and Falls Church. The tax would take effect only with approval of local governing bodies representing 90% of the population in those jurisdictions.

PURPOSE: Fund 340 new railcars to provide 100% of Metrorail peak-period trains with 8-car capacity. This will relieve unmanageable crowding. It will also fund 275 new buses and other rail and bus enhancements.

PAYOFF: Legislation has been introduced in Congress which would allow Maryland, D.C. and Virginia to receive \$1.5 billion in federal aid for Metro over the next 10 years, IF regional partners can provide a dedicated funding source.

YIELD: Over \$55 million annually.



If you wish to contact your legislators:

Call the Constituent Viewpoint Operator

at the Virginia General Assembly

TOLL FREE at 800-889-0229.

Or to identify your legislator go to:

<http://legis.state.va.us/>

Share your views with your legislators on dedicated funding for Metro.

REASONS TO SUPPORT THE PROPOSAL:

1. Produces measurable and sustainable improvements in Metro performance.
2. Provides the opportunity to reduce the future burden on local property taxes.
3. Ensures that tax proceeds stay in this region, are credited to the jurisdiction in which the tax is collected and are not diverted to other uses.
4. Qualifies the region for \$1.5 billion in new federal funding if the federal legislation passes and if Maryland and D.C. act to provide their shares.
5. Ensures accountability to voters through required local government action.
6. Takes advantage of the emphasis on transportation in the 2006 General Assembly and the desire of Governor Kaine to act promptly and responsibly to solve the transportation funding crisis.
7. Is consistent with strong survey evidence in Northern Virginia that there is significant frustration with traffic, that taxes must be raised to pay for improvements, that most individuals are willing to pay more than a hundred dollars a year for these improvements and that a sales tax is the preferred method of raising funds.



THE NEED FOR DEDICATED FUNDING FOR METRO IS SUPPORTED BY:

- Northern Virginia Transportation Authority
- Northern Virginia Transportation Commission
- Northern Virginia Regional Commission
- Washington Metropolitan Area Transit Authority
- Metropolitan Washington Council of Governments
- Transportation Planning Board of the National Capital Region
- Coalition for Smarter Growth
- Greater Washington Board of Trade
- Virginia Transit Association
- Fairfax County Chamber of Commerce
- Counties of: Arlington & Fairfax
- Cities of: Alexandria, Fairfax & Falls Church
- Arlington Coalition for Sensible Transportation
- Transportation Association of Greater Springfield (TAGS)
- Sierra Club – Virginia Chapter
- Greater Springfield Chamber of Commerce
- Dulles Area Transportation Association (DATA)
- Dulles Corridor Rail Association (DCRA)
- Southern Environmental Law Center
- Piedmont Environmental Council
- Clean Water Action
- Washington Regional Network for Livable Communities
- Northern Virginia Association of Realtors
- Washington Area Bicyclist Association
- Business Transportation Action Coalition
- Northern Virginia Transportation Alliance
- Federal City Council
- Northern Virginia Building Industry Association
- Northern Virginia Technology Council

MOTION: CADDIGAN

**March 21, 2006
Regular Meeting
Res. No. 06-302**

SECOND: BARG

RE: URGE THE VIRGINIA GENERAL ASSEMBLY TO MEET THE CHALLENGE OF H.R. 3496 AND DEDICATE SOURCE(S) OF REVENUE(S) THAT ARE SUFFICIENT TO PROVIDE THE REQUIRED \$50 MILLION ANNUAL VIRGINIA MATCH FOR WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY; AND TO PROVIDE SUBSTANTIAL SOURCES OF CAPITAL FUNDING TO OTHER REGIONAL TRANSIT PROPERTIES, INCLUDING POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION AND VIRGINIA RAILWAY EXPRESS, TO ENSURE THAT THEIR SHORT- AND LONG-TERM CAPITAL NEEDS, INCLUDING THE EXPANSION OF SERVICES TO UNDERSERVED OR UNSERVED AREAS, ARE FUNDED

ACTION: APPROVED

WHEREAS, the Washington Metropolitan Area is consistently ranked among the top three most heavily congested metropolitan areas in the nation; and

WHEREAS, the region has committed itself to relieving congestion and improving the daily commutes of its residents through a variety of mechanisms including the provision of reliable transit services, which also improves the air quality of the region; and

WHEREAS, Prince William County is an integral part of the region with 64% of its employed residents commuting to jobs in other parts of the region; and

WHEREAS, the 2005 Prince William County Citizen Survey found that employed residents commuted an average of 45 minutes each way to and from work; and

WHEREAS, many County residents use public transit systems to commute to their jobs, including Potomac and Rappahannock Transportation Commission (PRTC) bus service, Virginia Railway Express (VRE) commuter rail service, and Washington Metropolitan Area Transit Authority (METRO) system; and

WHEREAS, the METRO system requires 340 new railcars, 275 new buses, station enhancements, ongoing maintenance and renewal, pedestrian improvements, and other needs that are not funded through current sources of revenue; and

WHEREAS, Congressman Tom Davis has introduced legislation (H.R. 3496) in the U.S. House of Representatives to provide \$1.5 billion in federal funds to the METRO system over the next ten years to fund the critical capital and maintenance needs of the METRO system; and

March 21, 2006
Regular Meeting
Res. No. 06-302
Page Two

WHEREAS, H.R. 3496 requires the State of Maryland, District of Columbia, and the Commonwealth of Virginia to each contribute an additional \$50 million per year to METRO over that ten-year period in order to release the federal funds to METRO; and

WHEREAS, H.R. 3496 requires the matching funds to be derived from dedicated funding sources defined as “any source of funds which is earmarked and required under State or local law to be used for payments to the Transit Authority”; and

WHEREAS, the Virginia General Assembly is considering certain revenues to provide the required \$50 million annual Virginia match;

NOW, THEREFORE, BE IT RESOLVED that the Prince William Board of County Supervisors does hereby believe that the Washington Metropolitan Area Transit Authority’s METRO service is an essential part of the regional transportation system;

BE IT FURTHER RESOLVED that the Prince William Board of County Supervisors does hereby urge the Virginia General Assembly to meet the challenge of H.R. 3496 and dedicate source(s) of revenue(s) that are sufficient to provide the required \$50 million annual Virginia match for METRO;

BE IT FURTHER RESOLVED that the Prince William Board of County Supervisors does hereby urge the Virginia General Assembly to provide substantial sources of capital funding to other regional transit properties, including PRTC and VRE, to ensure that their short- and long-term capital needs, including the expansion of services to underserved or unserved areas, are funded.

Votes:

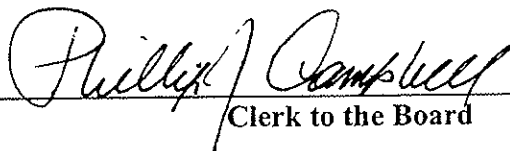
Ayes: Barg, Caddigan, Connaughton, Covington, Jenkins, Nohe, Stewart, Stirrup

Nays: None

Absent from Vote: None

Absent from Meeting: None

CERTIFIED COPY _____


Clerk to the Board



March 31, 2006

The Honorable Gerald E. Connolly
Chairman
Northern Virginia Transportation Commission
4350 North Fairfax Drive
Arlington, VA 22203

Dear Mr. Connolly,

On behalf of the Board of Directors of the Prince William Regional Chamber of Commerce, we want to express the support of the Region's Chamber for efforts of the Northern Virginia Transportation Commission to acquire dedicated funding from the Virginia General Assembly to meet the federal funding match available for METRO through H.R. 3496.

The Region's Chamber is an organization of nearly 1,100 businesses in Prince William County and the surrounding areas. Ensuring the transportation infrastructure necessary for the free flow of commerce and economic growth is a priority for our members. Just as Prince William businesses are part of the Northern Virginia economy, so the quality of the Northern Virginia transportation infrastructure impacts Prince William.

The Region's Chamber supports a multi-faceted transportation system that includes roads, transit, teleworking and other measures. While METRO is not located in Prince William, we recognize that it positively impacts our community. Prince William residents ride METRO, connecting with the system through other means of transportation. Importantly, METRO increases the total transportation capacity of the region, removing a portion of the area's commuters from the roads. Were there no METRO, gridlock would be greatly increased and the flow of commerce further slowed.

Sincerely,

Donna L. Snellings
Chairman of the Board

Laurie C. Wieder
President

4320 Ridgewood Center Drive * Prince William, VA 22192
Tel: (703) 590-5000 * Fax: (703) 590-9815

www.RegionalChamber.org



ACCREDITED
CHAMBER OF COMMERCE
CHAMBER OF COMMERCE
OF THE UNITED STATES

Rick Taube

From: Linda Mcminimy [LMcminimy@cavtel.net]
Sent: Wednesday, March 29, 2006 6:56 PM
To: Kathy.Ichter@fairfaxcounty.gov; 'Al H. Harf'; 'Alex Verzosa (averzosa@fairfax.va.us)'; 'Chip Badger'; 'Claudia Bolitho'; Corey Hill; 'Dale Zehner'; 'Dave Morgan'; 'Donna Shaunesey'; 'Gary Lofton'; 'J.R. Mason-Goode'; James Toscano; 'Jim Hamre (Jhamre@co.arlingtonva.us)'; 'John Lewis'; 'Kathy Beck'; 'Ken Pollock'; 'Leon Alder'; 'Marc Adelman'; 'Mark McGregor'; 'Mark Roeber'; 'Michael J. Carroll'; 'Michael Townes'; 'Nancy Gourley'; 'Rebecca Martin'; 'Reggie Smith'; 'Richard Drumwright'; Rick Taube; 'Rollo Axton'; 'Sandy Modell'; 'Shiva Pant'; 'Tom Biesiadny'; 'Watterson Bill'; 'Alexander M. McCaulay'; 'Bernie Caton'; Dana Fenton (Dana Fenton); 'Dick Beadles'; gmilsky@macbur.com; 'Jayne B Whitney'; 'Kay Slaughter'; 'Mark Rickards'; Memory Porter; 'Michael Edwards (medwards@vml.org)'; Pat Carroll; 'Patty Nicoson'; 'Rae Karen'; 'Rich O'Hare'; 'Richard Peacock'; 'Stewart Schwartz'; 'Trip Pollard'; 'Viktoria W. Badger'; Chris Zimmerman; Christopher Zimmerman; Joe Alexander; Sally Thomas; Vickey Badger; Kala Quintana; 'Susan E. Mittereder Ed. D.'; 'Chris Bridge'; 'Eric Campbell'; Kelly Harris Braxton; 'Martha Burton'; 'Ron Williams (E-mail)'; 'Sherri Nell'; 'Tom Dick'; wclément@hunton.com
Subject: Senate revised Transportation plan and budget

FYI:

The Senate passed a budget today that combines the caboose bill for the remainder of FY06 with the Senate's two year budget bill for FY07 and FY08 (as passed during the regular session) as well as the Senate transportation plan.

Spreadsheets and a brief summary of changes from their original plan as embodied in SB708 can be found in attachments on the link below.

http://leg3.state.va.us/quickplace/sfc2006/main.nsf/h_Discussion/3F1490C97843A938852571400056670B/?OpenDocument

Basically the terminal tax replaces the gas tax at the rack and reduces (somewhat) their proposed truck weight fee increase.

The total level of statewide funding is somewhat lower than SB 708 originally raised and this is reflected in less funding for transit and highways than in the original plan. The added funding for the rail enhancement fund remained the same. The original SB708 provided \$120M for transit by 2010, the current plan provides \$78M beginning in FY07 and tops out \$102M by 2010. Transit funds are intended to provide up to 95% capital, with any remaining funds going to operating- note at this level of funding there is unlikely to be any spillover for operating. A maintenance of local effort is required.

The Senate indicated their plan shows flexibility while maintaining their principles of raising sustainable, dedicated, non-general funds for transportation. The ball is now in the House's Court. The future schedule of both the House and Senate is undetermined at this point.

Please be sure you are communicating your transit systems current and future funding needs especially to House members. Maintaining and improving service requires additional capital and operating funds. The original House plan provides an ongoing funding level for transit of \$29M annually, with one time funds this biennium going to selected transit capital projects.

Linda McMinimy
VTA Executive Director

Rick Taube

From: Shiva K. Pant [spant@wmata.com]
Sent: Wednesday, March 29, 2006 11:27 AM
To: czimmerman@arlingtonva.us
Cc: Rick Taube; Deborah S. Lipman; Raymond C. Feldmann
Subject: Today's actions in Senate Finance Committee

** Proprietary **

This morning, the Senate Finance Committee (SFC) adopted a proposed budget for the remainder of the current fiscal year and the next two years. This will be voted on by the full Senate when they convene at noon.

For statewide transportation funding, the SFC proposal includes increases in motor vehicle sales and use tax, auto insurance premiums, abusive driver fees, oil terminal operators fee, equalize sales tax on diesel to be the same as on gasoline, increase in vehicle registration fees, and additional weight-based truck fees. It also includes a one-time appropriation of \$370 million from the General Fund.

In summary, the SFC proposal provides \$530 million in FY07 and increase to \$747 million in FY 2010.

On the spending side in FY 07, Rail will get \$50 million, mass transit \$70 million (to be allocated by the current formula) and \$410 million in highway construction (to be distributed by the current allocation formulas).

IN ADDITION, the SFC has proposed regional/local funding options which would allow any two or more localities to establish regional transportation authorities (similar to what already exists in No Va); in the localities encompassed by such authorities, one or all of the following revenue sources could be enacted: upto 0.5% retail sales and use tax (THIS IS THE METRO DEDICATED FUNDING PIECE), upto 1% hotel tax, upto 10 cents per gallon in motor fuel taxes at the pump, and a 10 cent per \$100 grants tax. Revenues generated by these sources will remain in the region and allocated, as appropriate, by the regional authority. We are waiting to get the detailed sheets but if all these four sources were enacted, it would generate approximately \$290-\$300 million per year in Northern Virginia.

Localities would have to by resolution agree to join an authority and then by ordinance would have to enact the tax/fee increases. The proviso is that the tax levies in all the authority's member jurisdictions would have to be the same--that is if the authority wants to increase the sales tax and hotel tax, these increases would have to be enacted in all the jurisdictions within the authority's jurisdictions.

Finally, since the proposal does not specifically mention Metro dedicated funding, the Northern Virginia Transp Authority would have to agree to allocate the necessary funding "off the top" for Metro each year since the SFC proposal does not tie down any source of funding for Metro specifically.

It is anticipated that this amended SFC proposed budget plan will be approved by the full Senate later today and sent to the House. The House will probably not consider this until next week and I am sure that House will not agree to all these measures, although the local/regional funding piece might make this more attractive than statewide tax increases

I will forward to you any further clarifying information that may become available.

Thanks

Shiva

Shiva K. Pant
Government Relations Officer (Virginia)
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, DC 20001
=====

Phone: (202) 962-1721
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e-mail: spant@wmata.com
=====

March 23, 2006

The Honorable Pierce R. Homer
Secretary of Transportation
Office of the Governor
P.O. Box 1475
Richmond, VA 23218

Dear Secretary Homer,

Thank you for meeting with transit system managers from HRT, Richmond, Jaunt, PRTC, NVTC, Roanoke and WMATA earlier this week. The transit community is very appreciative of Governor Kaine's strong leadership and your hard work to secure a substantial increase in dedicated, sustainable, non-general funds for transportation. We especially appreciate the Governor's priority on increasing transit funding. The transit community is doing all it can to support this effort.

As supporters of the Governor's effort, we met to alert you and the Governor to a serious imbalance in current proposals related to transit allocation and to suggest workable alternatives. The upcoming special session provides an opportunity to make adjustments and improvements in the Governor's original plan to ensure that the final product achieves the intended results. Clearly the Governor, Senate and House leaders expect that more funding for transit will result in more service.

Our concern is that the proposed allocation with its predominant emphasis on capital funding will not support maintenance of service across the state, and in many cases may result in service cuts, creating an unintended but potentially embarrassing situation for everyone. We believe by using the existing transit allocation formula this can easily be avoided. For Hampton Roads, Richmond, Roanoke, and smaller systems like Jaunt operating costs are the largest ongoing cost component of actually putting service on the street. Costs for fuel and health care have risen significantly. Unfortunately, more money for buses or facilities will not offset these costs or put more service on the street. A balance of operating and capital funds is necessary to maintain, improve and expand service.

Below is a summary of the problems and solutions we presented to you during the meeting.

Problem I. Exclusive emphasis on capital. The Governor's original plan, and the Senate and House plans, all place a heavy and in some cases exclusive emphasis on capital funding. As you know, the Governor's plan is the only proposal that may provide funding levels high enough by FY08 to exceed 95% of eligible capital (depending on the eligible capital costs which are highly variable from year to year) and provide some funds for operating. The Senate proposal takes the same approach but the proposed funding level is too low to actually provide any funds for operating costs. The House proposal provides limited funds exclusively for capital. Our concern is that the emphasis on capital will create imbalances and unintended distortions in many systems that could actually provide new equipment without the resources to put it into service.

This problem has become clear to transit managers as they craft their budgets for the upcoming year. What they need most on a year to year basis are operating funds balanced with funds for capital. The operating costs of transit properties are escalating with rising fuel and health insurance costs. These outstrip the funds provided by maintenance of local effort. In Hampton Roads, for example, maintaining financial effort would not maintain service, much less provide badly needed improvements in frequency of service. In Roanoke,

hotels and the tourist sector are pushing hard for Sunday service to get their transit-dependent employees to work. This costs an additional \$850,000 a year, but only \$50,000 additional local funds would be freed up for this purpose with a requirement for maintenance of local effort. Requests for transit from outlying areas are increasing, but *operating* dollars are essential to expand service. The bottom line: Roanoke and Hampton Roads and other systems need operating dollars first, capital dollars second.

Solution: Use the existing transit allocation formula which provides funds for both capital and eligible operating expenses. This is a formula that works, that all systems in all parts of the state support and should be redeployed to retain a balanced approach to maintain and improve transit service. It should be easy for any legislator to understand that vehicles don't run without fuel and tires - this should be easy for the Administration to take the lead on. This sets no new precedent, especially considering that the HMOF goes further by providing funds for materials and personnel to maintain the roads.

As you can see from the chart below, federal dollars are not available for operating costs, so state funds are especially important, even though they only cover a portion of the operating costs for fuels, parts and tires. The state Code excludes state operating funds from being used for drivers and mechanics, which are critical components of service.

It takes capital and operating funds to maintain, improve or expand transit service						
Transit Service	=	Capital	+	Eligible operating	+	Ineligible Operating
		(Equipment and facilities)		(Fuel, parts, tires)		(Drivers, maintenance staff)
Fund Sources:		Federal, Fares Local GF/Bonds, State		Fares, Local GF, State		Fares, Local GF
Need for Funds:		Varies Year to Year		Annual		Annual

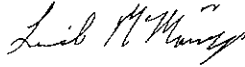
Problem II: Maintenance of effort details. In all proposed plans funding for capital is paired with a requirement for the maintenance of local effort based on FY06. The details are not available, but they should be workable and only apply to the maintenance of local operating costs at the FY06 level. Since capital expenditures are highly variable from year to year, requiring localities to maintain the same level of funding would be unworkable and unreasonable. In some localities, such as Richmond or Fairfax, capital improvements are paid for with bonds rather than general funds. Other systems may have made a large bus purchase in FY06 that is a once in five year occurrence. They could not and should not be required to continue funding at that level.

Solution: At the most require maintenance of effort for local operating funds only. Note: A maintenance of effort does not address the VTRANS recommendation to require a similar local share for transit and roads.

Problem III: At 14.7%, the share of state funds for transit is insufficient to produce the transportation choices needed over the next 20 years. If transit is to play a more significant role in providing mobility in Virginia the share of total transportation dollars will need to be larger than the 14.7% designated in 1986. The Senate and House plans provide for less than 14.7%, even with the inclusion of rail. We were glad to hear that the Governor's plan is leading the way in this respect -- you indicated 18% is provided for transit. We urge the Governor to "draw a line in the sand" and consider the level of funding in the original package, beginning at the FY08 level, as the minimum needed to keep up with costs and begin to improve service (especially if it includes both capital and operating).

Solution: Support the recommendations of the Black Legislative Caucus for at least 25%, with a minimum of \$200 million per year designated to maintain and improve transit service. The environmental community has made similar and even more significant recommendations that would move alternative transportation choices such as transit, walk and bike-ways and intercity rail forward even faster. Clearly a larger percentage is required if state leaders are to achieve a different transportation result. We hope the Governor and you will use all opportunities to push this higher level of ongoing funding.

Sincerely,



Linda McMinimy, Executive Director

Cc: William Leighty, Chief of Staff
Brian Shepard, Policy Director
Corey Hill, Interim Director, DRPT
Scott Kasprowicz, Deputy Secretary of Transportation

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners
FROM: Rick Taube
DATE: March 30, 2006
SUBJECT: WMATA Items

A. Customer Service Initiatives and Revenues.

The attachment describes the revenues collected from sources other than passenger fares, including ATM's and advertising in stations, tunnels and on wrapped buses and railcars. The proceeds of these revenue-producing initiatives are being used to provide new customer service measures such as bomb-resistant trash cans, remote monitoring of Passenger Information Display Signs and a Spanish trip planner interactive telephone system.

B. Metrorail Ridership by Jurisdiction of Residence.

Data extrapolated to the present from the 2002 passenger survey reveal that several outlying jurisdictions not currently paying for Metro service generate significant Metrorail ridership, including Prince William County at 1.4% of the total. The almost 10,000 daily trips from Prince William County residents (9, 888) far exceeds the daily trips by residents of that county on VRE (4,612). Stafford, Spotsylvania and Fredericksburg combined have 3,607 Metrorail daily trips and 4,474 VRE daily trips.

C. Lease Agreement for Springfield Connector Store.

As described in the attached Fairfax County Board item, the county intends to use CMAQ funds to continue to operate the store in a new location. Currently the store has operated within VDOT's Springfield Interchange Store in the Springfield Mall, but VDOT will close its store since the project is almost complete. The new location is a kiosk within the Franconia-Springfield Metrorail Station.





Item: IIa

FY07 Proposed Customer Service Initiatives and Revenues

**Board Budget Committee
March 9, 2006**

Non-passenger Revenue Report
Executive Summary

Executive Summary: In February 2004 the Board approved a broad spectrum of measures to generate new streams of non-passenger revenue including:

- ATMs in Metrorail stations
- Additional advertising space on trains and buses and in stations
- Tunnel advertising
- Broadcast monitors on buses and trains

The experience to date varies from measure to measure:

- Expanded bus, train and station ad inventory has not achieved the \$780,000 in annual revenue projected in 2004, mainly because bus and train wraps entail steep production costs that have not attracted many advertisers
 - Monthly revenue from this additional ad inventory has amounted to \$17,914 from July 2005 through January 2006
 - The contractor is considering ways to reduce production costs to make wraps more attractive to advertisers
- Monthly revenue for ATMs has vastly exceeded the 2004 projection of \$1,250
 - Current monthly revenue is \$2,375 per ATM (\$1,875 in guaranteed rent and \$500 in commissions)
 - \$951,538 in ATM revenue is projected for FY06 and \$1,083,000 in FY07
- The FY07 guarantee of \$700,000 for tunnel advertising will far exceed the estimate of \$400,000 initially made in 2004
 - The first two lighted boxes for tunnel ads are currently being installed

The procurement for monitors on buses and trains is nearing completion

When approving these measures in 2004, the Board also directed that the new revenues serve as investments in customer enhancements. This fiscal year these improvements include:

- Bomb-resistant trash cans in rail stations.....\$ 800,000
- Spanish Trip Planner for telephone
interactive voice recognition system.....200,000
- Automated routing of calls to main switchboard200,000
- Passenger Information Display System (PIDS)
dark sign remote monitoring capability200,000

Total \$1,400,000

Customer enhancement projects to be funded by these new sources of non-passenger revenue in the proposed FY07 budget include:

- New Sales and Service Center at L'Enfant Plaza to meet growing customer demand for SmarTrip®-related services..\$ 450,000
- Trip Planner enhancements to provide other vital information, such as delays, elevator/escalator outages, emergencies.....200,000
- Pilot project of electronic signs in unpaid areas at two rail stations to provide real-time information about service status before customers purchase fare or enter faregate.....200,000
- New standards signage at L'Enfant Station.....900,000
- More bomb-resistant trash cans in rail stations.....250,000

Total \$ 2,000,000

Next Steps:

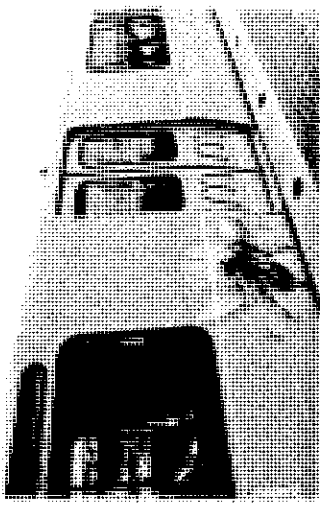
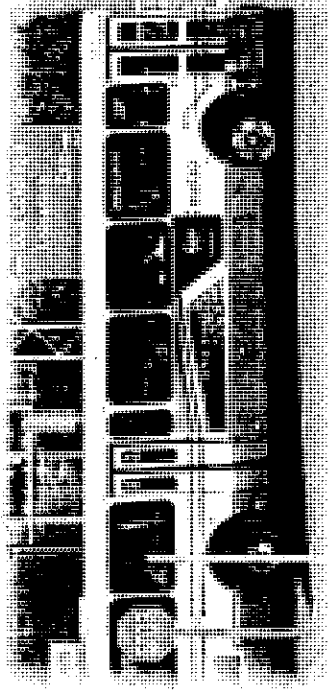
Return to Budget Committee as part of the budget process with action item to approve specific customer enhancement projects to be funded with these non-passenger revenues in FY07

Return to Budget Committee with recommendations to generate additional non-passenger revenues

Develop a new strategy to leverage revenue from bus stop shelters

CUSTOMER COMMUNICATIONS, MARKETING AND SALES

**Report on Non-Passenger Revenues
and Customer Enhancements
Funded with New Revenues**



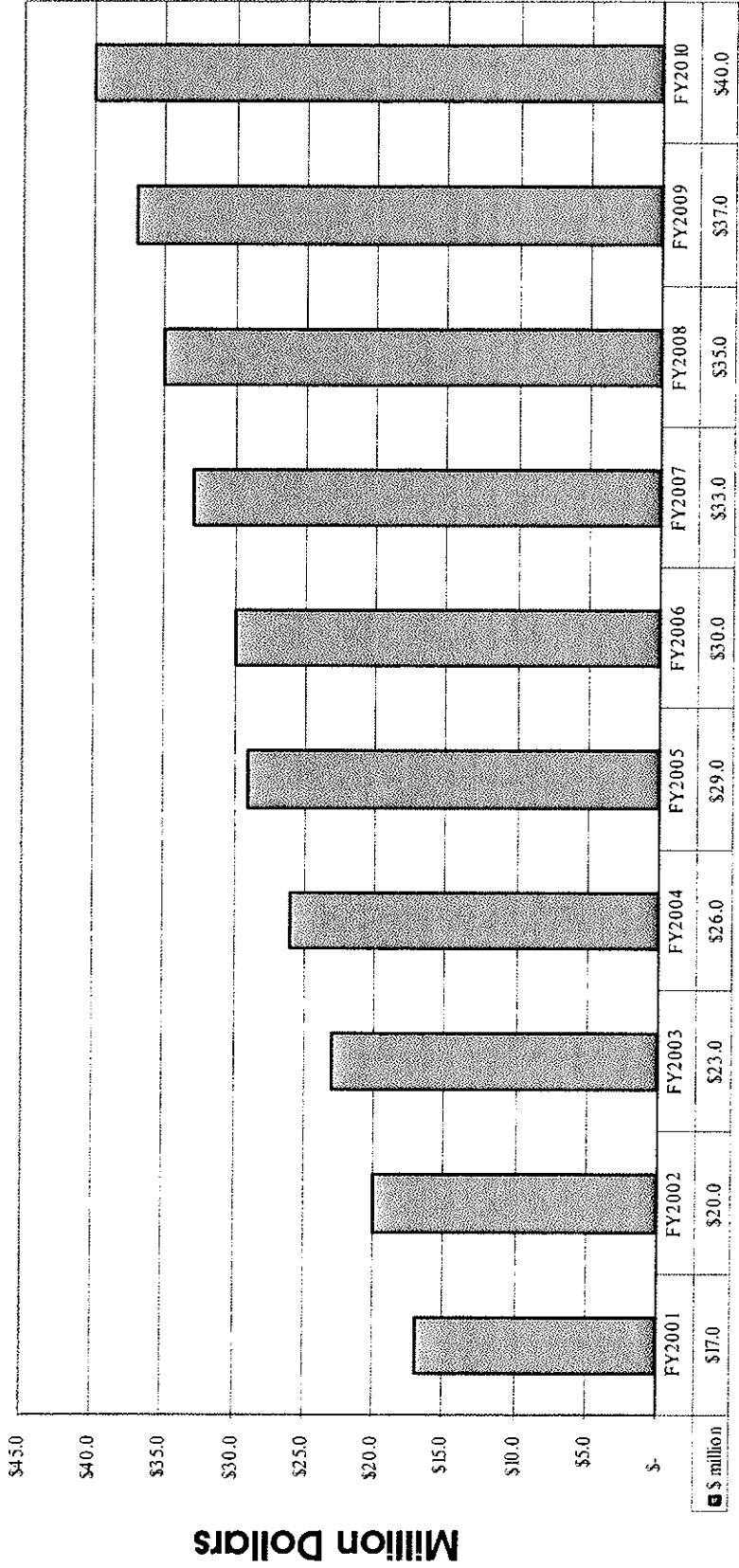
Presented to Board Budget Committee

March 9, 2006

Leveraging Metro's Assets to Generate Non-Passenger Revenue

Guaranteed advertising revenues increase every year to a total \$290 million over 10 year life of contract

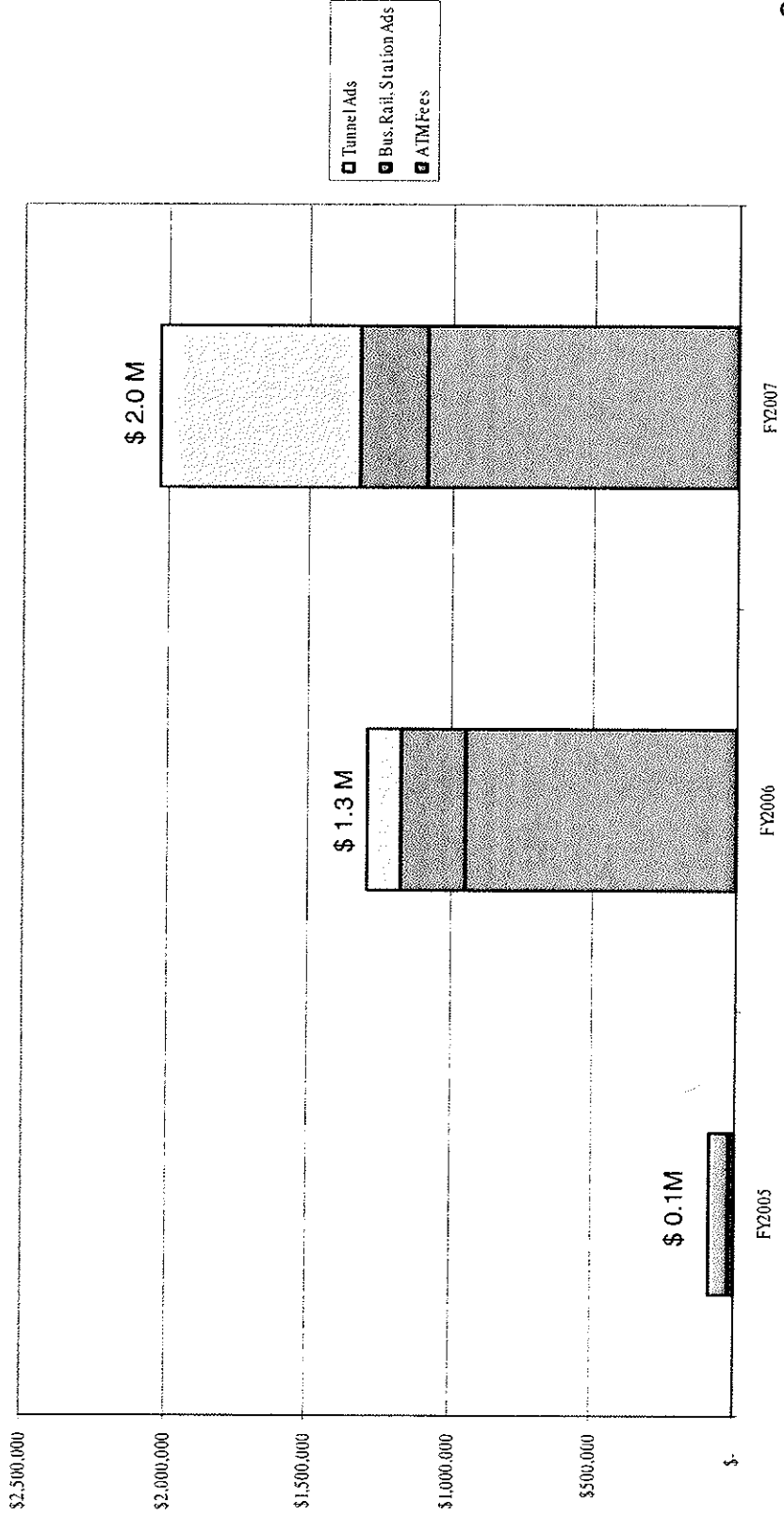
Guaranteed Advertising Revenues by Fiscal Year



Leveraging Metro's Assets to Generate Non-Passenger Revenue

Revenues from additional ad inventory and ATMs increasing each fiscal year

Enhanced Ad and ATM Revenues by Fiscal Year

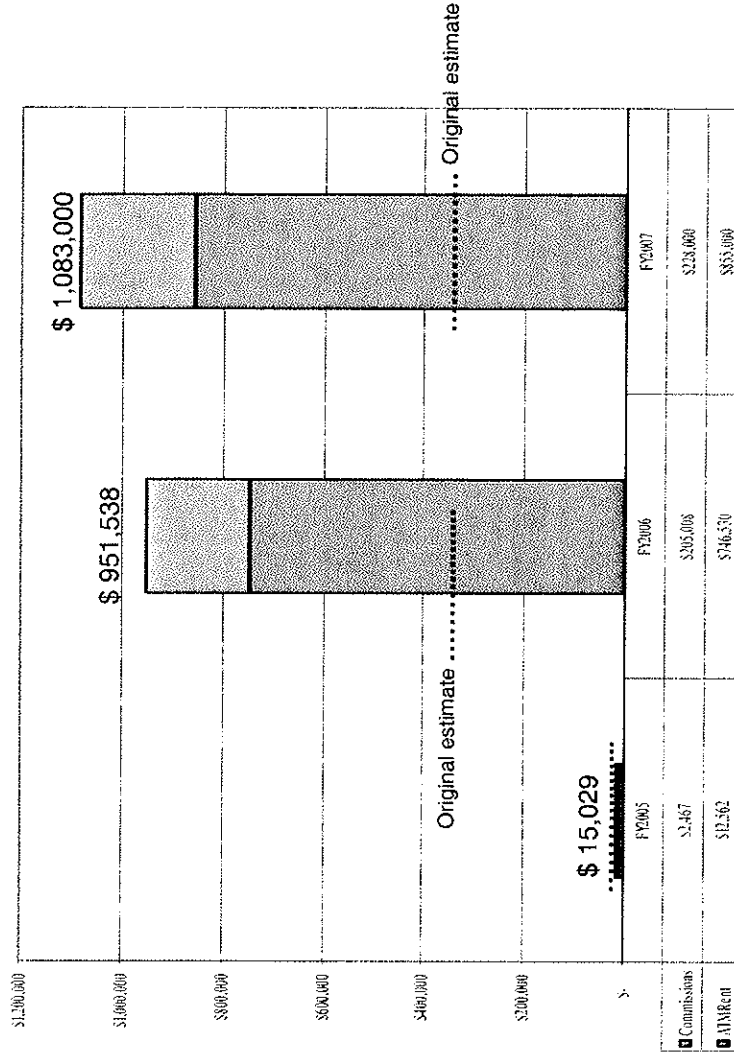


Leveraging Metro's Assets to Generate Non-Passenger Revenue

ATM revenues much higher than originally projected

- First ATMs installed June 2005
- 36 ATMs installed by October 2005
- \$2,375 monthly revenue per ATM
- \$951,538 projected in FY06 and \$1,083,000 for FY07 compared to original estimate of \$360,000 per year

ATM Revenues by Fiscal Year

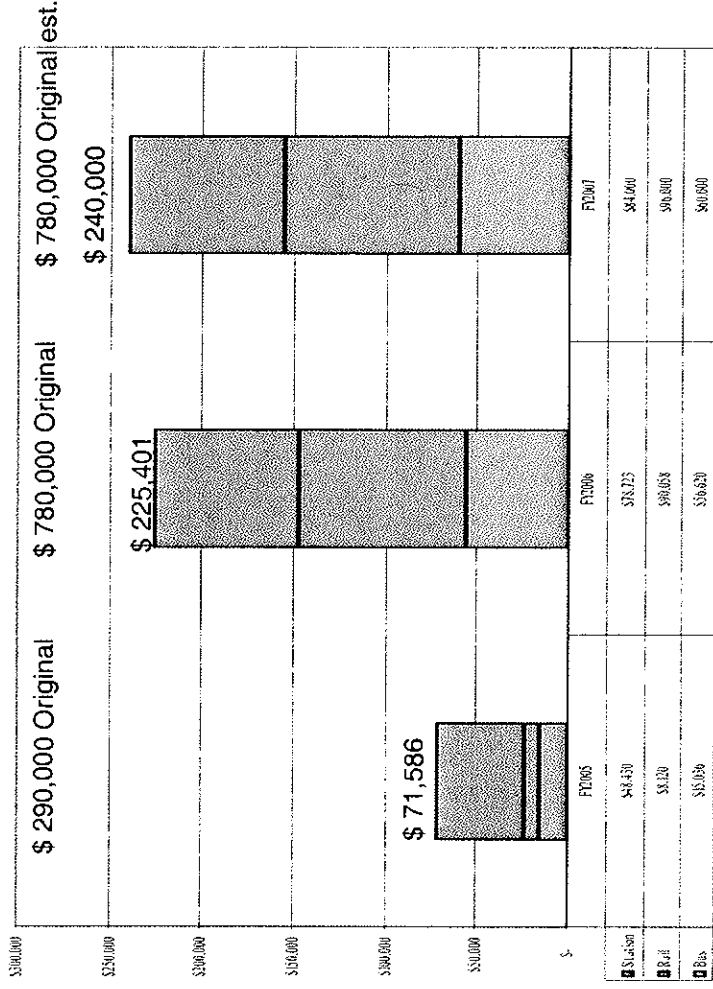


Leveraging Metro's Assets to Generate Non-Passenger Revenue

Expanded bus, rail and station ad inventory has not yet reached original projections

- Bus and rail wraps not as lucrative as originally anticipated due to high production costs; contractor re-evaluating wrap costs to make this medium more attractive

Enhanced Bus, Rail and Station Ad Revenues by Fiscal Year

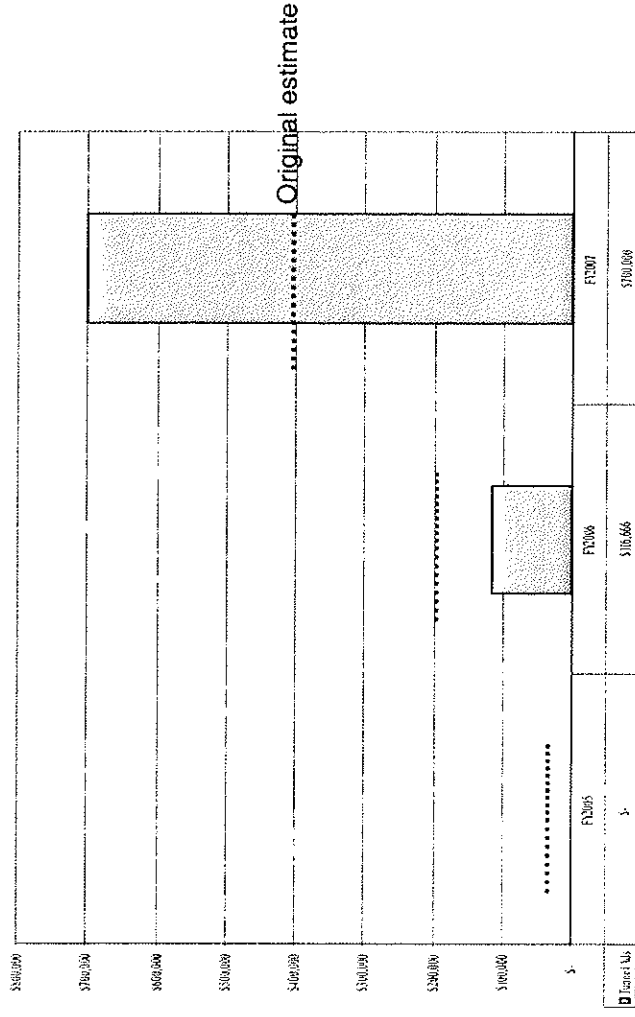


Leveraging Metro's Assets to Generate Non-Passenger Revenue

Tunnel ads will provide more guaranteed revenues than originally projected

- Two ad boxes currently being installed
- Guarantee for FY07 is \$700,000, compared to 2004 estimate of \$400,000

Tunnel Advertising Revenues by Fiscal Year



Leveraging Metro's Assets to Generate Non-Passenger Revenue

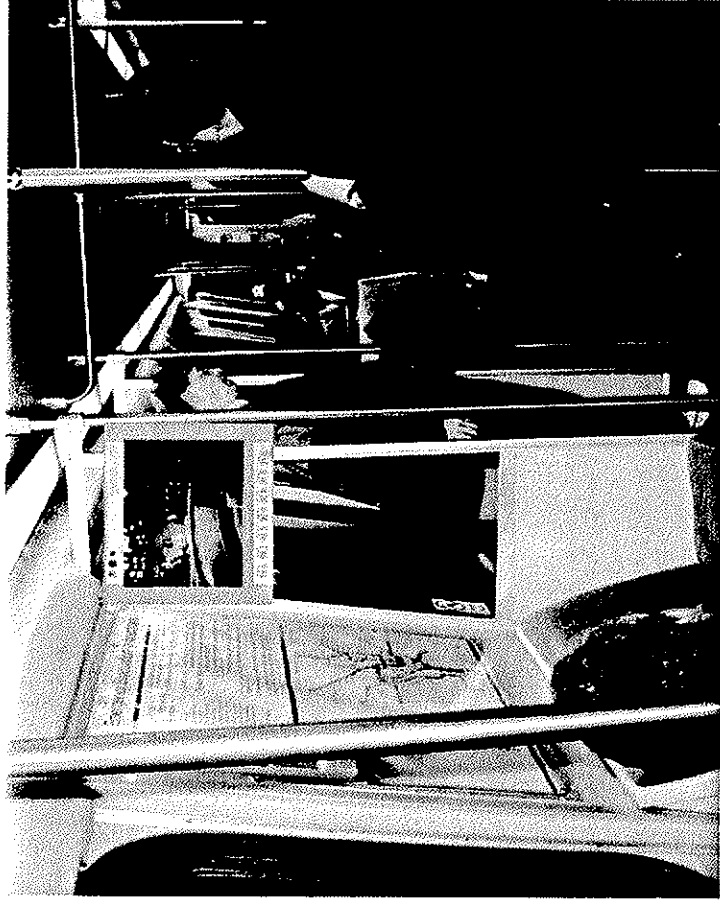
Onboard video monitor pilot being revisited to maximize revenue potential

February 2004

- One year test on limited portion of rail and bus fleets, with seven months installation prior to test, with estimated annual income of \$3 million

Current thinking

- Re-think strategy to maximize revenue flow



Leveraging Metro's Assets to Generate Non-Passenger Revenue

Next Steps

- Return to Budget Committee as part of the Budget Process with action item to approve specific projects to be funded in FY07
- Return to Budget Committee with recommendations to generate additional non-passenger revenues
- IGM and staff working on new strategy to pursue revenue to generate bus shelter projects as part of the Year of Metrobus Initiative



Metrorail Ridership by Jurisdiction of Residence
Distribution from 2002 Rail Passenger Survey
Applied to FY2006 Actual Ridership

Compact Area	2002 Survey Distribution	2006 Average Weekday Ridership
Arlington County	9.8%	67,341
City of Alexandria	4.2%	28,661
City of Falls Church	0.5%	3,204
District of Columbia	25.4%	173,546
Fairfax City	0.4%	2,434
Fairfax County	13.4%	91,765
Montgomery County	18.6%	126,959
Prince Georges County	17.0%	116,266
	<u>89.2%</u>	<u>610,175</u>
Outside Compact Area		
Anne Arundel County	1.6%	10,934
Baltimore City/County	0.9%	6,034
Charles/Calvert/St_ Mary's County	0.9%	6,456
Frederick County	0.6%	4,140
Howard County	1.1%	7,413
Loudoun County	0.4%	2,893
Fauquier County	0.2%	1,469
Prince William County	1.4%	9,888
Stafford/Spotsylvania/Fredericksburg	0.5%	3,607
Elsewhere	3.0%	20,682
	<u>10.8%</u>	<u>73,516</u>
	<u>100.0%</u>	<u>683,710</u>

③

Board Agenda Item
March 27, 2006



ACTION – 2

Lease Agreement Between the Washington Metropolitan Area Transit Authority and the County of Fairfax for the Springfield Connector Store (Lee District)

ISSUE:

Board approval of a Lease Agreement to be executed between the County of Fairfax and the Washington Metropolitan Area Transit Authority (WMATA) is requested. The Lease Agreement will enable the County to open and operate a Connector store within the Franconia-Springfield Metrorail Station. The store will serve as a point of sale location for fare media including SmarTrip cards, bus passes, Metrorail passes, and Virginia Railway Express passes. The store will also provide public transportation service information.

RECOMMENDATION:

The County Executive recommends that the Board approve the Lease Agreement (Attachment I).

TIMING:

The Board should act on this item on March 27, 2006, so that the Franconia-Springfield Connector Store can be open and operating by Monday, May 8, 2006.

BACKGROUND:

The existing Springfield Connector Store has been operating inside the Virginia Department of Transportation's (VDOT's) Springfield Interchange Store located in Springfield Mall since 1999. VDOT has announced that it intends to close this store because the Springfield Interchange Project is nearing completion. WMATA has constructed a kiosk within the Franconia-Springfield Metrorail Station at the request of Fairfax County. This kiosk has been constructed in order to relocate the Connector Store to the station.

Shortly after relocation of the Springfield Connector Store, VDOT will close the Springfield Interchange Store located in the Springfield Mall. The Connector Store is funded by Congestion Mitigation and Air Quality (CMAQ) funds and upon moving to its new location will continue to be funded by these funds. Accordingly, no new or added financial requirements to close one location and open at another will occur.

Board Agenda Item
March 27, 2006

The new Franconia-Springfield Connector Store will be staffed by the County's current contractor, The Convention Store, Inc. The Convention Store currently manages and operates three other Connector Stores (Herndon-Monroe, Reston East, and Tysons - West*Park Transit Station). A fourth store will open in conjunction with the new Reston Town Center Transit Station. Subject to approval of this recommendation, five Connector stores will be in operation in the County.

FISCAL IMPACT:

None, as existing funds currently used to staff and operate the existing store within the Springfield Mall will be used for the Franconia-Springfield Connector Store.

ENCLOSED DOCUMENTS:

Attachment I: Franconia Springfield Transit Store Lease Agreement (Available in the Office of the Clerk to the Board)

Attachment II: Franconia Springfield Station Transit Sales Booth Drawing

STAFF:

Robert A. Stalzer, Deputy County Executive

Katharine D. Ichter, Director, Fairfax County Department of Transportation (FCDOT)

Ellen F. M. Posner, Assistant County Attorney

Todd Wigglesworth, Coordination and Funding Section, FCDOT

Karen Robinson, Fairfax Connector Section, FCDOT

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube

DATE: March 30, 2006

SUBJECT: Regional Transportation Items

A. NVTC Correspondence.

Letters and articles are attached for your information, including information provided by Ed Tennyson about the performance of Baltimore's ADA transit service and a Washington Post story on NVTC's Senior Mobility Study.

B. Dulles Corridor Metrorail Project Impact Research.

The Virginia Department of Rail and Public Transportation has sponsored research by the Southeastern Institute of Research that included an internet survey of commuters traveling at least 20 minutes three or more days per week to or through the Tysons area. A list of 50,000 resident names was purchased in the 64 top zip codes identified in VDOT traffic counts. Those residents received postcard invitations to go online to complete the survey. A \$5 Starbucks gift card was offered to the first 500. A total of 1,008 participated.

Of the 1,008 respondents, 881 currently commute in single-occupant vehicles. When asked about the most important factors in choosing how to commute, most (93%) picked dependability, time (91%) and arriving to work on time (85%). The price of gas was much lower on the list (46%).

If construction were to add 15 minutes to their commutes, 43% would change nothing. Adding 30 minutes would still leave 26% with no changes. A 45-minute increase would have 17% making no changes. Of those changing, the great majority (up to 70%) would simply leave home earlier, while about a quarter would try to telecommute at least some of the time. No more than about 13% would begin to commute by bus.



About 60% reported making no changes based on the higher gas prices of the past few months, although 11% began some teleworking and 3% started taking the bus. If gas prices hypothetically rose to over \$3.00 per gallon, 27% would telework and 12% would commute by bus. Still, 42% would make no change.

Currently 5% of survey respondents use express bus. Of the 87% that use single-occupant vehicles, 12% report that express bus is available and a third of those that don't have such buses available would be willing to use them. Thus, about 20% of SOV users would try express buses.

About 23% of respondents currently telework at least some of the time, with most of those (36%) doing so 1 to 3 days per month and another 25% one day a week. A third of those who don't telework could do so at least occasionally. Half of those whose employers don't currently allow teleworking would do so if their employer allowed it, and two-thirds of those could telework at least one day a week.

Regarding communications on the Dulles Metrorail project, over half (53%) said they have received less information than they need, especially regarding the construction timetable and affected areas.

The survey confirmed several promising technologies to mitigate congestion during the project's construction, including express buses, fringe parking with shuttle buses, incentive rewards for carpooling (NuRide), employer-provided ridematching and teleworking.

C. MWCOG State of the Commute Survey Results for 2004.

Last fall MWCOG released the latest in its series of reports for the Washington Metropolitan area. For 2004, a new survey was added with 7,200 respondents (all employed persons). Comparisons to the last report in 2001 showed:

- 12.3% of 2004 respondents telework at least occasionally, compared to 11.3% in 2001. An additional 18% could and would if given the opportunity. Average teleworking frequency increased regionwide to 1.3 days per week from 1.1. Latent opportunity is large among employees of large organizations (250+ employees) and federal agencies. Teleworking grew to 12% of the region's federal workforce in 2004 from 7% in 2001.
- Almost 30% said their commutes are more difficult than last year due and 81% of those cited congestion as the reason. Average commute length grew to 16.5 miles in 2004 from 15.5 in 2001 and average travel time grew to 34 minutes from 32 minutes.

D. 2005 State Transportation Statistics.

The USDOT/Bureau of Transportation Statistics has published a compendium of transportation data at the statewide level as of 2004. Some of the rankings for Virginia are of interest, including Virginia's share of:

- Population: 2.5%
- Miles of all U.S. roads: 1.7%
- Miles of state-owned roads: 7.4%
- Miles of transit routes: 1.15%
- Miles of Class I railroad track: 3.2%
- Number of transportation employees: 2.7%
- Number of transit employees: 1.5%
- Transit trips: 0.5%
- Auto registrations: 3.0%
- Vehicle miles traveled: 2.7%
- State government transportation expenditures: 3.0%
- State transportation revenues: 2.5%
- Federal transit assistance: 1.6%
- State transit assistance: 1.5%
- Petroleum products consumed: 2.6%

Also, Virginia's commuters have the seventh highest mean commuting time to work (26.5 minutes) and pay only the 40th highest gas tax (17.5-cents per gallon compared to the top state, Wisconsin, at 28.5 cents).

Mr. Edson L. Tennyson
2233 Abbotsford Dr.
Vienna, VA 22181-3220

March 9th
2006

Rick Tabe NITC

With reference to your March 2^d meeting and the Net/Access problem, enclosed are the budget reports from Maryland indicating severe past problems with ADA service. The ADA law makes impossible demands for a large 3-state area. We need taxi vouchers to help solve this vexing problem. We need to educate politicians that the law makes impossible demands.

MDOT RESPONSE TO DLS ANALYSIS

Issues

1. Paratransit Lawsuit Settled...and Paratransit Service Improved...Additional Personnel Are Requested (Page 27)

DLS recommends MDOT discuss why MTA provides 12% of service instead of all of the paratransit service being contracted through the two providers.

MTA Response: MTA has been providing Paratransit service since May of 1978. At that time MTA provided 80% and taxi provided 20% of the 200 trips per day. As the years progressed the MTA continued to grow only slightly with the provision of its own control of service and a single provider until July 2004. Since July 2004 the MTA has not only added a second contracted provider but it has also added 30 additional runs for MTA controlled service out of more than 300 total. ATU Union Local 1300 represents the 55 operators currently working in Mobility for protection of service (Protection of service means the ability to provide back-up service in case the original schedule fails). Mobility drivers are the most professional and reliable for protection of service especially when protecting distant and difficult pickup locations in the 168-mile service area perimeter. The new Paratransit RFP that will be issued has provisions that will provide more professional and reliable operators for the contractors due to requirements for higher wages and better benefits.

The MTA has undergone several transitions of service related to provision of service issues that have adversely affected the fragile ADA customer base. These transitions occurred in January 1997, August 1997, Nov 1999, and July 2004. Our experience with the direct operation of service proves invaluable during threats of labor action by providers, by the providers inability to retain drivers, and occasional problems resulting in fuel and power disruptions to name a few. Because MTA does have some ability to protect the service during anomalies in provided service, that percentage of protection is something that helps MTA maintain good on-time performance. Multiple providers are becoming more cost effective due to the number of daily trips scheduled. MTA controls all of the call reservations, routing, scheduling, and oversight on a daily 24-hour basis. MTA's ability to provide the directly operated service also provides a reality check that the service provided can in fact be performed by contract providers. Basically MTA service is the barometer of whether a provider can accomplish the same level of performance operating in the same area.

ADA
ACCESS

Service protection with experienced and reliable provision by the MTA directly will continue to be a service option for Mobility.

MDOT RESPONSE TO DLS ANALYSIS

Issues

Paratransit (continued)

In addition, DLS recommends that MTA undertake an interim study that analyzes and evaluates a number of options for what the most cost effective approach and mix of providers is to provide paratransit service based upon the multiple service providers at the moment. This analysis should also include an option whereby MTA does not provide a direct service other than the scheduling and management functions currently performed.

Furthermore, DLS recommends that as part of the report, MTA compare the paratransit services of the peer cities identified in the quadrennial audit report to MTA's paratransit services. The report should provide an overview and comparison of how other cities provide paratransit services including detail on:

- *who provides the service and how;*
- *what operations are provided by the city and what operations are provided by any outside contractors;*
- *the cost of the program over the past three fiscal years; and*
- *what actions the service has undertaken to improve service and reduce costs.*

MTA Response: The MTA respectfully does not concur with this recommendation. Prior to finalizing the current service model, the MTA hired local transit consultant (KFH Consultants) to help determine the best model to use for a proposed RFP. After the model was completed, the Secretary's office requested review by a national transit consultant to help insure the best possible results. Finally, prior to settling the lawsuit brought by the Disability Law Center on behalf of the disabled community, the MTA model was audited by Russ Thatcher at Multisystems. Mr. Thatcher will be involved with the ongoing monitoring of the service model and is tasked to make recommendations to MTA regarding Mobility. His audit served as the final recommendations for the completed settlement.

ADA
Access

We believe that the exhaustive measures taken ensure that the MTA model is the best available. Another study would cause additional cost without providing better information. Furthermore, an expert other than the court appointed Mr. Thatcher would perform the study. Differing opinions could cause problems that would compromise the delivery of services to the community.



DRAFT NEWS RELEASE

FOR IMMEDIATE RELEASE

March 2, 2006

FOR FURTHER INFORMATION:

Jana Lynott 703/ 524-3322 ext. 102

Kala Quintana 703/524-3322 ext. 104

NVTC COMPLETES STUDY OF SENIOR TRANSPORTATION NEEDS AND RECOMMENDS LEGISLATIVE ACTION

Efforts to Link Land Use and Transportation Could Improve Seniors' Quality of Life

ARLINGTON, VA – The Northern Virginia Transportation Commission (NVTC) announced today a set of recommendations for consideration by the Governor and the General Assembly as they act on transportation funding and planning packages in the remaining days of the ongoing General Assembly session. These recommendations evolve from a year-long planning effort to understand the transportation needs of Northern Virginia's seniors now and in the coming decades. To arrive at this set of recommendations, NVTC interviewed more than 1,600 Northern Virginia residents age 75 and older and conducted focus groups with seniors and professionals who serve them.

The NVTC study recommendations include measures that encourage and support seniors' use of fixed-route public transportation (centralized information and referral services, travel training, low floor buses, and service routes), supplemental transportation services for seniors who cannot use fixed-route services (volunteer transportation services, taxi subsidy programs), and measures that would increase seniors' travel options through attention to the built environment (transit-oriented, mixed-use development and pedestrian friendly streets).

The mobility of the aging population is a growing transportation policy issue. In Northern

**** More ****

Virginia, the number of residents age 65 and older is expected to more than double by 2030, from one in every 13 residents to one in every seven residents. Most of this growth is expected to occur in suburban and exurban areas that are not well served by public transportation and often lack safe sidewalk facilities for pedestrians.

Governor Kaine demonstrated in his January 16, 2006 State of the Commonwealth address to the General Assembly his concern for the same issues identified in NVTC's study. He said he "heard from seniors, people with disabilities and others who are denied self-sufficiency by our lack of transportation options." He went on to say that, "we must recognize that the lack of coordination between land use and transportation decisions is a threat to our quality of life."

NVTC, meeting on February 9th in Richmond in the General Assembly building, re-emphasized its support for Governor Kaine's proposals to give more tools to local governments to shape future growth and thereby relieve traffic congestion through environments that encourage walking and public transit use by all age groups. Again at its meeting in Arlington on March 2nd, NVTC noted, based on its study, that the implications of better growth policies are especially important for seniors over 75 years of age.

As an example of the types of bills that were introduced and are favored by NVTC, are those that would afford localities the opportunity to offer transfer of development rights between landowners—a tool that can be used in the creation of transit oriented development. Other bills introduced in the House and Senate call for better linkages between transportation and land use planning through the addition of smart growth policies in local comprehensive plans and a joint subcommittee to study the integration of land use and transportation planning.

In addition, the Governor's and the Senate's funding proposals would raise about a billion dollars annually for transportation, in particular needed capital for the expansion of public transportation systems in general and significant improvements in senior transportation in particular.

This NVTC study was done in cooperation with Area Agencies on Aging and transportation service providers, and received funding support from the Virginia Department of Rail and Public Transportation.

** More**

WB&A Market Research, of Crofton, Maryland conducted the telephone survey for the Northern Virginia Transportation Commission between April 26 and May 31, 2005, with 1,636 respondents age 75 years and older from Northern Virginia. The statistical margin of error is +/- 2.4 percentage points at the 95% confidence level for the sample as a whole.

During 2006, NVTC will test the effectiveness of instruction to seniors on how to use the region's trains and buses, focusing on attracting seniors to public transportation and meeting their mobility needs. Funding for Phase II of the study is provided by the Virginia Department of Transportation.

For more details on NVTC's study and to see NVTC's entire legislative agenda for 2006, go to www.thinkoutsidethecar.org.

NVTC is the leading source of information about public transportation issues in Northern Virginia. NVTC is a regional agency with the mission of managing traffic congestion, restoring clean air, boosting the economy and improving the quality of life for all of Northern Virginia's citizens through effective public transit, ridesharing networks, and other transportation solutions. NVTC includes the counties of Arlington, Fairfax and Loudoun and the cities of Alexandria, Fairfax, and Falls Church covering over 1,000 square miles with a population of 1.5 million. The agency manages over \$100 million of state and federal grant funds each year for public transit and serves as a forum for its board of 20 state and local elected officials to resolve issues involving public transit and ridesharing.

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The Northern Virginia Transportation Commission
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www.thinkoutsidethecar.org

washingtonpost.com

Survey Reveals Limits on Mobility for Region's Elderly

By Alec MacGillis
Washington Post Staff Writer
Thursday, March 16, 2006; VA03

Those who work with the elderly agree: A key to independence in later years is the ability to visit friends or run errands without having to rely on the help of others.

Now along comes a study showing that Northern Virginia needs to do much more if it hopes to meet that standard for its burgeoning senior population. A survey of more than 1,600 Northern Virginia residents 75 and older shows that a great majority of seniors in the area depend almost entirely on cars to get around, which in many cases means they must find someone to give them a ride when they want to go somewhere. As a result, the survey found, seniors in the more suburban and exurban areas that dominate the region are more likely to remain at home than those who live closer to urban areas.

Officials said the survey, conducted by the Northern Virginia Transportation Commission, indicates that the region needs to expand transportation services for seniors and encourage seniors to live within walking distance of services or transit lines.

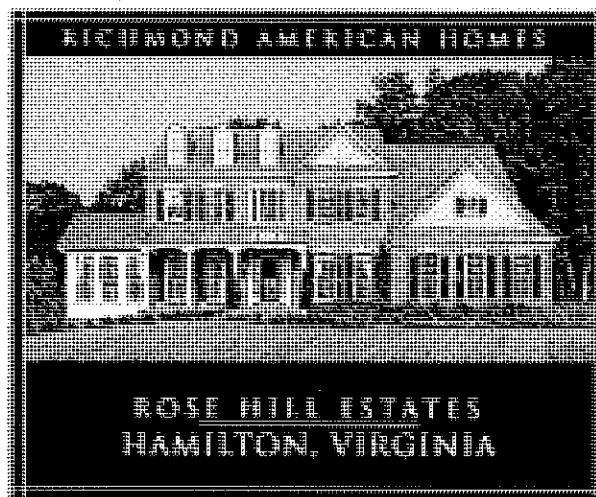
"It's a very eye-opening study, and it points us to the future. We've got some challenges we've got to meet," said Fairfax County Board of Supervisors Chairman Gerald E. Connolly (D), who is also chairman of the commission, which includes representatives from Arlington, Fairfax and Loudoun counties and the cities of Alexandria, Fairfax and Falls Church. "For seniors, mobility is one of the most critical links they have. Absent mobility, their independence is threatened, and for many, it's the difference between independent living and assisted living."

The percentage of the population that is 65 and older is expected to nearly double in Northern Virginia by 2030, from one in every 13 residents to one in seven. Other parts of the country are also aging, but fast-growing suburbs such as Northern Virginia face a particular challenge, Connolly noted, because they have been designed primarily for younger, working-age residents and their families. And most of the population growth in the region has been in the more traditionally suburban and exurban parts, which lend themselves least to walking and transit use.

The survey found a clear difference between the lives of older residents in those areas, which hold 91 percent of the region's 65 and older population, and the lives of those in the more urban or town-like parts, such as Arlington, Old Town Alexandria and downtown Leesburg, home to only 9 percent of that age group. Seniors 75 and older in the more densely developed areas reported taking 20 percent more trips outside their homes each week than those in the other areas, and only 16 percent of them reported not leaving the house the previous day, compared with 22 percent from the other areas.

In addition, three times as many of the elderly in the more urban areas reported having walked to a destination in the past week than did those in the other areas.

Advertisement



Grace Starbird, director of the Fairfax Area Agency on Aging, said the survey results showed a near-term need to expand existing public transportation, including bus lines, MetroAccess van service for the disabled and senior-focused shuttle services provided by local governments.

But in the longer term, she said, the region needs to concentrate more on putting seniors and the services they need -- especially transit -- in closer proximity. "Taking the initiative now to better design communities to be senior-friendly will have a payoff far into the future," she said.

There are signs such thinking is taking hold. The controversial MetroWest proposal for 2,250 homes near the Vienna Metro station, for instance, dedicates a significant portion of homes to those 55 and older.

In too many cases, though, housing developments for older residents are still being planted in more remote locations, said Arlington Board Chairman Chris Zimmerman (D), who is on the transportation commission.

"That's really not the appropriate place" for senior housing, he said. "It's clear that what older people want is to live where they have access to things, so that when they're not able to drive, they won't be dependent on someone else."

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MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners
FROM: Scott Kalkwarf and Colethia Quarles
DATE: March 30, 2006
SUBJECT: NVTC Financial Items for February, 2006.

Reports are attached for your information. Further adjustments have occurred in motor fuels sales tax allocations. They will be explained by staff.

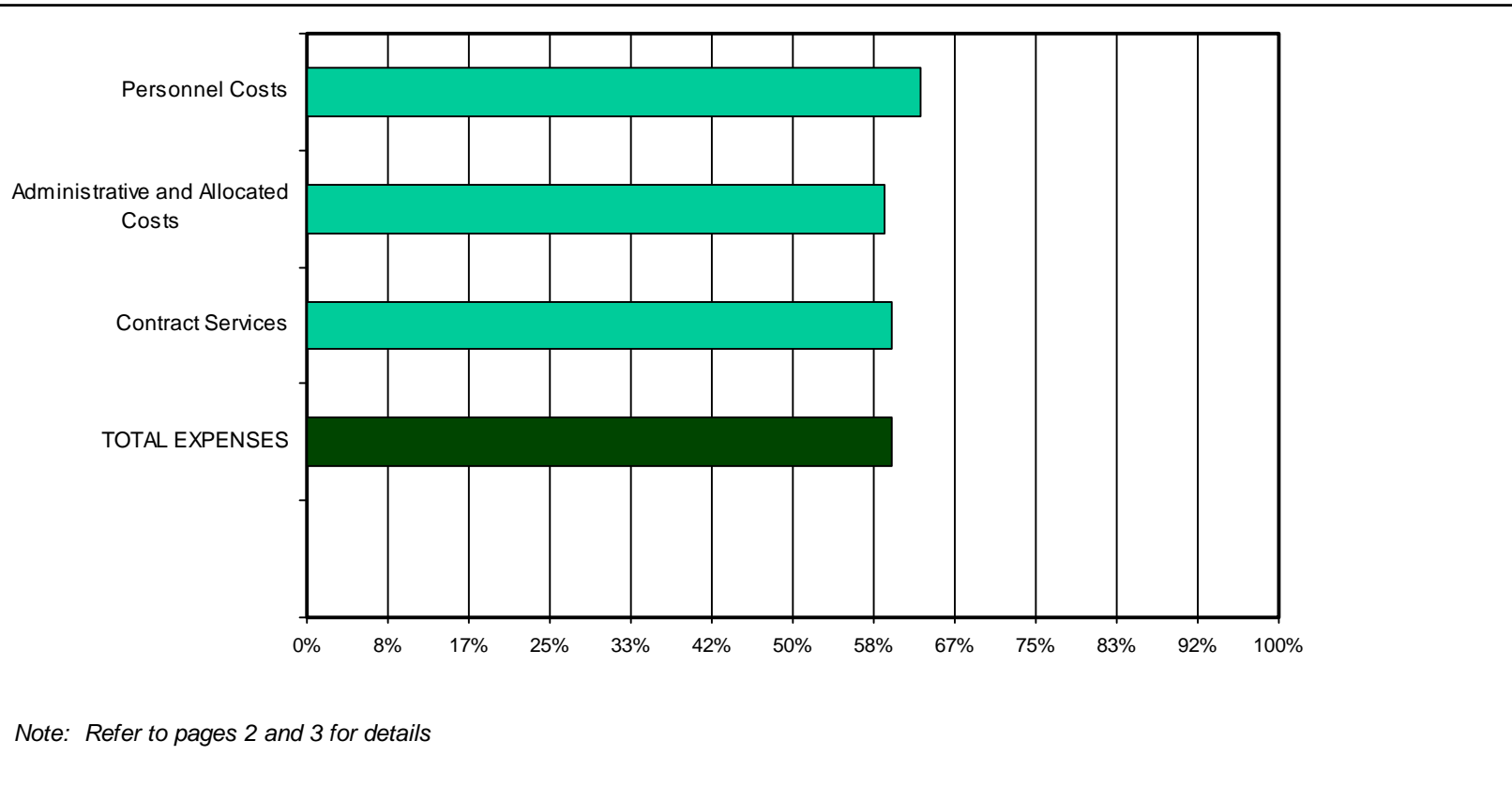


Northern Virginia Transportation Commission

Financial Reports

February, 2006

Percentage of FY 2006 NVTC Administrative Budget Used
February, 2006
(Target 66.67% or less)



NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
February, 2006

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries	\$ 37,605.16	\$ 411,365.03	\$ 612,384.00	\$ 201,018.97	32.8%
Temporary Employee Services	-	-	1,000.00	1,000.00	100.0%
Total Personnel Costs	37,605.16	411,365.03	613,384.00	202,018.97	32.9%
<u>Benefits</u>					
Employer's Contributions:					
FICA	3,497.95	27,442.61	40,869.00	13,426.39	32.9%
Group Health Insurance	3,035.98	28,147.66	92,749.00	64,601.34	69.7%
Retirement	3,890.75	32,765.55	48,800.00	16,034.45	32.9%
Workmans & Unemployment Compensation	1,353.35	5,137.04	3,000.00	(2,137.04)	-71.2%
Life Insurance	273.72	2,224.31	3,150.00	925.69	29.4%
Long Term Disability Insurance	266.98	2,070.05	3,902.00	1,831.95	46.9%
Total Benefit Costs	12,318.73	97,787.22	192,470.00	94,682.78	49.2%
<u>Administrative Costs</u>					
Commissioners Per Diem	1,350.00	8,950.00	13,800.00	4,850.00	35.1%
<i>Rents:</i>					
Office Rent	13,624.33	110,690.82	167,481.00	56,790.18	33.9%
Parking	510.00	7,635.00	10,800.00	3,165.00	29.3%
<i>Insurance:</i>					
Public Official Bonds	-	3,130.80	3,850.00	719.20	18.7%
Liability and Property	-	1,200.00	2,000.00	800.00	40.0%
Liability and Property	-	1,930.80	1,850.00	(80.80)	-4.4%
<i>Travel:</i>					
Conference Registration	1,141.66	7,056.20	23,000.00	15,943.80	69.3%
Conference Travel	215.00	900.00	2,000.00	1,100.00	55.0%
Local Meetings & Related Expenses	117.20	738.59	5,000.00	4,261.41	85.2%
Training & Professional Development	809.46	5,282.61	12,000.00	6,717.39	56.0%
Training & Professional Development	-	135.00	4,000.00	3,865.00	96.6%
<i>Communication:</i>					
Postage	1,004.54	6,412.32	12,500.00	6,087.68	48.7%
Telephone - LD	613.80	2,736.01	6,000.00	3,263.99	54.4%
Telephone - Local	70.11	749.70	1,500.00	750.30	50.0%
Telephone - Local	320.63	2,926.61	5,000.00	2,073.39	41.5%
<i>Publications & Supplies</i>					
Office Supplies	3,957.48	14,038.03	29,100.00	15,061.97	51.8%
Duplication	673.46	2,430.18	5,000.00	2,569.82	51.4%
Public Information	564.02	8,387.85	14,100.00	5,712.15	40.5%
Public Information	2,720.00	3,220.00	10,000.00	6,780.00	67.8%

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
February, 2006**

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	4,958.61	11,418.39	23,500.00	12,081.61	51.4%
Furniture and Equipment	2,300.00	4,095.56	8,000.00	3,904.44	48.8%
Repairs and Maintenance	-	749.00	1,000.00	251.00	25.1%
Computers	2,658.61	6,573.83	14,500.00	7,926.17	54.7%
<i>Other General and Administrative</i>	318.39	4,668.07	6,400.00	1,731.93	27.1%
Subscriptions	-	-	500.00	500.00	100.0%
Memberships	-	1,607.00	1,300.00	(307.00)	-23.6%
Fees and Miscellaneous	318.39	1,934.70	2,600.00	665.30	25.6%
Advertising (Personnel/Procurement)	-	1,126.37	2,000.00	873.63	43.7%
40th Anniversary	-	-	-	-	0
Total Administrative Costs	26,355.01	166,364.63	279,631.00	113,266.37	40.5%
	<u>Contracting Services</u>				
Auditing	-	11,875.00	17,700.00	5,825.00	32.9%
Consultants - Technical	-	-	1,000.00	1,000.00	100.0%
Legal	-	-	1,000.00	1,000.00	100.0%
Total Contract Services	-	11,875.00	19,700.00	7,825.00	39.7%
 Total Gross G&A Expenses	<u>\$ 76,278.90</u>	<u>\$ 687,391.88</u>	<u>\$ 1,105,185.00</u>	<u>\$ 417,793.12</u>	<u>37.8%</u>

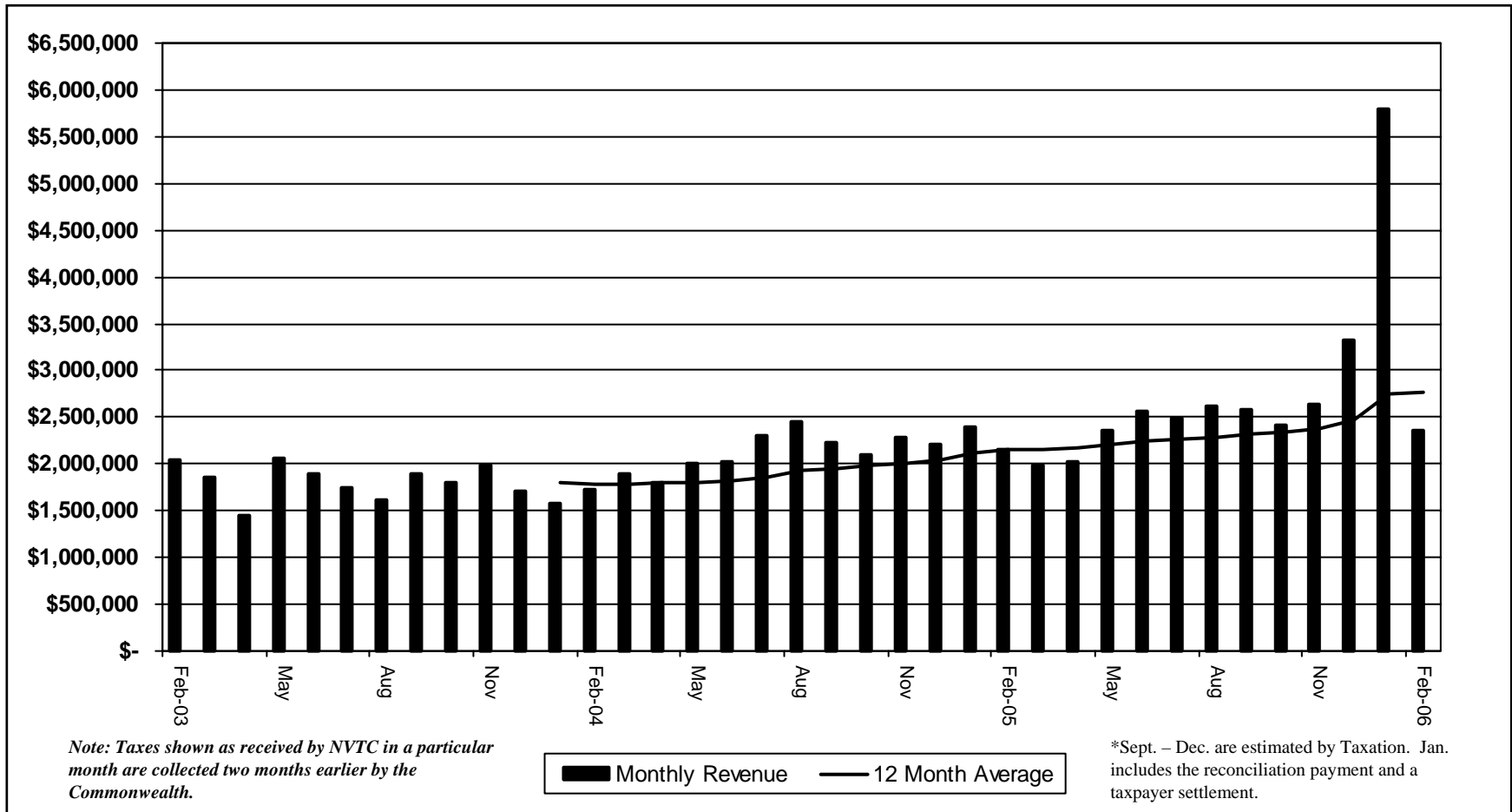
**NVTC
RECEIPTS and DISBURSEMENTS
February, 2006**

<u>Date</u>	<u>Payer/ Payee</u>	<u>Purpose</u>	<u>Wachovia (Checking)</u>	<u>Wachovia (Savings)</u>	<u>VA LGIP</u>	
					<u>G&A / Project</u>	<u>Trusts</u>
RECEIPTS						
7	FTA	SmarTrip grant receipt			\$ 3,973.00	
7	Capitol Office Sol.	Copier removal reimbursement		500.00		
7	Staff	Expense reimbursement		30.68		
9	VRE	Staff support		7,018.98		
14	DRPT	Capital grant receipt				959,150.00
17	DRPT	FTM/Admin grant receipt				5,000,604.00
17	Dept. of Taxation	Motor Vehicle Fuels Sales Tax receipt				2,362,098.97
21	DRPT	SmarTrip grant receipt			944.00	
28	FTA	SmarTrip grant receipt			2,824.00	
28	Banks	February investment income		693.25	1,977.61	269,459.37
			<u>-</u>	<u>8,242.91</u>	<u>9,718.61</u>	<u>8,591,312.34</u>
DISBURSEMENTS						
1-28	Various	NVTC project and administration	(87,081.53)			
8	IBI Group	Consulting - SmarTrip	(4,966.56)			
9	City of Fairfax	Other capital				(115,493.48)
9	City of Fairfax	Other operating				(130,361.02)
17	George Hoyt	Consulting - Bus Data project	(6,168.27)			
28	IBI Group	Consulting - SmarTrip	(3,530.21)			
28	Wachovia Bank	February service fees	(51.69)			
			<u>(101,798.26)</u>	<u>-</u>	<u>-</u>	<u>(245,854.50)</u>
TRANSFERS						
7	Transfer	LGIP to checking	65,000.00		(65,000.00)	
23	Transfer	LGIP to LGIP - Bus Data project			6,168.27	(6,168.27)
28	Transfer	LGIP to checking	40,000.00		(40,000.00)	
	Transfer	LGIP to checking				
	Transfer	LGIP to checking				
			<u>105,000.00</u>	<u>-</u>	<u>(98,831.73)</u>	<u>(6,168.27)</u>
NET INCREASE (DECREASE) FOR MONTH			<u>\$ 3,201.74</u>	<u>\$ 8,242.91</u>	<u>\$ (89,113.12)</u>	<u>\$ 8,339,289.57</u>

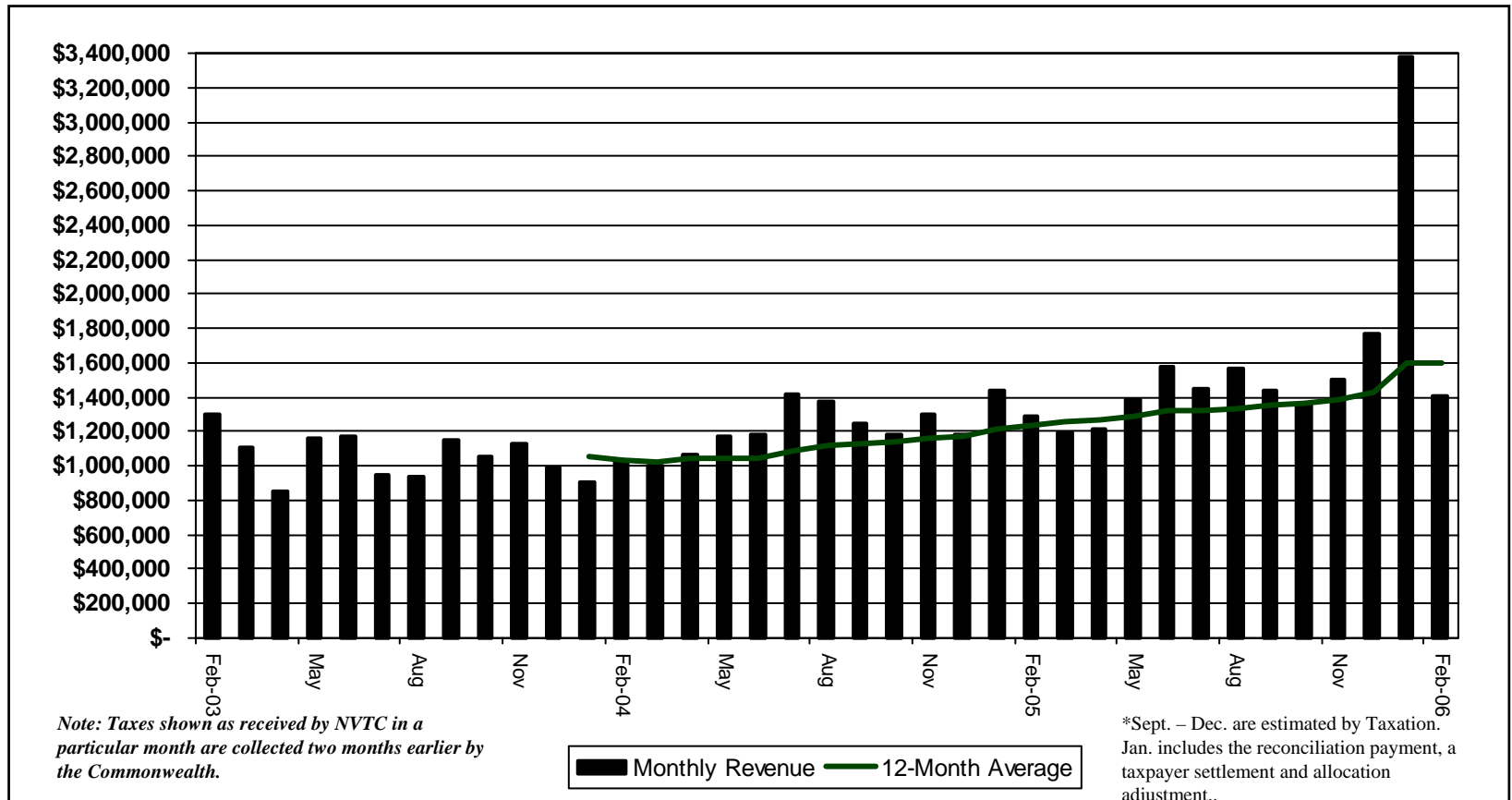
**NVTC
INVESTMENT REPORT
February, 2006**

<u>Type</u>	<u>Rate</u>	<u>Balance 1/31/2006</u>	<u>Increase (Decrease)</u>	<u>Balance 2/28/2006</u>	<u>NVTC G&A/Project</u>	<u>Jurisdictions Trust Fund</u>	<u>Loudoun Trust Fund</u>
<u>Cash Deposits</u>							
Wachovia: NVTC Checking	N/A	\$ 36,789.61	\$ 3,201.74	\$ 39,991.35	\$ 39,991.35	-	-
Wachovia: NVTC Savings	3.91%	229,847.08	8,242.91	238,089.99	238,089.99	-	-
<u>Investments - State Pool</u>							
Nations Bank - LGIP	4.45%	76,035,692.05	8,250,176.45	84,285,868.50	536,720.48	61,022,593.06	22,726,554.96
		<u>\$ 76,302,328.74</u>	<u>\$ 8,172,507.98</u>	<u>\$ 84,563,949.84</u>	<u>\$ 814,801.82</u>	<u>\$ 61,022,593.06</u>	<u>\$ 22,726,554.96</u>

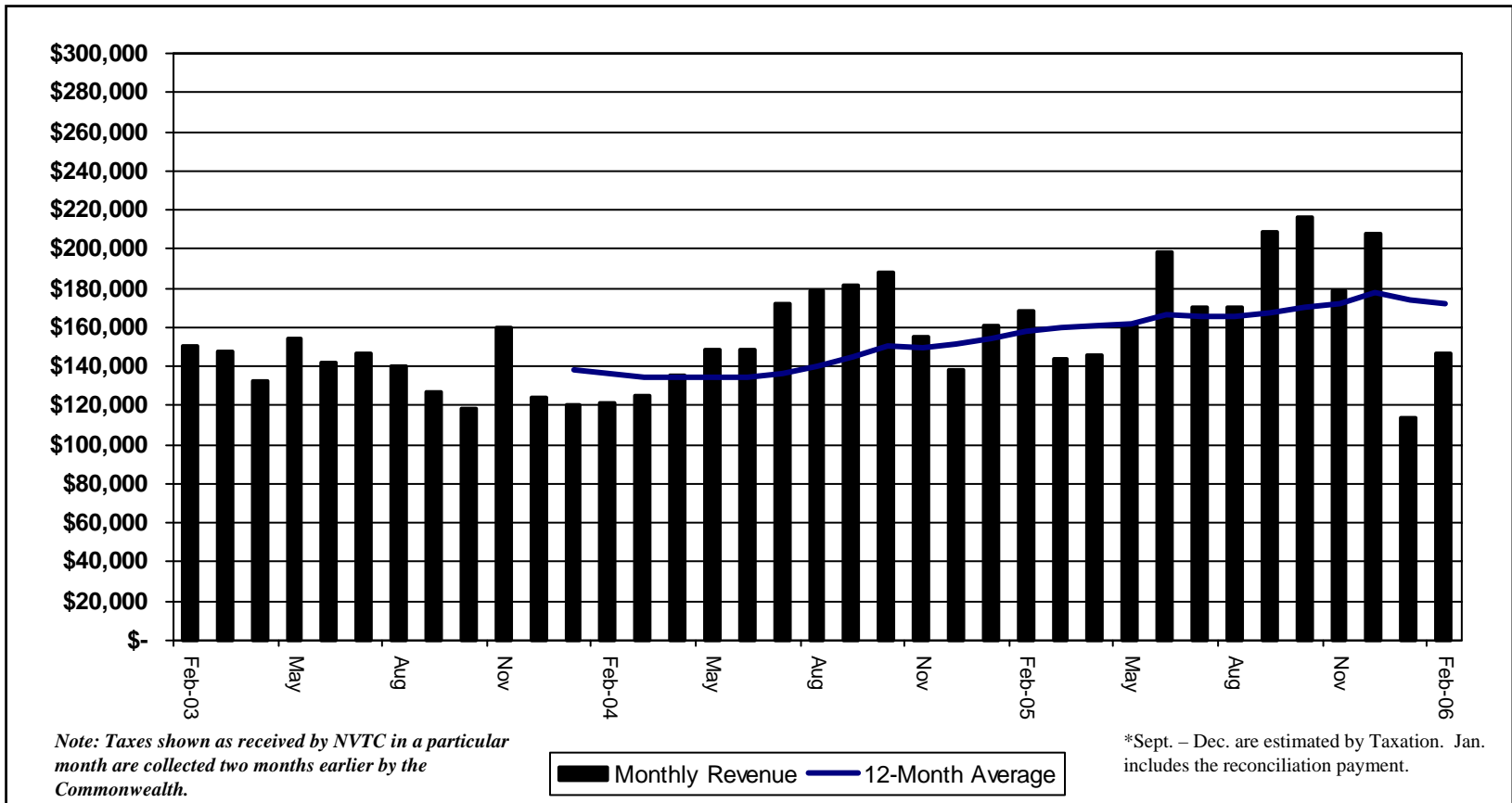
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2003-2006



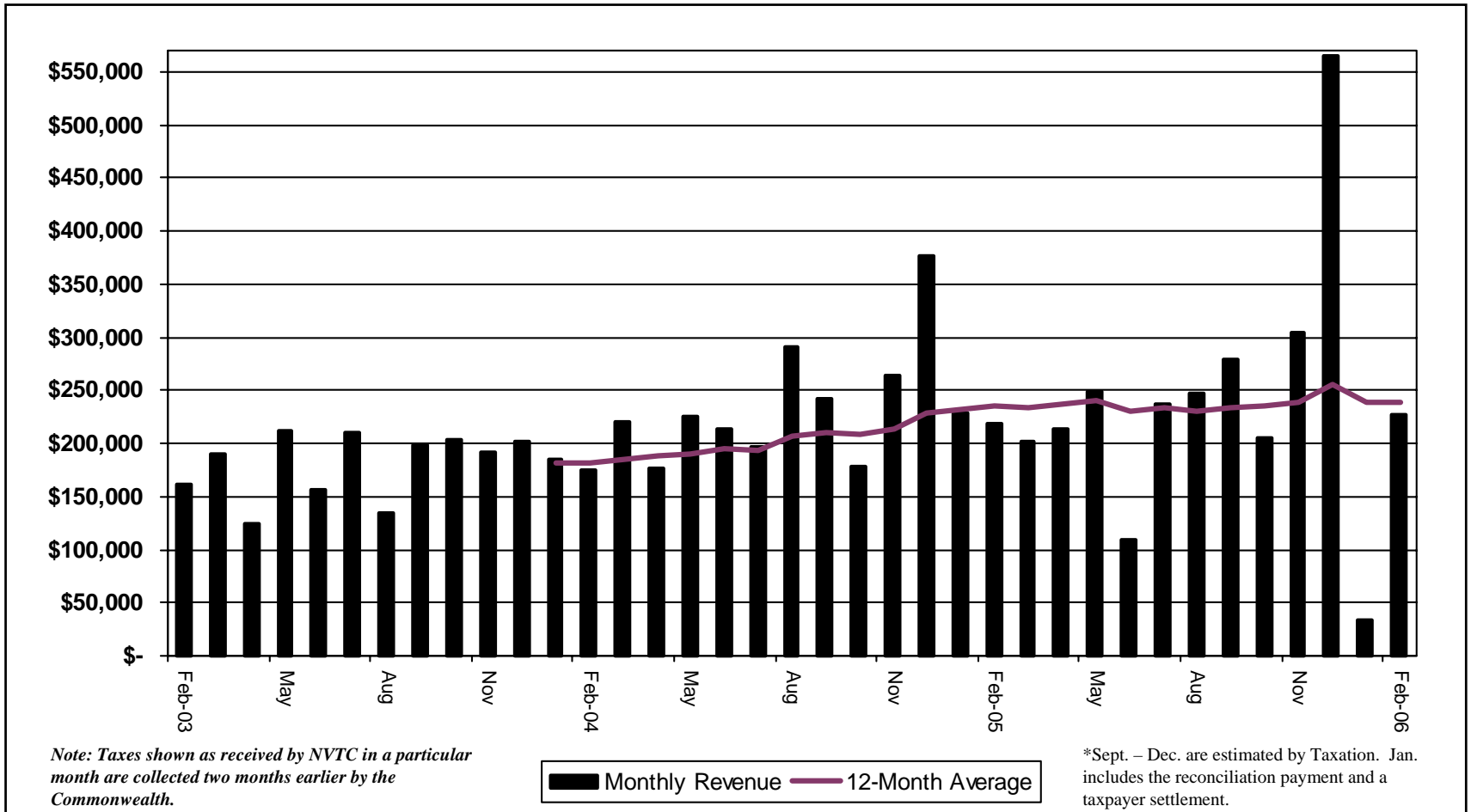
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2003-2006



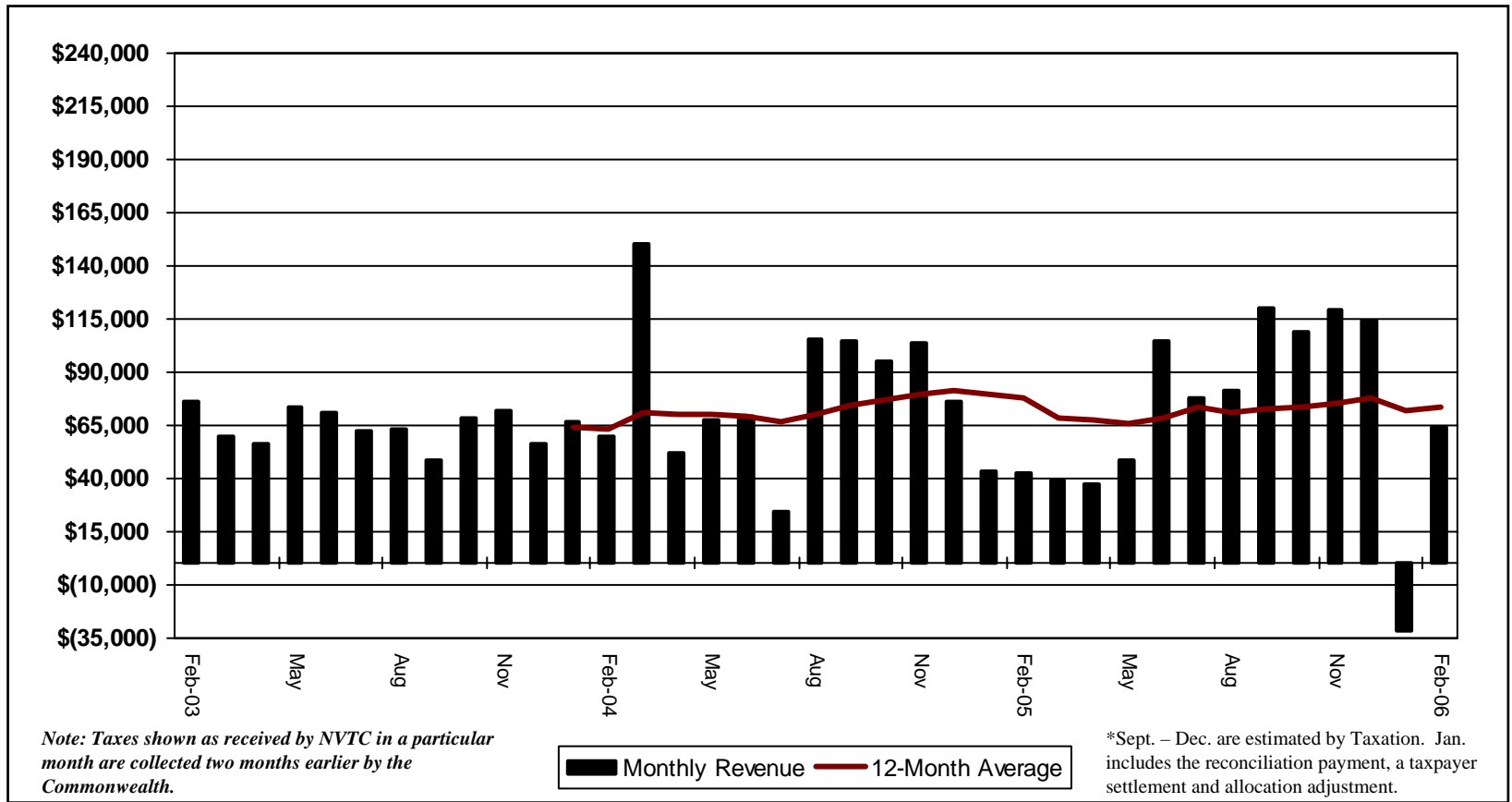
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2003-2006



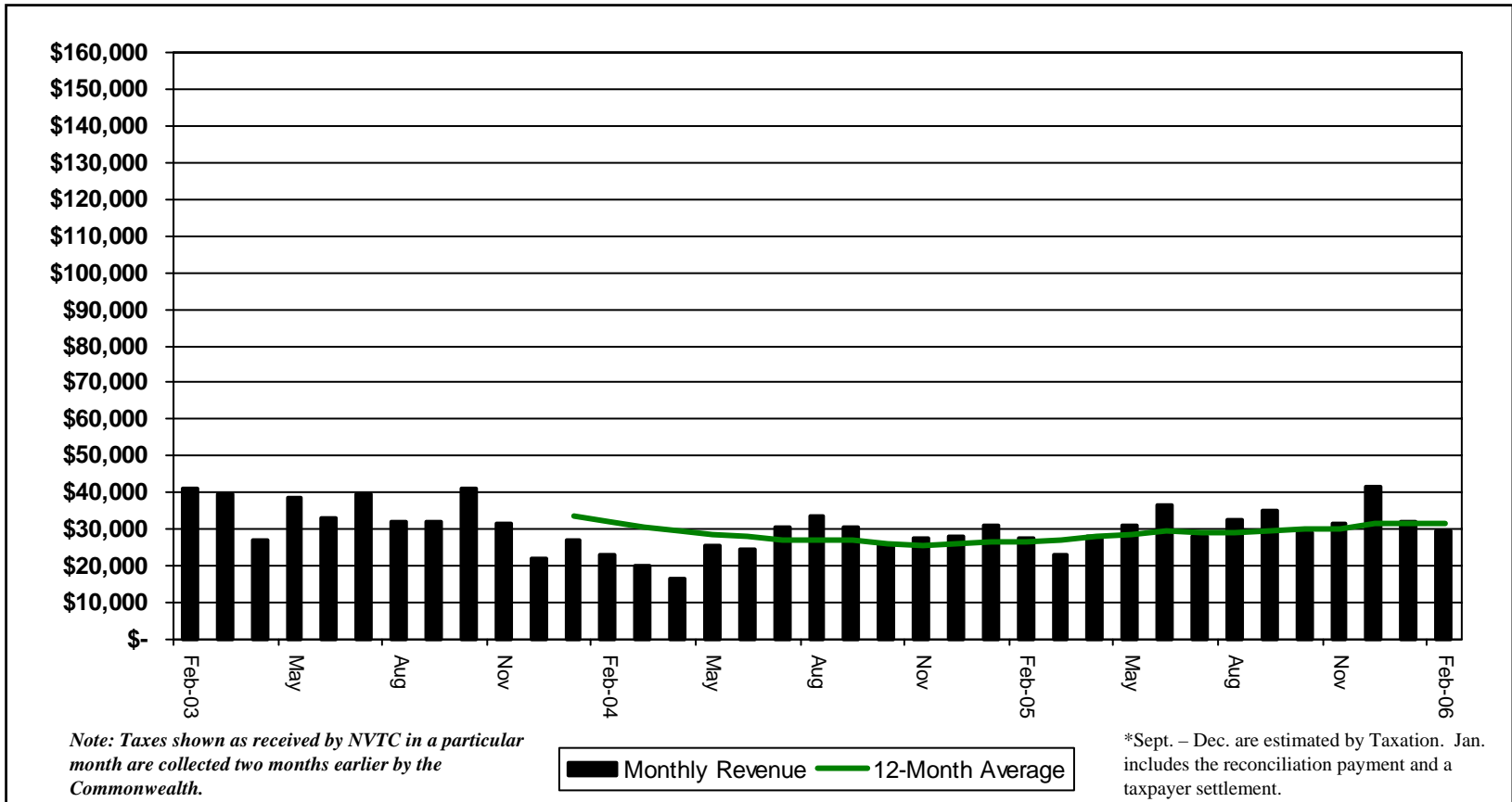
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2003-2006



NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2003-2006



NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2003-2006



NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2003-2006

