

**NVTC COMMISSION MEETING
THURSDAY, JUNE 1, 2006
8:00P.M.**

NVTC CONFERENCE ROOM

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

AGENDA

1. Oath of Office for New NVTC Commissioners.

Delegates Joe May and Tom Rust have been appointed to NVTC by Speaker Howell.

Recommended Action: Chairman Connolly will administer the oath of office.

2. Minutes of NVTC Meeting of May 4, 2006.

Recommended Action: Approval.

3. VRE Items.

- A. Report from the VRE Operations Board and VRE Chief Executive Officer—Information Item.
- B. Crossroads Locomotive Fuel Option—Action Item/Resolution #2023.
- C. Broad Run Locomotive Fuel Option—Action Item/Resolution #2024.
- D. FRA Loan Costs—Action Item/Resolution #2025.
- E. Option for Railcar Engineering/Inspection—Action Item/Resolution #2026.
- F. Closed Session on VRE Railcar Purchase (Section 2.2-3711 A (7) of the Code of Virginia) followed by action in open session on Resolution #2027.



4. Award of Option for Collection and Reporting of National Transit Database Information.

After a successful three-year initial contract term, the commission has the opportunity to award a two-year option to Vollmer Associates, LLP. Funding is available from state aid and the project results in about \$5 million of additional annual revenue for WMATA saving NVTC jurisdictions \$1.4 million each year.

Recommended Action: Authorize exercise of the two-year contract option.

5. Legislative Items.

Staff will review efforts to promote dedicated Metro funding and report on the status of General Assembly action on the budget.

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. Update on NVTC Projects.

A. SmarTrip Farebox Procurement—Adam McGavock.

B. Senior Mobility—Jana Lynott.

Recommended Action: Authorize Chairman Connolly to send a letter to WMATA's General Manager conveying NVTC's Senior Mobility Study and setting forth NVTC's vision for a regional senior mobility resource center.

7. Metro Items.

Additional information is provided about the plan to allow businesses to operate in Metrorail stations. NVTC's Metro Board representatives may raise additional items of interest.

Discussion Item.

8. Regional Transportation Items.

- A. VDOT HOV Data.
- B. NuRide/Transit Partnerships.
- C. Virginia Transit Association Conference.
- D. Endorsement of Preferred Columbia Pike Transit Alternative.
- E. Virginia Accelerates Telework Program.

Discussion Item.

9. NVTC Financial Items for April, 2006.

Reports are provided.

Information Item.

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners
FROM: Rick Taube
DATE: May 25, 2006
SUBJECT: Oath of Office for New NVTC Commissioners

Chairman Connolly will administer the following oath to Delegates Joe May and Tom Rust, who were appointed to NVTC by Speaker Howell:

I do solemnly swear that I will support the Constitution of the United States and the Commonwealth of Virginia and that I will faithfully discharge all the duties incumbent upon me as a member of the Northern Virginia Transportation Commission, according to the best of my ability.



MINUTES
NVTC COMMISSION MEETING – MAY 4, 2006
NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Connolly at 8:08 P.M.

Members Present

David Albo
Sharon Bulova
Gerald Connolly
Adam Ebbin
William D. Euille
Paul Ferguson
Jay Fisette
Tanya Husick (DRPT)
Scott Silverthorne
Paul Smedberg (Alternate, City of Alexandria)
David F. Snyder
Mary Margaret Whipple
Christopher Zimmerman

Members Absent

Eugene Delgaudio
Jeannemarie Devolites Davis
Ludwig Gaines
Catherine M. Hudgins
Dana Kauffman
Elaine McConnell

Staff Present

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



Minutes of NVTC Meeting of April 6, 2006

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

Presentation by WMATA's General Manager

Chairman Connolly introduced WMATA's Interim General Manager Dan Tangherlini, who was invited to present his vision for the success of Metro. Mr. Tangherlini observed that NVTC, as a regional leader, has supported Metro through good and bad times. Metro riders are more and more recognizing the value of Metro and the service it provides, as well as the cost competitiveness compared to commuting by automobile. A WMATA Board Committee has approved a replacement program to purchase a certain number of buses each year so that the fleet never gets too old. Metro also needs a consistent program for railcars.

Delegate Albo arrived at 8:12 P.M.

Mr. Tangherlini stated that the Dulles Metrorail project is exciting because it will fulfill the promise to Northern Virginia that Metro made 30 years ago for equal levels of service between Maryland, the District of Columbia and Virginia.

Mr. Fisette arrived at 8:15 P.M.

Mr. Tangherlini also reported that Metro is working to improve its customer experience, which includes looking at putting retail outlets in the stations. Metro has received positive feedback on the tunnel advertisements, which have generated substantial revenues. Mr. Zimmerman explained that the retail project will be a pilot project within selected stations in West Falls Church, Rosslyn, King Street and Vienna in Virginia.

Delegate Ebbin asked if WMATA has made any reforms or improvements as a result of the negative publicity it received from a series of Washington Post articles. Mr. Tangherlini responded that the WMATA Board's response was broad. Although Metro is still working on the issue of openness of the agency, it is moving away from a defensive posture. One of the biggest initiatives the WMATA Board has implemented to make it clear that it is open to scrutiny at every level, is to create an Inspector General. Also, there is a lot of work being done on railcar precision stopping, the 5000 series railcars, and other improvements. Mr. Zimmerman stated that although the 5000 series railcars had well publicized problems initially, they are now Metro's most reliable railcars. Mr. Tangherlini stated that these railcars are on average running 70,000 miles between failures. Mr. Tangherlini stated that even though Metro was portrayed badly by the press, in actuality Metro ridership is at all time highs. In fact,

recently Metro set three of the top ten highest ridership days during one week in April, 2006.

Mr. Euille arrived at 8:24 P.M.

In response to a question from Mr. Fiset, Mr. Tangherlini stated that WMATA has one of the best joint development processes in the nation. Currently, of the 86 Metro stations, more than half still have development potential around them. Mr. Fiset stated jurisdictions should be looking at development around the Metro stations, including issues such as minimum density thresholds. Mr. Euille stated that the WMATA Board discussed this issue about Metro being a collaborative partner with the jurisdictions concerning their economic development plans. If projects are planned properly, they will meet and address transportation needs. Chairman Connolly stated that it would be useful for WMATA to keep a compendium of what development is allowed at stations and potential land available around the rail stations for regional planners to use in their planning processes.

Senator Whipple arrived at 8:31 P.M.

In response to a question from Mr. Smedberg about the future of Metrobus, Mr. Tangherlini stated the way to address Metro's capacity issues is to reinvest in the bus system and expand it. Any expansion of Metrorail will take a minimum of five to ten years. In contrast, bus expansion is the quickest way to provide capacity for a constrained transit system. Mr. Zimmerman observed that bus is the least expensive way to move lots of people.

Mr. Snyder arrived at 8:40 P.M.

Chairman Connolly stated that it is important that the federal government reexamine its role in public transportation. If there is concern about the price of gasoline and its production, it is important to be aggressive at looking at alternative modes of transportation in urban areas.

Mr. Snyder stated that there is an urgent need to overlay a network of light rail throughout the region. In reality, even though bus service is economical and practical, bus does not capture the public's imagination. For example, the Route 7 corridor from the Potomac River to Tysons Corner should be recognized as an urban street and should be treated as such. He challenged WMATA to do visionary thinking as it pertains to light rail throughout the region. He also noted the significant role the public transportation system has during emergencies. There is a close linkage between transportation improvements and the region's ability to respond to emergencies. He also stated that it is important that the issue of WMATA management constantly needs to be addressed to counter critics.

Chairman Connolly stated that it is his understanding that the WMATA Board has not taken a position on the issue of dedicated funding for Metro. Mr.

Zimmerman stated that the Governor of Maryland is against it. Chairman Connolly stated that it is critical for Maryland, the District of Columbia and Virginia to maintain a regional perspective. Fairfax County covers 400 square miles with 1 million residents, making it the largest jurisdiction in the region. It is essential that Fairfax County be integrated into the Metro system in a way that it is not currently. Arlington and Alexandria are very well served by Metro, but Fairfax County is not. Rail to Dulles and rail to Centreville and beyond are essential to the future of the region. Since 2004, Fairfax County has more part-time and full-time jobs than the District of Columbia and it is important that the county's many business centers be served by Metro.

VRE Items

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

Mrs. Bulova stated that Mr. Zehner is on vacation, but Jennifer Straub, VRE's Deputy CEO, is present to answer any questions.

VRE Fare Increase. Mrs. Bulova reported that the VRE Operations Board recommends approval of Resolution #2021, which would authorize VRE's Chief Executive Officer to increase VRE base and zone fares by six percent beginning July 3, 2006. This increase was proposed in VRE's approved budget for FY 2007 along with a local subsidy increase and public comments were requested between February 22 and March 24, 2006. More than 150 comments were received. An additional \$1.4 million is expected from the fare increase in FY 2007.

Mrs. Bulova moved, with a second by Mr. Silverthorne, to approve Resolution #2021.

In response to a question from Delegate Albo, Ms. Straub stated that increased costs of fuel, liability insurance and Amtrak services are the reasons for the fare increase. Chairman Connolly asked if the stalemate in the General Assembly would affect the VRE budget. Ms. Straub replied that it would impact the railcar purchase because \$50 million for railcars is included in the proposed budget. Chairman Connolly observed that VRE is bumping up against capacity. Ms. Straub stated that VRE reconfigured its trains to provide more seating, so currently there are no standees, but that is just a temporary solution.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Albo, Bulova, Connolly, Ebbin, Euille, Ferguson, Fissette, Husick, Silverthorne, Smedberg, Snyder, Whipple and Zimmerman. (A copy of the resolution is attached.)

Mechanical Engineering Contract Award. Mrs. Bulova stated that the VRE Operations Board recommends approval of Resolution #2022. This resolution would authorize VRE's Chief Executive Officer to contract with STV, Inc. to provide mechanical engineering services over the next five years at a cost not to

exceed \$5 million using individual task orders. Task orders over \$30,000 must be approved by the VRE Operations Board. The current contract will reach its authorization limit by June, 2006. Funds have been budgeted to cover the new contract. The proposed consultant was selected with a competitive procurement.

On a motion by Mrs. Bulova and a second by Mr. Silverthorne, the commission unanimously approved the resolution (copy attached). The vote in favor was cast by commissioners Albo, Bulova, Connolly, Ebbin, Euille, Ferguson, Fiset, Husick, Silverthorne, Smedberg, Snyder, Whipple and Zimmerman.

Legislative Items

Mr. Taube reported that at this time the General Assembly remains deadlocked. A draft policy paper has been prepared for commission discussion that makes the case for dedicated Metro funding as a tax relief measure. A two-page flier condenses this material for widespread distribution. Also a draft press release has been prepared.

Mr. Euille stated that it is important to educate the public on what happens to the gas tax revenues and how they are used. If they understand the process, they can apply pressure on the General Assembly.

Mr. Taube gave a PowerPoint presentation on the policy paper making the case for dedicated Metro funding. Mr. Connolly stated that it would be interesting to know how far the price of gasoline can increase before people change their commuting habits and move from automobile to transit. Senator Whipple stated that bus ridership in Danville, Virginia increased by 17 percent when gasoline prices hit \$3.00 a gallon.

Mr. Taube stated that increasing traffic congestion and accelerating gas prices are equivalent to substantial tax hikes. Those "taxes" yield no corresponding revenues to solve the problems. In sharp contrast, proposals for dedicated funding for Metro such as the proposed quarter-cent sales tax in NVTC's five Metro jurisdictions (Arlington and Fairfax counties and the cities of Alexandria, Fairfax and Falls Church) would provide over \$50 million annually to sustain and improve Metro. Dedicated funding would leverage \$150 million of new federal dollars annually for 10 years to purchase 340 new Metrorail cars, 275 new buses and provide many other improvements.

Mr. Taube stated that the Texas Transportation Institute ranks the Metropolitan Washington area third worst in congestion costs, at \$2.5 billion annually or \$577 per commuter. Investments in public transit here save \$1 billion in congestion costs annually or \$3 per Metro trip. This amounts to \$330 million annually in Northern Virginia or \$200 per capita in congestion taxes avoided. Transit offers relief from accelerating motor fuel prices and dedicated Metro funding is a sound investment.

In summary, Mr. Taube stated that congestion costs \$577 per commuter and higher priced gas costs at least \$250 more per capita, but dedicated Metro funding using a small sales tax would cost \$38 per capita in five jurisdictions. It is a wise investment of \$38 per person to save almost \$1,000 per person (congestion, gas, jobs and air quality).

In response to a question from Delegate Albo, Chairman Connolly stated that Fairfax County's transportation budget (not including bonds) is about \$60-80 million a year. Delegate Albo asked if Fairfax County did not have to pay for roads because the General Assembly came up with enough money to fund NVTAs transportation needs, could the property tax be reduced accordingly? Chairman Connolly responded yes and stated that anything the commonwealth does to help alleviate the burden is a direct benefit to property owners.

Mr. Smedberg expressed concern that the title of the press release "Get on Board Transit for Virginia Tax Relief" could be confusing. Delegate Ebbin stated that people associate tax relief with lower taxes. Senator Whipple suggested putting the words "tax relief" in quotes. Delegate Ebbin suggested the following title: "There's More Than One Kind of Tax Relief." Chairman Connolly suggested following it with "Get On Board Transit." Commissioners agreed that this would be an intriguing title.

In response to a question from Chairman Connolly, Mr. Taube explained that it is proposed that the material be mailed to General Assembly members and the Governor. The flier also could be distributed to the public and there is a proposed press release.

Mr. Euille moved, with a second by Ms. Bulova, to authorize the policy paper and the press release to be distributed to members of the General Assembly and the media. The vote in favor was cast by commissioners Albo, Bulova, Connolly, Ebbin, Euille, Ferguson, Fiset, Husick, Silverthorne, Smedberg, Snyder, Whipple and Zimmerman.

Delegate Albo suggested that he personally send the information to the Republican House caucus members. There were no objections.

Mr. Euille stated that constituents do not understand that there are no more road maintenance funds available. It's a quality of life issue. Ms. Bulova stated that her office receives many comments and questions about road maintenance. Many people believe that it is the county that pays for maintenance, but in actuality it is the state's responsibility.

Mr. Ferguson stated that going to Metro stations or parking lots outside Metro jurisdictions to hand out fliers is a good idea. NVTC could make it a press event.

Mr. Fisette stated that he is skeptical that General Assembly members will read the entire policy paper but may read a short synopsis or the two-page flier. Delegate Albo stated that he will include a cover letter with bulleted points.

Regional Transportation Items

Virginia Transit Association Spring Conference. Mr. Zimmerman announced that VTA is holding its spring conference at the Radisson Hotel in Old Town Alexandria on May 11-13, 2006. Commissioners were encouraged to attend.

NVTA 2030 Transportation Plan Referral to Jurisdictions. Another milestone was achieved with NVTA's referral of the plan to Northern Virginia's jurisdictions. On May 10, 2006 Ms. Lynott will help brief the Commonwealth Transportation Board's VTrans committee in Richmond. Emphasis will be on the performance measures used to select projects.

Mr. Snyder stated that the transmittal information to the jurisdictions was way too detailed so a summary will be coming soon. All jurisdictions need to ratify the 2030 plan. In response to a question from Mr. Zimmerman, Ms. Lynott stated that jurisdictions are asked to ratify the plan before the June NVTA meeting.

Fare Card Vending Explosives Detection. Cubic and GE have developed a new fare card vending machine that analyzes explosive residue on the fingers of customers purchasing tickets.

Simplified Meter Parking. Arlington County's new electronic parking card called the iPark is a credit card sized device that is placed on the car's dashboard. The device is turned on when the passenger leaves the car and turned off when he or she returns so that the person will only have to pay for actual minutes parked.

VDOT/DRPT Capital Beltway/I-95/395 Hot Lane Operations Working Group. NVTC staff has been invited to participate as advisors in this state-level staff effort, representing (along with DRPT) the concerns of this region's transit systems.

VDOT Integrated Corridor Management Initiative. Northern Virginia's VDOT staff is seeking funding from the Federal Highway Administration for a plan for using technology to help manage the I-66/Route50/Route 29 corridor. NVTC staff has been invited to assist in the development process. The first phase is to develop a concept of operations.

NVTC Financial Items for March, 2006

The financial reports were provided to commissioners and there were no questions.

Adjournment

Without objection, Chairman Connolly adjourned the meeting at 9:40 P.M.

Approved this 1st day of June, 2006.

Gerald E. Connolly
Chairman

William D. Euille
Secretary-Treasurer

NVTC

Northern Virginia Transportation Commission

RESOLUTION #2021

SUBJECT: VRE Fare Increase.

WHEREAS: As part of the FY 2007 VRE budget, VRE must increase revenue \$3.3 million to cover increased operating costs;

WHEREAS: In addition to an increase in the jurisdictional subsidy, the VRE Operations Board also authorized a fare increase of 6% on which public hearings were held; and

WHEREAS: Passengers and interested parties commented via e-mail, letter, fax, and in person.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to increase the overall VRE base and zone fares by 6% beginning on July 3, 2006.

Approved this 4th day of May, 2006.


Gerald Connolly
Chairman


William Euille
Secretary-Treasurer



NVTC Northern Virginia Transportation Commission

RESOLUTION #2022

SUBJECT: Mechanical Engineering Contract Award.

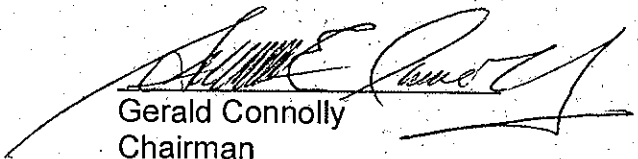
WHEREAS: Use of a VRE mechanical engineering consultant (MEC) has proven to be more efficient than numerous, separate procurements;

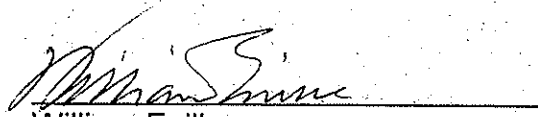
WHEREAS: A new MEC will be tasked with developing standards to maintain existing equipment in a state of good repair and supporting projects which expand capacity; and

WHEREAS: Funds to support MEC services are budgeted in VRE's operating and capital budgets.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to enter into a contract with STV, Inc., for the provision of mechanical engineering consulting services for a period of no more than five years in an amount not to exceed \$5,000,000 on a task order basis.

Approved this 4th day of May, 2006.


Gerald Connolly
Chairman


William Euille
Secretary-Treasurer



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MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners
FROM: Rick Taube
DATE: May 25, 2006
SUBJECT: VRE Items

- A. Report from the VRE Operations Board and VRE Chief Executive Officer—Information Item.
- B. Crossroads Locomotive Fuel Option—Action Item/Resolution #2023.
- C. Broad Run Locomotive Fuel Option—Action Item/Resolution #2024.
- D. Federal Railroad Administration Loan Costs—Action Item/Resolution #2025.
- E. Option for Railcar Engineering/Inspection—Action Item/Resolution #2026.
- F. Closed Session on VRE Railcar Purchase (Section 2.2-3711 A (7) of the Code of Virginia) followed by action in open session on Resolution #2026.



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

Minutes are attached from the VRE Operations Board meeting of May 19, 2006. Also attached is the report of VRE's CEO with ridership and on-time performance information.



**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 MAY 19, 2006

| MEMBERS PRESENT | JURISDICTION |
|-------------------------|-----------------|
| Sharon Bulova (NVTC) | Fairfax County |
| Robert Gibbons (PRTC) | Stafford County |
| Dana Kauffman (NVTC) | Fairfax County |
| Elaine McConnell (NVTC) | Fairfax County |
| Alan Tobias | VDRPT |

| MEMBERS ABSENT | JURISDICTION |
|-------------------------|-----------------------|
| Maureen Caddigan (PRTC) | Prince William County |
| Doug Waldron (PRTC) | City of Manassas |

| ALTERNATES PRESENT | JURISDICTION |
|------------------------|-----------------------|
| Wally Covington (PRTC) | Prince William County |
| John D. Jenkins (PRTC) | Prince William County |

| ALTERNATES ABSENT | JURISDICTION |
|------------------------------|-------------------------------|
| Hilda Barg (PRTC) | Prince William County |
| William Greenup (PRTC) | City of Fredericksburg/VHSRDC |
| Christopher Zimmerman (NVTC) | Arlington County |

| STAFF AND GENERAL PUBLIC | |
|--|--|
| Omar Arouna – VRE | Mike Lake – Fairfax DOT |
| George Billmyer – citizen | Wendy Lemieux – VRE |
| Donna Boxer – VRE | Bob Liebbrandt – Prince William County |
| James Bracco – citizen | Steve MacIsaac – VRE counsel |
| Sue Faulkner – Stafford County | Betsy Massie – PRTC |
| Anna Gotthardt – VRE | Dick Peacock – citizen |
| Al Harf – PRTC staff | Elizabeth Rodgers – NVTC staff |
| Christine Hoeffner – VRE | Mark Roeber – VRE |
| Angela Horan – Prince William County Attorney | Jennifer Straub – VRE |
| Ann King – VRE | Dale Zehner – VRE |

Vice Chairman Kauffman called the meeting to order at 9:29 A.M. Following the Pledge of Allegiance, roll call was taken.

Ms. McConnell moved that the Operations Board send a proclamation to the Fairfax County Police Department recognizing their loss of two officers who were killed in the line of duty last week. Mr. Gibbons seconded the motion. The vote in favor was cast by Board Members Bulova, Covington, Gibbons, Jenkins, Kauffman, McConnell and Tobias.

Approval of the Agenda – 3

Mr. Gibbons asked that two items be added to the agenda for discussion pertaining to parking at the Leeland and Brooke Stations and the Strategic Plan for BRAC. There were no objections.

Mr. Gibbons moved, with a second by Ms. Bulova, to approve the amended agenda. The vote in favor was cast by Board Members Bulova, Covington, Gibbons, Jenkins, Kauffman, McConnell and Tobias.

Minutes of the April 19, 2006, VRE Operations Board Meeting – 4

Mr. Gibbons moved, with a second by Ms. Bulova, to approve the minutes. The vote in favor to approve the minutes was cast by Board Members Bulova, Covington, Gibbons, Jenkins, Kauffman, McConnell and Tobias.

Chairman's Comments – 5

Vice Chairman Kauffman explained that Chairman Caddigan is out of the country on vacation.

Chief Executive Officer's Report – 6

Mr. Zehner introduced Christine Hoeffner, VRE's new Senior Planner. Ms. Hoeffner will manage VRE's Strategic Plan, Fleet Management Plan and relationships with developers. She has an extensive background in environmental analysis, which will be of great benefit to VRE.

Mr. Zehner reported that the disaster drill on April 30th went very well. On-time performance is at 94 percent systemwide, with 96 percent on the Manassas Line and 93 percent on the Fredericksburg Line. The delays on the Fredericksburg Line have been caused by freight interference and not due to breakdowns. CSX has made significant changes in dispatching, which has resulted in drastically improved VRE on-time

performance. Mr. Gibbons stated that it is important to have communication at each station so that passengers know what is going on when there is a delay. He also stated that the Marines do not want freight staged at the Quantico Station. There is plenty of room at Arkendale for this. Mr. Zehner replied that he will discuss this issue with Jay Westbrook of CSX.

Mr. Jenkins asked for an update of the Quantico Bridge project. Mr. Zehner reported that all the pilings are installed and the deck should be completed by this summer, with a project completion date in early 2007. There were no problems with the installation of the pilings.

VRE Riders' Comments – 7

Mr. Peacock stated that he is very pleased to see that on-time performance has improved on the Fredericksburg Line. He also stated that it seems that the parking lot at the Manassas Station has a fair number of available spaces. He asked if there was a way to communicate to riders that there is extra parking available at Manassas. It is also important to communicate to the public that the gas tax has not been raised since 1986 and has not even taken inflation into account. He compared it to what would happen to Virginia's schools if taxes were never raised over the last 20 years.

Mr. Billmeyer stated that he participated in a meeting with Dave Gunn (former Amtrak CEO), Don Phillips (former Washington Post reporter) and James McClellan (retired Norfolk Southern Senior Vice President) where they were able to talk freely about railroad issues since they are no longer working for their former employers. Mr. Billmeyer stated that it would be a good idea for the Department of Transportation to have an intermodal department, which would be one way to get the government infrastructure started in the large metropolitan areas.

Authorization for Construction Support Services – 8A

Mr. Zehner stated that the VRE Operations Board is being asked to authorize him to execute contract(s) in an amount not to exceed \$250,000 for construction support services. Resolution #8A-05-2006 would accomplish this.

Mr. Gibbons moved, with a second by Ms. Bulova, to approve the resolution, The vote in favor was cast by Board Members Bulova, Covington, Gibbons, Jenkins, Kauffman, McConnell and Tobias.

Authorization to Issue an Invitation for Bids (IFB) for Construction of Maintenance Facilities at the Crossroads Yard – 8B

Vice Chairman Kauffman stated that Resolution #8B-05-2006 would authorize the VRE CEO to issue an IFB for the construction of a maintenance facility at the Crossroads Yard. Authorization is requested at this time in order to start construction on these facilities this summer. Once the bids have been received, VRE staff will return to the Board for authorization to award a construction contract. Upon execution of that contract, construction is expected to take one year to complete. Funding for this phase of the project is included in VRE's Capital Improvement Program.

Mr. Gibbons moved, with a second by Ms. Bulova, to approve the resolution, The vote in favor was cast by Board Members Bulova, Covington, Gibbons, Jenkins, Kauffman, McConnell and Tobias.

Authorization to Pay Costs Associated with the FRA Loan to Purchase 50 Railcars – 8C

Mr. Zehner reported that Resolution #8C-05-2006 would recommend that the Commissions authorize VRE's CEO to pay the Federal Railroad Administration (FRA), or related payee, for loan related expenses for the purchase of 50 railcars. In January 2006 the Commissions approved the authorization to submit an application to the FRA for a loan in an amount not to exceed \$72.5 million for the purchase of 50 railcars. The loan would be made under the Railroad Rehabilitation & Improvement Financing Program (RRIF). The major cost associated with the FRA loan is the payment of a credit risk premium, which must be paid prior to the drawdown of loan funds. The premium is calculated based on the financial performance of the applicant and the value of the collateral provided to secure the debt and is also affected by an annual discount rate set by the Office of Management and Budget. The estimate VRE has received from the FRA is in the range of one to two percent of the loan amount. Assuming a loan amount of \$57.5 million (the maximum approved by the jurisdictions), the credit risk premium would be between \$575,000 and \$1.15 million.

Mr. Zehner stated that this payment is included in the financing plan approved by the Operations Board, Commissions and jurisdictions and does not require additional funding. However, this action is necessary to add an additional payee to the CEO's project authority. In response to a question from Mr. Gibbons, Mr. Zehner stated that this premium must be paid by state grant funds and will come out of the \$20 million VRE already has received from the state.

Ms. Bulova moved, with a second by Mr. Gibbons, to approve the resolution. The vote in favor was cast by Board Members Bulova, Covington, Gibbons, Jenkins, Kauffman, McConnell and Tobias

Authorization to Amend a Purchase Order for Rippon Pedestrian Bridge Resurfacing – 8D

Mr. Zehner stated that Resolution #8D-05-2006 would authorize the CEO to amend a purchase order with Megaco, Inc. for the demolition and resurfacing of the Rippon Station pedestrian bridge deck by \$20,636, for a total amount not to exceed \$49,955.

At the Rippon Station, the open pedestrian bridge deck was found to have extensive deterioration due to exposure to the weather and de-icing chemicals. A scope of work was developed and contractors were solicited to perform the work. Megaco, Inc. was selected to be the lowest bidder at \$29,319 and a purchase order was issued. After work was initiated, it was discovered that there was extensive corrosion of reinforcing steel. The top layer of the concrete deck was removed to expose the rebar which was then sand blasted and sealed. Plywood was placed over the deck to allow for continued use and the work was halted. In order to complete the work, authorization is required to increase the purchase order amount. Once approved, concrete will be overlaid on the deck and the work completed.

Mr. Jenkins moved, with a second by Mr. Gibbons, to approve the resolution, The vote in favor was cast by Board Members Bulova, Covington, Gibbons, Jenkins, Kauffman, McConnell and Tobias.

Authorization to Exercise Option for Locomotive Fuel Supply at the Broad Run Yard – 8E

Mr. Zehner stated that the Operations Board is being asked to recommend that the Commissions authorize the VRE CEO to exercise the second option year to Mifco Heating Oil of Manassas, Virginia for the delivery of diesel fuel to the Broad Run Yard for VRE's locomotive fleet for an amount not to exceed \$1.6 million.

Mr. Jenkins asked what the difference will be between the existing and new fuel price. Mr. Zehner responded that VRE currently pays \$1.97 per gallon hedge price and the current market price is \$2.19.

Mr. Covington moved, with a second by Ms. McConnell, to approve the resolution, The vote in favor was cast by Board Members Bulova, Covington, Gibbons, Jenkins, Kauffman, McConnell and Tobias.

Authorization to Exercise Option for Locomotive Fuel Supply at the Crossroads Yard – 8F

Mr. Zehner explained that the VRE Operations Board is being asked to recommend that the Commissions authorize the VRE CEO to exercise the second option year to Quarles Petroleum of Fredericksburg, Virginia for the delivery of diesel fuel to the Crossroads

Yard for VRE's locomotive fleet. The option is being requested in an amount not to exceed \$2,150,000. Resolution #8F-05-2006 would accomplish this.

Mr. Gibbons moved, with a second by Mr. Jenkins, to approve the resolution, The vote in favor was cast by Board Members Bulova, Covington, Gibbons, Jenkins, Kauffman, McConnell and Tobias.

Authorization to Exercise the Option for Engineering and Inspection Services for 50 Passenger Railcars – 8G

Mr. Zehner reported that the VRE Operations Board is being asked to recommend that the Commissions authorize the VRE CEO to exercise the option with STV, Inc. for the provision of engineering and inspection services for the manufacture of 50 passenger railcars. The contract amount being request is \$2,149,000, plus a 15 percent contingency of \$323,000, for a total contract value not to exceed \$2,472,000. Resolution #8G-05-2006 would accomplish this.

Mr. Jenkins moved, with a second by Ms. McConnell, to approve the resolution, The vote in favor was cast by Board Members Bulova, Covington, Gibbons, Jenkins, Kauffman, McConnell and Tobias.

Follow-up from April Operations Board Meeting – 9A

During VRE rider's comments, a suggestion was made to fund an independent consultant study to determine if heat restrictions are necessary. VRE has discussed this concept with CSX and is recommending that work continue on a staff level basis for the foreseeable future. VRE staff is currently tracking the heat restrictions versus daily temperature and would like to complete this in-house technical evaluation before reprogramming funds to pursue a study. Work is also underway to amend the train schedule that will account for changes in run time as well as decrease the dwell time resulting from automatic train doors. CSX is amenable to these changes and once implemented, on-time performance is expected to improve.

Also, staff developed a macro cost estimate to electrify the CSXT railroad from Washington, D.C. to the yard at Crossroads. Using industry research, this project is estimated to cost over \$260 million for infrastructure, plus \$7 million per locomotive.

Parking at Leeland and Brooke Stations

Mr. Gibbons stated that the Stafford County Board of Supervisors authorized looking at increasing parking capacity at these two stations. He asked VRE staff to work with county staff on this issue. There were no objections.

Strategic Plan for BRAC

Mr. Gibbons stated that next week the House of Representatives will take up BRAC funding. Over 64 percent of the employees at Ft. Belvoir will be living in this region. I-95 is choked now and with this influx of people, it will just become worse. Mr. Jenkins stated that it is important to meet with Senator Warner, Representative Davis and other legislators to seek funding for the infrastructure that is not in the OSD budget. Ms. McConnell stated that she had a meeting in her office on the BRAC issue and she brought up VRE concerns. She stated that VRE staff needs to follow-up. Mr. Kauffman reported that the first preliminary recommendation from the Master Planner at Ft. Belvoir is due on June 30, 2006, with a preview available on June 22nd. Ms. McConnell stated that the counties can't expect the Army to fund the entire transportation infrastructure. Mr. Jenkins observed that is why it is so important to go to the OSD level and have it included in a master plan. He encouraged staff to talk with Dana Fenton to compliment what the county is doing. Ms. McConnell observed that the projection for the hospital and the museum at Ft. Belvoir is to bring in one million visitors annually for each. Mr. Gibbons stated that the region needs an advocate, such as Senator Warner. It is also important to coordinate with Maryland because some employees will commute from there to Ft. Belvoir.

Closed Session – 10

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

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A (7) of the Code of Virginia), the VRE Operations Board authorizes discussion in Closed Session regarding one legal matter concerning the option to purchase railcars.

The vote in favor was cast by Board Members Bulova, Covington, Gibbons, Jenkins, Kauffman, McConnell and Tobias.

The Board entered into Closed Session at 10:03 A.M. and returned to Open Session at 10:25 A.M.

Ms. Bulova moved, with a second by Mr. Gibbons, 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, Covington, Gibbons, Jenkins, Kauffman, McConnell and Tobias.

Adjournment

On a motion by Mr. Jenkins, and a second by Ms. Bulova, the Board unanimously agreed to adjourn. Vice Chairman Kauffman adjourned the meeting at 10:26 A.M.

Approved this 16th day of June 2006.

Dana Kauffman
Vice Chairman

Doug Waldron
Secretary

CERTIFICATION

This certification hereby acknowledges that the minutes for the May 19, 2006, Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

Rhonda Gilchrest

Rhonda Gilchrest



CHIEF EXECUTIVE OFFICER'S REPORT

May 2006

FARE INCREASE

On May 4th, both Commissions approved the FY 2007 fare increase which will be implemented on July 3, 2006. Rider's Guides, posters and the ticket vending machines will be updated with the new fare schedule in time for implementation.

MEET THE MANAGEMENT

Our "Meet the Management" series continues. To-date, all of the inner or "destination" station events have been completed. Representatives from Norfolk Southern and CSX were on hand, along with VRE management to answer questions and receive comments. The remainder of the schedule focuses on the "origination" stations and events will be held during the morning service hours.

| Date | Station |
|---------------|----------------|
| May 17, 2006 | Fredericksburg |
| May 24, 2006 | Broad Run |
| May 31, 2006 | Leeland Road |
| June 7, 2006 | Manassas |
| June 14, 2006 | Brooke |
| June 21, 2006 | Manassas Park |
| June 28, 2006 | Quantico |

| Date | Station |
|--------------------|---------------|
| September 6, 2006 | Burke Centre |
| September 13, 2006 | Rippon |
| September 20, 2006 | Rolling Road |
| September 27, 2006 | Woodbridge |
| October 4, 2006 | Backlick Road |
| October 11, 2006 | Lorton |

NEW RAIL CAR PURCHASE UPDATE

Sumitomo Corporation agreed to extend the date to exercise the option for 50 additional railcars from April 28, 2006 to June 30, 2006. This change provides additional time for the Federal Railroad Administration (FRA) to process the loan request as well as for VRE to work with the Commonwealth on alternate state financing for the \$15 million.

CUSTOMER SERVICE SURVEY

The annual Customer Service Survey was conducted on May 10, 2006. Results are being tabulated and a report will be distributed to the Operations Board in early Fall.

EMERGENCY PREPAREDNESS DRILL

VRE partnered with area fire and rescue crews on Sunday, April 30, 2006, in a simulated passenger train derailment and multi-casualty exercise at 6700 Springfield Center Drive (off of Loisdale Road). This emergency response exercise, which simulated a passenger railcar

derailment and bombing, was designed to strengthen emergency preparedness, response and coordination. Officials from local fire, rescue, and police departments, as well as representatives from the federal government and the railroad industry participated in this preparedness event.

Approximately 60 volunteer victims and nearly a hundred men and women from fire and rescue and law enforcement departments participated. Additionally, officials from the Federal Railroad Administration (FRA), the National Transportation Safety Board (NTSB), Federal Bureau of Investigation (FBI), the Joint Terrorism Task Force (JTTF), the Federal Transit Administration (FTA), Virginia Terrorism Taskforce, Fairfax County Office of Emergency Management, Fairfax County Police Department, Inova Health Care and CSX Railroad observed and contributed to the exercise.

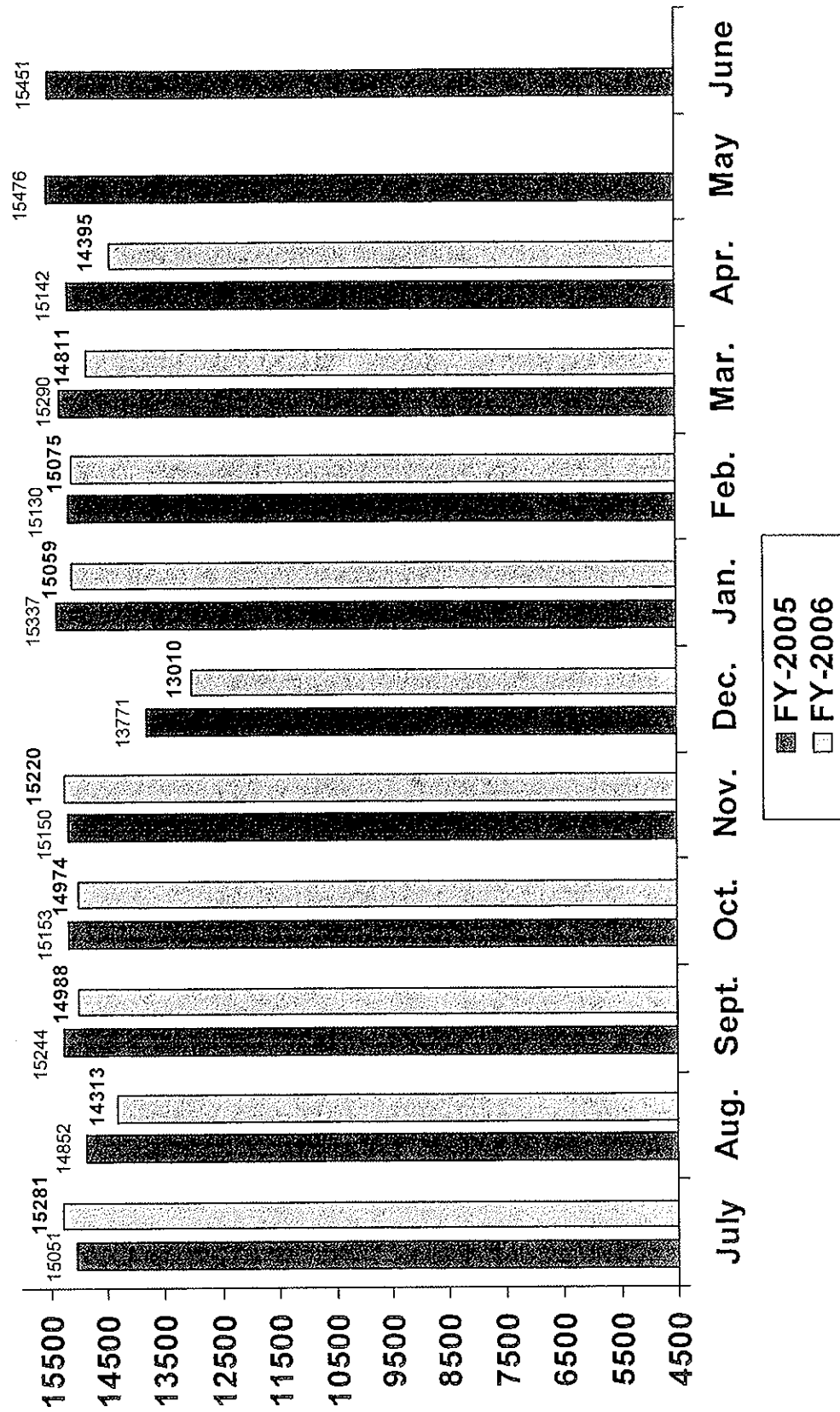
CSX TRACK WORK

The curve patch project began on April 10 and is expected to last through the end of June. During this project, CSX will change out sections of the curved rail that are worn and in need of replacement. This work is being performed at night after VRE service and is not expected to impact VRE trains.

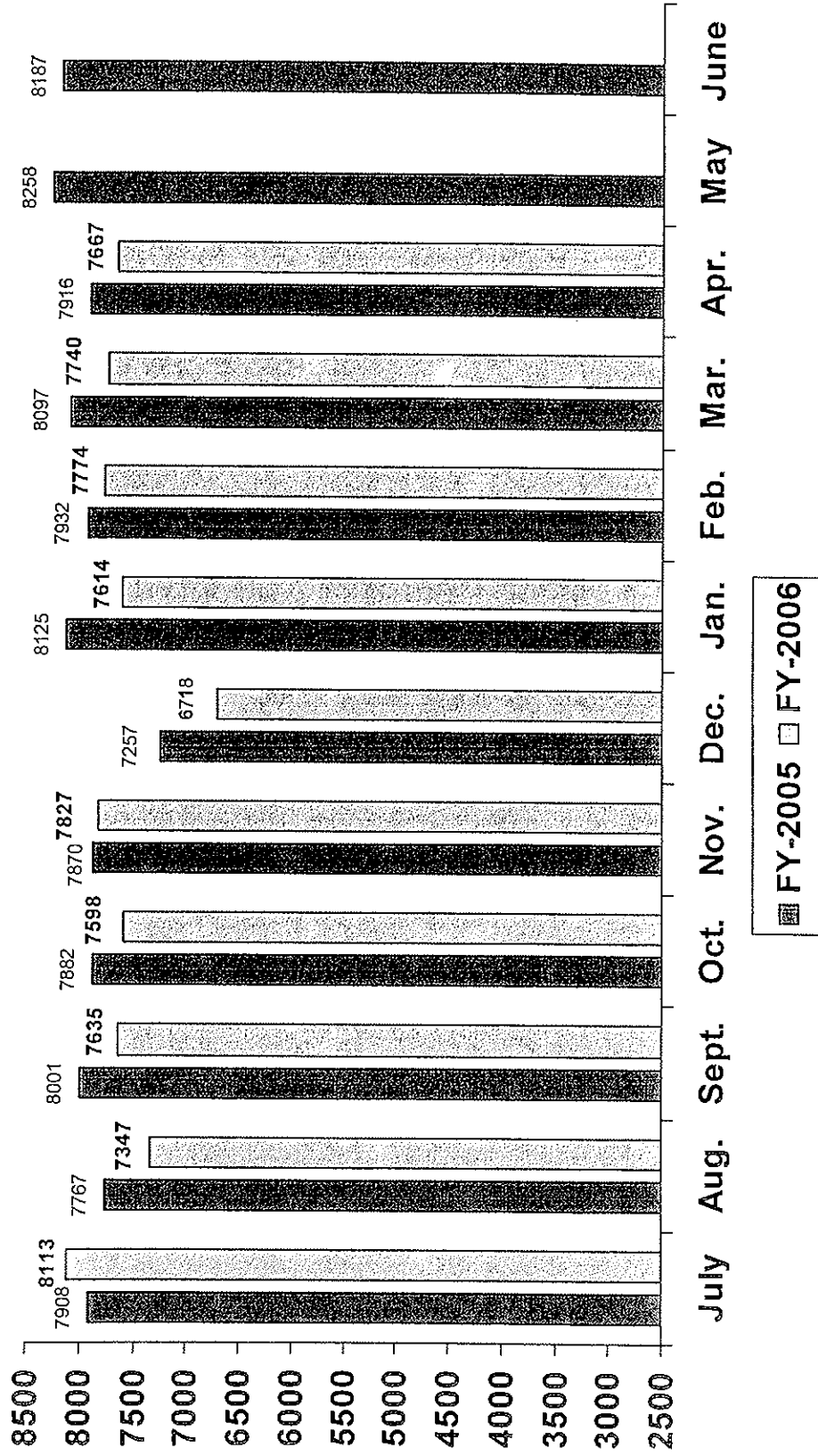
QUANTICO BRIDGE UPDATE

The bridge is approximately 75% complete. The substructure piles were completed last month totaling to over 3.6 miles of steel pipe pile driven into the creek bed. Preparation for trackwork is underway and this fall, CSX will begin delivering track materials to be installed. To-date the project is on time and under budget and is expected to be completed in 2007.

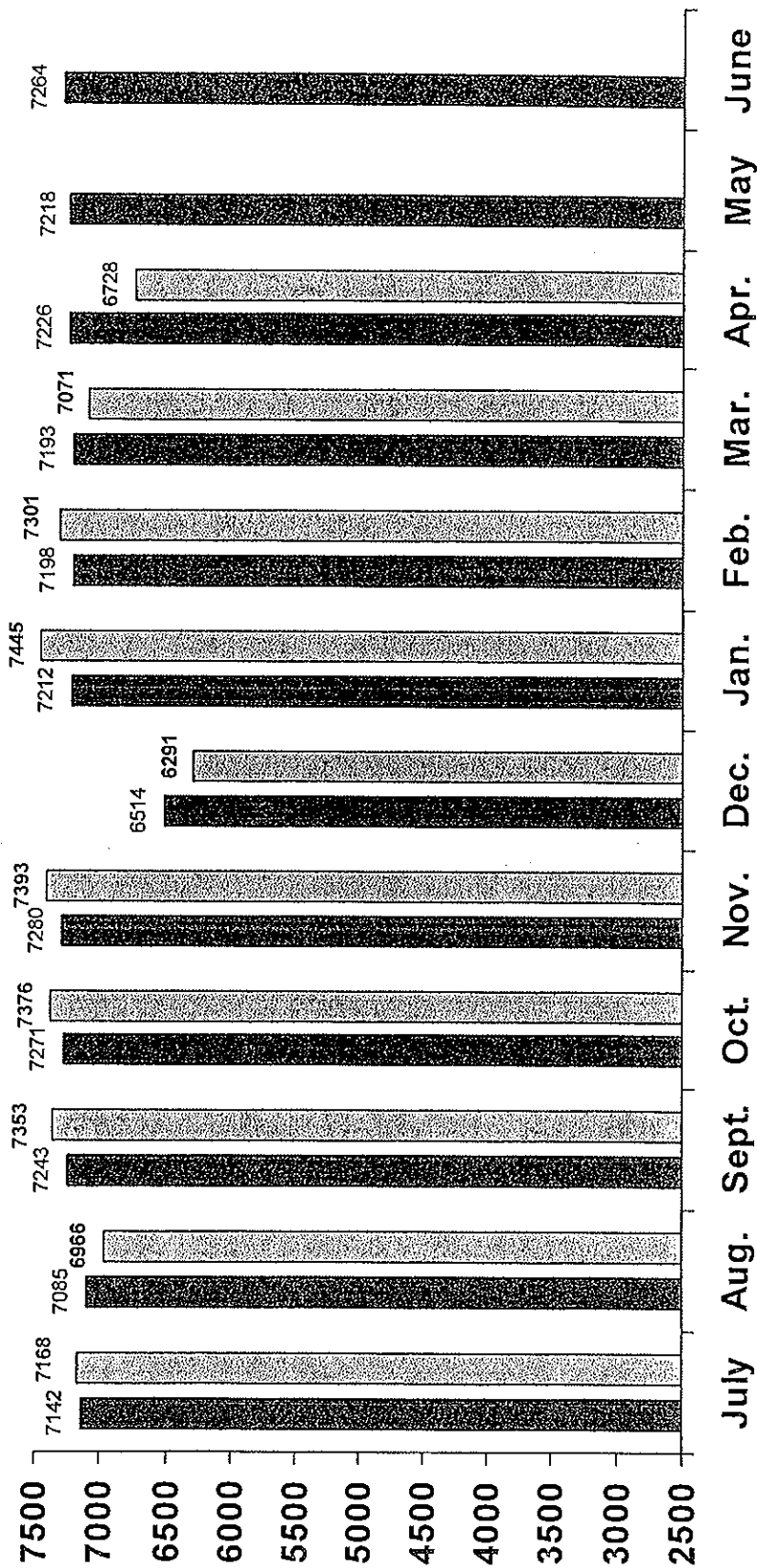
VRE Total Average Daily Ridership



VRE Average Daily Ridership Fredericksburg Line

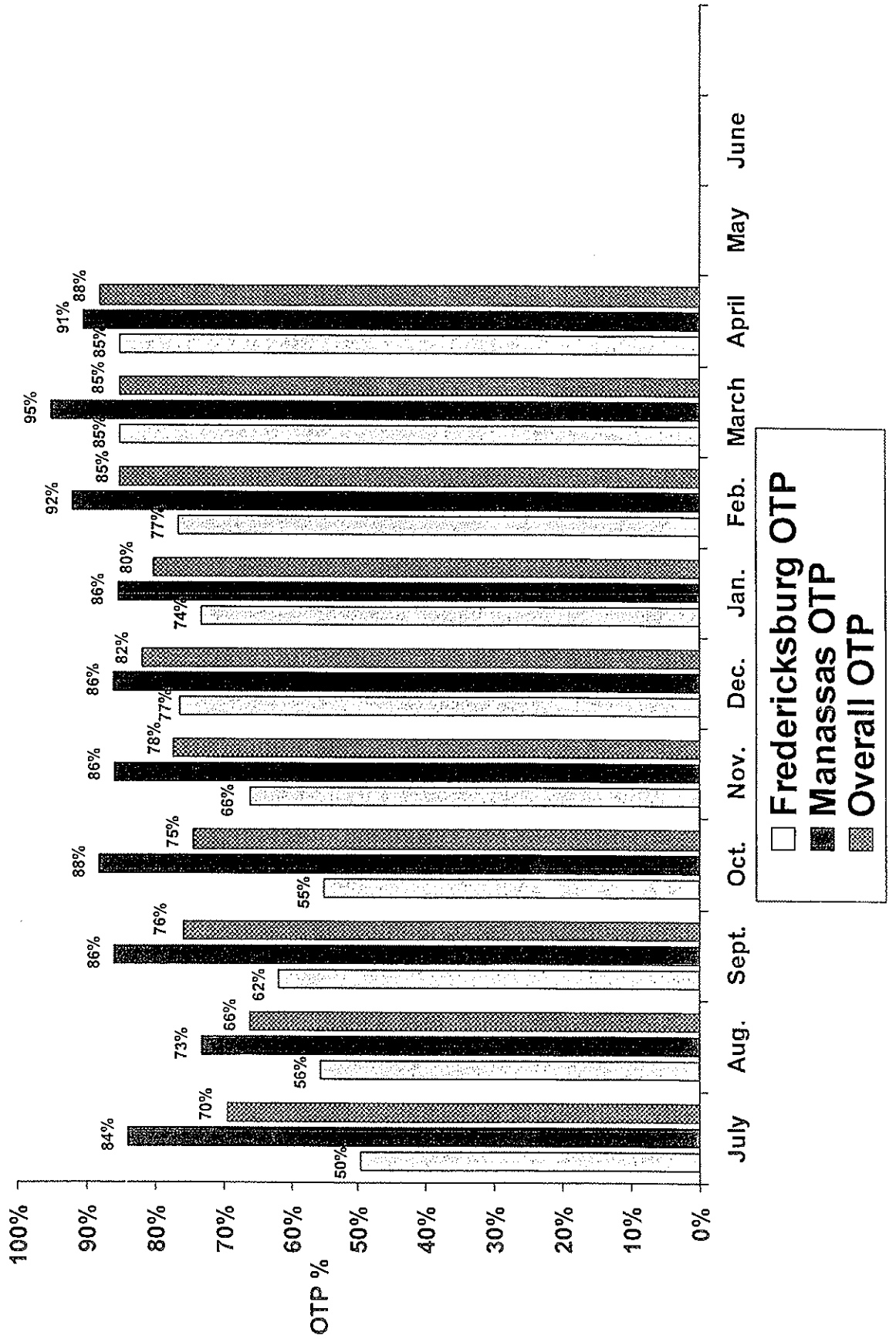


VRE Average Daily Ridership Manassas Line



FY-2005
 FY-2006

Average On-Time Performance FY-2006



Crossroads Locomotive Fuel Option.

The VRE Operations Board recommends approval of Resolution #2023. This resolution authorizes VRE's Chief Executive Officer to exercise the second option year of a contract with Quarles Petroleum of Fredericksburg for delivery of diesel fuel to the Crossroads Yard. The cost of exercising this option will not exceed \$2.15 million for approximately 860,000 gallons. Funding will be provided in the FY 2007 and FY 2008 operating budgets.

RESOLUTION #2023

SUBJECT: Crossroads Locomotive Fuel Option.

WHEREAS: VRE consumes approximately 860,000 gallons of fuel each year at the Crossroads Yard;

WHEREAS: VRE awarded a contract for the provision of fuel to Quarles Petroleum of Fredericksburg, Virginia in 2004, with a previous option year executed in September, 2005; and

WHEREAS: The first option year of this contract has been successfully completed prompting VRE staff and the VRE Operations Board to recommend the execution of a second option year.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to exercise the second option year of a contract with Quarles Petroleum of Fredericksburg, Virginia for the delivery of diesel fuel to the Crossroads Yard for VRE's locomotive fleet in an amount not to exceed \$2,150,000.

Approved this 1st day of June, 2006.

Gerald Connolly
Chairman

William Euille
Secretary-Treasurer





Virginia Railway Express Operations Board

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AGENDA ITEM 8-F ACTION ITEM

TO: CHAIRMAN CADDIGAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: MAY 19, 2006

**RE: AUTHORIZATION TO EXERCISE OPTION FOR LOCOMOTIVE
FUEL SUPPLY AT THE CROSSROADS YARD**

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to exercise the second option year to Quarles Petroleum of Fredericksburg, Virginia for the delivery of diesel fuel to the Crossroads Yard for VRE's locomotive fleet. The option is being requested in an amount not to exceed \$2,150,000.

BACKGROUND:

VRE locomotives require fueling every night after performing revenue service. Over the course of a year, VRE consumes approximately 860,000 gallons of diesel fuel at the Crossroads Yard. In September 2005, the Operations Board authorized the first option year for fuel delivery to Quarles Petroleum in an amount not to exceed \$2,020,000.

Following another year of service, VRE staff is recommending award of the second option year. The option value is being recommended based on the indexed price proposed in the original contract. VRE staff continues to work with the fuel vendor in an effort to monitor the appropriate timing of hedging opportunities.

FISCAL IMPACT:

Funding will be provided by the FY 2007 and FY 2008 Operating Budgets. Currently, available funding totals \$1,500,000 for FY 2007. While authorization is being requested for the year, additional funding will need to be programmed in the FY 2008 budget and additional funding may be needed in FY 2007 depending on fuel prices. This issue will be addressed in the modified FY 2007 budget.

Broad Run Locomotive Fuel Option.

The VRE Operations Board recommends approval of Resolution #2024. This resolution authorizes VRE's Chief Executive Officer to exercise the second option year of a contract with Mifco Heating Oil of Manassas for delivery of diesel fuel to the Broad Run Yard. The cost of exercising this option will not exceed \$1.6 million for approximately 630,000 gallons. Funding will be provided in the FY 2007 and FY 2008 operating budgets.

RESOLUTION #2024

SUBJECT: Broad Run Locomotive Fuel Option.

WHEREAS: VRE consumes approximately 630,000 gallons of fuel each year at the Broad Run Yard;

WHEREAS: VRE awarded a contract for the provision of fuel to Mifco Heating Oil of Manassas, Virginia in 2004, with a previous option year awarded in 2005; and

WHEREAS: The first option year of this contract has been successfully completed prompting VRE staff and the VRE Operations Board to recommend the execution of a second option year.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to exercise the second option year of a contract with Mifco Heating Oil of Manassas, Virginia for the delivery of diesel fuel to the Broad Run Yard for VRE's locomotive fleet in an amount not to exceed \$1,600,000.

Approved this 1st day of June, 2006.

Gerald Connolly
Chairman

William Eulle
Secretary-Treasurer





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AGENDA ITEM 8-E ACTION ITEM

TO: CHAIRMAN CADDIGAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: MAY 19, 2006

**RE: AUTHORIZATION TO EXERCISE OPTION FOR LOCOMOTIVE
FUEL SUPPLY AT THE BROAD RUN YARD**

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to exercise the second option year to Mifco Heating Oil of Manassas, Virginia for the delivery of diesel fuel to the Broad Run Yard for VRE's locomotive fleet. The option is being requested in an amount not to exceed \$1,600,000.

BACKGROUND:

VRE locomotives require fueling every night after performing revenue service. Over the course of a year, VRE consumes approximately 630,000 gallons of diesel fuel at the Broad Run Yard. In August of 2005, the Operations Board authorized the first option year for fuel delivery to Mifco Heating Oil of Manassas, Virginia in an amount not to exceed \$1.5 million. A more significant increase is not needed due to the elimination of one train during the past year from this facility.

Following another year of service, VRE staff is recommending award of the second option year. The option value is being recommended based on the indexed price proposed in the original contract. VRE staff continues to work with the fuel vendor in an effort to monitor the appropriate timing of hedging opportunities.

FISCAL IMPACT:

Funding will be provided by the FY 2007 and FY 2008 Operating Budgets. Currently, available funding totals \$1,500,000 for FY 2007. While authorization is being requested for the year, additional funding will need to be programmed in the FY 2008 budget and additional funding may be needed in FY 2007 depending on fuel prices. This issue will be addressed in the modified FY 2007 budget.

FRA Loan Costs.

The VRE Operations Board recommends approval of Resolution #2025. This resolution authorizes VRE's Chief Executive Officer to pay to the Federal Railroad Administration (FRA) or its designee loan expenses related to VRE's purchase of 50 railcars. VRE is seeking a loan from FRA's Railroad Rehabilitation and Improvement Financing Program. The loan request is pending. Assuming a loan amount of \$57.5 million, FRA may charge a credit risk premium of \$575,000 to \$1,150,000. Funding is expected to be available in a state grant.

RESOLUTION #2025

SUBJECT: FRA Loan Costs.

WHEREAS: The commissions authorized an application to FRA for a loan for 50 VRE railcars on January 5, 2006;

WHEREAS: The budget for the purchase of 50 railcars includes a line item for administrative costs and contingency of \$4.4 million; and

WHEREAS: FRA requires the payment of a credit risk premium which must be paid prior to the drawdown of loan funds and may amount to \$575,000-\$1,150,000.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to pay the Federal Railroad Administration (FRA), or related payee, for loan related expenses for the purchase of 50 railcars.

Approved this 1st day of June, 2006.

Gerald Connolly
Chairman

William Euille
Secretary-Treasurer





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AGENDA ITEM 8-C ACTION ITEM

TO: CHAIRMAN CADDIGAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: MAY 19, 2006

**RE: AUTHORIZATION TO PAY COSTS ASSOCIATED WITH THE FRA
LOAN TO PURCHASE 50 RAILCARS**

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to pay the Federal Railroad Administration (FRA), or related payee, for loan related expenses for the purchase of 50 railcars.

BACKGROUND:

On December 16, 2005, the Operations Board recommended that the Commissions authorize the Chief Executive Officer to submit an application to the FRA for a loan in an amount not to exceed \$72.5 million for the purchase of 50 railcars. The loan would be made under the Railroad Rehabilitation & Improvement Financing Program (RRIF). The Commissions approved this authorization in January 2006 and the loan application was submitted.

The budget for the purchase of the railcars included a line item for costs and contingency of \$4.4 million. The major cost associated with the FRA loan is the payment of a credit risk premium, which must be paid prior to the drawdown of loan funds. The premium is calculated based on the financial performance of the applicant and the value of the collateral provided to secure the debt and is also affected by an annual discount rate set by the Office of Management and Budget. The estimate we have received from the FRA is that we should expect a risk premium in the range of 1 to 2% of the loan amount. Assuming a loan amount of \$57.5 million (the maximum

approved by the jurisdictions), the credit risk premium would be between \$575,000 and \$1.15 million.

This payment is included in the financing plan approved by the Operations Board, Commissions and jurisdictions and does not require additional funding. However, this Board action is necessary to add an additional payee to the CEO's project authority. Any other costs of financing, such as the cost for bond counsel services, will be paid under existing contracts for those services.

FISCAL IMPACT:

Funding will be provided through the state grant for the purchase of the 50 railcars, as the credit risk premium cannot be paid using FRA loan funds.

Option for Railcar Engineering/Inspection.

The commission is asked to approve Resolution #2026. This resolution authorizes VRE's Chief Executive Officer to exercise an option with STV, Inc. for engineering and inspection services for VRE's proposed 50-railcar purchase. The requested contract amount is \$2,149,000 plus a 15 percent contingency for a total of \$2,472,000. Funds are included in VRE's railcar financing plan. Award of this option will not occur until the railcar purchase is initiated.

RESOLUTION #2026

SUBJECT: Option for Railcar Engineering/Inspection.

WHEREAS: VRE intends to execute its option for the manufacture of 50 additional passenger railcars as included in the contract with Sumitomo Corporation;

WHEREAS: VRE has a contract with STV, Inc. for engineering and inspection services for the base order of 11 passenger railcars; and

WHEREAS: The contract with STV contains an option for engineering and inspection services for the manufacture of 50 additional cars.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to exercise the option with STV, Inc. for the provision of engineering and inspection services for the manufacture of 50 passenger railcars, with the contract amount not to exceed \$2,149,000, plus a 15% contingency of \$323,000, for a total contract value not to exceed \$2,472,000.

BE IT FURTHER RESOLVED THAT this option will not be executed until the option contract for 50 railcars with Sumitomo is initiated.

Approved this 1st day of June, 2006.

Gerald Connolly
Chairman

William Euille
Secretary-Treasurer





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AGENDA ITEM 8-G ACTION ITEM

TO: CHAIRMAN CADDIGAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: MAY 19, 2006

**RE: AUTHORIZATION TO EXERCISE THE OPTION FOR
ENGINEERING AND INSPECTION SERVICES FOR 50
PASSENGER RAIL CARS**

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to exercise the option with STV, Inc. for the provision of engineering and inspection services for the manufacture of 50 passenger rail cars. The contract amount being requested is \$2,149,000, plus a 15% contingency of \$323,000, for a total contract value not to exceed \$2,472,000.

BACKGROUND:

On June 2, 2005, the Operations Board recommended that the Commissions approve the award of a contract to Sumitomo Corporation of America for the manufacture of eleven passenger rail cab cars. On June 17, 2005, the Operations Board further recommended that the Commissions approve the award of a contract to STV, Inc. for the construction engineering and inspection services for the eleven cab cars.

The construction contract with Sumitomo contained an option for fifty additional passenger rail cars. On March 17, 2006, the Operations Board and the Commissions authorized the execution of this option. The jurisdictions subsequently unanimously approved the debt financing as proposed by VRE and all elements of the financing plan are now in place, with the exception of the approval of the state budget and the FRA loan.

A site visit was held with the FRA and its consultants on May 8th and 9th. The FRA is expected to make a decision regarding the loan before the revised option execution date of June 30, 2006. While VRE is seeking authorization in order to prepare for the execution of the option, award will not actually occur until the option contract with Sumitomo is ratified.

This contract option includes design reviews, first article inspections, in-plant inspections, on-site inspections and warranty administration. The consultant will also be responsible for the acceptance of each car into service.

FISCAL IMPACT:

Funding for this contract option is included in VRE's financing plan for the 50 railcar option as approved by the Operations Board/Commissions in March 2006.

Closed Session on VRE Railcar Purchase.

A draft Resolution #2027 will be distributed by VRE staff to commissioners in closed session. The commission will be asked to approve the resolution in open session.

To enter closed session:

Pursuant to the Virginia Freedom of Information Act (Section 2.2-3711A (7) of the Code of Virginia), the Northern Virginia Transportation Commission authorizes discussion in closed session regarding one legal matter concerning the option to purchase railcars.

Following the closed session:

The Northern Virginia Transportation Commission 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.

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube and Adam McGavock

DATE: May 25, 2006

SUBJECT: Award of Option for Collection and Reporting of National Transit Database Information.

NVTC awarded a contract in June, 2003 to Hoyt and Associates, Inc. for assistance in revising NTD sampling plans, collecting data and completing some or all required NTD forms to be submitted by Northern Virginia's local bus systems to the Federal Transit Administration. The initial term was three years with an option for an additional two years. Each year the exact scope of work is determined based on the precise needs of each participating transit system. By engaging such consulting expertise to ensure that all of NVTC's bus systems file reports each year, NVTC and local staff estimate that federal formula assistance (Section 5307) received by WMATA is about \$5 million greater than if NVTC's bus systems did not file reports, with a yield for NVTC's local jurisdictions in the form of reduced WMATA subsidies of about \$1.4 million annually.

Because NVTC's smaller jurisdictions receive a relatively low individual return in the form of reduced WMATA subsidy as a result of increased WMATA formula assistance, NVTC agreed to arrange for this consulting help since the overall return to the region as a whole is far in excess of the cost.

The commission is asked to authorize NVTC's Executive Director to exercise the two-year option to this contract. The Hoyt firm has been purchased by Vollmer Associates, LLP and work has continued satisfactorily using the same principals. At the end of the two-year option period, NVTC will ask the commission to authorize a new competitive procurement.

Funding for this contract is provided from the state aid received by NVTC, each year, as authorized by commission action in Resolution #971 in June, 2003. Local staff must be consulted each year on the proposed budget before such funds are used. For FY 2007, the proposed budget is approximately \$160,000 (an exact figure will be provided on June 1st).



MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners
FROM: Rick Taube and Kala Quintana
DATE: May 25, 2006
SUBJECT: Legislative Items.

At this time the General Assembly remains deadlocked, although the Senate has approved a version of the budget (substitute HB5002) and forwarded it to the House. The Senate version includes about \$339 million of one-time transportation expenditures including \$20 million for WMATA projects, \$15 million for VRE railcars and \$1.5 million for VRE's Gainesville extension, among other projects.

Staff will share with commissioners the latest information from Richmond and seek guidance about appropriate initiatives to encourage the General Assembly to reach an agreement favorable to public transit in this region.

Among the items to be discussed is the response to NVTC's efforts to connect rising gas prices and congestion costs to the need for dedicated Metro funding. Copies of media coverage are attached for your information, together with copies of a flier distributed to the General Assembly for NVTC by Senator Whipple and Delegates Albo and Ebbin, and another flier focused on downstate residents that is being distributed for NVTC by the Sierra Club and others.



Rick Taube

From: Governors Update Mailing List [govupdate@governor.virginia.gov]
Sent: Tuesday, May 23, 2006 2:12 PM
To: GovernorsUpdate mailing list
Subject: Statement of the Governor

COMMONWEALTH OF VIRGINIA
Office of the Governor

Timothy M. Kaine
Governor

FOR IMMEDIATE RELEASE
May 23, 2006

Contact: Kevin Hall
Phone: (804) 225-4260
Cell Phone: (804) 393-9406
Internet: www.governor.virginia.gov

**GOVERNOR KAINE'S STATEMENT ON TODAY'S SENATE
BUDGET ACTION**

RICHMOND – Governor Timothy M. Kaine released the following statement after today's budget vote by the Virginia Senate:

“Once again, the Senate has extended the hand of compromise to the House. The House leadership demanded that transportation be separated from the budget, and they now have transportation bills separate from the budget. The House leadership then demanded a budget free of tax increases, and they now have a budget free of tax increases.

“The time for House leadership to come to the negotiating table is long overdue. We are rapidly approaching the end of the fiscal year, and the need for a solution to address the shortfall in statewide transportation funding becomes more urgent every day. For the best interests of the Commonwealth, House leadership should now take up the Senate transportation bills they have not acted upon for three weeks, and immediately return to work with the Senate to pass a budget.”

###

HB 5002 – Senate Substitute

May 23, 2006

Today we meet to consider House Bill 5002 - the 2006-08 budget sent to us by the House. We will recommend that a substitute be sent back to the House, incorporating the lion's share of budget actions endorsed by the Senate on several occasions.

However, there is one significant difference between the budgets that we previously passed and the substitute that will be proposed today. That difference relates to our transportation proposal.

As everyone knows, after a year-long study and countless hours in committee deliberations, the Senate has approved several pieces of legislation that provide adequate and sustainable long-term funding for transportation. Our last effort took the form of four separate bills dealing with both statewide and regional solutions. That legislation, which passed the Senate almost unanimously, was tabled in the House Finance Committee.

The House says that it intends to address transportation once the budget is settled. Therefore, this action today will remove any remaining impediments and allow the House to focus on transportation.

Accordingly, the House Bill 5002 substitute eliminates the text of transportation legislation and any other legislation previously contained in Part V of the budget. While the president of the Senate has ruled that the Part V provisions were germane, the House has used the technicality of including tax measures in the budget to avoid action. Thus, we have removed that technicality.

But the important point in the budget before you today is that it retains the Senate's commitment to an adequate, sustainable long-

range transportation funding plan for the Commonwealth. It retains the Senate's original position that one-time general funds, in the amount recommended by Governor Warner in the introduced budget, should be a component of that long range plan.

Our view was and continues to be that those one-time general funds should serve as a "bridge" to long-term solvency of our Transportation Trust Fund - a temporary measure that cushions the phase-in of on-going transportation user fees.

And so, the HB 5002 substitute puts these "bridge" funds in a contingent appropriation of \$339 million in one-time general funds for transportation. Those funds will flow if the House follows through on its word and becomes a partner with the Senate in solving our transportation crisis.

Transportation will receive the \$339 million if the General Assembly adopts an adequate, sustainable long-term transportation plan for the Commonwealth by November 1, 2006.

If, on the other hand, the House does not follow through on its word, thereby signaling that it does not view transportation to be a problem for House constituents, then the \$339 million will automatically be re-directed to other pressing needs - local school construction, capital construction and general tax relief.

In other words, a contingent appropriation allows us all to be honest about our intentions and about our priorities.

The HB 5002 substitute also includes \$228 million in general funds for the biennium from the actual auto insurance premium taxes. These dollars will be used to support FRANs debt service. This appropriation is consistent with our actions last year.

Finally, the HB 5002 substitute incorporates revenue adjustments based on actual fiscal year 2006 collections through April. There are both up and down changes in the volatile revenues

sources that we have been watching for several months. The net result is \$128 million in additional general funds, with a corresponding increase in the Rainy Day Fund and Water Quality Improvement Fund requirements of roughly half that amount, leaving a net adjustment of about \$67 million.

These additional funds are applied toward several capital projects and several small operating adjustments, as outlined in the attached spreadsheet.

At your places you will also find a copy of the amendments related to the contingent appropriation for transportation.

I hope it will be your pleasure to adopt the Substitute.

May 15, 2006

Dear Delegate

We urge you to act **now** to pass HB 5002 and pass SB5013 and SB 5016 to provide sufficient, ongoing, dedicated revenues for transportation, including public transportation. The cost of inaction or insufficient funds is too high.

More and better transportation choices are needed now. As gas prices reach new highs in Northern Virginia transit ridership is at record levels. Three days this spring were the sixth, ninth, and fourteenth busiest days in Metrorail history. These were regular workdays with no special events. On one of those days Metrorail transported 765,000 riders, over 15,000 more than the same day last year – an increase equivalent to the size of many Virginia towns. Metrorail, VRE and many Northern Virginia bus routes routinely exceed capacity at peak hours. Bus ridership is up across the state; 15% in Williamsburg, 16% in Richmond and 10% in Roanoke – just in the last six months.

Virginians are looking for ways to save fuel and money. Commuting to work on public transportation, instead of driving, can save \$6,500 a year, a substantial benefit for any household – more than any tax cut – but the service has to be available. Transit providers can only meet the demand for service if there is additional, ongoing, dedicated funding for operating and capital costs.

Failure of the General Assembly to pass substantial, ongoing revenue dedicated to transportation could soon have the unintended effect of actually *reducing* public transportation service, just as more Virginians are looking for ways to save fuel and money.

Virginia transit systems are struggling to maintain existing service levels in the face of soaring fuel costs. Most local governments will be unable to fill the gap which will approach an increase of 26% or more. Without a

transportation package that includes substantial new capital and operating funds transit service will erode or be reduced, hurting commuters, as well as elderly, disabled, and transit-dependent riders. Some of these riders will lose their independence or employment if service must be cut.

Regional and statewide polls have consistently shown that the public wants more and better public transportation service. The Virginia Transit Association urges you to pass legislation that includes these VTA priorities:

- ◆ Increased ongoing, dedicated Public Transportation allocations (\$200M annually or 20% of total package)
- ◆ Distribute funds through the existing Mass Transit Allocation Formula, which provides essential **capital and operating** funds for transit systems statewide.
- ◆ Match all transit SAFTEA-LU earmarks providing for needed railcars, buses and facilities
- ◆ Provide authority for a new dedicated revenue source in NoVA to match federal funds for WMATA and VRE.

Ongoing, dedicated non-general funds that go through the existing transportation formulas are urgently needed. Please don't delay, take action now.

2006 Budget Conferees

Delegates

| | |
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NVTC Northern Virginia Transportation Commission

May 10, 2006

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Vice Chairman
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Secretary/Treasurer
Hon. William D. Euille

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**Virginia Department of Rail
and Public Transportation**
Karen Rae

Virginia General Assembly
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Sen. Mary Margaret Whipple
Del. David B. Albo
Del. Adam P. Ebbin

Executive Director
Richard K. Taube

The Honorable Timothy Kaine
Governor
Commonwealth of Virginia
Patrick Henry Building, Third Floor
P.O. Box 1472
Richmond, VA 23218

Dear Governor Kaine:

Attached is a short policy paper and a two-page flier identifying the costs to Virginia residents of increasing traffic congestion and rising gasoline prices. These are equivalent to higher taxes but they yield no corresponding revenues that can be invested here. For example, an increase in gasoline prices to \$3 per gallon costs drivers in NVTC's five Metro jurisdictions a stunning \$400 million annually, compared to last year's average price of \$2.26 per gallon. Each one-cent increase in the price of gas costs Northern Virginia's drivers \$5.4 million a year. This is a "tax" paid by the residents of Virginia to the oil companies and oil supplying countries.

In sharp contrast are legislative proposals to dedicate at least \$50 million annually to Metro in Arlington and Fairfax counties and the cities of Alexandria, Fairfax and Falls Church. Those revenues would remain in Northern Virginia and directly provide transportation improvements, offering commuters the choice of not paying the higher congestion and gasoline costs (i.e. cutting their "taxes") by using transit.

We believe dedicated funding for Metro will ensure a strong, reliable Metro system and is a taxpayer-friendly action that constitutes tax relief. If the General Assembly fails to enact this measure on the grounds of holding the line on taxes it will only perpetuate these unlegislated "tax" increases. Failure to act costs us all a lot.

Please feel free to contact our staff with any questions or comments about the attached paper, which is also available on NVTC's website at www.thinkoutsidethecar.org/taxrelief.pdf.

Sincerely,

Gerald Connolly
Chairman

cc: Hon. Pierce Homer



PRESS RELEASE

For Immediate Release
May 5, 2006

Contact: Kala Quintana
703/ 524-3322 ext. 104
Mobile: 703/597-4970
kala@nvtco.org

DEDICATED FUNDING FOR METRO IN NORTHERN VIRGINIA PROVIDES TAX RELIEF THROUGHOUT VIRGINIA

***Increasing traffic congestion and accelerating gas prices are the
equivalent to substantial tax hikes***

Arlington, VA – Rising gas prices are hitting every Virginian where it hurts: their pocketbooks.

At its May 4th meeting, the Northern Virginia Transportation Commission approved a new research paper that documents the financial relief provided by Northern Virginia's public transit systems. The commission called upon the General Assembly to reach agreement on increased transportation funding including a dedicated revenue source for Metro.

Increasing traffic congestion and soaring gas prices are essentially a "tax" that yield no corresponding revenues to solve the problems that Virginia is facing. The rising fuel prices hit lower income families hardest but also affect all Northern Virginians regardless of income. A Gallup poll indicates that 84% percent of all respondents are financially squeezed by \$3.00 per gallon gas prices. At \$3.00 per gallon driving a car in this region can cost commuters five times¹ as much as using transit.

On May 3, 2006 a Virginia House of Delegates committee tabled all Senate bills relating to transportation funding for 90 days. "Their choice to table these bills and do nothing about transportation is going to cost Northern Virginians dearly," said Gerald Connolly, Chairman of the Northern Virginia Transportation Commission and the Fairfax County Board of Supervisors. "By failing to reach a budget agreement, the General Assembly is failing not only Northern Virginia's transit systems, but jeopardizing the commonwealth's entire economy. Gridlock here affects our ability to compete for jobs," said Connolly.

Northern Virginia's jobs generate 50 percent more state taxes than anywhere else in the commonwealth (combined state sales and income taxes of \$3,400 per job in Northern Virginia jurisdictions compared to \$2,300 statewide).

##MORE##

David Snyder, vice-chairman of NVTC and member of the Falls Church City Council testified before the Commonwealth Transportation Board (CTB) at a May 3, 2006 public meeting in Fairfax County sponsored by the CTB. "With gas prices at \$3.00 per gallon, Northern Virginians lose a stunning \$400 million annually and that number increases by \$5.4 million with every one cent increase in the price of gas. That's at least \$250 more for every resident in this region each year. That money is gone forever - you might as well be throwing it out the window."

As fuel prices rise, area residents are flocking to Metro in record numbers. "Three of Metro's highest ridership days ever occurred during one week at the end of April, 2006 and were not associated with any special event. Apparently the 'special event' was a tyrod Tuesday, Wednesday and Thursday in this era of sky high gas prices," said Chris Zimmerman, NVTC board member and Chairman of the Arlington County Board.

This much needed financial relief for drivers who are now choosing transit to ease the pain at the pump is only available if the Metro system receives the funds it needs to continue to provide this vital service to the region.

A dedicated revenue source for Metro, which is under consideration by the Virginia General Assembly, is a source of tax relief. Dedicated funding would leverage \$150 million in new federal dollars annually for ten years. This would allow Metro to purchase 340 new Metrolink cars, and 275 new buses and accomplish many other important tasks to the regional system.

Without a smoothly functioning and fully funded Metro system, Northern Virginia could not sustain its economic prosperity and compete for new jobs which generate the tax dollars that support the commonwealth.

"Our legislators in Richmond need to know that their legislative inaction on transportation is causing pain for our families and our economy. By doing nothing they are costing us a lot," said Connolly.

For more information contact the Northern Virginia Transportation Commission by going to www.thinkoutsidethebox.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 and ridesharing networks. NVTC regulates 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 \$120 million of state and federal grant funds each year for public transit and serves as a forum for its board of 10 state and local elected officials to receive input regarding public transit and ridesharing. For copies of NVTC's draft 2006 work program and approved legislative agenda, and other information about NVTC, please visit www.thinkoutsidethebox.org or call 703-524-3322.

#8 NVTC #8

The Washington Times

www.washingtontimes.com

Rising cost of gasoline seen as a 'congestion tax'

By Jon Ward

THE WASHINGTON TIMES

Published May 11, 2006

The Metropolitan Washington Council of Governments yesterday called the rising gasoline prices a "congestion tax," in an effort to increase support for more local funding for Metro.

"Congestion itself results in a de facto tax," said Jay Fisette, Arlington County Board member and chairman of COG's board of directors.

"The public at large is dealing with a significant rise in gas prices," Mr. Fisette said. "It's on everyone's mind, and there's no question that rising gas prices raise the importance of mass transit as an alternative."

Mr. Fisette cited a study published by the Northern Virginia Transportation Commission that showed drivers in the D.C. metropolitan area are paying \$2.5 billion, or about \$577 each, more for gasoline this year than a year ago. Mr. Fisette serves on NVTC's board.

"This is a 'tax' paid to the oil companies and oil supplying countries," the study said.

COG spokesman Steve Kania said, "Some people say it's a stretch to call it a congestion tax, but the general idea is that they need to be able to keep up with more demand."

Metro has had higher ridership since gasoline prices increased. Two of the highest ridership days were in April, even though no major events were taking place in the area on those days. The system's highest ridership days previously had been tied to major events.

"Certainly when the gas prices went up to \$3, we noticed it," said Candace Smith, a Metro spokeswoman.

Ridership also has increased over the years, from 146 million trips in 1996 to 195 million trips last year.

Mrs. Smith said Metro has not described the rising gas prices as a "congestion tax."

"We haven't been tying gas prices and dedicated funding. What we have said about gas prices is that ridership has gone up," she said.

Local governments pay an amount toward Metro's \$1.1 billion operating budget that is determined by the number of Metro stations in their respective areas.

The D.C. government pays \$179.2 million. Maryland pays \$177.2 million on behalf of Montgomery and Prince George's counties. Five Virginia localities pay a total of \$134.5 million.

Ridership and advertising revenue pay for 60 percent of Metro's \$700 million capital budget, with the federal government and local governments funding the rest, Mrs. Smith said.

Metro has long complained that it does not have a "dedicated" funding stream, but "dedicated" funds from local governments would be added to what they already pay.

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Rep. Thomas M. Davis III, Virginia Republican, last year proposed \$1.5 billion in additional federal funds for Metro over 10 years. The funds are contingent upon whether local governments agree to provide dedicated matching funding.

Only the District has set aside "dedicated" funding for Metro. Last month, Mayor Anthony A. Williams signed a D.C. Council bill that would direct 0.05 percent of retail sales tax revenue to "dedicated" funding.

Maryland's General Assembly, which adjourned last month, did not pass any related legislation this year. The Democrat-controlled legislature has asked the state transportation department to conduct a study on whether dedicated funding for Metro is possible.

In Virginia, the Republican-controlled legislature is in special session to decide whether to raise taxes to pay for road improvements.

Mr. Fisette said most of the transportation proposals being debated in Virginia "include \$50 million of dedicated funding for Metro."

The money would go toward purchasing 340 train cars and 275 buses, and for other capital improvements, Mrs. Smith said. Metro's current fleet consists of more than 900 rail cars and nearly 1,500 buses.

"It's about capacity," Mrs. Smith said. "It's kind of like the 'Field of Dreams' movie: 'Build it and they will come.' "

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May 17th, 2006

Congestion Tax? You Are Already Paying It

May 10th - 4:44pm

[Darci Marchese](#), WTOP Radio

WASHINGTON - Sitting in traffic is costing you more than time, it's costing you precious gasoline -- so one local government wants you to think about that as a congestion tax.

A new study by the Northern Virginia Transportation commission finds motorists pay \$400 million more in gasoline compared to last year (the study was based on gas costing \$3/gallon). And congestion costs the D.C. region an estimated \$2.5 billion a year.

Jay Fissette, chair of the Metropolitan Washington Council of Governments, says drivers might as well call it a congestion tax.

"The reality is, congestion itself results in a de facto tax."

Fissette is using this information to fuel COG's long battle to get a dedicated funding source for Metro. He says while each commuter gets hit with a about \$600 congestion tax yearly -- a quarter cent increase to pay for Metro "results in \$38 per person."

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Transportation leaders step up Metro funding campaign

PDF | Email
Mike Rupert, The Examiner
May 10, 2006 7:00 AM (5 hrs ago)

Richmond - Northern Virginia commuters will pay an additional \$400 million annually if gasoline prices remain at \$3 or higher, according to a new report by the Northern Virginia Transportation Commission.

And every one-cent increase will cost drivers an additional \$5.4 million annually, officials said.

The commission released the report in hopes of convincing the skeptical General Assembly to allow five Northern Virginia jurisdictions to raise their own sales taxes by 0.25 percent to create a dedicated revenue source for expanding Metro.

The Texas Transportation Institute estimates that traffic congestion in Washington region — which they ranked third-worst in the country in 2005 — costs residents an estimated \$2.5 billion annually, or \$577 per commuter.

The report states that each Metro trip saves about \$3 in congestion costs.

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Several Metro funding bills have already been killed this year. Last week, a Virginia House of Delegates committee tabled all Senate bills relating to transportation funding for 90 days — including new Metro funding legislation.

"Their choice to table these bills and do nothing about transportation is going to cost Northern Virginians dearly," said Gerald Connolly, chairman of the commission and of the Fairfax County Board of Supervisors. "By doing nothing, they are costing us a lot."

Maryland and Virginia are trying to raise \$50 million annually to provide their share of the money needed to match \$1.5 billion in federal funds proposed by U.S. Rep. Tom Davis, R-Va.

Efforts in the Maryland legislature this year were also killed. The District became the first to raise the money when it dedicated 0.5 percent of the city sales tax revenue to Metro.

Metro officials say the local and federal funding would allow the transit agency to purchase 340 new railcars and 275 new buses, among other capital improvements. Metro is the only major public transit system in the country without a dedicated funding source.

David Snyder, vice chairman of NVTC and a member of the Falls Church City Council, said every day the legislature delays is costing commuters millions.

"That money is gone forever — you might as well be throwing it out the window," he said.

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Tax increase backed

» Fairfax and Arlington counties, and the cities of Alexandria, Falls Church and Fairfax, are lobbying to raise the sales tax by 0.25 percent to support additional funding.

» The Virginia General Assembly must approve tax increases for any state jurisdiction.

» In late April, Metro experienced its sixth- and ninth-highest ridership days in its 30-year history with no "special events" in the region.

mrupert@dcexaminer.com

Examiner

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May 2006

The Issue That Brings Out the Voters

By Jason Jordan

After the 2000 national elections, political pundits, candidates, and many citizens suggested a deep division between "red" (Republican) and "blue" (Democratic) states. But recent election results suggest that one issue — transportation — transcends the red-blue divide. Few issues have attracted as many voters in recent years as ballot measures related to transportation, particularly those that would increase investment in transit.

Earlier this year, the Washington, D.C.-based Center for Transportation Excellence tracked transportation measures placed on state and local ballots since 2000. The results are striking. Between 2000 and 2005, voters approved 70 percent of all proposed transportation ballot measures. The study also found that the number of such ballot questions has risen consistently, from 32 in 2000 to 53 in 2004.

The "yes" votes are found in every part of the nation, with notable victories in states as diverse as California and South Carolina, Alaska and Massachusetts. "Ballot measures for public transportation now have a proven record of winning nationwide," says the center's program director, Stephanie Vance. "People support this. It doesn't matter if it was a red state or blue, urban or suburban. It's across the board."

The approval of tax increases defies conventional wisdom, which holds that voters are generally tax-averse. But it's not so surprising to Art Guzzetti, policy director for the American Public Transportation Association. "People want options and are frustrated with the status quo," he says. "Voters are saying 'yes' to spending tax dollars on investments they believe will improve their community and increase their quality of life."

Thirty-seven of the 53 transportation measures on the ballot in 2004 directly raised taxes or extended existing taxes. More than 80 percent of these measures were approved. This trend held true even in California, where state law requires a two-thirds supermajority for a tax measure to win. Seven of 10 proposed transportation tax measures met the supermajority requirement in 2004. Among the most notable was San Diego's \$14 billion, 20-year sales tax extension to fund regional transit and highway projects through 2028.

Money tops the list

Most recent ballot measures have involved dedicated sales or property taxes. But voters have also been asked to approve taxes on motor fuel, auto registration, rental cars, food, beverages, and lodgings.

Some measures focus on limiting tax increases. Last year, voters in Washington rejected a proposal to overturn a gas tax increase adopted by the state legislature. Colorado voted to remove so-called "Tax Payer Bill of Rights" (TABOR) rules limiting the revenue that state and local governments could collect. The debate on that issue focused on infrastructure and transit investment. The defeat was seen as a major setback for antitax activists, particularly because efforts are now under way to put similar provisions on the ballot in other states.

Other measures ask voters either to protect dedicated revenue for transportation or to set aside such funding. A measure set to appear on the ballot in Minnesota in November will consider an amendment to the state constitution that would dedicate a set portion of auto and truck sales taxes and registration fees for transportation purposes, including transit.

Often, voters are simply asked to authorize bond issues to pay for transportation projects — an approach that may be more politically palatable than increasing taxes. Last year saw major victories for statewide bond initiatives in New York, Ohio, and Maine. The result: more than \$4 billion in new bond financing for

transportation.

The wave

While tax issues are important, they aren't the only reason for seeking voter approval.

In many areas, local governments and metropolitan planning organizations go to voters to affirm transportation plans or projects, to authorize new transit districts or authorities, or to opt in or out of existing transportation districts. In some cases, state laws require voter approval for any special district with taxing authority, but in other cases these elections are part of a broader trend of ratifying planning decisions at the ballot box.

Political scientists sometimes refer to "wave" elections — contests where strong voter sentiment leads to a broad realignment of parties.

An example is the midterm congressional elections of 1994, which swept Republicans to their first majority in the House of Representatives in a generation.

Similarly, 2004 could be viewed as a wave election year for transportation ballot measures, one that produced an unparalleled level of support. In that year, voters approved 79 percent of all proposed transportation-related ballot measures, 42 measures in all, generating \$55 billion in new funding.

On average, 2004 transit-funding initiatives garnered 62 percent support from voters. Transit-related initiatives also defied the red-blue divide; they passed in seven states carried by President George Bush and four states won by Sen. John Kerry. In Michigan, 12 different counties adopted property tax increases earmarked for transportation.

Notable victories were won in communities not generally considered friendly to public transportation, including San Diego, Austin, and Charleston. In the Phoenix area, Maricopa County voters approved Proposition 400, which dedicates a half-cent sales tax to fund a \$16 billion plan to augment and improve freeways and bus systems and to add 27 additional miles to a planned light rail system, which is now under way.

Denver voters approved a \$4.7 billion transit package known as FasTracks, thanks in part to an unusually strong and coordinated partnership of the business community, environmentalists, and transportation officials. Their campaign highlighted the support of popular Denver Mayor John Hickenlooper in an entertaining advertising campaign and employed state-of-the-art voter mobilization techniques backed by strong fundraising. This kind of modern campaigning was necessary to overcome the very public opposition of Colorado Gov. Bill Owens.

In the end, the initiative passed by a 57 percent to 42 percent margin. The adopted funding will provide 119 miles of rail service, 18 miles of bus rapid transit, and 57 new rapid transit stations. The impressive victory was underscored by the fact that the measure won in precincts throughout the region, including many in areas not served by transit. Polling indicated that these voters wanted commuter rail and light rail to be available as an option for getting downtown, and that they believed expanded transit would ease the area's chronic congestion and air quality problems.

Last year's elections demonstrated that the dramatic success of 2004 was no fluke. In 2005, 84 percent of ballot measures related to public transportation were successful — 21 out of a total of 25 measures. This marked the third consecutive election cycle with an approval rate of 75 percent or higher. The cumulative investment approved by voters in 2005 exceeds \$8.5 billion.

Politicians take note

Last year was also notable for the growing embrace of transportation funding and local development issues in political campaigns. Analysts nationwide took note of Lt. Gov. Tim Kaine's successful run for governor of Virginia on a platform that focused on public transportation and the issues of congestion and local communities dealing more effectively with growth. Kaine, a Democrat, won in a number of rapidly growing suburban and exurban counties that had previously tended to vote Republican.

Other politicians certainly took note. Themes similar to those highlighted in the Kaine race were in

evidence in New Jersey's gubernatorial election, and since then many governors have proposed sweeping new infrastructure and transportation plans. Major plans are being debated in Illinois, Connecticut, and Georgia, to name but a few. In California, Gov. Arnold Schwarzenegger has called for the largest infrastructure bond referendum in state history.

An early look at 2006 shows no signs that the trend of asking voters to support transit and other transportation improvements directly is waning. The Center for Transportation Excellence has already identified more than 40 potential transportation ballot measures, putting the year on track to outpace 2004.

For one thing, the availability of more federal aid with the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act — Legacy for Users (SAFETEA-LU) means that more states and communities will be seeking funds necessary to match federal investments. Federal transportation officials report that demand for transit investment continues at record levels.

A number of compelling elections are looming in 2006, particularly in California. As of early March, three counties — Monterey, Napa, and Solano — have seen transportation tax measures qualify for the June primary ballot. Twelve more counties are actively preparing measures for the November ballot, including a major sales tax extension vote in Orange County.

Headlining the November ballot in the Golden State will be a major infrastructure and transportation bond measure, although its specifics are still being debated in Sacramento. Schwarzenegger administration officials presented legislators with a proposal totaling \$26 billion in state bonds for transportation.

In addition, State Sen. Don Perata introduced a proposal last year authorizing \$10.3 billion in bonds for capital improvements throughout the state, including transportation. Speaker Fabian Nunez has introduced a bill providing for infrastructure financing through bonds, fees, and assessments.

Other states will also see interesting transportation elections this year. Two Arizona cities, Tucson and Flagstaff, are asking voters to decide the fate of measures in primary elections slated for May 16. The Tucson ballot will include a proposal for a half-cent sales tax that would generate \$2.1 billion for transportation.

Voters in the Kansas City metropolitan region, which spreads across two states and eight counties, may be asked to consider a regional sales tax. Revenue from the tax would support a three-part plan, including transit, bike trails, and traffic signal coordination. State legislators in Missouri and Kansas must first authorize the measure. Similarly, voters in a five-county region in North Texas will likely be asked to weigh in on a proposed plan for regional rail and potential funding sources.

Although recent elections have yielded record levels of success for transportation ballot initiative campaigns, victory is never guaranteed. These elections are typically hard-fought races. In most communities, antitransit and anti-tax activists constitute a vocal opposition.

The situation is complicated by the fact that ballot measures are rarely, if ever, featured races and they generate only sporadic media coverage. Despite all the victories, it is often true that ballot measures are proposed and defeated at least once before eventually passing.

Secrets of success

So what explains the success of these measures? These are some of the answers:

- Strong coalitions. Most successful campaigns bring together a diverse array of partners that reach into many key segments of the community.
- Early and aggressive public outreach. Plans should be as specific as possible and readily involve the public in their development. They should be followed by a strong public education effort.
- Support of key elected leaders. This support allows the campaign to take advantage of local leaders' political and fundraising bases.
- An aggressive media and public relations campaign, one that is ready to respond to critics.

- A professional team that knows how to mobilize volunteers and target voters.

Simply put, there is growing consumer demand for the public transportation product. This is evidenced by the surge in the number of communities seeking transit funding and by record ridership levels on existing systems. Recent data show that transit ridership last year not only continued to expand but also easily outpaced growth in auto use as measured by vehicle-miles traveled.

The base of support for these measures has been broadened by the alliance of business interests and environmental and smart growth advocates. Most business leaders are now convinced that good transit is good for business, while the advocates see public transportation as vital to solving underlying issues related to growth and development.

The increase in local transportation ballot measures reflects the fact that, despite recent increases in federal funding for public transportation, demand continues to exceed supply. Although overall funding for transit has expanded, the level of funding compared to highway aid has remained static for more than a decade.

For the near term, both the number of ballot measures and the extent of voter-approved financing for transportation seem likely to continue to grow. Voters are sending policy makers a clear message: We want better options and a better system — and we're willing to pay for them.

Jason Jordan is a partner in the firm Advocacy Associates, LLC, and a consultant to APA. He is also on the staff of the Center for Transportation Excellence.

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Read the Facts! And Voice Your Opinion to Your General Assembly Member.

THERE IS MORE THAN ONE KIND OF TAX RELIEF GET ON BOARD TRANSIT

Rising Gas Prices and Traffic Congestion Impose Burdensome "Taxes" on All of Us.

A \$400 Million Hit

Gasoline prices rising to \$3 per gallon cost Northern Virginia drivers **\$400 million annually** compared to the average gas price last year of "only" \$2.26 per gallon. That is \$250 more for every resident of this region. Each one-cent price increase costs \$5.4 million annually.

This is a "tax" paid to the oil companies and oil supplying countries. It is a tax that does not provide revenues to invest in benefits for taxpayers.

It hurts most those persons with lower incomes but also imposes a severe burden regardless of income level. A Gallup poll shows 84% of respondents are financially squeezed by \$3 per gallon gas.

Another \$2.5 Billion Hit

Traffic congestion costs in the Washington D.C. area are about **\$2.5 billion annually** (third worst in the U.S.) or \$577 annually per commuter.

This is also a tax that generates no revenues to invest to solve the problem.

Public Transit Can Beat Those Tax Increases.

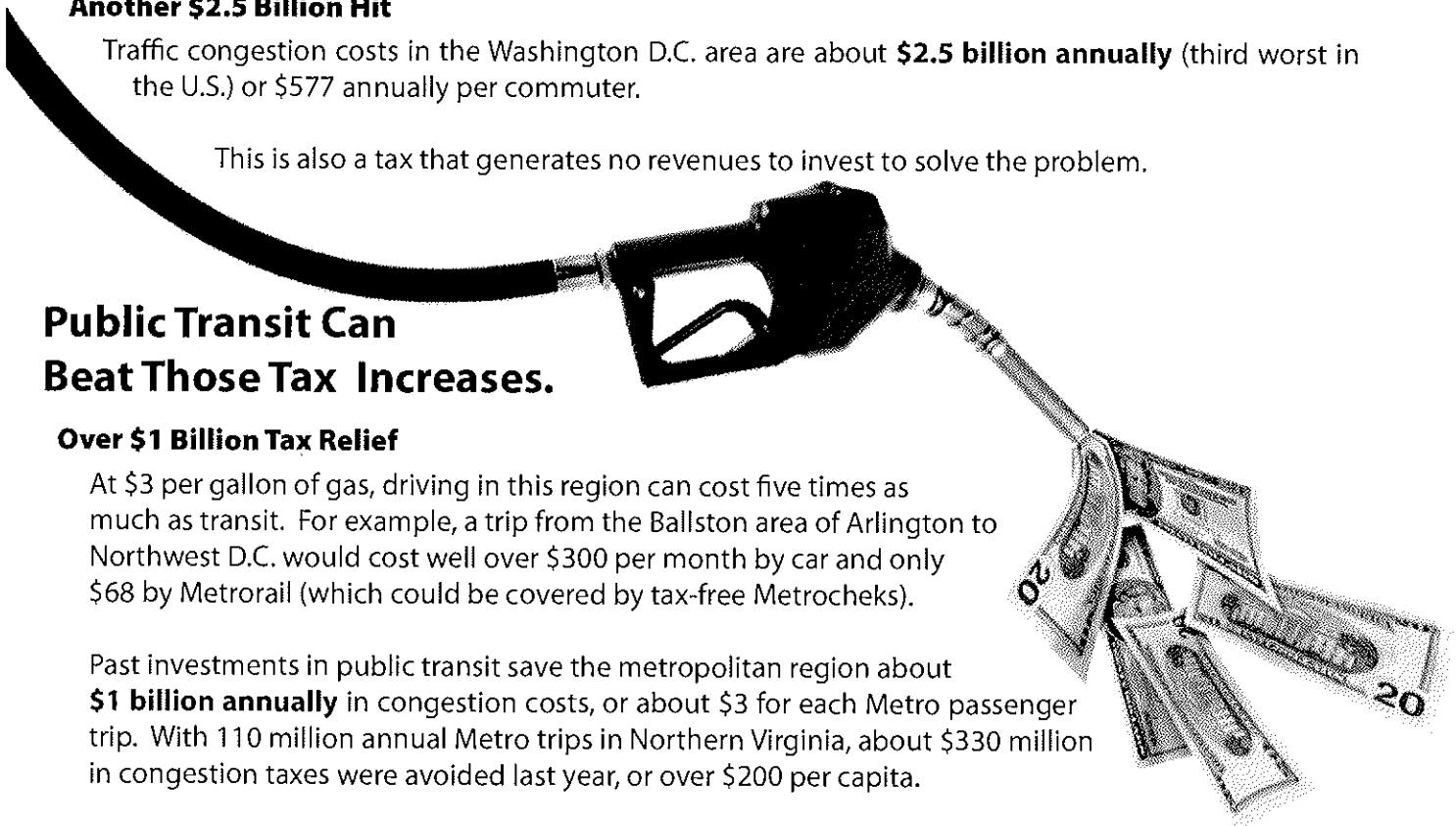
Over \$1 Billion Tax Relief

At \$3 per gallon of gas, driving in this region can cost five times as much as transit. For example, a trip from the Ballston area of Arlington to Northwest D.C. would cost well over \$300 per month by car and only \$68 by Metrorail (which could be covered by tax-free Metrocheks).

Past investments in public transit save the metropolitan region about **\$1 billion annually** in congestion costs, or about \$3 for each Metro passenger trip. With 110 million annual Metro trips in Northern Virginia, about \$330 million in congestion taxes were avoided last year, or over \$200 per capita.

Auto drivers are flocking to Metro in record numbers to avoid these taxes.

Transit also generates air quality improvements (\$3 per trip in Northern Virginia) and job creation (\$7 per trip).



Dedicated Funding for Metro Is a Sound Investment.

One way to provide needed funding is the proposed quarter-cent sales tax for Metro. It yields over \$50 million annually in Arlington and Fairfax counties and the cities of Alexandria, Fairfax and Falls Church.

That is \$38 per capita per year. A recent NVTA survey shows most individuals in Northern Virginia are willing to pay more than \$100 annually in additional sales taxes for congestion relief.



The Washington Post, January 2005

Dedicated Metro funding (such as the small sales tax or other proposed sources) will leverage \$1.5 billion in federal funds over 10 years.

It will secure 340 new Metrorail cars, 275 new buses and many other rail and bus enhancements.

That money will stay here.

- It will directly improve our lives.
- It will offer drivers a choice of not paying higher congestion and gasoline costs.
- It offers the prospect of property tax relief.

The Virginia General Assembly Should Act Now to Provide Dedicated Metro Funding.

Congestion costs \$577 annually per commuter throughout Metropolitan Washington. Higher-priced gas costs \$250 more per capita in Northern Virginia. On the other hand, a small dedicated Metro sales tax would cost \$38 annually per capita in five Northern Virginia jurisdictions supporting Metro. Other proposed funding sources would offer similar tax relief.

You do the math:

Is it wise to invest \$38 per person each year to help save almost \$1,000 annually per person (congestion, gas, air quality, jobs)?

Please contact your General Assembly member now at:

1-800-889-0229

or

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

NVTC
Northern Virginia Transportation Commission

For further information visit www.thinkoutsidethecar.org.

DEDICATED FUNDING FOR METRO: WHY IT SHOULD MATTER TO YOU

*Read the Facts!
Then Contact Your General Assembly Member.*



METRO MOVES THE VIRGINIA ECONOMY



With 110 million trips in Virginia alone last year Metro's subway and bus systems are second in the country in ridership and carry 40 percent of rush hour trips to jobs located in the core of the Washington D.C. metropolitan area.

With 27 percent of Virginia's population, Northern Virginia has 70% of statewide transit ridership. Without Metro, Northern Virginia's economy would crash.

Jobs in Northern Virginia are about 30 percent of the total throughout the commonwealth but produce 36 percent of statewide sales tax revenue and 45 percent of statewide income tax. About \$6 in economic activity results from each \$1 invested in transit, or about \$7 per Metro trip.

State investments in Metro yield a stunning 19 percent annual rate of return for the entire commonwealth.

A sound Northern Virginia economy helps us all, and that is only possible with a healthy Metro.

METRO NEEDS DEDICATED FUNDING

A Blue Ribbon panel of private and public sector leaders found Metro needs a dedicated funding source to meet growing demand and maintain the quality of its past investments. It is the only large system in the U.S. without significant dedicated funding.

An energetic coalition of businesses, governments, environmentalists, and other groups is advocating General Assembly action to **allow Northern Virginia to raise about \$50 million annually of its own money.** This is about \$38 per capita in five Northern Virginia jurisdictions supporting Metro.

This dedicated funding will match \$150 million of annual federal dollars to keep Metro working for Virginia. **Remember, the dedicated funds would come exclusively from five Northern Virginia jurisdictions.**

The Virginia General Assembly Should Act Now to Provide Dedicated Metro Funding

Please contact your General Assembly member now at:

1-800-889-0229 or <http://legis.state.va.us/>

WHY SUPPORT METRO DEDICATED FUNDING?

Dedicated funding will purchase 340 new Metro railcars and 275 new buses and provide many other improvements.

The commonwealth has failed to keep its transit bargain with local governments. With a state target of paying 95% of transit costs net of fares and federal assistance, the current draft Virginia Transportation Improvement Program shows an all-time low 21percent match for transit capital (down from 63% last year) and a dismal 47 percent for operations (down 10%).



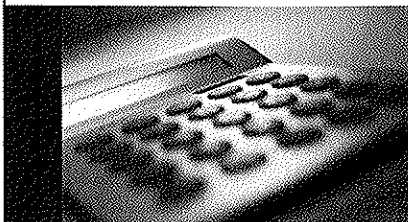
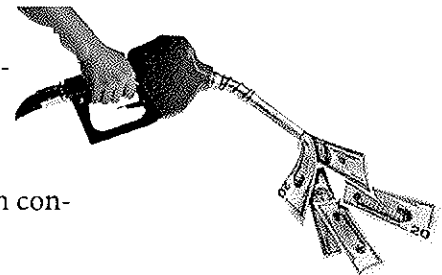
Statewide, this means local governments must come up with a stunning \$230 million more than if the state met its target, and \$160 million of that shortfall is in the five Metro jurisdictions. Lynchburg and Blacksburg both are short-changed by \$2 million, Charlottesville by \$1.5 million and Harrisburg by \$0.5 million, for example.

Metro yields \$3 per trip in environmental benefits. Northern Virginia needs to make a significant effort to comply with EPA's eight-hour ozone standard by 2010 and to do so without a healthy Metro would be prohibitively costly for state taxpayers. All Virginians benefit from clean air.

THERE IS MORE THAN ONE KIND OF TAX RELIEF

Some members of the General Assembly oppose dedicated Metro funding even though the funds would be raised only in five Northern Virginia jurisdictions. They say they must protect all taxpayers. But dedicated Metro funding in fact provides an important kind of tax relief. Here's how:

- Currently Northern Virginia exerts maximum effort to support transit and covers 63% of its transit costs from local sources. The rest of the commonwealth covers only 38 percent of its transit costs from local sources. A new quarter-cent sales tax (or other revenue sources) dedicated to Metro offers the prospect of local property tax relief.
- Gasoline prices have risen above \$3 per gallon and this costs Northern Virginia drivers \$400 million more compared to last year.
- Traffic congestion costs about \$2.5 billion annually in the Washington metropolitan area, but Metro provides \$1 billion annually in congestion relief.
- Rising gas prices and congestion costs are equivalent to taxes, but they are paid to oil companies and oil producing countries and/or simply spent and lost forever with no revenues to help solve the problems.
- Auto drivers are flocking to Metro in record numbers to avoid those "taxes".



You do the math:

Is it wise to invest \$38 per person each year raised in five Northern Virginia jurisdictions to support Metro and help save almost \$1,000 annually per person throughout the commonwealth (congestion, gas, air quality, jobs)?

For further information visit www.thinkoutsidethecar.org.

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners
FROM: Rick Taube, Jana Lynott, and Adam McGavock
DATE: May 25, 2006
SUBJECT: Update on NVTC Projects.

A. SmarTrip Farebox Procurement—Adam McGavock.

The last SmarTrip project update, provided to the NVTC board in December of 2005, indicated that the installation of the Northern Virginia SmarTrip fareboxes was scheduled for the spring of 2006, subject to several dependencies. Unfortunately, while several of the dependencies were completed, some of the dependencies still exist. In addition, unforeseen problems have caused additional delays to the project.

WMATA and Cubic Transportation Systems (the contractor for the smartcard system) have experienced major complications related to the migration of the WMATA fare collection system from a mainframe-based system to the new central computer at WMATA known as the Data Network Concentrator (DNC), which will also be the regional central computer. In January, software problems were discovered, and those problems took several months to sort out. In addition, Baltimore MTA encountered some difficulties with their ticket vending machine and faregate installations in the spring of 2006. While these problems did not directly affect the development of the NVTC system, they diverted contractor resources, and added delays to our process.

The SIRS testing (testing of the interface between the WMATA central computer and the Regional Customer Service Center, RCSC) was successfully completed in October of 2005. The SIRS testing is no longer a dependency. However, the Regional Customer Service Center is not currently prepared to receive transactions from regional operators. WMATA has given the contractor six weeks notice to prepare for operations.

The initial Dual Format Card Integration testing (testing the interoperability of the WMATA legacy SmarTrip card format with the



Nextfare4 RTA card format to be used in Northern Virginia) was scheduled for September of 2005. Unfortunately, there were numerous delays and setbacks in the development of the testing plan, and the dual format testing did not begin until November of 2005. This initial testing was completed in February of 2006, with several minor problems discovered. The next phase of Dual Format Card Integration testing will be "witness testing" attended by representatives of WMATA and NVTC, and is scheduled for completion in June of 2006. If this testing is completed successfully, a major obstacle for the NVTC installation will be eliminated.

The development and testing of the Regional Operator Data System (garage computers to be installed at NVTC properties and in Montgomery County) was delayed by several months. The System Integration Testing of the RODS was completed in April of 2006 without any major incidents. The next phase of NVTC testing will involve testing the actual configurations to be installed. The Alexandria DASH configurations will be tested in July, provided there are no major problems with the Dual Format Card Integration testing.

In January of 2006, WMATA approved a resolution known as the Single Platform Solution, which will migrate the WMATA legacy smartcard system to the next version of Cubic software, known as Nextfare4. This is very important to the region, as NVTC and the other participating systems in the region will be using Nextfare4, and it is critical that we maintain full interoperability and consistency with WMATA. NVTC, MTA, and Montgomery County Ride-On staff were all very pleased to see WMATA take this very important step.

In an effort to protect and ensure the participation of smaller systems in the regional SmarTrip rollout, NVTC staff worked closely with WMATA to develop a Regional Software Maintenance Agreement (RSMA) as a part of the Single Platform Solution. This agreement will cover WMATA and the "friends of WMATA" (NVTC systems and Montgomery Ride-On), and provide all participating agencies with advantageous pricing for software support, bug fixes, updates, and technical support. This provides significant cost savings for each of the participating NVTC systems in terms of ongoing support and operations.

In addition, discussions surrounding the RSMA led to a very advantageous change in the regional architecture. In the original configuration, each of the NVTC systems (DASH, ART, CUE, etc.) would have a garage/central computer, and that computer would be running some very expensive and complex software packages. In a nutshell, each of those computers would be capable of serving as a

central computer for a system as large as Los Angeles County MTA. Each of those computers would also require a regimen of daily, weekly, and monthly maintenance tasks, and each system operator would need a significant amount of training to operate these very complex software packages. The new arrangement under the RSMA places individual instances of this very complex software on the WMATA central computer, with WMATA assuming the daily, weekly, and monthly maintenance tasks in a centralized management role. WMATA will also assume the complicated tasks of programming and maintaining fare tables, business rules, and fare products for the participating NVTC agencies (although the agencies will still have full control of what is being programmed).

The new arrangement provides major cost savings and improved operational support for participating NVTC agencies, while at the same time removing the major burdens of managing and maintaining their system software and configurations. WMATA staff is pleased with the new arrangement, as it provides them with greater control and assurance. An improperly configured fare table can corrupt the regional fare collection system, leading to a system-wide failure. In the event of a system-wide failure, WMATA would lose approximately \$1 million per day, which is several times more than all of the NVTC agencies combined would stand to lose. It makes sense that WMATA should have more control over what touches their fare collection system. As mentioned earlier, NVTC systems will still have full control over the rules for their fare collection system and their fare tables and fare products, but WMATA will have quality assurance control over how those fare tables and products are programmed. It should also be noted that MTA (which has been running a Nextfare4 system for the past 18 months) recently informed the regional partners that they will be contracting with Cubic to handle configuration and fare table management, at a significant cost. Thanks to the RSMA, NVTC agencies will not have to bear those costs. At this time, NVTC agencies are waiting for WMATA to release their final version of the RSMA for their signature and approval.

The discussion of scheduling training for NVTC systems is a major negotiating point with Cubic. Although the new architecture provided under the RSMA reduces the amount of training that is needed for system administrators, NVTC agencies still need the full regimen of training for drivers and maintenance personnel. The training needs to be scheduled in such a way that it occurs before the first installation, but not too long before the first installation, as we do not want people to forget what they have learned. The training does need to be scheduled well in advance, so the mutable nature of the current schedule does complicate things.

Montgomery County Ride-On is scheduled to install their fareboxes and Regional Operator Data System in June of 2006. However, this will be a “cash only” installation, without any smartcard capabilities. Ride-On felt that they could not wait any longer for new fareboxes, and they have chosen to take what is currently available to them. Ride-On will migrate to smartcard operations at a later date. NVTC and Northern Virginia transit system staff do not consider a “cash only” installation to be a viable option, for several reasons. A “cash only” installation would trigger a major milestone payment of over \$1 million to Cubic, and we see no reason to reward the contractor for a half-completed system. In addition, we feel that waiting for a full installation puts pressure on Cubic to complete the design and testing of our smartcard system. Finally, both DRPT and FTA have made it clear that they did not provide millions of dollars to NVTC for the purchase of cash fareboxes, and we do not think either of those agencies would be pleased to receive an invoice from NVTC to pay for fareboxes that do not accept smartcards.

NVTC staff continues to remind Cubic and WMATA that there are very significant milestones and deadlines associated with our funding for this project. For example, one of the FTA grants associated with this project will be rescinded at the end of September 2006 if it is not billed out. There may be problems with other funding sources along that same timeframe. Cubic and WMATA have agreed to accelerate the project schedule to accommodate NVTC’s funding issues, and they are making every effort to put SmarTrip fareboxes on buses in Northern Virginia before the end of September. If the Regional Software Maintenance Agreement is approved by WMATA and the jurisdictions in a timely manner, and if the Dual Format Card Integration testing can be completed successfully, and the testing of the DASH configuration in July does not uncover any major problems, and no further problems are found with the conversion from the WMATA mainframe, we should see the initial installation of fareboxes on the DASH system by the end of September.

B. Senior Mobility—Jana Lynott.

Commission action is requested on the attached draft letter to WMATA’s General Manager.

In its March 2006 Final Report on Meeting the Transportation Needs of Northern Virginia’s seniors, NVTC outlined the following recommended implementation measures:

Encouraging and supporting seniors to use fixed-route public transportation through:

- Centralized information/referral service

- Travel training
- Seamless, coordinated public transportation
- Targeted marketing campaign
- Senior sensitivity training for transit drivers
- Low floor buses
- Service routes
- Mid-day and evening service

Providing supplemental transportation services for seniors who cannot use the fixed route system through an emphasis on:

- Volunteer transportation services
- Taxi subsidy programs

Increasing seniors' travel options through attention to the built environment, such as:

- Life-Cycle Communities
- Transit-Oriented/Mixed-Use Development
- Pedestrian-Friendly Streets

In January, 2006, NVTC signed a \$150,000 planning grant agreement with NVRC/VDOT to provide travel instruction to seniors on how to use our fixed-route public transportation system and to test the effectiveness of doing so. Fifty seniors from across Northern Virginia will receive group and individualized training. Following their training they will be asked to participate in a short survey to ascertain their continued use of public transportation three, six, and 12 months following the training. The grant also includes a budget set aside to design and print a six-page summary brochure highlighting the results of the Phase I study and projected resource needs to meet a growing population of older adults. This brochure will be completed prior to the 2007 General Assembly session. Staff has begun work under this grant and anticipates having the consultant and training team under contract by the end of June 2006. The full scope of work for this project is attached.

Another key recommendation of the advisory team was the development of a centralized information and referral service where seniors would be offered one-stop shopping for their transportation needs. Public transportation in the region is a complex network of regional and local fixed-route systems operating bus and rail services. The fixed-route system is supplemented by many different specialized transportation services provided by a large number of public and non-profit agencies. Getting information on what services are appropriate for what types of travel and how to use a particular service is often not an easy task.

Information resources are available but they may not include information on both fixed-route and specialized services, they may not be current, and there is not always a "real person" component to help seniors wade

through the maze of services. Seniors often complain that they must call 10 different numbers at 10 different agencies to ascertain the transportation services available to them. They are intimidated by voice menus and would like to be able to speak directly with a real person on the other end.

This recommendation is similar to one recommended in the National Capital Region Transportation Planning Board's February 2006 study on *Improving Demand Responsive Service for People with Disabilities in the Washington Region*. In this study the TPB's Access for All Advisory Committee recommended that the region develop a centralized information clearinghouse as part of a move toward more coordinated specialized transportation services for persons with disabilities.

It is NVTC staff's understanding that WMATA is pursuing implementation of a regional information and referral clearinghouse, with funding allocated for planning and development in Fiscal Year 2005-06. As this point, WMATA anticipates that planning and development, including efforts needed for IT (information technology) and determination of the most appropriate organization to operate the clearinghouse, will continue through FY06, with implementation in the beginning of FY07. Current planning also anticipates that the regional clearinghouse will be implemented as a three-year demonstration project, with ongoing operations and funding after that time to be determined in conjunction with the jurisdictions in the WMATA compact. It is not clear if the WMATA concept includes "real" people who would answer phone calls and provide help.

Staff has drafted a letter to Interim General Manager Dan Tangherlini to transmit NVTC's final study, thank his staff for their contributions, and underscore the importance of WMATA and TPB's joint efforts to develop this clearinghouse, while suggesting an expanded design vision that will better address seniors' needs, including a "real person" component and ultimately coordinated delivery of services by all transportation providers in the region, both traditional transit and paratransit providers, as well as human service and non-profit providers.

These recommendations are supported by federal guidance under SAFTEA-LU and the United We Ride initiative underway to implement the President's Executive Order on Human Services Transportation (#13330). The scale of resources necessary to implement a truly coordinated human services transportation system is daunting as all providers' services would need to be networked into a single relational database and cost allocation systems would need to be developed to enable vehicles and other resources to be shared by various agencies. Based on a current FTA request for proposals and other information obtained by NVTC staff at the APTA Bus and Paratransit conference in May, the FTA anticipates system

development and design of this type of enhanced and coordinated human service transportation model to be more than \$400,000. Actual implementation of the designed system would run over \$1 million.

The commission is asked to authorize Chairman Connolly to sign and send the attached draft letter.



NVTC

Northern Virginia Transportation Commission

June 1, 2006

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Vice Chairman
Hon. David F. Snyder

Secretary/Treasurer
Hon. William D. Euille

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Executive Director
Richard K. Taube

Dan Tangherlini
Interim General Manager
Washington Metropolitan Area Transit Authority
600 Fifth Street, N.W.
Washington, DC 20001

Dear Mr. Tangherlini:

The Northern Virginia Transportation Commission would like to share with you our final report on *Meeting the Transportation Needs of Northern Virginia's Seniors: Recommendations for Public Transit Systems and other Mobility Providers* and thank your staff for their contributions to this important study. A copy is enclosed.

We also wish to share with you our recommendations regarding WMATA's planned senior mobility development efforts. We are asking you to expand WMATA's vision to include a "one-stop shopping" senior mobility resource center for the region.

Summary of NVTC Study

The NVTC study included a scientific telephone survey administered to more than 1600 seniors age 75 and older across Northern Virginia to ascertain senior travel patterns and mobility by land use type and to better understand the ways our transit operators can enhance their services to meet seniors transportation needs. Some of the notable results of this research include:

- Thirteen percent of Northern Virginia's older seniors reported having used fixed-route public transportation in the past month.
- Less than two percent of all trips taken by seniors are on public transportation.
- Current older users of the public transit system are generally healthy, wealthy, and active, as compared to older seniors who do not use public transportation. Nearly all get out of their homes at least three times per week and they are more than twice as likely as non-users to have walked to a destination in the past week. Their average household income is around \$60,000. Most also drive for a portion of their trips. High quality services are key to retaining and attracting older riders.

- Those seniors who live in walkable, mixed-use urban and town communities take a greater proportion of their trips on public transportation and on foot than do seniors from suburban and exurban areas.
- Those seniors who live in these walkable, mixed-use areas also take 20 percent more trips each week than seniors from suburban and exurban areas.

NVTC's study recognizes that the cost of paratransit service is high and puts forward recommendations on lower cost measures that would enhance seniors' transportation options. These include:

- Measures that encourage and support seniors' use of fixed-route public transportation through both service enhancements and attention to the built environment (e.g., transit oriented development); and,
- Supplemental transportation services for seniors with an emphasis on expanding volunteer driver and taxi subsidy programs.

Centralized Information and Referral Service

One of the favored recommendations by NVTC's advisory team was the development of a centralized information and referral service where seniors would be offered one-stop shopping for their transportation needs. This resource center would help seniors to navigate the complex network of regional and local fixed-route systems and specialized transportation services that are provided by a large number of public and non-profit agencies. Getting information on what services are appropriate for what types of travel and how to use a particular service is often not an easy task. Information resources are available but they may not include information on both fixed-route and specialized services, they may not be current, and there is not always a "real person" component to help seniors wade through the maze of services. Seniors often complain that they must call 10 different numbers at 10 different agencies to ascertain the transportation services available to them. They are intimidated by voice menus and would like to be able to speak directly with a real person on the other end.

In its February 2006 report on Improving Demand Responsive Service for People with Disabilities in the Washington region, the National Capital Region Transportation Planning Board recommended that the region develop a centralized information clearinghouse for persons with disabilities. It is NVTC's understanding that WMATA has begun work to develop a website with information on available services and eligibility requirements. **NVTC wishes to emphasize the importance of this effort and encourage WMATA and regional partners to provide the resources necessary to allow this concept to expand to become a "one-stop-shopping" resource center designed to help seniors and persons with disabilities meet their transportation needs.**

NVTC also wishes to underscore the importance of a “real person” component in the design and implementation of this resource center. The ultimate goal of the region should be to go beyond information and referral and actually schedule trips for seniors through a coordinated database of networked providers.

NVTC's Ongoing Work

During the remainder of 2006, NVTC will conduct a pilot study and train 50 seniors in the use of the region's fixed-route public transportation system. We will then determine these seniors' continued use of public transportation over the course of the following year to evaluate the effectiveness of investments of this nature. Rikki Epstein and other WMATA staff have already been tremendously helpful in assisting NVTC staff in framing this program.

Thank you for your support of NVTC's efforts to enhance seniors' mobility options.

Sincerely,

Gerald Connolly
Chairman

Phase II: Senior Transportation Study Northern Virginia Transportation Commission Refined Scope of Work (May 23, 2006)

Background

Between Fall 2004 and April 2006, the Northern Virginia Transportation Commission (NVTC) undertook a study of senior transportation issues, including a survey of over 1,600 persons age 75 and above in Planning District 8. The study, funded by the Commonwealth of Virginia Department of Rail and Public Transportation, had a budget of \$118,000 and employed a professional survey research firm and a consulting firm with expertise in senior and public transportation. Follow-up focus groups were conducted to provide greater understanding of the survey data. NVTC conducted an in-house demographic analysis using Census 2000, Census Migration, and National Household Travel Survey databases, along with ArcGIS mapping and analysis tools.

The purpose of the Phase I study was to identify the special transportation needs of seniors in Northern Virginia, by jurisdiction and land use type, in order to identify gaps in coverage of existing and future services as well as to better equip public transit operators and social service providers with detailed knowledge of this important and growing market. The study also identified specific means for public transit systems to better serve the mobility needs of seniors.

NVTC assembled a panel of technical advisors from transit and paratransit systems, area agencies on aging, and other local and regional planning bodies with expertise in survey research, demographic analysis, GIS mapping and process re-engineering to assist in this effort.

The Phase I study provided several recommendations that:

1. Encourage and support seniors to use fixed-route public transportation;
2. Expand supplemental transportation services for seniors who cannot use the fixed-route system; and,
3. Increase seniors' travel options through attention to the built environment.

In March 2005, NVTC applied for a \$150,000 grant from the Virginia Department of Transportation (VDOT) through the Northern Virginia Regional Commission (NVRC), to be matched with a minimum of \$15,000 of NVTC in-kind contributions. The grant was awarded and NVTC signed the project agreement with NVRC in January 2006.

NVTC, with endorsement by its project advisory team, has chosen to apply the VDOT grant funds to travel training and the production of an informative brochure and presentation CD ROM summarizing the outcomes of the Phase I study. Travel training provides instruction to older adults on how to use the region's fixed-route buses and rail services for independent travel. This recommended implementation strategy was chosen because of strong support from NVTC's interdisciplinary advisory team, in part because fixed route transit offers the lowest cost per trip of all the non-auto travel options available to seniors and because a travel training pilot program could most feasibly be implemented within the allocated budget and timeframe of the planning grant. The team also recommended that a summary brochure and presentation CD ROM be developed to widely disseminate the lessons learned from Phase I research.

NVTC recognizes that this following refined scope of work is aggressive for the \$150,000 budget; however, the VDOT funding will be supplemented by large in-kind contributions by NVTC staff. During the project timeframe (May 2006-June 2007), NVTC's project manager will contribute approximately \$45,000 in labor toward project management and assistance in all tasks, while NVTC's research assistant will contribute approximately \$25,000 in labor toward development of training materials, the summary brochure, and CD ROM presentation.

Project Goals

- (Task 1 Goal) Educate local, regional and state leaders on the projected growth in our senior population by location and consequential demand for transportation service provision for the elderly;
- (Task 2 Goal) Assess the effectiveness of providing travel instruction to seniors on how to use the region's fixed-route public transportation system through:
 - Identifying 50 Phase I senior participants from across Northern Virginia who are interested in using fixed-route transit services;
 - Understanding the mobility objectives of these 50 seniors as they relate to public transit use;
 - Training these 50 seniors in how to use public transit to meet their mobility objectives;
 - Inviting participants to evaluate the training immediately after completing both group and individualized trainings;
 - Ascertaining their future transit use goals;
 - Determining their continued use of public transportation services 3, 6, and 12 months following the program.
 - Encouraging participants to train others ("peer mentors") by providing appropriate incentives.

The primary measure of success for task 2 is the extent to which seniors continue to use and encourage other seniors to use public transportation services after they have received travel instruction.

Task I: Summary Brochure and Presentation CD ROM

- 1) Development of a Powerpoint presentation and summary brochure that summarize the findings of Phase I work, including the phenomenal demographic shift taking place today and the results of the telephone survey and focus group discussions. These materials are intended to raise awareness among local, state, and federal decision-makers, professionals and volunteers involved in senior issues, other community leaders, the media, and the general public of the growing transportation needs of seniors in our region. This outreach effort is intended to create a constituency that understands the issues and proposed solutions and who will keep the issues on the public radar and help accomplish the solutions identified in Phase I.

Products of this task include a:

- a) Powerpoint presentation with photos, graphs, charts, maps, and speaker talking points. It will be shared with advisory team members so that they can help NVTC get the word out on this important topic to their local boards and civic associations (largely complete during Phase I but requiring some refinement in Phase II);
- b) A six-page, 4-color summary brochure; and,
- c) CD ROM of shareware that includes a welcome letter, an executive summary of the final report, the final report, maps, datatables, and appendices, the summary brochure, and a hotlink to the Senior Transportation Study webpage on NVTC's website.

The budget for this task reflects the software, printing, mailing, and supplies costs of these products, assuming that about 5000 summary brochures and 150 CD ROMs will be mailed. Actual product development will be done in-house by NVTC staff whose hours make up NVTC's in-kind contribution to this project.

The schedule for this task shows work to be completed by November 1, 2006, in time for the 2007 Virginia General Assembly session.

Task II: Travel Training

NVTC's original grant proposal and scope of work identified, "Detailed implementation plan(s) and test(s)/demonstration(s) of one or more mobility solutions that are deemed most feasible in Phase I to best meet the transportation needs of Northern Virginia's diverse senior population." Travel training was one of the implementation strategies offered.

Travel training provides instruction to older adults on how to use the region's fixed-route buses and rail services for independent travel. This Phase II study will include the creation of a pilot travel instruction program, the development of training materials, training of 50 senior participants through group and individual travel instruction, and a follow-up survey of participants to ascertain their continued use of fixed-route public transportation services. Incentives will be provided to encourage trainees to mentor other seniors using public transit. The work scope is described by sub-task in more detail below. In addition, see the attached Gantt charts and budget for information on schedule, cost, and responsible entities by subtask.

2.1 Recruit Travel Trainer(s)

Success of the travel training program is contingent on locating qualified trainers. These individuals should be knowledgeable about the transit services in Northern Virginia, have worked directly with seniors, be energetic and able to establish rapport with seniors unfamiliar and possibly uncomfortable with the notion of traveling on public transportation. They should also be knowledgeable about the specific physical and cognitive disabilities common among the elderly and understand ways to assist seniors to work around these challenges. While the Association of Travel Instruction (ATI) is in the process of establishing certification parameters for travel instructors, none exist at this point. However, some general guidelines as described above can be used to identify qualified assistance.

NVTC staff will work with the consultant team to draft a qualifications summary. WB&A will then contract directly with a qualified firm or NVTC would contract with one or more individuals to assist the project team with this important component of the research. Position advertising will be done through ATI, Passenger Transport magazine, Community Transportation Association of America (CTAA), American Public Transportation Association (APTA), and other organization websites and publications identified by the advisory team.

The trainers' primary responsibility will be to carryout the training of 50 senior citizens. In addition, these individuals will assist in the development of the training materials and evaluation mechanisms.

In order that the training dollars be extended as much as possible, NVTC staff and advisory team members will be available to provide assistance at training events. For example, Fairfax County and WMATA staff currently involved in conducting training may assist with the training, jurisdictional staff may assist in arranging training locations and NVTC staff will assist in training, greeting participants, and other administrative details.

2.2 Prepare Travel Training Program Summaries

The KFH Group will be responsible for the development of a database of travel training programs in operation around the country, with an emphasis on programs that target seniors (many programs such as WMATA's primarily target persons with disabilities). These summaries will be used by the project team in the development of NVTC's training program. They will also be incorporated into the final assessment report to describe the various approaches in use around the country as part of the report's discussion of why NVTC chose its particular methodology for travel training. KFH Group consultants will interview program managers responsible for travel training programs. Locally, WMATA, Fairfax County and Montgomery County offer travel instruction to seniors. NVTC's project manager has conducted telephone interviews with these program managers. In addition, at least seven other training programs will be featured to instruct the region on the scope and variety of the different travel training programs up and running around the country. These training programs will include: Ridewise (Tri-Cities, Portland, Oregon region), Delaware Transit (Dover, DE), Paratransit, Inc. (Sacramento, CA), Chariot's (Salem, OR), Southwest Connecticut, and other programs identified by the project team as having exemplary travel training programs. NVTC's project manager has already spoken with several of these program managers to assist her in the preparation of this scope of work.

Information on each program will be entered into an Access Database and printed using a consistent report format. Reported fields will include a description of the program, inception date, seniors trained monthly, annually, and since inception, annual budget, descriptions of training materials used, number and description of trainer qualifications, etc. The database reports should aid other Virginia agencies in designing and implementing a training program specific to their area. Each program will be described in an approximately two-page report that is formatted consistently with all other program reports for easy comparison.

2.3 Prepare Region- and Jurisdiction-Specific Training Materials

NVTC staff, in consultation with the advisory and consultant team, will prepare region- and jurisdiction-specific training materials. The goal is to build upon the currently available information as much as possible and integrate it into a comprehensive training manual. As a first step, NVTC staff will obtain existing training materials in use by WMATA and local jurisdictions. While the training itself will focus on fixed-route services, the training manual will include

jurisdiction-specific information on supplemental services available to seniors, their eligibility guidelines, and contact information. These supplemental services include service routes, subsidized taxi service, volunteer driver programs, paratransit service, etc. Seniors may wish to increase their overall mobility by using a variety of travel options for different types of trips. This manual intends to provide seniors with jurisdiction-specific information to increase their independence. The training materials may need to be separated into two pieces: a comprehensive binder of information provided during the classroom training and a pocket brochure of information specific to transit services that seniors may wish to carry along while riding transit.

2.4 Arrange Training Logistics

NVTC recommends that a select group of senior participants from the Phase I study be invited to participate in the travel training program. Given that this is a pilot program with no guaranteed funding for continuation after the pilot planning grant has been expended, NVTC does not feel it prudent to widely advertise this program to the public as the budget will allow training of only a limited number of individuals. The surveying of previous participants in this study allows the project team to identify those seniors' most likely to use public transportation based on specific demographic and travel characteristics. A subset of the 1,636 seniors interviewed in Phase I can be identified as likely candidates to use fixed-route public transportation. During Phase I, NVTC identified senior public transit users as healthy, active, and wealthy as compared to their non-public transit user counterparts. NVTC, with assistance from WB&A Market Research, would identify those survey participants not currently using public transportation but with characteristics similar to senior public transportation users. Potential training participants from all jurisdictions will be invited to participate.

Interested individuals identified to participate in group training through the database query and telephone communication with WB&A staff, will then be mailed a cover letter explaining the travel training program, expectation of participants, and a travel training consent form. Interested participants will be required to sign the contract in order to participate. This contract will hold NVTC, WMATA, VDOT, NVRC, and other participating agencies harmless for any damages, injuries, or other liabilities that may be sustained while participating in the travel training program. Interested trainees will also be provided a WMATA Senior Citizen ID card application and will be required to certify their age at WMATA or a public library and return the form promptly for processing. In return, NVTC will provide a reduced senior SmarTrip card with \$10 value loaded on it to each participant. NVTC is currently pursuing with WMATA staff how this process can be simplified for senior participants by allowing NVTC to certify their age at the training program.

This task includes the cost of identifying candidate trainees from the survey database, identifying group training locations, setting group training dates, inviting participants, coordinating with local senior transportation services to

ensure participants have transportation to the training event, arranging and providing lunch to participants.

2.5 Conduct Training

NVTC recommends that approximately 50 seniors be trained in using the region's fixed-route public transit services. A total of five group training sessions of 10 individuals each will be held, one in each of the following locations:

- Alexandria;
- Arlington County/Falls Church;
- Fairfax County/city of Fairfax;
- Loudoun County; and,
- Prince William County.

WB&A travel trainers will assist NVTC in developing the agenda for the group training. Initial ideas include an overview of the regional transit system, how to obtain schedule and other information and get specific travel questions answered, safety and security, how to get organized for a trip, how to use the system including boarding a bus and train and payment, what's expected of the rider, troubleshooting when things don't go as planned. NVTC will request that WMATA and/or the local jurisdiction transit agency provide a training bus at the group training. After the classroom portion of the training, participants will learn how to board the bus, make their payment, signal their stop, etc. The training bus would then take participants to a nearby train station where they would board and ride the train. Ideally, their train trip would connect to a local bus service in normal operation where they would complete their trip on a public bus back to the training location (e.g., a senior center).

In addition to the group training, each individual participant in group training will be invited to participate in one session of one-on-one field training with a travel instructor. The instructor will travel with the trainee from her/his home, transit station, or other location identified by the trainee, to a destination of the trainee's choice.

WB&A trainers will be responsible for completing individual field training of 50 individual seniors. As funds allow, interested seniors will be offered the opportunity to take a second trip on transit with a travel trainer. NVTC's project manager will be available to complete 10 individual field trainings.

Training and follow-up will include tests of various incentives for continued transit use and mentoring of other seniors, such as free or reduced fare media, frequent traveler bonuses, gift certificates at area shops and restaurants.

Task III: Assessment and Reporting

Four specific evaluation points have been identified for this project

1. On the day of group training, group trainees will be asked to evaluate the training received that day;
2. Trainer evaluation of trainee during individualized field training;
3. On the day of individualized field training, trainees will be asked to evaluate the field training;
4. Follow-up assessment to determine each individual's continued use of public transit services and their success in encouraging others to use public transportation.

Measures of Success

NVTC's travel training program will be considered successful if it attracts and retains new senior riders to the fixed-route public transportation system. Beyond meeting this primary goal, effective evaluation of our work will supply future providers with information they can use to create a successful travel training program.

Based on a 2001 NVTC on-board survey of all riders of the fixed-route system, we estimate that around 16,000 seniors age 65 and older currently are part of the 438,000 weekday transit trips in Northern Virginia, or roughly 3.7% of all weekday transit trips. While this is a relatively small number, the rapid growth of the senior population, the high costs of paratransit, and the costs of social isolation suggest that the rewards of more seniors using transit are potentially great. Accordingly, if this pilot demonstration can convert several seniors into experienced transit users who, in turn, preach the gospel of transit to their peers, travel training on a more widespread and permanent basis may be shown to be a worthwhile public investment.

NVTC will analyze the evaluation measures by the three community types used to frame the Phase I study (walkable, mixed-use urban/town, suburban, and exurban community types). Any notable results showing greater success in one type of community, or the different types of approaches that work best according to different types of communities will be documented and offered to inform future travel training programs.

NVTC will seek to gain participant feedback on its group training and individualized training. NVTC will also assess its program success by how well trainers feel their trainees have mastered the material and their likelihood for feeling confident in using transit. The most ambitious travel training programs around the country such as RideWise in the Portland, Oregon area, have their travel trainers evaluate their trainees. Trainees remain in the program for several individualized sessions until they are able to demonstrate the requisite skills to

use transit. At that point, they receive their training certificate. To receive their certification, they must demonstrate proficiency in pre-trip preparation, personal safety, street crossing safety, navigation and environment knowledge, system knowledge, problem solving ability, including appropriate response to unexpected, dangerous or emergency situations. NVTC has had to balance the need to train a requisite number of seniors to establish a large enough sample size for evaluation purposes with the level of training necessary to truly teach seniors how to be "transit wise." NVTC's budget and the grant timeframe may not allow multiple individualized trainings for 50 participants. However, it is hoped that a combination of trainee and trainer evaluations will help NVTC develop recommendations for future travel training programs.

The assessment may include a cost-benefit analysis based on what it would have cost the region had participating seniors used paratransit services for their trips rather than the less expensive fixed-route system.

NVTC anticipates completing all group and individualized training sessions by mid-December 2006. In March 2007, WB&A will make contact with each trainee again to test their continued use of public transportation services. As part of this effort, participants will be asked to participate in a telephone interview.

During April 2007, the project team will draft a final report on the pilot project. It will include information on the work involved, the design and logistics of the travel training program, the rationale behind decisions made, how NVTC's travel training program compares with other programs, and the outcome. This draft will be shared with the project advisory team, NVTC's management advisory team, NVRC, and VDOT, prior to its public release at the June 7, 2007 NVTC board meeting.

NVTC also recommends that each participant be contacted again six months and 12 months following their training to ascertain their continued use of transit. The longer seniors continue to use public transit services after their training the better the test of travel training success. The attached budget reflects these two additional assessments at a cost of \$2000 each.

If NVRC/VDOT agree to these two final assessments at six and 12 months, the project will subsequently be closed out by December, 2007, and the results of the surveys will be added to the final project report.

Task IV: Advisory Team Meetings and Project Management

Three advisory team meetings will be held to review:

- A draft training notebook, training agenda, and pocket brochure of essential transit information;
- Draft assessment forms and questionnaires;
- Draft report.

The first and second may be combined as one meeting. The consultant team will attend these meetings in addition to one other project coordination meeting with the project manager and teleconference calls as needed.

Phase II Schedule
 NVTC Senior Transportation Study
 May 2006 - June 2007

| ID | Task Name | Start | Finish | Qtr 2, 2006 | | | Qtr 3, 2006 | | | Qtr 4, 2006 | | | Qtr 1, 2007 | | | Qtr 2, 2007 | | | Qtr 3, 2007 | | | Qtr 4, 2007 | | |
|----|--|--------------|--------------|-------------|-----|-----|-------------|-----|-----|-------------|-----|-----|-------------|-----|-----|-------------|-----|-----|-------------|-----|-----|-------------|-----|-----|
| | | | | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| 1 | Project Startup | Mon 5/1/06 | Fri 7/7/06 | | | | | | | | | | | | | | | | | | | | | |
| 2 | AT review of refined SOW via email | Mon 5/1/06 | Fri 5/5/06 | | | | | | | | | | | | | | | | | | | | | |
| 3 | Negotiate SOW and budget w/ firms | Mon 5/8/06 | Fri 5/19/06 | | | | | | | | | | | | | | | | | | | | | |
| 4 | Get VDOT approval on labor rates | Mon 5/1/06 | Wed 5/3/06 | | | | | | | | | | | | | | | | | | | | | |
| 5 | (2.1) Recruit Trainer(s) | Mon 5/15/06 | Fri 7/7/06 | | | | | | | | | | | | | | | | | | | | | |
| 6 | Task I: Brochure and CD ROM Presentation | Wed 7/5/06 | Fri 10/27/06 | | | | | | | | | | | | | | | | | | | | | |
| 7 | Draft text | Wed 7/5/06 | Mon 7/3/06 | | | | | | | | | | | | | | | | | | | | | |
| 8 | Obtain graphics | Wed 7/5/06 | Thu 8/3/06 | | | | | | | | | | | | | | | | | | | | | |
| 9 | Text and graphics layout | Tue 8/1/06 | Fri 9/29/06 | | | | | | | | | | | | | | | | | | | | | |
| 10 | Advisory team feedback on draft | Wed 10/4/06 | Wed 10/4/06 | | | | | | | | | | | | | | | | | | | | | |
| 11 | Offset Prep and Printing | Mon 10/9/06 | Fri 10/20/06 | | | | | | | | | | | | | | | | | | | | | |
| 12 | Mail | Mon 10/23/06 | Fri 10/27/06 | | | | | | | | | | | | | | | | | | | | | |
| 13 | Task II: Travel Training | Mon 5/8/06 | Fri 12/15/06 | | | | | | | | | | | | | | | | | | | | | |
| 14 | (2.2) Training Summaries | Thu 8/1/06 | Fri 8/30/06 | | | | | | | | | | | | | | | | | | | | | |
| 15 | (2.3) Prepare Training Materials | Mon 5/8/06 | Mon 7/3/06 | | | | | | | | | | | | | | | | | | | | | |
| 16 | (4.0) AT review of training & assessment | Wed 7/19/06 | Wed 7/19/06 | | | | | | | | | | | | | | | | | | | | | |
| 17 | (2.4) Training Logistics | Thu 8/1/06 | Mon 7/3/06 | | | | | | | | | | | | | | | | | | | | | |
| 18 | (2.5) Conduct Group Training | Tue 8/1/06 | Fri 9/29/06 | | | | | | | | | | | | | | | | | | | | | |
| 19 | (2.5) Conduct Individual Training | Fri 9/1/06 | Fri 12/15/06 | | | | | | | | | | | | | | | | | | | | | |

Project: Phase II Schedule
 Date: Tue 5/23/06

Task Split

Progress Milestone

Summary Rolled Up Task

Rolled Up Split Rolled Up Milestone

Rolled Up Progress External Tasks

Project Summary

Page 1

Phase II Schedule
 NYTC Senior Transportation Study
 May 2006 - June 2007

| ID | Task Name | 2006 | | | | | | | | | | | | 2007 | | | | | | | | |
|----|--|--------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|
| | | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| 20 | Task III: Assessment and Reporting | | | | | | | | | | | | | | | | | | | | | |
| | Start | Thu 6/1/06 | | | | | | | | | | | | | | | | | | | | |
| | Finish | Mon 12/31/07 | | | | | | | | | | | | | | | | | | | | |
| 21 | Develop assessment forms/mechanisms | Thu 6/1/06 | | | | | | | | | | | | | | | | | | | | |
| 22 | Conduct 3-month assessment | Thu 3/1/07 | | | | | | | | | | | | | | | | | | | | |
| 23 | Draft project report | Mon 1/1/07 | | | | | | | | | | | | | | | | | | | | |
| 24 | (4.0) AT/NYRC/VDOT review of Draft Fin | Wed 5/9/07 | | | | | | | | | | | | | | | | | | | | |
| 25 | Draft Final Report to MAC | Tue 5/15/07 | | | | | | | | | | | | | | | | | | | | |
| 26 | Draft Final Report to NYTC | Thu 6/7/07 | | | | | | | | | | | | | | | | | | | | |
| 27 | Conduct 6-month assessment | Fri 6/1/07 | | | | | | | | | | | | | | | | | | | | |
| 28 | Conduct 12-month assessment | Mon 12/3/07 | | | | | | | | | | | | | | | | | | | | |
| 29 | Disseminate project report | Wed 12/26/07 | | | | | | | | | | | | | | | | | | | | |
| 30 | Project close-out | Mon 12/31/07 | | | | | | | | | | | | | | | | | | | | |

Project: Phase II Schedule
 Date: Tue 5/23/06

Task Split

Progress Milestone

Summary Rolled Up Task

Rolled Up Split Rolled Up Milestone

Rolled Up Progress External Tasks

Project Summary

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners
FROM: Rick Taube
DATE: May 25, 2006
SUBJECT: Metro Items.

More information is attached about the proposal to allow businesses to operate in select Metrorail stations as early as next year. This proposal was mentioned at the last NVTC meeting and the Metro Board has now approved it.

Additional items of interest may be raised by NVTC's Metro Board representatives.



NEWS RELEASE



For Immediate Release

May 4, 2006

Contact:

Candace Smith or
Lisa Farbstein
202-962-1051

Metro wants to allow businesses to open shop in rail stations

Newspapers, baseball caps and handbags could be sold in select Metrorail stations as early as next year.

The Washington Metropolitan Area Transit Authority has proposed allowing businesses to set up shop in 12 Metrorail stations in D.C., Maryland and Virginia. A Metro Board committee today gave the pilot program preliminary approval. The full Board is expected to vote on the plan May 18.

Under the proposal, kiosks and retail spaces would be set up in and outside of rail stations and in parking garages on Metro property. Metro will choose businesses to own, operate and manage the kiosks for at least five years, and the businesses would pay rent to Metro.

"We envision it to be similar to airport terminals where vendors sell magazines, newspapers, sports memorabilia and T-shirts. We're also looking at adding services that will make transit trips more convenient for our customers, such as dry cleaners and shoe repair," said Interim General Manager Dan Tangherlini.

Businesses would be asked to submit proposals, which do not include the sale of food, beverages or tobacco. Metro managers plan to investigate the option of the sale of food and beverages separately. Stations were chosen on location, ridership and use by tourists. Metro will present an updated proposal to the Board in the fall after reviewing proposals from interested businesses. Metro's other retail program, automated teller machines (ATMs), has brought in more money than initially projected. Metro installed ATMs in 35 rail stations beginning last summer. They are expected to bring in about a \$1 million this fiscal year, which ends next month.

"There is the potential to generate significant revenue for the Authority from the retail programs, which could be used for customer service initiatives, among other improvements," said Tangherlini.

The stations that would be part of the pilot program are listed below:

District of Columbia: Anacostia, Georgia Avenue-Petworth, Gallery Place-Chinatown and Metro Center

Maryland: College Park- U. Of Md., New Carrollton, Shady Grove and Silver Spring

Virginia: King Street, Rosslyn, Vienna/Fairfax-GMU and West Falls Church-VT/UVA

**Washington
Metropolitan Area
Transit Authority**

OFFICE OF MEDIA RELATIONS
202-962-1051
Fax: 202-962-2897
MetroOpensDoors.com

600 Fifth Street, NW
Washington, D.C. 20001



(Board Copy)
Washington Metropolitan Area Transit Authority
**METRO ELECTRONIC ACTION
DOCUMENT**

| IDENTIFICATION | | | |
|-------------------------|-------------------|----------------------|-----|
| MEAD ID: | 99181 | ACTION: | N/A |
| AWARD VALUE: | (Not yet awarded) | CONTRACT: (Proposed) | |
| FUND SOURCES: (View) | | CONTRACTOR: | |
| LAST MODIFIED: | 05/10/2006 | | |

| DESCRIPTION | |
|-------------|--|
| SUBJECT: | Request approval to issue RFP for Demonstration Program for retail services in Metrorail stations |
| PURPOSE: | To request approval of the Real Estate Committee and the Board of Directors to issue a Request for Proposals (RFP) for a Demonstration Program to provide retail services at twelve (12) Metrorail stations and to amend the "Regulation Concerning The Use By Others Of WMATA Property" to allow for retail uses in both the free and paid areas of Metrorail stations. |

| ORIGINATION | | | | | |
|----------------------------|--------------|---------|--|-------|---------------------------|
| INITIATOR | | | DEPARTMENTAL APPROVAL | | |
| MARK MEISTER on 12/08/2005 | | | Approved by SALPEAS , PANAGIOTIS 12/27/2005 | | |
| PHONE: | 202-962-1589 | OFFICE: | LAND | DEPT: | Secretary and Chief of St |

| COORDINATION (ROUTING) | | |
|------------------------|-----------------|---------------------------------|
| OFFICE | NAME | ACTION/DATE |
| LAND (7310) | MALASKY, GARY | Approved 12/16/2005 |
| STRK (6210) | BOND, MURRAY | Approved 12/28/2005 |
| MTPD (1810) | HANSON, POLLY | Approved w/ Comments 03/03/2006 |
| MTPD (1810) | HANSON, POLLY | Re-assigned 03/01/2006 |
| (1711) | GOODINE, FRED | Approved 03/08/2006 |
| COUN (1410) | O'KEEFFE, CAROL | Approved 03/16/2006 |
| OPAS (3161) | HUGHES, JAMES | Approved 03/20/2006 |
| (1120) | Moneme, Emeka | Approved 03/21/2006 |

| FINAL APPROVALS | |
|-----------------|--|
| OFFICE | NAME/ACTION |
| PLN DEV CMTE | Approved for by PANAGIOTIS SALPEAS on 12/27/2005 |
| SAFE | Approved for by FRED GOODINE on 03/08/2006 |
| OPER CMTE | Approved for OPAS by JAMES HUGHES on 03/20/2006 |
| BEMR | Approved for by Emeka Moneme on 03/21/2006 |
| GM | Approved for GMGR by GMGR CEO on 04/07/2006 |
| BOARD | BOARD WMATA (Not Yet Approved) |



Washington Metropolitan Area Transit Authority
**METRO ELECTRONIC ACTION
 DOCUMENT**

NARRATIVE

DISCUSSION:

On July 16, 2004, the Board approved a modification to the Regulation Concerning The Use By Others Of WMATA Property (hereinafter, "the Use Regulations") to allow commercial use of Authority-owned facilities including the free areas of Metrorail stations (with the exception of the sale of food, beverages and tobacco), subject to Board approval of the specific uses. In addition to generating revenue to WMATA, the objectives of the retail program include:

Providing frequently-used/needed goods or services to transit patrons which will reduce travel time required to purchase such goods and services; and

Increasing transit ridership to reduce air quality impacts, energy consumption and traffic congestion.

LAND proposes to issue a Request for Proposals (RFP) to select a licensee(s) to install, operate and manage retail concessions at 12 Metrorail stations. Four (4) stations each in the District of Columbia, Maryland and Virginia are included in the Demonstration Program:

District of Columbia

Anacostia (outside of station)
 Gallery Place - Chinatown (free and paid areas of mezzanine)
 Georgia Ave - Petworth (free area of mezzanine)
 Metro Center (free and paid areas of mezzanine)

Maryland

College Park - U of Md (at least one of the following: paid area of mezzanine, outside of station, inside garage)
 Glenmont (free area of mezzanine)
 New Carrollton (outside of station)
 Shady Grove (outside of station)

Virginia

King Street (free area of mezzanine)
 Rosslyn (free area of mezzanine)
 Vienna/Fairfax - GMU (free area of mezzanine and outside of station)
 West Falls Church - VT/UVA (outside of station)

Station selection criteria included ridership, location (downtown, suburban, end-of-line) and tourist destinations. Sites were generally chosen in the free areas of the stations with the exception of Metro Center and Gallery Place-Chinatown where inadequate space is available outside the fare gates. Sites are recommended for the paid area of the mezzanine at those stations. Architectural criteria will be included in the RFP to ensure a uniform, professional appearance among all stations.

The Use Regulations do not permit retail uses in the paid areas of Metrorail stations. Therefore, approval is requested to amend the Use Regulations to allow for retail sites in both the free and paid areas of Metrorail stations. If approved, section 100.7 Definitions, (e) "Commercial Use of Authority-owned Facilities" would be amended to read:

"Commercial Use of Authority-owned Facilities" means the use of the Authority's parking facilities/structures, Metrorail stations, Metrobus garages, rail yards and office buildings, for

commercial ventures, such as office space and retail ventures (sale of products or services, except food, drink and tobacco, deemed to reduce the travel time of transit users by providing easy access to frequently used/needed products or services). Each commercial use requires Board approval."

Proposers will be asked to submit proposals which do not include the sale of food, beverages and tobacco.

The Selected Proposer(s) will be required to obtain all local jurisdictional zoning and any other applicable approvals for its retail operations. A licensee(s) with the financial resources and experience in operating a large-scale retail program is being sought for this Demonstration Program. The licensee(s) will be responsible for all capital outlays and overseeing day-to-day operations including rent collection and facilities maintenance. To encourage participation by local small businesses, one of the criteria for selecting a licensee(s) will be the proposer's plan to include local small businesses (including Disadvantaged Business Enterprises) in its retail operation.

The licensee(s) will be granted an exclusive license to operate retail services at the twelve Metrorail stations for a term of five (5) years with two (2) one year extension options. Based upon the success of the Demonstration Program and upon mutual agreement of the parties, the licensee(s) will have the right to add retail locations at other Metrorail stations during the license term.

ALTERNATIVES:

Do not approve the issuance of the RFP and forgo a potentially significant revenue source and customer amenity.

IMPACT ON FUNDING:

This is a revenue generating contract with all costs to be borne by the selected licensee(s).

AFFIRMATIVE ACTION REQUIREMENTS:

Although this RFP for Retail Services is a new endeavor, WMATA desires to maximize participation by Disadvantaged Business Enterprises (DBEs). WMATA is therefore requesting all proposers to provide a plan to identify potential opportunities for DBE participation, as well as those DBE firms which may provide services, equipment or supplies needed on this solicitation.

RECOMMENDATION:

That the Real Estate Committee and the Board of Directors approve (1) the issuance of a Request for Proposals for a Demonstration Program to provide retail services at the following twelve (12) Metrorail stations:

District of Columbia

Anacostia (outside of station)
 Gallery Place - Chinatown (free and paid areas of mezzanine)
 Georgia Ave - Petworth (free area of mezzanine)
 Metro Center (free and paid areas of mezzanine)

Maryland

College Park - U of Md (at least one of the following: paid area of mezzanine, outside of station, inside garage)
 Glenmont (free area of mezzanine)
 New Carrollton (outside of station)
 Shady Grove (outside of station)

Virginia

King Street (free area of mezzanine)
Rosslyn (free area of mezzanine)
Vienna/Fairfax - GMU (free area of mezzanine and outside of station)
West Falls Church - VT/UVA (outside of station)

with the understanding that staff will present a licensee(s) and proposed retail uses to the Board for approval; and (2) that the Board of Directors adopt a resolution amending the "Regulation Concerning The Use By Others Of WMATA Property" to permit retail uses in both the free and paid areas of Metrorail stations.



Washington Metropolitan Area Transit Authority

***Retail Demonstration
Program In Selected
Metrorail Stations***



Presented to the Board of Directors:

Real Estate Committee

by

**Office of Property Development
and Management**

May 4, 2006



Selected Stations

| Jurisdiction | Station | Total Weekday Entries & Exits Average |
|----------------------|----------------------------|---------------------------------------|
| District of Columbia | Anacostia | 12,500 |
| | Columbia Heights | 13,000 |
| | Gallery Pl-Chinatown | 18,000 |
| | Gallery Pl-Chinatown (MCI) | 39,000 |
| | Metro Center (East) | 11,000 |
| | Metro Center (West) | 21,000 |
| | Metro Center (South) | 58,000 |
| Maryland | College Park-U of Md | 7,000 |
| | Glenmont | 5,500 |
| | New Carrollton | 18,000 |
| | Shady Grove | 27,000 |
| | King Street | 17,000 |
| Virginia | Rosslyn | 32,000 |
| | Vienna/Fairfax-GMU | 25,000 |
| | West Falls Church-VT/UVA | 20,000 |

* May 2005 ridership numbers - the month used by WMATA's Planning Department



Retail Locations

| Jurisdiction | Station | Retail Site | |
|----------------------|----------------------------|---|--|
| District of Columbia | Anacostia | Outside of station building | |
| | Columbia Heights | Free area of mezzanine | |
| | Gallery Pl-Chinatown | Free area of mezzanine | |
| | Gallery Pl-Chinatown (MCI) | Free and paid areas of mezzanine | |
| | Metro Center (East) | Free area of mezzanine | |
| | Metro Center (West) | Free area of mezzanine | |
| | Metro Center (South) | Paid area of mezzanine | |
| | College Park-U of Md | Inside garage, free and paid areas of mezzanine | |
| | Glenmont | Free area of mezzanine | |
| Maryland | New Carrollton | Outside of station building | |
| | Shady Grove | Outside of station building | |
| | King Street | Free area of mezzanine | |
| | Rosslyn | Free area of mezzanine | |
| | Vienna/Fairfax-GMU | Free area of mezzanine, outside of station building | |
| | West Falls Church-VT/UVA | Outside of station building | |
| | Virginia | | |
| | | | |
| | | | |



Selection Criteria

- Criteria that will be used to evaluate proposals include:
 - Financial offer to WMATA
 - Range and creativity of proposed uses
 - Quality and appearance of structures proposed
 - Business experience and financial resources of proposers
 - Business operations plan
 - Proposer's plan to identify contracting opportunities for disadvantaged and local, small businesses



Typical Locations

Locations for retail uses are site specific, but generally fall into one of the following categories:

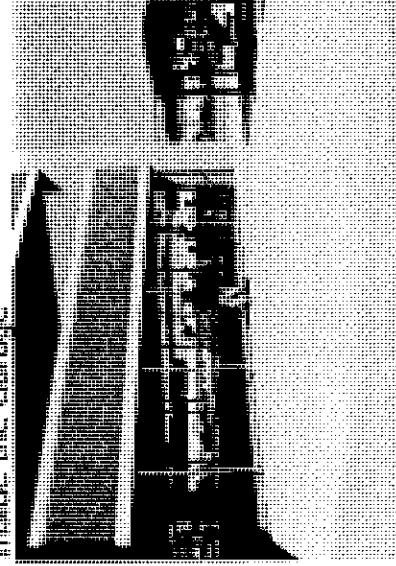
- Inside the station in either the free or paid area of the mezzanine
- Outside the station near the entrance, bus bays or kiss & ride
- Inside the parking garage

Outside The Station



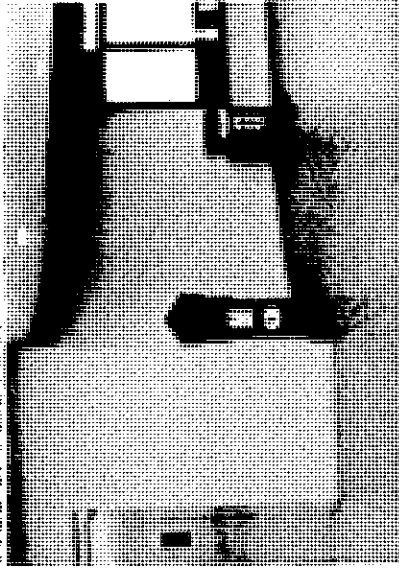
West Falls Church – VT/UVA

Inside the Garage



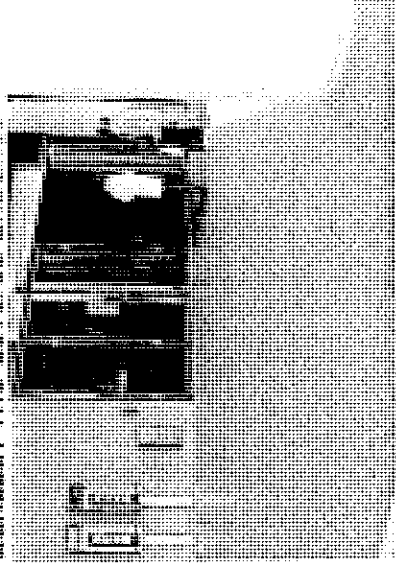
College Park – U of Md

Free or Paid Area Within a Station



Gallery Place – Chinatown

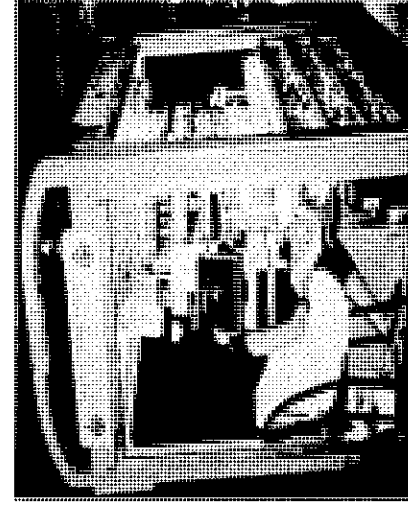
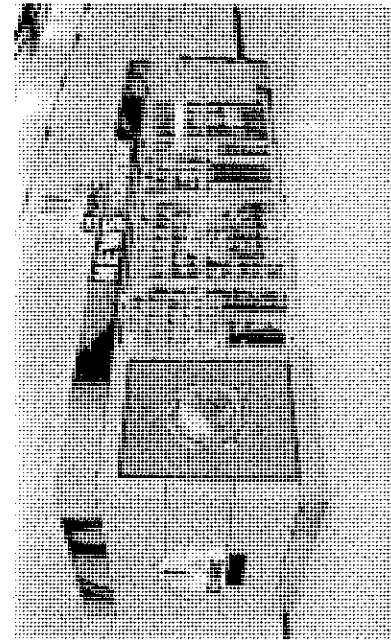
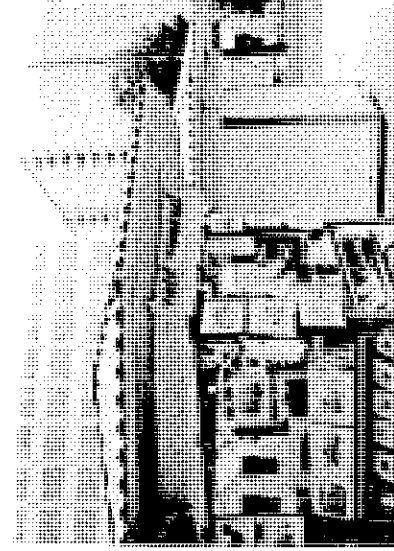
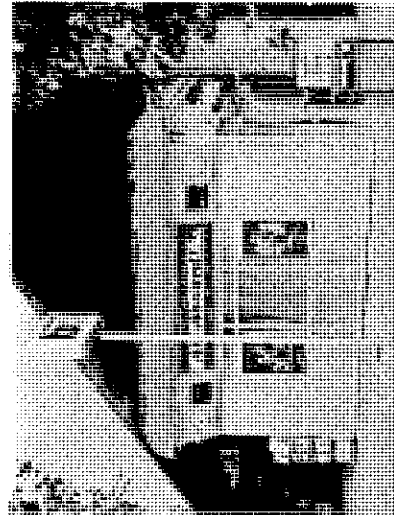
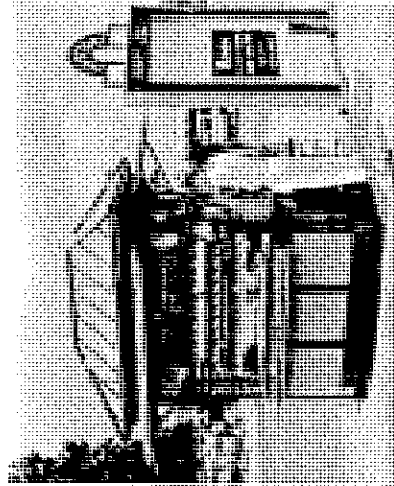
Beneath The Covered Entrance



Anacostia



Retail Examples



Examples of free standing kiosk and retail structures that are appropriate for interior or exterior locations



Recommendation

- Obtain Board approval to:
 - Issue a Request for Proposals (RFP) for a Demonstration Program to provide retail services in selected Metrorail stations
 - Amend the "Regulation Concerning The Use By Others of WMATA Property" to allow for retail uses in both the free and paid areas of Metrorail stations, subject to Board approval of the specific uses

RETAIL DEMONSTRATION PROGRAM IN METRORAIL STATIONS

Executive Summary

Background

- In July 2004, the Board voted to allow commercial activities subject to Board approval of the specific uses (excluding the sale of food, beverages and tobacco) in the free areas of Metrorail stations to increase revenues for the Authority
- Staff now proposes to expand upon the first successful retail program - the installation of Automated Teller Machines (ATMs) in 36 Metrorail stations - and issue a Request for Proposals (RFP) for a retail demonstration program in twelve (12) Metrorail stations throughout the District of Columbia, Maryland and Virginia
- An amendment to the Regulation Concerning the Use By Others of WMATA Property ("Use Regulation") will be required to allow retail activities in the paid areas of Metrorail stations since some stations, such as Gallery Place - Chinatown and Metro Center, have more space in the paid areas and those areas will also capture transferring passenger traffic
- The RFP:
 - Identifies stations were chosen from among all jurisdictions and types of neighborhoods based upon ridership levels and location characteristics, i.e., end of line, suburban and urban locations.
 - Seeks a licensee(s) to finance, install and operate sites in the system. Based on input from various WMATA Departments, security, uniformity of design and operational standards were identified and a licensee(s) would be best able to ensure day-to-day compliance with all of WMATA's requirements.
 - Offers one (1) five year term with two (2) one year extensions to allow a licensee(s) to amortize its significant investment. All costs to be borne by the selected licensee(s).
 - Provides for additional retail locations at other Metrorail stations during the license term if successful and mutual agreement of the parties
 - Requires that selected proposer obtain all local jurisdictional zoning and other applicable approvals for its retail operations
 - Encourages participation by local small businesses including Disadvantaged Business Enterprises

- Includes Design Criteria to ensure uniformity and preserve WMATA's architectural excellence
- Makes it clear that the sale of food is not permitted, but asks proposers to indicate how offers would change if food and beverages were allowed. If food proposals would generate significant revenue, staff will submit such proposals to the Board for its consideration.
- After reviewing the RFP responses, staff will present its recommendation to the Board

Recommendation

- That the Real Estate Committee and the Board of Directors approve the issuance of a Request for Proposals for a Demonstration Program to provide retail services at selected Metrorail stations
- That the Real Estate Committee and the Board of Directors approve amending the "Regulation Concerning The Use By Others of WMATA Property" to permit retail uses in both the free and paid areas of Metrorail stations subject to Board approval of the specific uses

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners
FROM: Rick Taube
DATE: May 25, 2006
SUBJECT: Regional Transportation Items.

A. VDOT HOV Data.

On May 8th VDOT's Northern Virginia District Administrator reconvened the HOV Enforcement Task Force to consider new data and the results of a new draft study.

Regarding State Police enforcement efforts, approximately six major efforts have resulted so far from increased funding, the last on February 25th, in addition to ongoing routine enforcement with volunteers receiving overtime. In the major enforcement efforts as many as 100 violators are cited each hour. Unfortunately, traffic backups occur and generate complaints from some commuters, so rolling enforcement is sometimes used in which a trooper writes a ticket and proceeds to the next exit before reentering the HOV lanes later to repeat the process.

Again, authorized law enforcement vehicles were found to comprise a very significant share of apparent violators. For example, with 95 citations issued in one enforcement effort, 40 law enforcement vehicles were stopped and released and many more were not stopped.

The attached table also reveals many other violations are discovered during HOV enforcement actions. From April, 2005 through March, 2006 non-drug felonies discovered were up 80% and drug-related felonies discovered were up 567%. Total arrests on the I-95, I-66 and Route 267 HOV lanes were almost 18,000 of which 13,500 were for HOV violations.

The Department of Motor Vehicles representative reported a continuing surge in clean-fuel vehicles registrations; this trend is expected to accelerate as motorists try to beat the July 1, 2006 deadline for obtaining plates that will provide legal access to the I-95 HOV lanes. As of April, 2006, of 10,501 such vehicles registered statewide, 83% were in



Northern Virginia (34% in Fairfax County, 19% in Prince William County and 10% in Stafford County).

Finally, VDOT Northern Virginia District staff completed the initial draft of a study of I-95/395 to consider if changes in the restricted hours are warranted. The study examines only morning. Congestion is noted at the sample location of Newington, with growth of HOV's from 2000 through 2005 of 31%, hybrids now comprising 22% of all vehicles versus 0% in 2000, violation rates during the first half hour of the restricted period of 35 to 55% (versus about 10% at other times during the restricted morning period) and several physical chokepoints at ramps.

The VDOT study featured a survey of 2,400 HOV-lane commuters. As expected, those who qualify to use the lanes want stricter enforcement and more severe penalties. Respondents were asked how they would respond to extending the restricted period to be earlier each morning and VDOT is using this information to model the likely results for the HOV and non-HOV lanes. VDOT expects to have a draft recommendation soon and intends to conduct an extensive public outreach program to obtain feedback before implementing any change.

B. NuRide/Transit Partnerships.

On May 16th NVTC's Management Advisory Committee heard from Steve Offutt of NuRide about recent developments and planned improvements in its nationwide ridematching programs, known as the Ride Network. There are now about 14,000 members nationwide with about 4,000 in the Washington Metropolitan area. Nationwide 300,000 shared trips have been taken by members so far. These members work at about 500 different employers (this is relevant because members must have work e-mail addresses for anti-fraud and other security reasons). About a thousand new members are signing up each month.

NuRide's approach is to facilitate one-time rides made available via the Internet with great flexibility. Both riders and drivers earn points that can then be redeemed for merchandise (such as Home Depot gift cards). These rewards are worth up to \$750 annually with an average member earning \$300-350 per year for five average trips each week at an average distance of 25 miles each. Total rewards to date are about \$1 million. Gas savings add another \$650-700 annually for the average member. NuRide stores information about each member's auto so when a shared trip is taken, emissions and fuel savings can be calculated precisely.

NuRide customers tend to be younger, female, technically savvy and higher income compared to the average commuter. Sixty percent previously used single-occupant vehicles to commute.

Sponsorships are available so that when a ride match is arranged, members see information relevant to that trip from the sponsor. Loudoun County Transit currently shows Loudoun residents the location of bus stops that could serve that particular trip. Rewards can also be targeted. For example, \$25 gift cards to Dulles Town Center are limited to Loudoun residents. Costs to sponsors range from a few thousand dollars up to \$250,000, depending on the total mileage of trips. For example, \$22,500 will purchase a sponsorship for 250,000 miles.

Fairfax County's Connector is arranging a sponsorship that will go live soon. VRE will also initiate a sponsorship soon that will target persons driving to and from VRE stations for special prizes. By encouraging such ride matching VRE hopes to relieve crowding at its parking lots.

NuRide has ambitious plans for the future as it hopes to become the "Expedia of ground transportation." It hopes to include real-time transit options for its members. Also, as membership grows, NuRide should become more effective in producing matches since currently about half of the trip requests cannot be matched. Also, confirming trips might be made easier via GPS locators in cell phones. For transit, it is possible that SmarTrip records could verify transit trips and qualify members for rewards, although NuRide has no immediate plans to pursue this transit option.

In conclusion, as NuRide continues to grow it has reached out to transit sponsors and does carefully calculate the air quality gains and fuel savings resulting from its activities. Qualifying transit customers for rewards for the transit portion of their commuting trips remains a big challenge for the future.

C. Virginia Transit Association Conference.

VTA conducted a very successful conference in Alexandria May 11-13th. Paid attendance reached 140 (versus 90 or less at previous annual events). The program featured several nationally recognized experts on Smart Growth and included a tour of the Rosslyn-Ballston Corridor for a close-up look at enlightened transit-oriented development. Outgoing VTA President Chris Zimmerman was primarily responsible for encouraging and planning this successful conference.

Transportation Secretary Pierce Homer spoke to the group about transportation funding prospects. Awards were given to the founders of the new Williamsburg Area Transit Authority and to Fairfax County's mobile senior travel training program. NVTC's Jana Lynott presented the results of the commission's senior mobility study.

D. Endorsement of Preferred Columbia Pike Transit Alternative.

The attachment describes an action by the Fairfax County Board of Supervisors to advance this important interjurisdictional project.

E. Virginia Accelerates Telework Program.

The attached news article describes efforts by the commonwealth to improve its telework programs.

Virginia State Police HOV Enforcement Comparison

(A)

The table below compares the Virginia State Police activities specifically related to High Occupancy Vehicle enforcement on Interstates 95, and 66 and Route 267 for the periods of April 2004 thru March 2005 and April 2005 thru March 2006.

| Incident/Violation | Arrests | | Change +/- | Change % |
|--------------------------------------|-----------------------|-----------------------|---------------|----------------|
| | March 04- April 05 | March 05- April 06 | | |
| Felonies (Non Drug) | 10 | 18 | 8 | 80.00% |
| Drugs / Narcotics | 3 | 20 | 17 | 566.67% |
| Criminal Misdemeanors | 20 | 45 | 25 | 125.00% |
| Traffic Crashes | 45 | 215 | 170 | 377.78% |
| Driving While Intoxicated | 2 | 9 | 7 | 350.00% |
| Reckless Driving | 66 | 272 | 206 | 312.12% |
| Speeding | 87 | 494 | 407 | 467.82% |
| Defective Equipment | 217 | 624 | 407 | 187.56% |
| Seat Belt Violations | 143 | 353 | 210 | 146.85% |
| Child Restraint Violations | 38 | 113 | 75 | 197.37% |
| No Operator's License | 227 | 732 | 505 | 222.47% |
| HOV Violations | 5052 | 13507 | 8455 | 167.36% |
| Other Traffic Violations | 370 | 884 | 514 | 138.92% |
| Safety Inspection Violations | 229 | 757 | 528 | 230.57% |
| Criminal Interdiction Stops | 7 | 13 | 6 | 85.71% |
| Total Arrests & Summonses | 6480 | 17876 | 11396 | 175.86% |
| | | | | |
| Miles Driven | 51752 | 133226 | 81474 | 157.43% |
| Hours Worked | 3230 | 10322 | 7092 | 219.57% |
| Days Worked | 836 | 2498 | 1662 | 198.80% |

DATE: 04/05/2006
TIME: 10:26

VIRGINIA DEPARTMENT OF MOTOR VEHICLES
CLEAN FUEL PLATE DATA - ACTIVE REGISTRATIONS
EMISSIONS INSPECTION PROGRAM (EIP) JURISDICTION PERCENTAGES
AS OF 04/05/06

PROGRAM: B6146-PD
PAGE: 1

| EIP JURISDICTION | TOTAL | PERCENTAGE OF GRAND TOTAL |
|---------------------|--------|---------------------------------|
| ALEXANDRIA | 473 | 3.74 % |
| FAIRFAX CITY | 110 | 0.87 % |
| FALLS CHURCH | 66 | 0.52 % |
| MANASSAS | 103 | 0.81 % |
| MANASSAS PARK | 15 | 0.12 % |
| ARLINGTON | 625 | 4.94 % |
| FAIRFAX COUNTY | 4,298 | 33.97 % |
| LOUDOUN | 1,130 | 8.93 % |
| PRINCE WILLIAM | 2,425 | 19.16 % |
| STAFFORD | 1,256 | 9.93 % |
| EIP TOTAL | 10,501 | 82.99 % |



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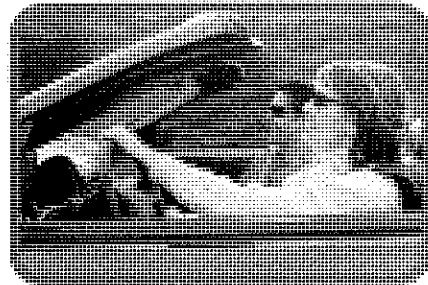
Here's How it Works

1 Plan a trip

Sign up for free at www.nuride.com and plan a trip. Plan just one trip to work and give it a try - it's free, easy and there are no commitments.

2 Share a ride

Use NuRide to find just the right person going your way and then share the ride. Ride with your friends or meet new people - you're in control at all times.



3 Earn rewards

It's just like frequent flyer miles - you earn NuRide Miles, our exclusive reward points, every time you share a ride. You can then redeem your NuRide Miles with participating reward partner companies such as Brookstone, XM Satellite Radio and others. To see the full list of reward partner companies go to www.nuride.com and sign up today.



What's the Catch?

There is no catch. Whenever you share a ride you provide an important service to your community by reducing traffic congestion, air pollution and even global warming. Local governments and reward companies partner with NuRide and provide your rewards as a way of thanking you for sharing your ride. To learn more visit www.nuride.com.

www.nuride.com

ACTION – 4

Endorsement of a Preferred Transit Alternative for the Columbia Pike Corridor (Mason District)

ISSUE:

Board endorsement of a preferred transit alternative for the Columbia Pike corridor.

RECOMMENDATION:

The County Executive recommends that the Board endorse the “Modified Streetcar Alternative” recommended in the Columbia Pike Transit Alternatives Analysis as the preferred transit alternative for the Columbia Pike corridor in order to allow the project to advance to the next phase of project development in which the project team will develop a financial strategy and conduct an environmental review. With this endorsement, Fairfax County is not committing funds to this project, with the possible exception of project development funds set aside annually for member jurisdictions at the Washington Metropolitan Area Transit Authority (WMATA) for planning purposes.

TIMING:

Board action is requested on May 1, 2006. This will allow the Pike Transit Initiative to be considered for inclusion in the Metropolitan Washington Council of Government’s Constrained Long-Range Transportation Plan (CLRP), which would allow the project to receive federal planning funds and to continue forward into the next phase of the project development process, which will include a financial capacity analysis, preliminary engineering, and environmental review. This action follows the receipt of public comment throughout the alternatives analysis including most recently a public meeting held on March 20, 2006, to receive comments on the recommended alternative. The Arlington County Board of Supervisors was scheduled to endorse a preferred transit alternative for the Columbia Pike corridor on April 26, 2006.

BACKGROUND:

The Columbia Pike Transit Alternatives Analysis (Pike Transit Initiative) was conducted by WMATA and its engineering consultants with the cooperation of Arlington and Fairfax Counties from spring 2004 to spring 2006. WMATA undertook the Pike Transit Initiative to consider the development of an advanced transit system connecting the Pentagon/Pentagon Crystal City area with Bailey’s Crossroads. The alternatives analysis was organized as a three-step screening process to develop and evaluate alternatives and recommend a preferred alternative. The first screening looked at a

Board Agenda Item
May 1, 2006

wide range of transit alternatives and then selected a short list based on the physical and policy constraints in the corridor. The policy framework specified that the recommended alternative should be surface running, that it should operate in shared travel lanes, and that it should be compatible with the planned urban scale of the study area.

The second screening evaluated the small set of alternatives against the project goals and objectives. In the third screening, costs and impacts of the alternatives were evaluated to determine which alternative met the project purpose and need most efficiently and had the most potential to be advanced. The four alternatives that were evaluated in detail were:

- The Baseline Alternative
- The Bus Rapid Transit (BRT) Alternative
- The Streetcar Alternative
- The Modified Streetcar Alternative

These alternatives are described in more detail in the report summary provided in Attachment I and in the final Columbia Pike Transit Alternatives Analysis report dated July 2005 and available on the Pike Transit Initiative project web site:
<http://www.piketransit.com/media/publications.aspx>.

Based on the analysis and the input received from the community and stakeholders, the Pike Transit Initiative study team has recommended that the "Modified Streetcar Alternative" be carried forward into the next phase of the project development process, which includes a financial capacity analysis, preliminary engineering, and environmental review. The recommendation is based on the ability to generate transit ridership and serve transit demand in the corridor, the ability to serve as a catalyst for economic development, and the overall project affordability including attractiveness for private-sector funding support.

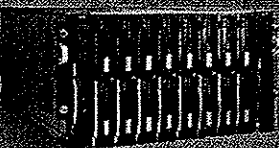
FISCAL IMPACT:

The Board's action by making the endorsement is not committing any funds for construction and operation now nor committing them in the future. However, WMATA project development funds will likely be required for further analysis on a pro-rated basis between Arlington County and Fairfax County.

A financial capacity analysis for the project will be conducted in the next phase. It will look at potential sources of funding for the project, including public sector and private sector funding sources.



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Virginia Accelerates Telework Program

April 25, 2006 *By Christine Vestal*

Reprinted from Stateline.org.

Traffic congestion -- a hot issue in Virginia -- has driven lawmakers to shift the state's telecommuting initiative into overdrive, challenging government managers to allow at least 25 percent of eligible employees to work from home.

Telecommuting, or telework, is considered a win-win for state governments. Employees avoid grueling commutes and high fuel costs; states realize healthier, more productive workers, better air quality, lower office space expenses, and less traffic congestion.

Governors have promoted telework initiatives -- a policy almost no one opposes -- as a way to allow state workers to spend more time with their families and communities, improving the quality of life for everyone.

[Here is a state-by-state breakdown of telework programs.](#)

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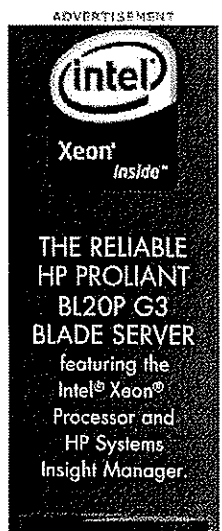
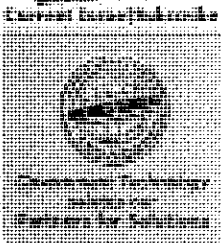
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Keepers of the Public Record II
by Paul W. Taylor
Part II of the series begun six weeks ago on the countdown of 10 principles for stewardship of the public record.



At least 34 states have adopted telework programs in selected agencies and regions. Six -- Georgia, Kentucky, Virginia, Oregon, Florida and Texas -- offer the flexible work option to employees in all agencies throughout the state.

But despite politicians' efforts, government managers have been slow to offer the work-at-home option, in part because it requires a change in their management styles, said Chuck Wilsker of The Telework Coalition.

As in the federal government's telework program, most state initiatives call on managers to designate employees who can work from home one or more days a week. But without rigorous guidelines or sanctions, reluctant managers tend to offer the option to only a handful of employees.

Last year, Virginia lawmakers -- desperate to alleviate worsening road congestion -- turned the tables on government managers. Instead of identifying employees who are eligible for telework, they asked managers to designate those not eligible.

Virginia's new statute assumes that all government employees are candidates for working at home, and calls on managers to explain why they aren't. By 2009, the state wants at least one in four eligible workers off the roads one or more days a week.

"For a start, nurses who turn patients and wardens who guard prisoners aren't eligible," says program director Sara Wilson of Virginia's human resources department.

But nearly all other categories of employees -- even college professors -- are candidates for alternative work arrangements, including flexible schedules to avoid rush hour traffic, four-day work weeks, and working at home, she said.

Virginia launched its telework campaign in 2002, but out of more than 127,000 state workers, fewer than 1,000 are teleworking, according to state reports.

To accelerate the program, last year's law put the human resources department in charge of coaching managers in all agencies to make the "culture" changes needed to meet the state's ambitious goals.

"I'm trying to tee up our managers to think about telework in different ways," Wilson said. "It's not just about transportation and air pollution. We want to be an employer of choice. ... The ability to work at home is a big draw."

Another way to persuade managers to embrace telework, Wilson said, is to ask how they plan to operate if large numbers of employees are quarantined during a pandemic, or can't get to work because of a disaster.

Teleworkers have the equipment and telecommunications services in place to continue working during a natural disaster, terrorist attack, or extreme weather conditions, she said.

Georgia's telework director, Dorothy Gordon, says a typical reason managers offer employees the work-at-home option is to free them from office distractions, such as ringing phones and garrulous colleagues, when time-sensitive projects need to be completed.

Studies show that when employees work from home, absenteeism and sick leave drop dramatically. In addition, employees -- grateful for the flexibility to manage their work and life -- develop a greater commitment and often are willing to work while traveling or recovering from an illness, according to telecommuting research and advocacy group International Telework Association and Council (ITAC).

Linda Joyce Parker, a 29-year veteran of Georgia's human resources department, worked at home for two weeks last year while recovering from knee surgery. "I could have taken sick leave," she said, "but I would have been bored out of my mind, because I'm not into soaps."

Now Parker works at home about once a month. She swaps telework days with a colleague, so that someone is always in the office, she said.

Georgia launched its telework program during the 1996 Summer Olympics in Atlanta, because blocked roads and choking traffic made it difficult for workers to come to the office. A permanent policy for state capitol workers was adopted in 2001, and Gov. Sonny Perdue (R) rolled out a statewide initiative in 2003.

Perdue upgraded the "Work Away," program two months ago, instructing government managers to increase the number of teleworkers by 20 percent this year. Georgia estimates the program saved more than 30 million commuter miles last year.

California, the first state to launch a telework program in 1988, offers a guide for government managers. Noting it is "not always easy to implement," it urges bosses to manage "by results, not surveillance," warning them not to fall into the trap of thinking telework only applies to a few jobs.

ITAC said that of 135.4 million American workers, 22.2 million -- about 16 percent -- worked from home at least once a week last year, an increase of 30 percent from the previous year.



Story Comments

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Title: _____



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State Telework Initiatives



| | |
|--|--|
| 24 = Teleworking used in individual agencies | 6 = Teleworking used across state agencies |
| 12 = no telework policy in state agencies | 8 = no response |

Source: National Association of State Personnel Executives

Stateline.org

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners
FROM: Scott Kalkwarf and Colethia Quarles
DATE: May 25, 2006
SUBJECT: NVTC Financial Items for April, 2006.

Reports are attached for your information.

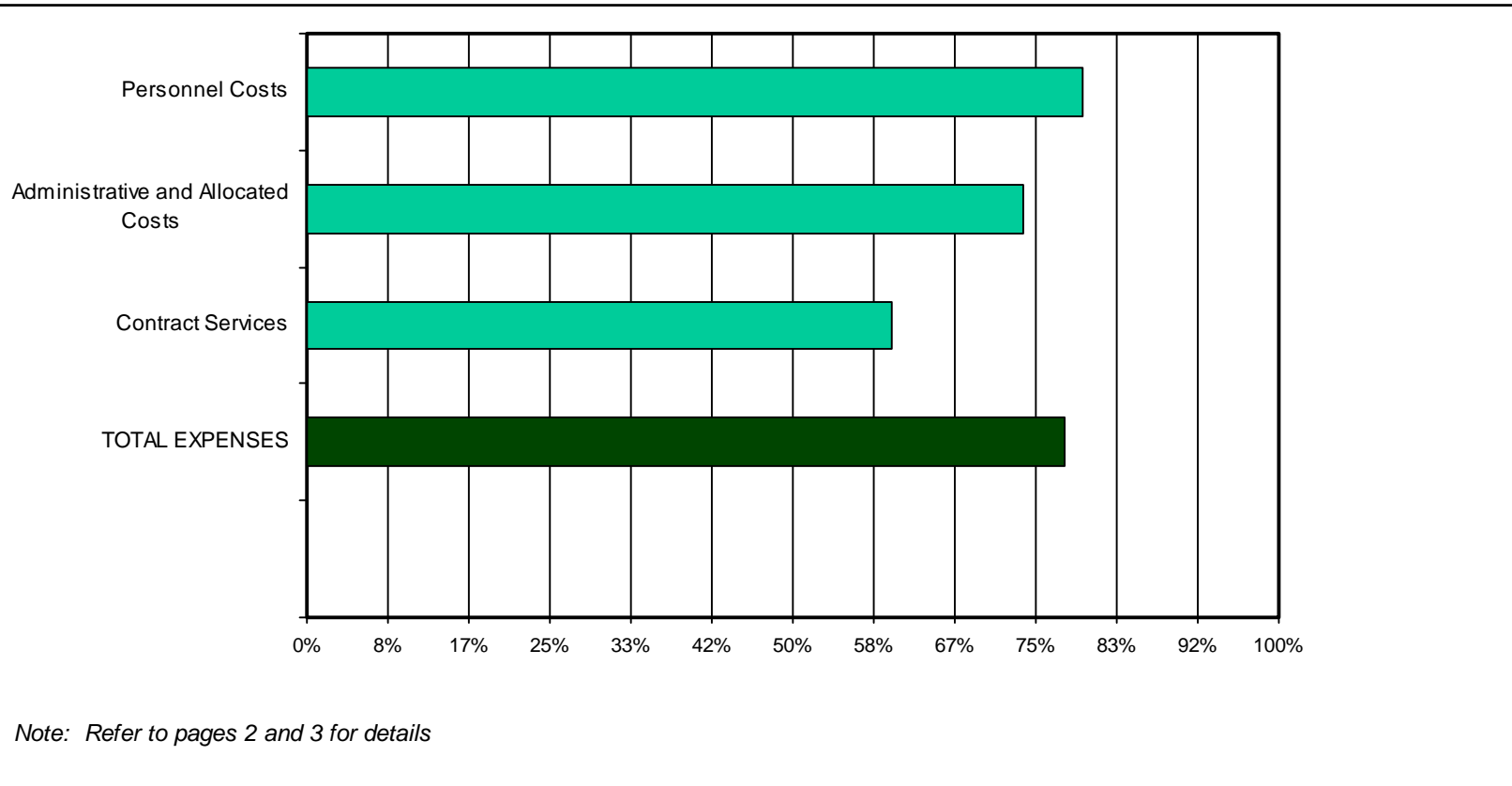


Northern Virginia Transportation Commission

Financial Reports

April, 2006

Percentage of FY 2006 NVTC Administrative Budget Used
April, 2006
(Target 83.33% or less)



NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
April, 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 | \$ 45,995.71 | \$ 521,973.69 | \$ 612,384.00 | \$ 90,410.31 | 14.8% |
| Temporary Employee Services | - | - | 1,000.00 | 1,000.00 | 100.0% |
| Total Personnel Costs | 45,995.71 | 521,973.69 | 613,384.00 | 91,410.31 | 14.9% |
| <u>Benefits</u> | | | | | |
| Employer's Contributions: | | | | | |
| FICA | 5,045.51 | 35,811.33 | 40,869.00 | 5,057.67 | 12.4% |
| Group Health Insurance | 5,171.15 | 36,354.79 | 92,749.00 | 56,394.21 | 60.8% |
| Retirement | 3,890.75 | 40,547.05 | 48,800.00 | 8,252.95 | 16.9% |
| Workmans & Unemployment Compensation | (1,750.75) | 3,588.23 | 3,000.00 | (588.23) | -19.6% |
| Life Insurance | 273.72 | 2,806.20 | 3,150.00 | 343.80 | 10.9% |
| Long Term Disability Insurance | 272.24 | 2,609.27 | 3,902.00 | 1,292.73 | 33.1% |
| Total Benefit Costs | 12,902.62 | 121,716.87 | 192,470.00 | 70,753.13 | 36.8% |
| <u>Administrative Costs</u> | | | | | |
| Commissioners Per Diem | 1,250.00 | 11,150.00 | 13,800.00 | 2,650.00 | 19.2% |
| <i>Rents:</i> | | | | | |
| Office Rent | 12,191.20 | 137,985.96 | 167,481.00 | 29,495.04 | 17.6% |
| Parking | 510.00 | 8,740.00 | 10,800.00 | 2,060.00 | 19.1% |
| <i>Insurance:</i> | | | | | |
| Public Official Bonds | 99.00 | 3,229.80 | 3,850.00 | 620.20 | 16.1% |
| Liability and Property | 99.00 | 1,299.00 | 2,000.00 | 701.00 | 35.1% |
| | - | 1,930.80 | 1,850.00 | (80.80) | -4.4% |
| <i>Travel:</i> | | | | | |
| Conference Registration | 1,900.41 | 9,385.59 | 23,000.00 | 13,614.41 | 59.2% |
| Conference Travel | 925.00 | 1,825.00 | 2,000.00 | 175.00 | 8.8% |
| Local Meetings & Related Expenses | - | 1,033.69 | 5,000.00 | 3,966.31 | 79.3% |
| Training & Professional Development | 806.41 | 6,222.90 | 12,000.00 | 5,777.10 | 48.1% |
| | 169.00 | 304.00 | 4,000.00 | 3,696.00 | 92.4% |
| <i>Communication:</i> | | | | | |
| Postage | 1,319.54 | 8,367.03 | 12,500.00 | 4,132.97 | 33.1% |
| Telephone - LD | 623.51 | 3,546.67 | 6,000.00 | 2,453.33 | 40.9% |
| Telephone - Local | 79.41 | 912.91 | 1,500.00 | 587.09 | 39.1% |
| | 616.62 | 3,907.45 | 5,000.00 | 1,092.55 | 21.9% |
| <i>Publications & Supplies</i> | | | | | |
| Office Supplies | 1,778.55 | 17,804.78 | 29,100.00 | 11,295.22 | 38.8% |
| Duplication | 869.73 | 3,624.09 | 5,000.00 | 1,375.91 | 27.5% |
| Public Information | 908.82 | 9,860.69 | 14,100.00 | 4,239.31 | 30.1% |
| | - | 4,320.00 | 10,000.00 | 5,680.00 | 56.8% |

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

| | <u>Current Month</u> | <u>Year To Date</u> | <u>Annual Budget</u> | <u>Balance Available</u> | <u>Balance %</u> |
|---|-----------------------------|--------------------------|----------------------------|------------------------------|----------------------|
| <i>Operations:</i> | 1,385.00 | 12,887.62 | 23,500.00 | 10,612.38 | 45.2% |
| Furniture and Equipment | - | 4,095.56 | 8,000.00 | 3,904.44 | 48.8% |
| Repairs and Maintenance | - | 749.00 | 1,000.00 | 251.00 | 25.1% |
| Computers | 1,385.00 | 8,043.06 | 14,500.00 | 6,456.94 | 44.5% |
| <i>Other General and Administrative</i> | 487.57 | 5,336.50 | 6,400.00 | 1,063.50 | 16.6% |
| Subscriptions | - | - | 500.00 | 500.00 | 100.0% |
| Memberships | 300.00 | 1,907.00 | 1,300.00 | (607.00) | -46.7% |
| Fees and Miscellaneous | 187.57 | 2,303.13 | 2,600.00 | 296.87 | 11.4% |
| Advertising (Personnel/Procurement) | - | 1,126.37 | 2,000.00 | 873.63 | 43.7% |
| 40th Anniversary | - | - | - | - | 0 |
| Total Administrative Costs | <u>20,411.27</u> | <u>206,147.28</u> | <u>279,631.00</u> | <u>73,483.72</u> | <u>26.3%</u> |
| | <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 | <u>-</u> | <u>11,875.00</u> | <u>19,700.00</u> | <u>7,825.00</u> | <u>39.7%</u> |
| Total Gross G&A Expenses | <u>\$ 79,309.60</u> | <u>\$ 861,712.84</u> | <u>\$ 1,105,185.00</u> | <u>\$ 243,472.16</u> | <u>22.0%</u> |

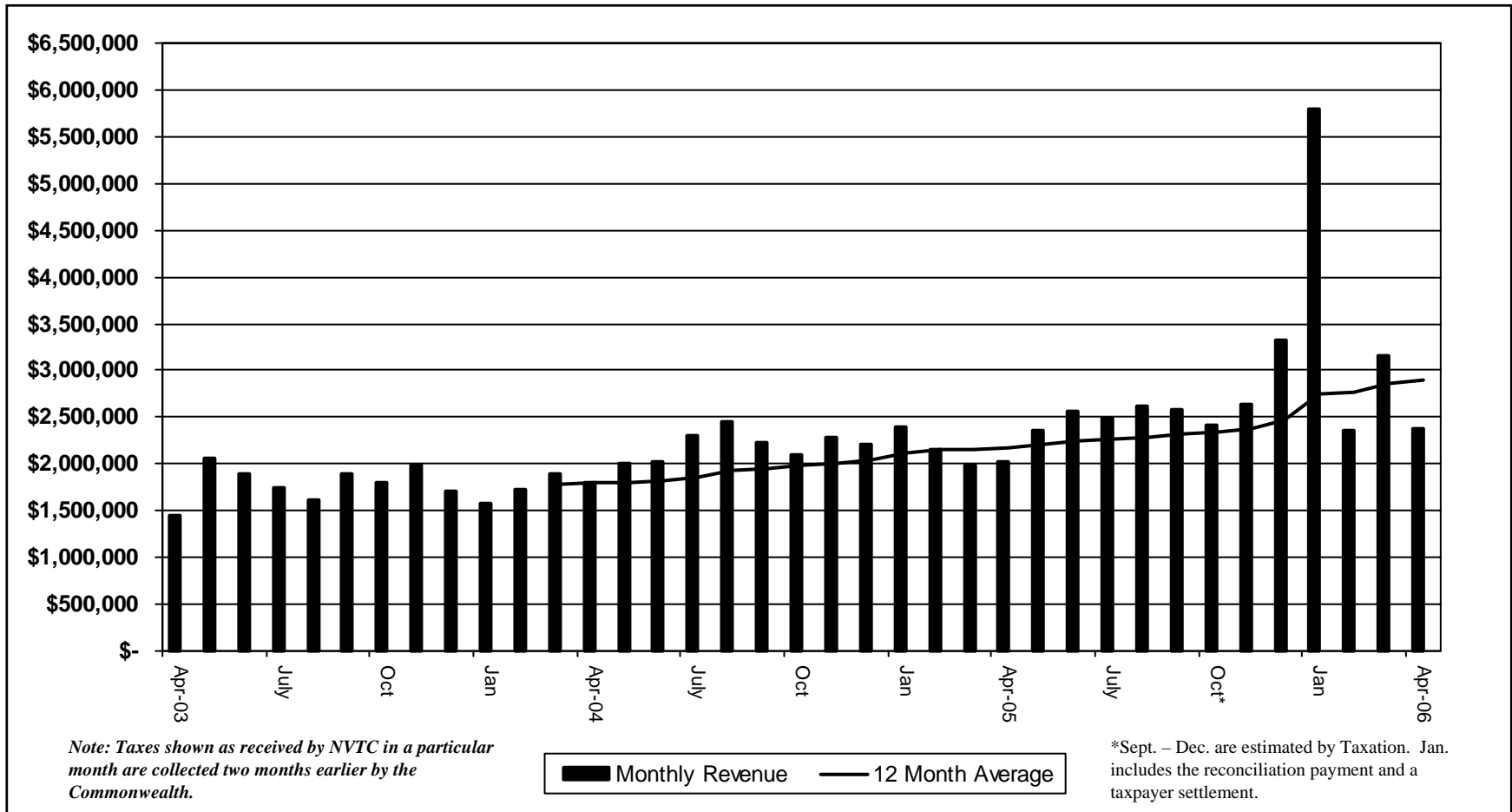
NVTC
RECEIPTS and DISBURSEMENTS
April, 2006

| <u>Date</u> | <u>Payer/ Payee</u> | <u>Purpose</u> | <u>Wachovia</u> | <u>Wachovia</u> | <u>VA LGIP</u> | |
|--|-------------------------|--|---------------------|--------------------|--------------------------|---------------------------|
| | | | <u>(Checking)</u> | <u>(Savings)</u> | <u>G&A / Project</u> | <u>Trusts</u> |
| RECEIPTS | | | | | | |
| 4 | City of Alexandria | G&A contribution | | \$ 11,945.00 | | |
| 4 | Staff | Expense reimbursement | | 8.95 | | |
| 7 | FTA | SmarTrip project grant receipt | | | 2,703.00 | |
| 12 | VRE | Staff support | | 7,210.00 | | |
| 18 | DRPT | FTM/Admin grant receipt | | | | 5,000,604.00 |
| 18 | Dept. of Taxation | Motor Vehicle Fuels Sales tax receipt | | | | 2,383,575.45 |
| 27 | Loudoun County | G&A contribution | | | 3,705.25 | |
| 30 | Banks | April investment income | | 757.10 | 2,196.19 | 266,487.00 |
| | | | <u>-</u> | <u>19,921.05</u> | <u>8,604.44</u> | <u>7,650,666.45</u> |
| DISBURSEMENTS | | | | | | |
| 1-30 | Various | NVTC project and administration | (97,332.49) | | | |
| 3 | WMATA | Bus operating | | | | (10,119,263.00) |
| 3 | WMATA | Paratransit operating | | | | (1,436,108.00) |
| 3 | WMATA | Rail operating | | | | (8,357,689.00) |
| 3 | WMATA | Metro Matters capital | | | | (649,580.00) |
| 3 | WMATA | Beyond Metro Matters capital | | | | (172,964.00) |
| 3 | WMATA | Debt service | | | | (1,853,125.00) |
| 3 | WMATA | Rail capital - VTA funds | | | | (1,914,249.00) |
| 3 | WMATA | Metro Matters capital - VTA funds | | | | (6,003,864.00) |
| 3 | WMATA | Other operating | | | | (101,145.72) |
| 6 | PBGH, LLP | Consulting - Bus Data project | (16,171.83) | | | |
| 6 | IBI Group | Consulting - SmarTrip project | (3,378.26) | | | |
| 20 | George Hoyt | Consulting - Bus Data project | (6,118.63) | | | |
| 27 | Loudoun County | Other operating | | | | (3,705.25) |
| 30 | Wachovia Bank | April service fees | (46.61) | | | |
| | | | <u>(123,047.82)</u> | <u>-</u> | <u>-</u> | <u>(30,611,692.97)</u> |
| TRANSFERS | | | | | | |
| 3 | Transfer | From LGIP to checking | 45,000.00 | | (45,000.00) | |
| 6 | Transfer | From savings to checking | 20,000.00 | (20,000.00) | | |
| 12 | Transfer | From LGIP to checking | 30,000.00 | | (30,000.00) | |
| 20 | Transfer | From LGIP trust to LGIP project - Bus Data | | | 22,290.46 | (22,290.46) |
| 28 | Transfer | From LGIP to checking | 50,000.00 | | (50,000.00) | |
| | | | <u>145,000.00</u> | <u>(20,000.00)</u> | <u>(102,709.54)</u> | <u>(22,290.46)</u> |
| NET INCREASE (DECREASE) FOR MONTH | | | <u>\$ 21,952.18</u> | <u>\$ (78.95)</u> | <u>\$ (94,105.10)</u> | <u>\$ (22,983,316.98)</u> |

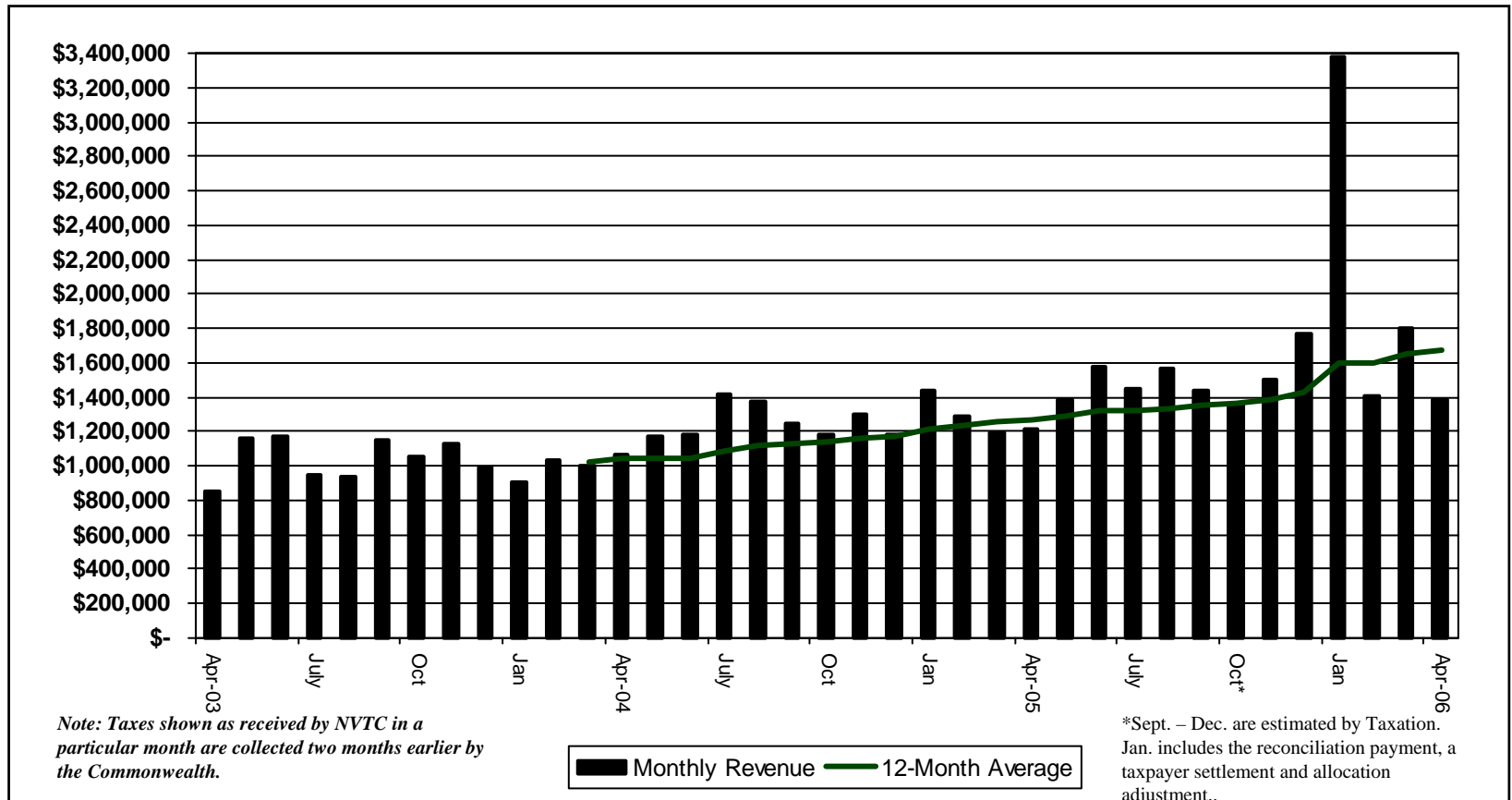
**NVTC
INVESTMENT REPORT
April, 2006**

| <u>Type</u> | <u>Rate</u> | <u>Balance 3/31/2006</u> | <u>Increase (Decrease)</u> | <u>Balance 4/30/2006</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 | \$ 14,271.93 | \$ 21,952.18 | \$ 36,224.11 | \$ 36,224.11 | \$ - | \$ - |
| Wachovia: NVTC Savings | 4.17% | 243,427.84 | (78.95) | 243,348.89 | 243,348.89 | - | - |
| <u>Investments - State Pool</u> | | | | | | | |
| Nations Bank - LGIP | 4.69% | 95,196,568.39 | (23,077,422.08) | 72,119,146.31 | 531,371.85 | 47,514,875.31 | 24,072,899.15 |
| | | <u>\$ 95,454,268.16</u> | <u>\$ (23,149,653.95)</u> | <u>\$ 72,398,719.31</u> | <u>\$ 810,944.85</u> | <u>\$ 47,514,875.31</u> | <u>\$ 24,072,899.15</u> |

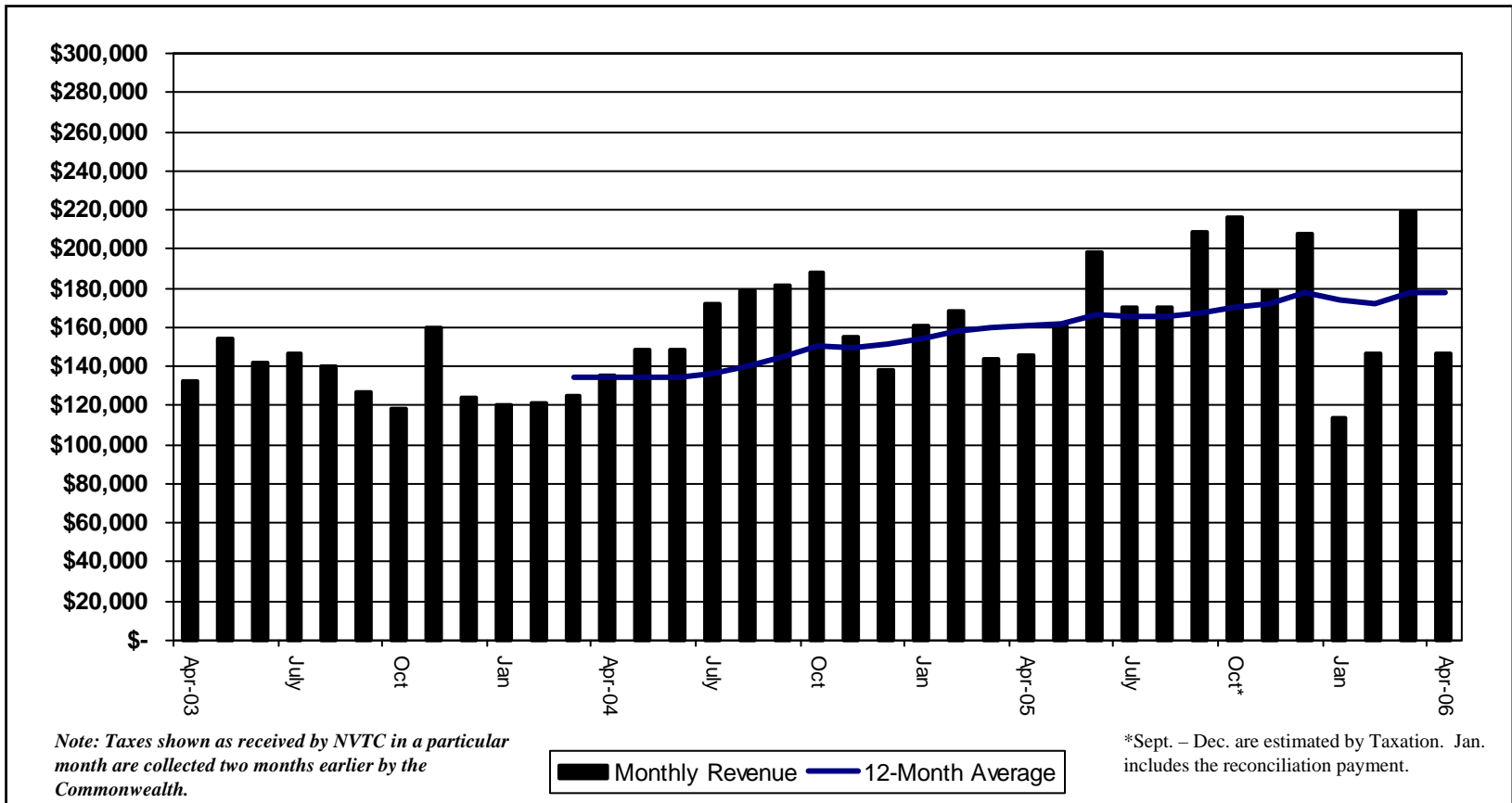
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2003-2006



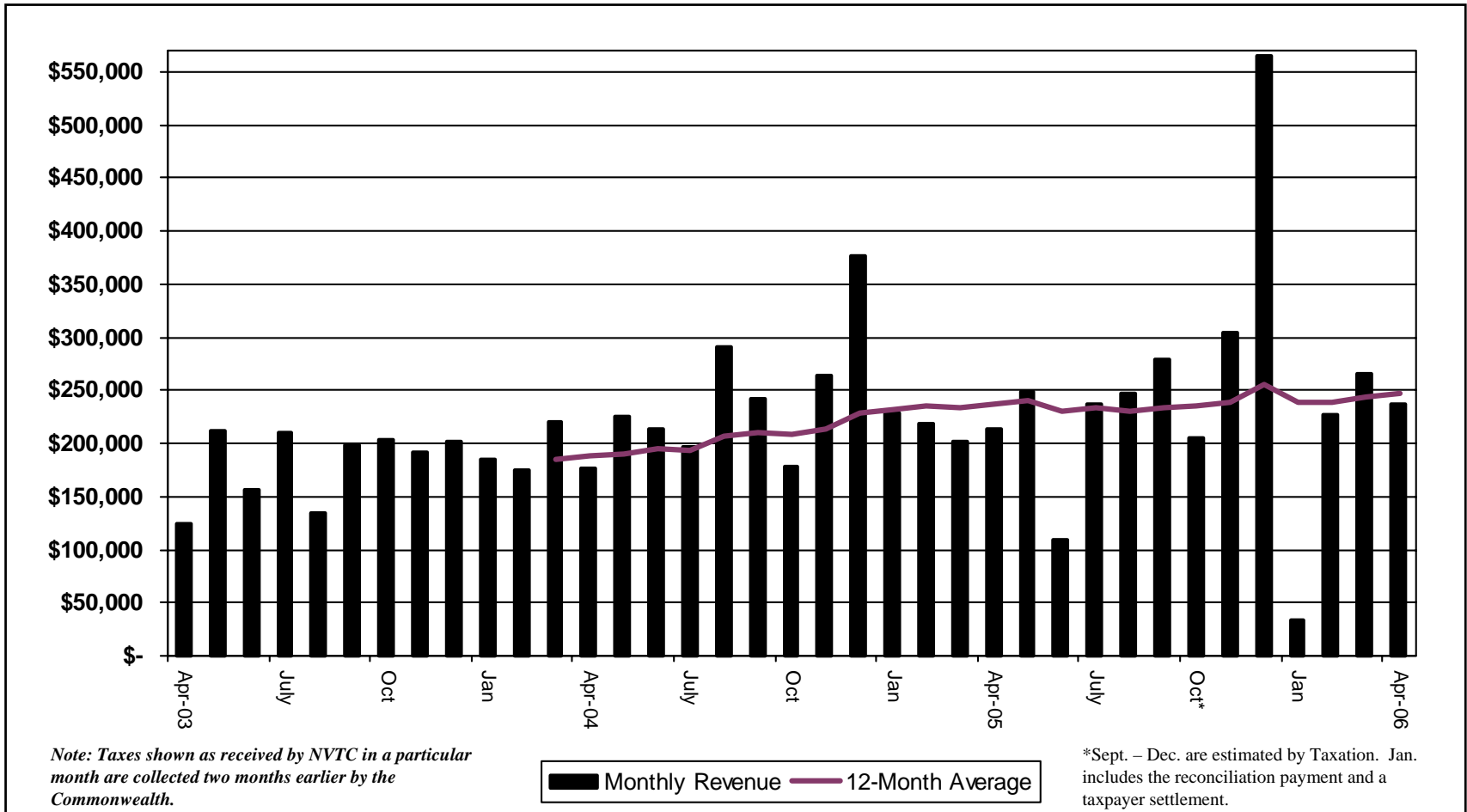
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2003-2006



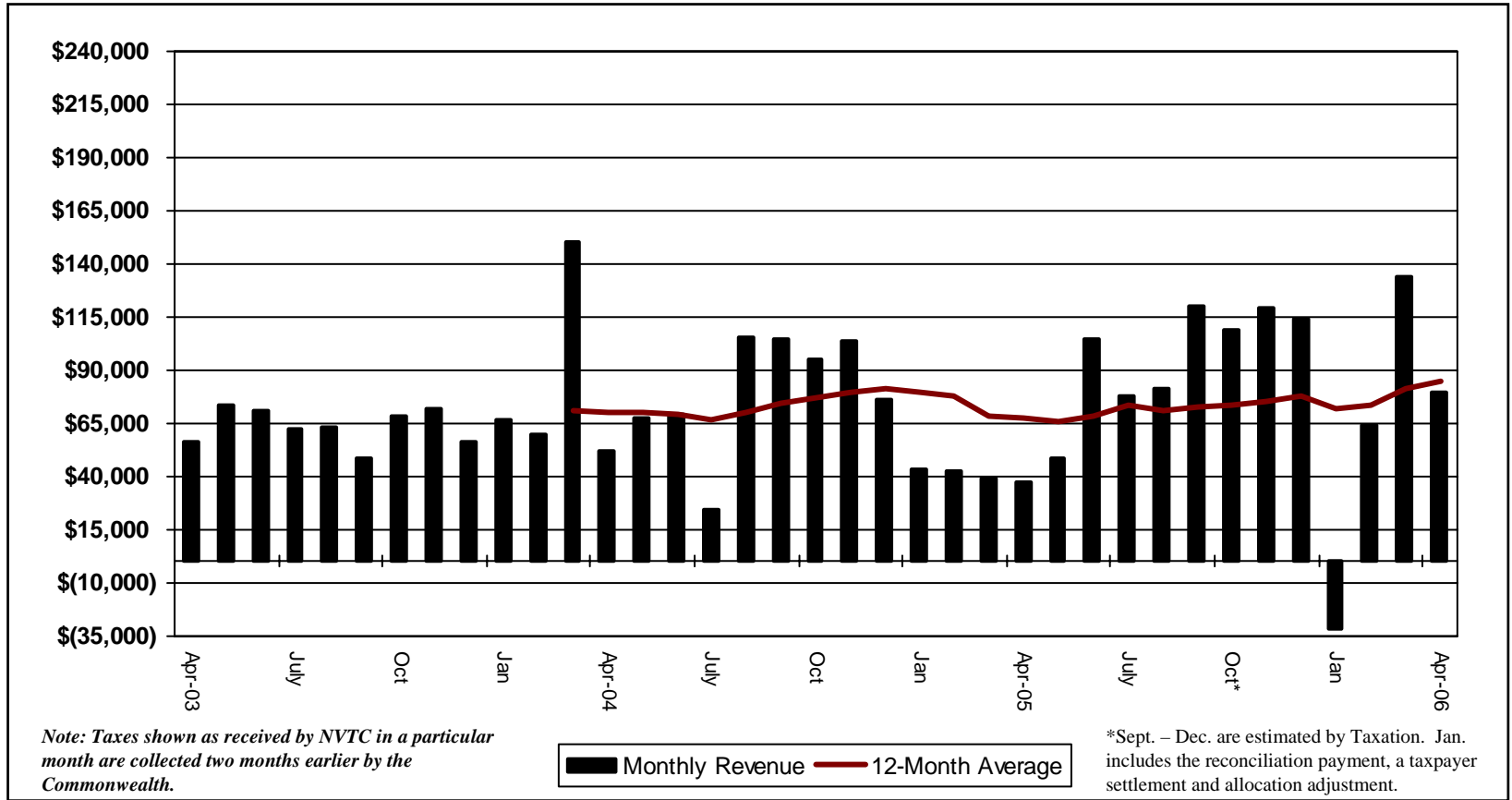
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2003-2006



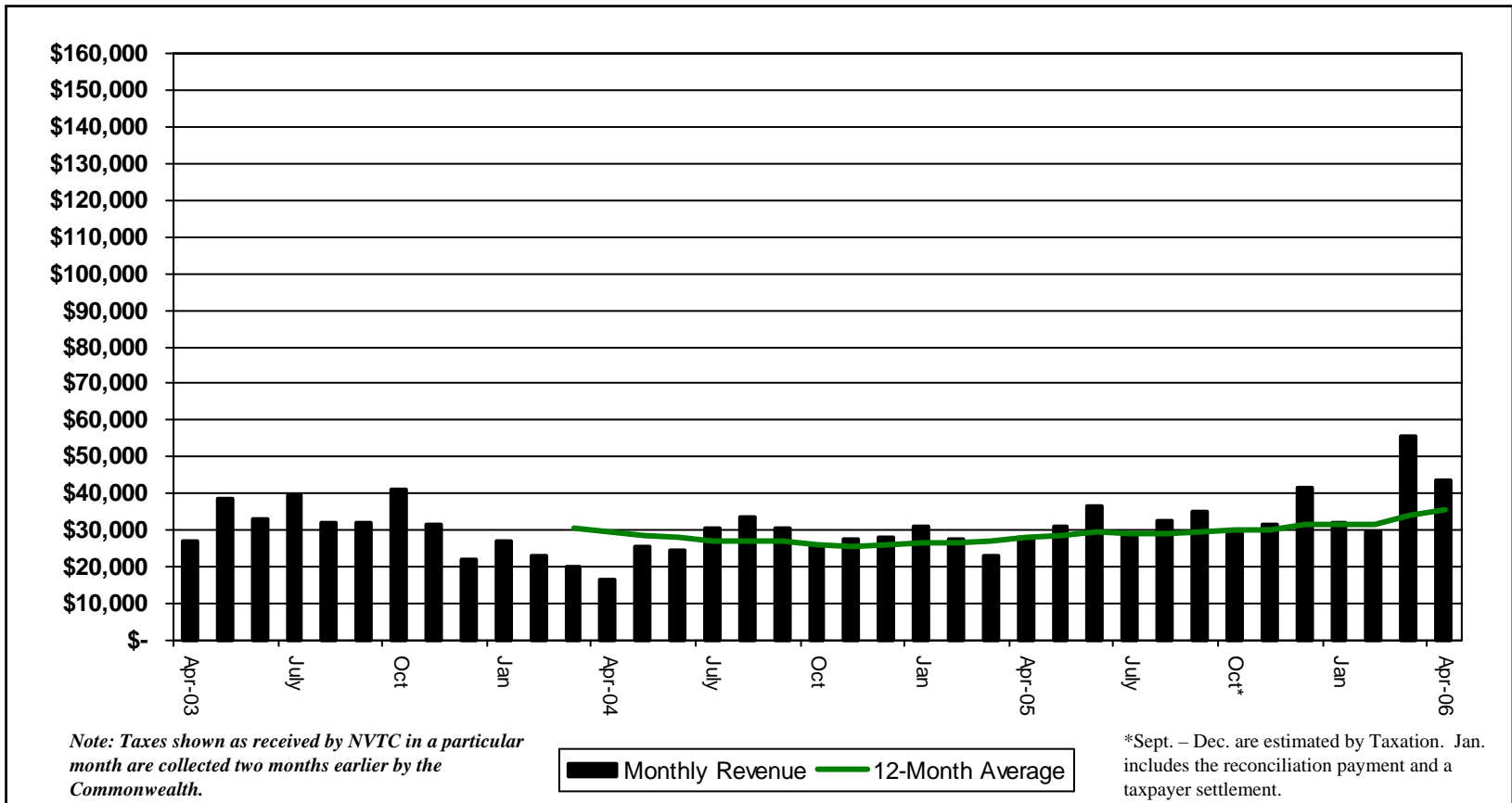
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2003-2006



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

