

**NVTC COMMISSION MEETING  
THURSDAY, MAY 4, 2006  
8:00P.M.**

**NVTC CONFERENCE ROOM**

NOTE: A buffet supper will be available for attendees prior to the meeting. The Executive Committee will not meet this evening.

**AGENDA**

**1. Minutes of NVTC Meeting of April 6, 2006.**

Recommended Action: Approval.

**2. What Is New At Metro?**

Dan Tangherlini, WMATA's CEO/GM, will describe his vision for the success of Metro.

Presentation Item.

**3. VRE Items.**

- A. Report from the VRE Operations Board and VRE Chief Executive Officer—Information Item.
- B. VRE Fare Increase—Action Item/Resolution #2021.
- C. Mechanical Engineering Contract Award—Action Item/Resolution #2022.



#### **4. Legislative Items.**

Staff will review the April 11<sup>th</sup> media event to promote Dedicated Metro Funding and report on the status of bills of interest to the commission and the commission's efforts to educate the public about the need for dedicated Metro funding.

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

#### **5. Regional Transportation Items.**

- A. Fare Card Vending Explosives Detection.
- B. Simplified Meter Parking.
- C. Virginia Transit Association Spring Conference.
- D. NVTA 2030 Transportation Plan Referral to Jurisdictions.
- E. VDOT/DRPT Capital Beltway/I-95-395 HOT Lane Operations Working Group.
- F. VDOT Integrated Corridor Management Initiative.

Information Item.

#### **6. NVTC Financial Items for March, 2006.**

Reports are provided.

Information Item.

**MINUTES**  
**NVTC COMMISSION MEETING – APRIL 6, 2006**  
**NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA**

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Connolly at 8:25 P.M.

**Members Present**

Sharon Bulova  
Gerald Connolly  
Adam Ebbin  
William D. Euille  
Paul Ferguson  
Jay Fisette  
Corey Hill (DRPT)  
Catherine M. Hudgins  
Dana Kauffman  
Scott Silverthorne  
Mary Margaret Whipple  
Christopher Zimmerman

**Members Absent**

David Albo  
Eugene Delgaudio  
Jeannemarie Devolites Davis  
Ludwig Gaines  
Elaine McConnell  
David F. Snyder

**Staff Present**

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



## Presentation by Virginia's Secretary of Transportation

Chairman Connolly invited Pierce Homer, Virginia's Secretary of Transportation, to speak about the Metropolitan Washington Airports Authority (MWAA) proposal to manage the Dulles Metro extension project.

Secretary Homer handed out copies of the Memorandum of Understanding (MOU) between MWAA and the Commonwealth of Virginia, which is part of a series of transactions that will need to be executed over the next several months. He stated that it is important to realize that this is a regional solution and keeps tolls from the Dulles Toll Road here.

Secretary Homer reviewed the MOU, which will provide for a conditional transfer of authority to MWAA to assume the operation and maintenance responsibilities of the Dulles Toll Road. MWAA would also assume the management of the Dulles rail project (currently being done by DRPT). He explained that nothing can be designed, built or operated without WMATA's consent. VDOT and DRPT will continue to be involved in the project. Agreements with WMATA, FTA, FAA, FHWA, and local jurisdictions will also need to be approved.

Mrs. Hudgins noted that the language in the MOU states that it "shall" incorporate HOT lanes. Mrs. Bulova also commented that she was not aware that HOT lanes had been discussed for the Dulles corridor. Secretary Homer stated that consideration of HOT lanes and congestion pricing for this corridor is built into this process. They may not work or be desired, but should at least be considered.

Secretary Homer gave a brief history of how the MWAA proposal came about, which was submitted amid other private sector proposals. Chairman Connolly noted that unlike the private sector proposals, the MWAA proposal guarantees Phase 2 will be completed. Private sector proposals would also have siphoned off profits, but the MWAA proposal will have any profit being reinvested in the corridor.

Mrs. Bulova observed that MWAA is interested in getting rail to the airport, but local governments are also interested in providing rail to other major business centers along the way, including Tysons Corner. Secretary Homer stated that these types of decisions are made at the local level and at CTB and will not be made by MWAA. In the past, MWAA has been sensitive to the needs of the region. MWAA is also a skillful construction manager.

Mr. Fisette asked if the issue of underground or aboveground rail through Tysons Corner has been resolved. Chairman Connolly stated that in an ideal world, there are a lot of advantages to a tunnel. His perspective is that if the tunnel can be done in a realistic timeframe that doesn't upset the FTA schedule and cost structure, it should be pursued, but it is more important to get rail to Dulles as soon as possible.

In response to a question from Mr. Fisette, Chairman Connolly stated that assuming the current design, Phase 1 is scheduled to be completed by 2011-2012. Delegate Ebbin observed that once completed the rail line would extend over a long distance from Washington, D.C. all the way to Dulles Airport and asked if there has been any discussion about constructing more than one track in each direction. Mr. Hill explained that the project is constrained to one track because of the right-of-way.

Chairman Connolly stated that the MWAA proposal has merit because it guarantees the entire project will be built and revenue will be reinvested into the corridor, but expressed his concern that MWAA is not accountable to any other organization or locality. He announced that with the help of Governor Kaine, an agreement has been reached that would provide representation from Fairfax and Loudoun counties and the Town of Herndon on a jurisdictional board with MWAA. DRPT will also be represented. This board will not have veto power or be able to force MWAA to do something it does not want to do, but localities will now have a voice in the process.

#### Legislative Items

Chairman Connolly reported that Delegate Lingamfelter and Delegate Frederick threatened NVTC with an audit by the Auditor of Public Accounts, contending that NVTC's scheduled press conference on dedicated funding for Metro was an illegal use of public funds and beyond NVTC's charter because it constituted lobbying. Chairman Connolly explained that this matter was referred to NVTC's legal counsel. Mr. Maclsaac stated that after careful review he concluded that there is no prohibition on NVTC holding such a press conference.

Delegate Ebbin reported that the Virginia General Assembly has reconvened in a special session, but so far not much has happened because there is still no consensus. The House has not acted on the budget yet, while the Senate passed the same budget it passed during the regular session. Delegate Ebbin also stated that there will need to be a special election in Prince William County to replace Delegate Parrish, who passed away last week.

Commissioners discussed how to proceed with the meeting since Mr. Silverthorne had not arrived to provide a jurisdictional quorum. Chairman Connolly suggested proceeding with the agenda so that when Mr. Silverthorne arrived the commission could subsequently adopt the actions. There were no objections.

#### Minutes of NVTC Meeting of March 2, 2006

There were no comments or questions.

### Contract Extension for NVTC/VRE Audit Services

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

### Authorization to Purchase Additional SmarTrip Fareboxes

Mr. Taube explained that several local transit operators have expanded their fleets and they would like to equip their new vehicles with SmarTrip-compatible fareboxes. Cubic is willing to provide and install these fareboxes as a change order to its existing contract with NVTC at prices identical to last year's purchase cost. Accordingly, the commission is being asked to authorize its executive director to execute the proposed change order and to arrange with local jurisdictions to pay all of the costs, totaling \$326,723. In response to a question from Mr. Zimmerman, Mr. Taube stated that NVTC would not incur additional costs since NVTC will ask each jurisdiction to provide a letter stating its intent to purchase the additional fareboxes and parts, as well as provide authorization for NVTC to do so on their behalf.

### WMATA Items

Customer Service Initiatives and Revenues. WMATA collects revenues from other sources besides passenger fares, including ATM's and advertising in stations, tunnels and on wrapped buses and railcars. The proceeds of these revenue-producing initiatives are being used to provide new customer service measures such as bomb-resistant trash cans, remote monitoring of passenger information display signs and a Spanish trip planner interactive telephone system.

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

Lease Agreement for Springfield Connector Store. Fairfax County intends to use CMAQ funds to continue to operate the store in a new location. Currently the store operates within VDOT's Springfield Interchange Store in the Springfield Mall, but VDOT will be closing its store since the project is almost complete. The

new location for the Springfield Connector Store will be a kiosk within the Franconia-Springfield Metrorail Station.

Ribbon Cutting Ceremony at Ballston. Mr. Taube announced that on April 18<sup>th</sup>, WMATA will have a Ribbon Cutting Ceremony for a new elevator entrance at Ballston-MU Metrorail Station. Congressman Moran is scheduled to attend among other dignitaries.

### Regional Transportation Items

NVTC's Senior Mobility Study. Mr. Taube stated that the Washington Post had a story on NVTC's Senior Mobility Study. Jana Lynott has been making presentations about the study throughout the region.

Dulles Corridor Metrorail Project Impact Research. VDRPT sponsored research by the Southeastern Institute of Research that included an Internet survey of commuters traveling at least 20 minutes three or more days per week to or through the Tysons area. The survey confirmed several promising technologies to mitigate congestion during the Dulles project's construction, including express buses, fringe parking with shuttle buses, incentive rewards for carpooling (NuRide), employer-provided ridematching and teleworking.

MWCOG State of the Commute Survey Results for 2004. Mr. Taube reported that last fall MWCOG released the latest in its series of reports for the Washington Metropolitan area. The number of people teleworking increased from 11.3 percent in 2001 to 12.3 percent in 2004. Chairman Connolly observed that an additional 18 percent of respondents could and would telework if given the opportunity, which could easily double the current numbers. Mr. Euille stated that a few years ago there was a big push for teleworking but now there seems to be no one talking about it. Chairman Connolly stated that Fairfax County government has already exceeded its goal of 20 percent of its eligible workforce teleworking.

2005 State Transportation Statistics. Mr. Taube reported that the USDOT/Bureau of Transportation Statistics has published a compendium of transportation data at the statewide level as of 2004. Virginia's commuters have the seventh highest commuting time to work (26.5 minutes) and pay only the 40<sup>th</sup> highest gas tax (17.5-cents per gallon compared to the top state, Wisconsin, at 38.5-cents).

### NVTC Financial Items for February, 2006

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

## VRE Items

Report from the VRE Operations Board and from VRE's CEO. Mr. Zehner reported that ridership is basically neutral compared to last year. On-time performance is 95 percent on the Manassas Line and 85 percent on the Fredericksburg Line. On-time performance on the Fredericksburg Line has improved for four straight months. He also reported that seven out of the eight jurisdictions have passed resolutions approving the 50 railcar option and financing. The City of Manassas Park is expected to vote on this matter on April 18, 2006. Chairman Connolly reminded Mr. Zehner that Fairfax County's resolution is a contingent resolution.

Mr. Zehner reported that VRE has held three public hearings on the proposed fare increase. The hearings were held in Washington, D.C., Manassas, and Fredericksburg. Twenty-nine riders attended and their comments will be reported back to the Operations Board. Mr. Zehner explained that he has discovered that riders like to have opportunities to talk to management about a variety of subjects, so VRE staff is considering holding more Town Hall meetings in the future to give passengers additional opportunities to talk to VRE about various issues.

Mr. Zehner reported that the Quantico Bridge project is 65 percent complete and on-time. Rail work will begin after the bridge work is completed, which is scheduled to be completed by the end of summer 2006. The entire project should be completed by spring 2007.

Exercise Option for 50 Railcars and Financing. Mrs. Bulova explained that the VRE Operations Board recommends approval of Resolution #2015 and #2016. Resolution #2015 would authorize the execution on an option for 50-railcars with Sumitomo Corporation by April 28, 2006, as well as forward to the participating and contributing local jurisdictions under the terms of the VRE Master Agreement a recommendation that they each authorize a loan to finance the 50-railcar option. Resolution #2016 would authorize the Federal Railroad Administration (FRA) loan that will be in the name of NVTC for administrative ease, based on the recommendation of bond counsel. VRE staff has met with each of VRE's participating and contributing jurisdictions to explain this request.

Chairman Connolly noted that Fairfax County has approved the option and financing for the 50 railcars, with the condition that the subsidy issue is reviewed. Mrs. Bulova explained that the VRE Operations Board has convened a committee to look at this issue and she and Mrs. McConnell and Mr. Kauffman are members of that committee.

Memorandum of Understanding (MOU) with Fairfax County for Burke Centre Parking. Mr. Taube stated that Fairfax County staff has requested that action on Resolution #2017 be withdrawn and brought back at a future meeting. In response to a question from Delegate Ebbin, Tom Biesiadny of Fairfax County staff stated that waiting will not jeopardize the project.



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

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

Amendment to Memorandum of Understanding with CSXT and the Commonwealth for Rail Corridor Improvements. Mrs. Bulova explained that the VRE Operations Board recommends approval of Resolution #2020, which would authorize VRE's CEO to amend the MOU with CSXT and the commonwealth regarding rail corridor improvements. The January 31, 2002 MOU details the sequence of improvements to the corridor by VRE and the commonwealth and the corresponding increases in VRE trains that will be permitted by CSXT. Because of CSX labor constraints, however, a three-year delay in completion of several remaining projects must be added and some shifts in the timing of trains will result. No changes in VRE financial obligations will result from this action.

### NVTC Business

Mr. Silverthorne arrived at 9:30 P.M.

Mr. Silverthorne moved, with a second by Mr. Kauffman, to adopt the minutes, approve the contract extension for NVTC/VRE audit services, authorize the purchase of additional SmarTrip fareboxes and approve VRE Resolutions #2015, #2016, #2018, #2019 and #2020. The unanimous vote in favor was cast by commissioners Bulova, Connolly, Ebbin, Euille, Ferguson, Fisette, Hill, Hudgins, Kauffman, Silverthorne, Whipple and Zimmerman.

Adjournment

Without objection, Chairman Connolly adjourned the meeting at 9:31 P.M.

Approved this 4<sup>th</sup> day of May, 2006.

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Gerald E. Connolly  
Chairman

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William D. Euille  
Secretary-Treasurer

# NVTC

Northern Virginia Transportation Commission

## RESOLUTION #2015

**SUBJECT:** Execution of Option for 50 Railcars.

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

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

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

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

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

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

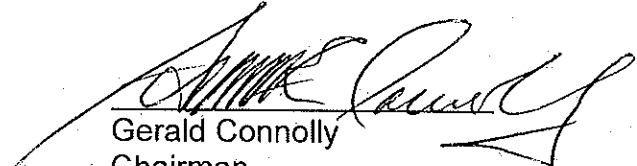
**NOW, THEREFORE, BE IT RESOLVED** that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to execute an option with Sumitomo Corporation of America to purchase 50-railcars in an amount not to exceed \$86,019,340, plus a contingency of \$4,408,408, for a total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

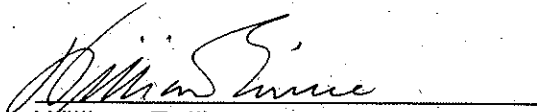


RESOLUTION #2015

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

Approved this 6th day of April, 2006.

  
Gerald Connolly  
Chairman

  
William Euille  
Secretary-Treasurer

# NVTC Northern Virginia Transportation Commission

## RESOLUTION #2016

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

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

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

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

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

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

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

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E-mail [nvtc@nvtdc.org](mailto:nvtc@nvtdc.org) • Website [www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org)




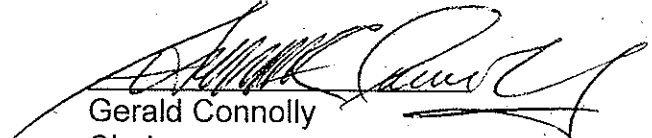
**RESOLUTION #2016**

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

**RESOLUTION #2016**

Approved this 6th day of April, 2006.

  
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William Euille  
Secretary-Treasurer

  
Gerald Connolly  
Chairman

# NVTC

Northern Virginia Transportation Commission

## RESOLUTION #2018

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

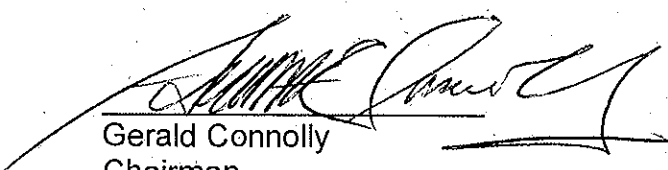
**WHEREAS:** VRE received funding from the Governor's Congestion Relief Program to complete parking expansion projects and access improvements in Manassas and Broad Run;

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

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

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

Approved this 6th day of April, 2006.

  
Gerald Connolly  
Chairman

  
William Euille  
Secretary-Treasurer





# NVTC

Northern Virginia Transportation Commission

## RESOLUTION #2019

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

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

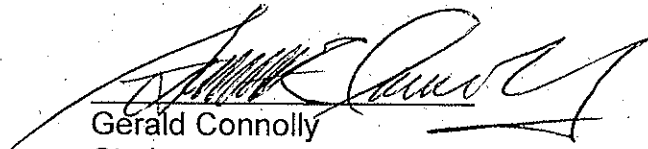
**WHEREAS:** VRE has been using Virginia State Police bomb dogs to sweep trains enroute on a continuous, random basis;


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

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

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

Approved this 6th day of April, 2006.

  
Gerald Connolly  
Chairman

  
William Euille  
Secretary-Treasurer



# NVTC Northern Virginia Transportation Commission

## RESOLUTION #2020

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

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

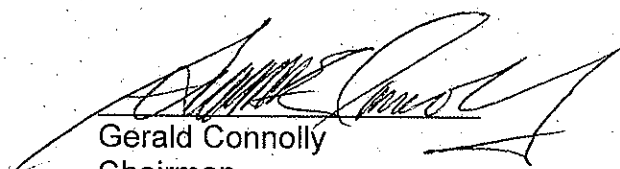
**WHEREAS:** A list of improvements and corresponding increases in train capacity for VRE was developed;

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

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

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

Approved this 6th day of April, 2006.

  
Gerald Connolly  
Chairman

  
William Euille  
Secretary-Treasurer



## MEMORANDUM

**TO:** Chairman Connolly and NVTC Commissioners  
**FROM:** Rick Taube  
**DATE:** April 27, 2006  
**SUBJECT:** What Is New At Metro?

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WMATA's Chief Executive Officer/General Manager Dan Tangherlini has agreed to present to the commission his vision for the success of Metro and to respond to questions.

Recent Metro items of interest include several extremely high Metrorail ridership days, perhaps partially due to accelerating gas prices, and action by the Metro Board to create a new independent Inspector General position.





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Metro high ridership

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### Metro sets Three High Ridership Days in a Week

From: Candace E. Smith <[cesmith@wmata.com](mailto:cesmith@wmata.com)>

To: Candace E. Smith <[cesmith@wmata.com](mailto:cesmith@wmata.com)>

Date: Apr 21 2006 - 9:50am

 High Ridership 042106.rtf - 323k - [View in Outlook](#)

#### NEWS RELEASE

For Immediate Release  
April 21, 2006

Contact:  
Candace Smith  
or Lisa Farbstein  
202-962-1051

#### Metro sets Three High Ridership Days in a Week

Soaring gas prices, good weather and tourism are helping Metro to set its third high ridership day this week. Yesterday was the sixth busiest ridership day in Metrorail's 30-year history. Riders took 780,820 trips Thursday, which was 48,444 more than the same day last year. Wednesday was the 14th highest ridership day with 761,986 trips, and Tuesday now ranks as number nine with 765,516 trips. There were no special events, like Cherry Blossoms or last week's Immigration Rights Rally on these high ridership days. Combined with Metrobus ridership, Metro provided nearly 1.2 million trips yesterday. Typical weekday bus ridership has been about 451,000 trips.

#### Metrorail's Top 10 Weekday Ridership Days

Date Ridership Event Event

Ridership

1	06-09-04	850,636	133,000	Reagan State Funeral Ceremony
2	04-10-06	821,283	131,000	Immigrant Rights Rally
3	01-20-93	811,257		Clinton Inaugural #1
4	03-31-06	808,108	49,000	Cherry Blossoms
5	10-16-95	804,146	500,000	Million Man March
6	04-20-06	780,820		No Event
7	07-21-05	769,553	26,550	Baseball
8	04-14-05	766,184	54,650	1st Baseball Game
9	04-18-06	765,516		No Event
10	07-20-05	764,663	21,700	Baseball

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Metro high ridership

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### **News From Metro: March Metrorail Ridership Shatters Records**

From: Steven Taubenkibel <[staubenkibel@wmata.com](mailto:staubenkibel@wmata.com)>  
To: Steven Taubenkibel <[staubenkibel@wmata.com](mailto:staubenkibel@wmata.com)>  
Date: Apr 10 2006 - 9:52am

For Immediate Release  
April 10, 2006

Contact:  
Steven Taubenkibel or  
Lisa Farbstein  
202-962-1051

#### March Metrorail Ridership Shatters Records

More people took trips on Metrorail during March than during any other month in Metrorail's 30-year history. Ridership for the month was 18,716,654, and averaged 719,861 riders per weekday. The previous all-time high for ridership was last June 2005, when 18,556,046 passenger trips were taken. March 2006 saw 160,608 more riders than June 2005.

For fiscal year 2006 year-to-date (July 1, 2005, through March 31, 2006), Metrorail has carried 150,777,273 customer trips, a 6.4 percent increase, or nine million more customers than in fiscal year 2005. The average weekday ridership in fiscal year 2006 year-to-date is 688,146, compared to 652,940 in the previous year.

Last month, rail ridership exceed 700,000 on 17 weekdays, and it was highlighted on Friday, March 31, when Metrorail recorded its third highest weekday ridership count ever with 808,108 trips.

Metrobus ridership in March was approximately 11,813,867 million, and averaged 451,000 riders per weekday.

#### Metrorail's Top 10 Weekday Ridership Days List

- System  
Date Ridership Event
- 1) 06-09-04 850,636 Reagan State Funeral Ceremony
  - 2) 01-20-93 811,257 Clinton Inaugural #1
  - 3) 03-31-06 808,108 Cherry Blossoms
  - 4) 10-16-95 804,146 Million Man March
  - 5) 07-21-05 769,553 Baseball
  - 6) 04-14-05 766,184 1st Baseball Game
  - 7) 07-20-05 764,663 Baseball
  - 8) 06-30-05 764,425 Baseball
  - 9) 06-10-04 763,121 Reagan State Funeral Ceremony
  - 10) 06-08-05 761,652 Baseball
- ###

PRESENTED & ADOPTED:

SUBJECT: Establish an Office of Inspector General, Headed by an Inspector General, and Repeal Resolution 82-44, which Established the Office of Audits and Inspections

PROPOSED  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, The Board adopted Resolution 82-44 establishing within the organizational structure of the Authority an Office of Audit and Inspections ["Office of Audit"] headed by an Auditor General appointed by the General Manager (with Board approval) and reporting directly to the General Manager, in order to increase inspection responsibilities for the detection of fraud, fraud vulnerability and employee, consultant employee or contractor misconduct; and

WHEREAS, Many organizations, including federal government agencies and transit properties, employ an Office of Inspector General as an independent and objective unit to conduct and supervise audits, program evaluations and investigations relating to agency activities; promote economy, efficiency and effectiveness in agency activities; detect and prevent fraud and abuse in agency activities; and inform agency officials about deficiencies in agency activities as well as the necessity for and progress of corrective action; and

WHEREAS, In order to perform these functions, the Office of Inspector General would need full access to Authority records and the full cooperation of staff; and

WHEREAS, WMATA, its customers, its funding partners, signatories and oversight agencies would all benefit if WMATA had an Office of Inspector General modeled on the federal Offices of Inspector General to enhance the Authority's goals of accountability and transparency; and

WHEREAS, The Office of Inspector General would assume all functions previously performed by the Office of Audit and would perform other functions included in the duties of a federal Office of Inspector General; now, therefore, be it

*RESOLVED*, That there is hereby established an Office of Inspector General to conduct and supervise audits, program evaluations and investigations relating to Authority activities; promote economy, efficiency and effectiveness in Authority activities; detect and prevent fraud and abuse in Authority activities; and keep the Board fully and currently informed about deficiencies in Authority activities as well as the necessity for and progress of corrective action; and be it further

*RESOLVED*, That in performing these functions, the Office of Inspector General shall have access to all Authority records and the full cooperation of staff when necessary for performing the functions and responsibilities of the Office of Inspector General, shall have the authority to subpoena witnesses, papers, records and documents and shall enjoy the greatest possible independence and freedom from interference, consistent with the WMATA Compact, including initiating, carrying out and completing any audit or investigation and issuing any subpoena in the course of an audit or investigation; and be it further

*RESOLVED*, That the Office of Inspector General shall follow generally accepted audit practices for all audits, and shall supervise the Authority's annual independent audit of financial accounts and perform a quality assurance review of the audit; and be it further

*RESOLVED*, That to the extent that any of the functions of the Office of Inspector General are currently performed by another office in the Authority, those functions shall be transferred to the Office of Inspector General; and be it further

*RESOLVED*, That there is hereby established the position of Inspector General who shall be an Officer of the Authority, shall report to the Board and shall head the Office of Inspector General; and be it further

*RESOLVED*, That the Board of Directors shall establish the qualifications for and shall recruit, appoint and set the compensation of the Inspector General without regard to political affiliation and solely on the basis of integrity and demonstrated management and analytic ability and a thorough appreciation of the aims of auditing, program evaluation, criminal and civil investigations, the need for adherence to legal requirements and the special nature of working in the public sector; and be it further

*RESOLVED*, That the Inspector General shall serve a term of five years and may be reappointed by the Board for no more than two additional terms; a removal from office prior to the end of a term shall be in accordance with the Board's authority under the Compact, based upon criteria to be developed by the Board; and be it further

*RESOLVED*, That the Inspector General shall annually recommend to the Board a budget for the Office of Inspector General; and be it further

*RESOLVED*, That the Inspector General shall make a report periodically to a committee of the Board designated by the Board (currently the Audit Committee) as the committee may require, and semi-annually to the Board of Directors, and shall submit an annual summary report to the Mayor of the District of Columbia; the Governor of Maryland; the Governor of Virginia; the chief elected official in each of the following: Montgomery and Prince George's counties in Maryland, Arlington, Fairfax and Loudoun counties in Virginia and the cities of Alexandria, Fairfax and Falls Church in Virginia; members of Congress representing jurisdictions in WMATA's Transit Zone; the Chair of WMATA's

Riders' Advisory Council; and the Federal Transit Administration; and the annual summary report shall also be available to the public; and be it further

*RESOLVED*, That the Inspector General and General Manager shall maintain open lines of communication, including direct and prompt access to each other when necessary for the performance of the functions and responsibilities of the Office of Inspector General; and be it further

*RESOLVED*, That the Board and the General Manager may request the Inspector General to perform investigations and audits, consistent with the independence of the Inspector General set forth in this Resolution; and be it further

*RESOLVED*, That the Inspector General shall appoint an Assistant Inspector General for Audits and an Assistant Inspector General for Investigations; and be it further

*RESOLVED*, That when appointing staff, the Inspector General shall give first consideration to staff in the Office of the Auditor General; and be it further

*RESOLVED*, That all Office of Inspector General personnel shall be subject to existing WMATA personnel policies and procedures, and for the purpose of adhering to WMATA personnel policies and procedures the Office of Inspector General shall have departmental status; and be it further

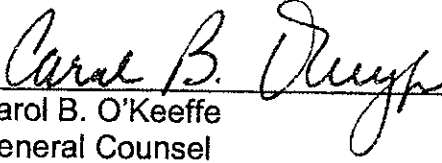
*RESOLVED*, That within three months of appointment, the first Inspector General shall recommend to the Board an Office of Inspector General budget and work plan for fiscal year 2008 and an organizational staffing plan; policies and procedures to address the functioning of the Office of Inspector General, including required contracting support and authority, the scope of audit authority over contractors, operating procedures for the conduct of investigations of safety and criminal matters, the protection of confidentiality, the content of periodic reporting herein required, the recipients of investigative and audit reports and the public availability of reports issued by the Office of Inspector General; and whatever revisions or supplements to existing Authority policies he or she deems necessary to encourage the reporting of malfeasance and waste and to protect "whistleblowers" from reprisal; and be it further

*RESOLVED*, That, Resolution 82-44 is hereby repealed, effective upon appointment of the first Inspector General; and be it finally

*RESOLVED*, That this Resolution shall be effective immediately.



Reviewed as to form and legal sufficiency,

  
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Carol B. O'Keeffe  
General Counsel

**MEMORANDUM**

**TO:** Chairman Connolly and NVTC Commissioners  
**FROM:** Rick Taube  
**DATE:** April 27, 2006  
**SUBJECT:** VRE Items

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- A. Report from the VRE Operations Board and VRE Chief Executive Officer—Information Item.
- B. VRE Fare Increase—Action Item/Resolution #2021.
- C. Mechanical Engineering Contract Award—Action Item/Resolution #2022.



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

Minutes are attached from the VRE Operations Board meeting of April 21, 2006. Also attached is the report of VRE's CEO with ridership and on-time performance information.



# CHIEF EXECUTIVE OFFICER'S REPORT

April 2006

## SCHEDULE CHANGES

A schedule change will occur on Monday, April 24<sup>th</sup>. There will be several minor changes to select Amtrak trains on both lines. In addition, Manassas Line train #328 will begin operating five minutes earlier. This change was proposed to increase the time between Manassas Line train #328 and Fredericksburg Line train #306. While the majority of VRE trains have between eleven and nineteen minutes headway in the Alexandria area, there is currently only six minutes between trains #328 and #306 at the Alexandria station. The change should reduce the number of delays between the two trains.

## MEET THE MANAGEMENT

Our "Meet the Management" series began on Wednesday, April 5 at Union Station and will continue every Wednesday until October, with a break in July and August. VRE management and staff will be on hand to talk with our riders and answer any questions they may have. Refreshments will be provided. The complete schedule is outlined below.

Date	Station
April 5, 2006*	Union Station
April 12, 2006*	L'Enfant
April 19, 2006*	Crystal City
April 26, 2006*	Alexandria
May 3, 2006*	Franconia/Springfield
May 17, 2006	Fredericksburg
May 24, 2006	Broad Run
May 31, 2006	Leeland Road
June 7, 2006	Manassas

Date	Station
June 14, 2006	Brooke
June 21, 2006	Manassas Park
June 28, 2006	Quantico
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

\* Held in the afternoons. All others held in the mornings at originating stations

## NEW RAIL CAR PURCHASE UPDATE

The new cab car bodies are being prepared for shipment from Japan in two groups. The first shipment is estimated to arrive at the Port of Savannah in June, 2006 with the second shipment following in July. Each piece of equipment will be loaded onto special equipment by Norfolk Southern and transported via rail to Milwaukee for final assembly by Super Steel.

## **SAFETY LUNCHEON**

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VRE's Train and Engine (T&E) crews operated injury free for over 23 months (February 2004 to January 2006). To celebrate this achievement, a luncheon was held at the Ivy City crew room on Thursday, April 6. VRE management was on hand to congratulate the crews in person and encourage continued success in this area.

## **SECRET SHOPPER UPDATE**

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The month of March marked the beginning of VRE's Secret Shopper program. VRE has contracted with Person to Person Quality to have all of our stations and trains audited once each month. These audits are designed to look at all aspects of the passenger experience and provide an independent view of VRE service so that VRE can make improvements.

Station audits review the cleanliness of the platforms, functionality of the ticket vending machines, and other items. Auditors are required to visit the station during normal passenger hours (mornings for origination stations and evenings for destination stations). Train audits evaluate the train's cleanliness, the crew's performance, and any P.A. announcements made at the station. In addition, VRE has the option to utilize Person to Person Quality's services for special projects should there be a particular area that warrants additional review.

VRE will collect three months worth of audits to ensure consistency before moving forward. Once a baseline is established, the information will be analyzed and options for changes discussed.

## **EMERGENCY PREPAREDNESS DRILL**

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On April 30, 2006, Fairfax County Fire and Rescue will host a full-scale emergency preparedness drill with VRE, Amtrak, CSX, FBI, TSA, DHS and the Fairfax County Police involving actual trains and crews. The drill is scheduled to begin at 9:00 am on Sunday with training completed the day before. The scenario will involve simulated terrorist activity. VRE/Amtrak instructors will stage a four-car VRE Gallery train at the GSA track near Springfield Mall and the Metro station for hands-on training of Fairfax County Police and Fire and Rescue.

## **CSX TRACK WORK**

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Two big and important track improvement projects are coming up: curve patch and tie replacement. The curve patch project will start 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. In all, over 54,000 feet of rail will be replaced between Dahlgren Junction (just south of Leeland Road) and 14<sup>th</sup> Street, near the L'Enfant station. This work is being performed at night after VRE service and should have little or no impact on VRE trains.

The second project is another tie replacement project that will begin in late summer. CSX plans to replace more than 81,000 ties on both sets of tracks – this work will encompass areas not rehabilitated last year. Most of the work will be done between Alexandria and the Rippon Station. This time, CSX will begin its work later in the evenings which will allow all VRE trains to operate as scheduled.

### **BROAD RUN PARKING LOT CEREMONY**

On Tuesday, March 28<sup>th</sup>, VRE had a Ribbon Cutting Ceremony at the Old Barn Site parking lot, which has added 113 new spaces to the Broad Run station. This increases the parking at this station by almost 14%, with a total of 885 spaces now available for use. Representatives from VRE, Prince William County, the City of Manassas and Manassas Park were in attendance.

### **RIPPON STATION REHABILITATION**

Beginning in May, the pedestrian bridge deck at the Rippon station will be rehabilitated. The work will be performed during non-service hours (mid-day and on weekends) in order to not impact service. Upon completion, the pedestrian bridge will receive a concrete overlay crowned in the middle to allow for better drainage. In addition, the stair tower will be sandblasted and repainted over the summer.

### **HARRIS POLL: AMERICANS WANT TRAINS!**

Two recent opinion polls – one conducted nationally and one conducted in Nebraska – show that Americans want more rail service and believe that this is the responsibility of the Federal government. Harris Interactive, Inc. asked, “In the future, as more people travel, which two of the following would you like to see have an increasing share of all passenger transportation?” Americans overwhelmingly chose commuter and long range trains (44% and 35% respectively) compared to long distance travel by car (10%) and bus (6%). The complete report can be accessed online at: [http://harrisinteractive.com/harris\\_poll/index.asp?PID=638](http://harrisinteractive.com/harris_poll/index.asp?PID=638).

MONTHLY PERFORMANCE MEASURES – MARCH 2006

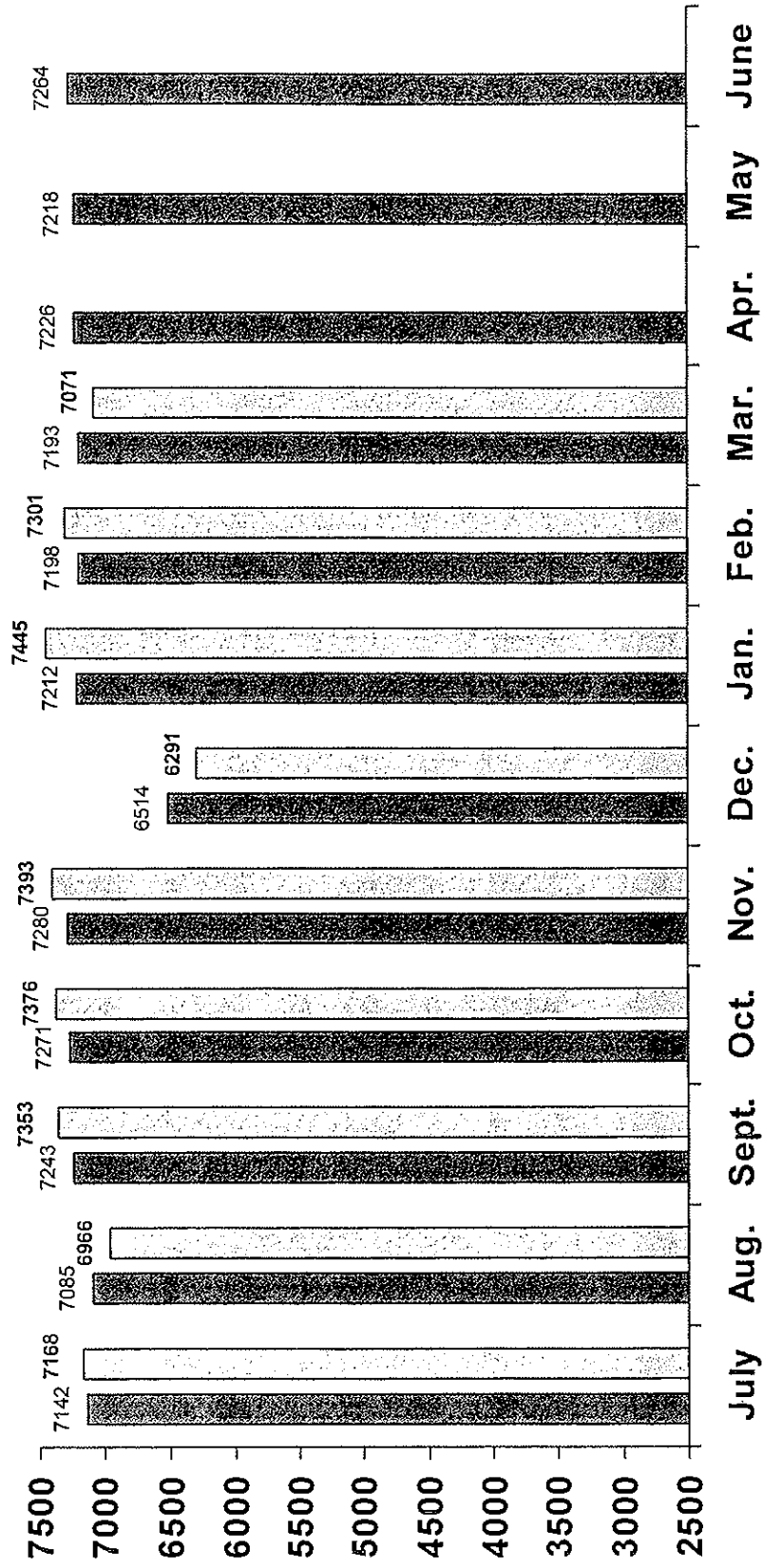
ANNUAL RIDERSHIP OVERVIEW	ANNUAL RIDERSHIP
VRE FY 2006 Passenger Totals	2,731,928
VRE FY 2005 Passenger Totals	2,779,566
PERCENTAGE INCREASE	(1.7)

MONTHLY ON-TIME PERFORMANCE	ON-TIME PERCENTAGE
VRE March Fredericksburg OTP Average	85.3%
VRE March Manassas OTP Average	95.4%
VRE MARCH OVERALL OTP AVERAGE	90.4%

REASON	TOTALS	PERCENT
Signal/Switch Failure	6	10%
Slow Orders	1	1.5%
M/W	1	1.5%
Train Interference	35	57%
AMTRAK	5	8%
Freight	25	41%
VRE	5	8%
Mechanical Failure	4	7%
Late Turn	2	3.5%
PAX Handling	1	1.5%
Weather	9	15%
Crew Related	2	3%
Other	0	0%
<b>TOTAL</b>	<b>61</b>	<b>100%</b>

FINANCIAL INDICATORS	FEBRUARY 2006			
MEASURES		GOAL	ACTUAL	TREND
OPERATING RATIO		55%	60%	↑
BUDGETED FARE REVENUE YTD	\$13,365,667			
ACTUAL FARE REVENUE YTD	\$12,829,487			
CUMULATIVE VARIANCE	(\$536,180)	0	(\$536,180)	↓
PERCENT COLLECTED FY 06 YTD		66.67%	63.99%	↓
PERCENT COLLECTED FY 05 YTD			65.60%	
BUDGET EXPENSES YTD	\$26,850,141			
OPERATING EXPENSES YTD	\$26,034,823			
CUMULATIVE VARIANCE	\$815,318	0	\$815,318	↑
PERCENT EXPENDED FY 06 YTD	4	66.67%	64.64%	↑
PERCENT EXPENDED FY 05 YTD			62.90%	

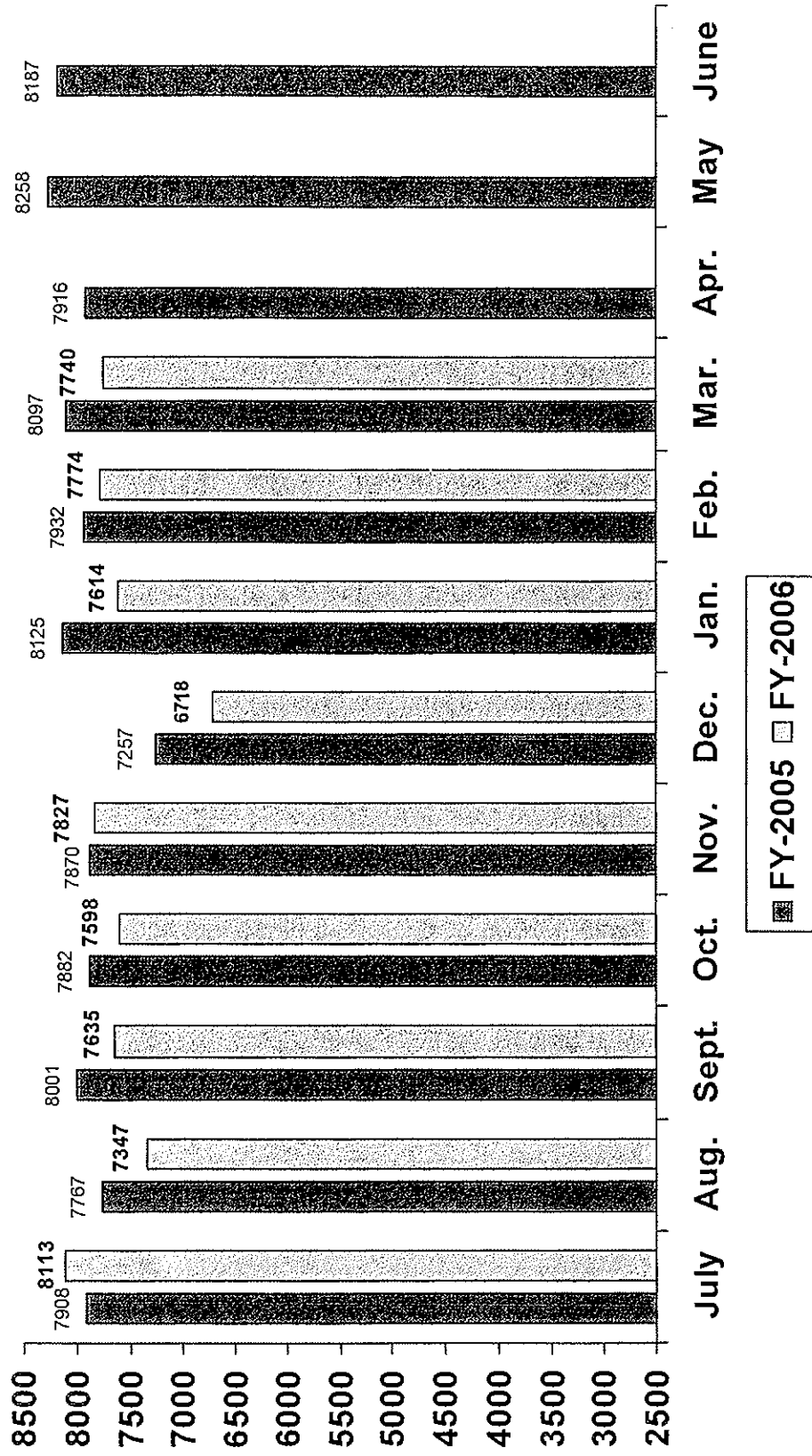
# VRE Average Daily Ridership Manassas Line



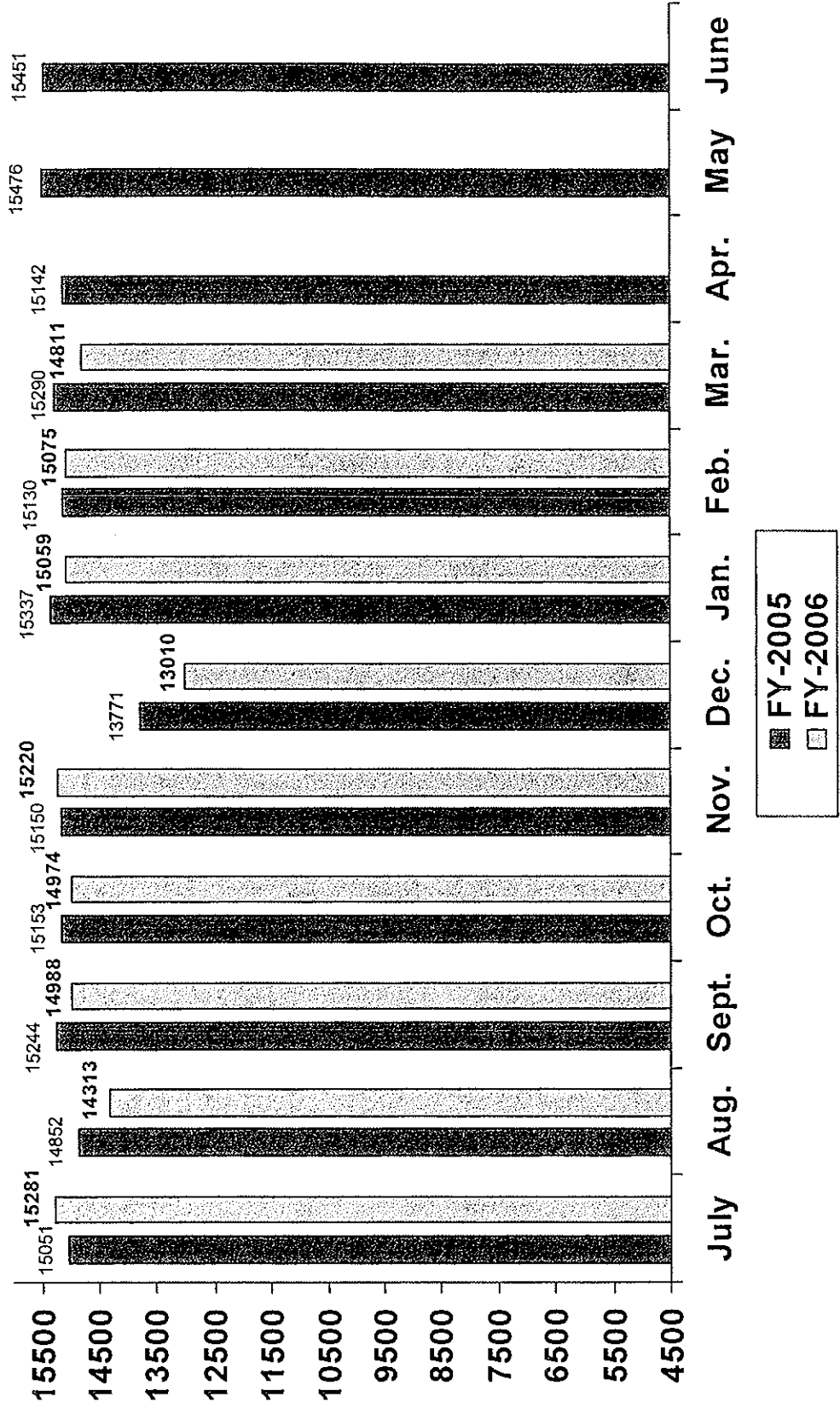
FY-2005
  FY-2006



# VRE Average Daily Ridership Fredericksburg Line

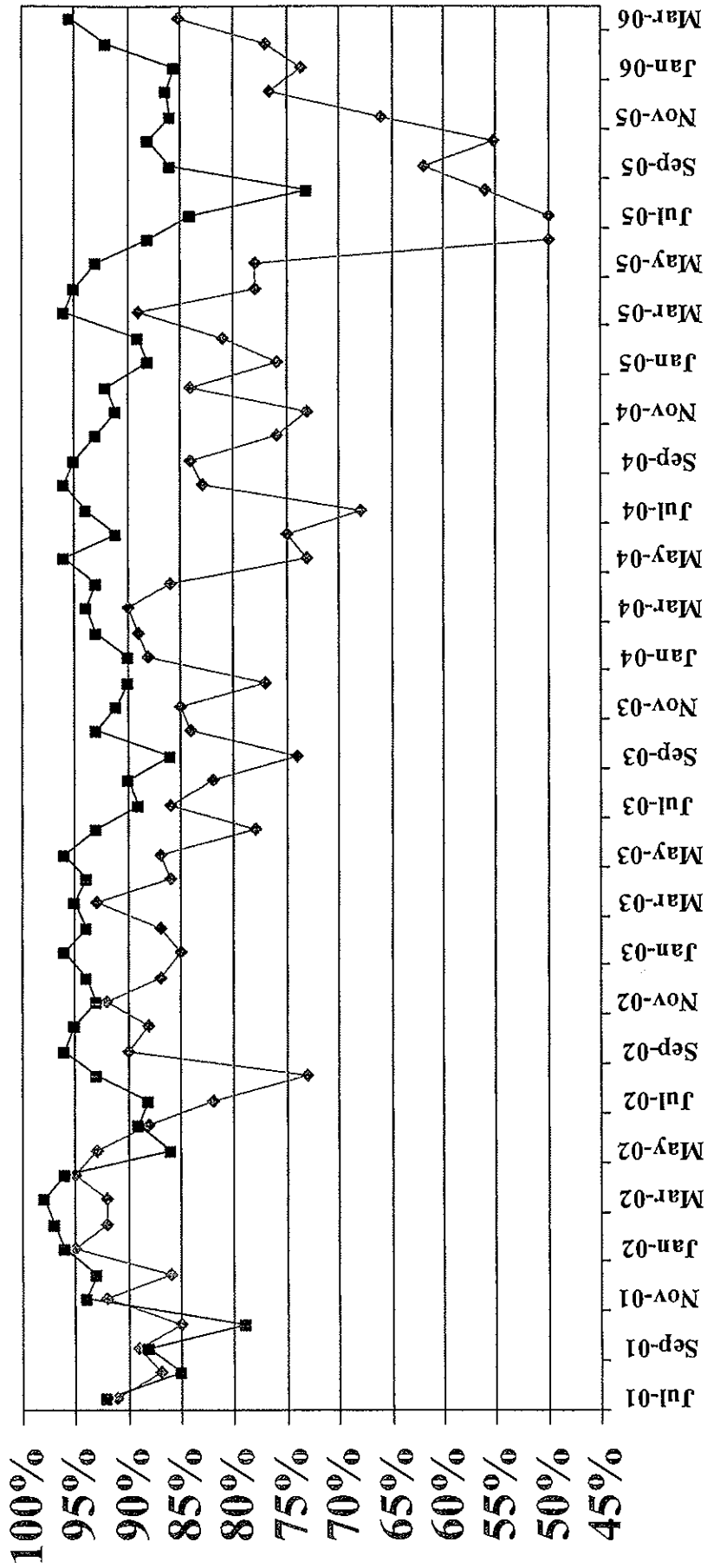


# VRE Total Average Daily Ridership

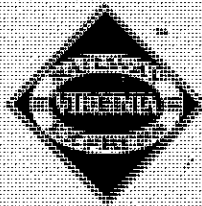


# On-Time Performance

July 2001 – March 2006



◆— Frederickburg Line    ■— Manassas Line



# Virginia Railway Express Operations Board

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

## AGENDA ITEM 9-B INFORMATION ITEM

**TO: CHAIRMAN CADDIGAN AND THE VRE OPERATIONS BOARD**

**FROM: DALE ZEHNER**

**DATE: APRIL 21, 2006**

**RE: YEAR-END FINANCIAL PROJECTION**

Each month, the VRE Operations Board receives financial information in summary form that shows year to date actual to budgeted fare revenue and operating expenses, along with an accompanying balance sheet. In December of each year, a revised budget for the year is prepared, based on the most current information as of that date. The amended budget for FY 2006 included a number of changes, including an increase to the budget for diesel fuel of \$1.34 million. The net impact of these budgetary changes was the use of \$1.29 million from accumulated reserves.

The information below is a projection of year-end revenue and expenses for FY 2006 and the implications of this projection for FY 2007.

### **YEAR-END PROJECTION**

The only major projected variance is a decrease to budgeted fare revenue of approximately 3.5% or almost \$700,000. This decrease is consistent with the financial and ridership data that has been provided each month. As the result of a slightly positive variance for operating expenses, we believe that VRE will end the year with the need for an additional \$485,000 from accumulated reserves.

The chart below summarizes actual to budget data by major category.

Year-End Projection for FY 2006				
Category	Budget	Actual	Variance	% Change
Fare revenue & other	\$20.50M	\$19.72M	(\$.78M)	
App. from reserve	\$1.20M	\$1.20M	-	
Local subsidy	\$5.87M	\$5.87M	-	
Grant revenue	\$24.81M	\$24.07M	(\$.74M)	
<b>Total revenue</b>	<b>\$52.47M</b>	<b>\$50.96M</b>	<b>(\$1.52M)</b>	<b>(2.9%)</b>
Operating expenses	\$38.88M	\$37.92M	\$.96M	
Debt service & other	\$13.79M	\$13.52M	\$.27M	
<b>Total expenses</b>	<b>\$52.47M</b>	<b>\$51.44M</b>	<b>\$1.04M</b>	<b>2.0%</b>
<b>Net income (loss)</b>	<b>-</b>	<b>(\$.48M)</b>	<b>(\$.48M)</b>	

#### IMPLICATIONS FOR FY 2007

The year-end projection of expenses for FY 2006 is generally in line with the budgeted expenses for FY 2007. However, as a result of less than budgeted ridership in FY 2006, the FY 2007 budget for fare revenue has been reviewed.

Description	Revenue Amount
FY 2006 Budget	\$20.0 M
FY 2006 Projection	\$19.4 M
FY 2007 Budget	\$24.6 M
FY 2007 Estimate *	\$22.2 M

\* The FY 2007 estimate is a preliminary amount; a new ridership estimate is in process.

Once the state budget has been adopted, a revised projection for FY 2007 will be prepared that shows the combined impact of changes to the original projections for fare revenue and grant funds available for operations.



**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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Alexandria, VA 22314-2730  
(703) 684 - 1001  
FAX: (703) 684 - 1313  
Web Site: www.vre.org

# MINUTES

**VRE OPERATIONS BOARD MEETING  
PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA  
APRIL 21, 2006**

MEMBERS PRESENT	JURISDICTION
Sharon Bulova (NVTC)	Fairfax County
Maureen Caddigan (PRTC)	Prince William County
Robert Gibbons (PRTC)	Stafford County
Dana Kauffman (NVTC)	Fairfax County
Alan Tobias	VDRPT
Doug Waldron (PRTC)	City of Manassas

MEMBERS ABSENT	JURISDICTION
Elaine McConnell (NVTC)	Fairfax County

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

ALTERNATES ABSENT	JURISDICTION
Christopher Zimmerman (NVTC)	Arlington County

STAFF AND GENERAL PUBLIC	
Omar Arouna – VRE	Bob Liebbrandt – Prince William County
George Billmyer – citizen	Steve MacIsaac – VRE counsel
Donna Boxer – VRE	Betsy Massie – PRTC
Sue Faulkner – Stafford County	Dick Peacock – citizen
Anna Gotthardt – VRE	Mark Roeber – VRE
Al Harf – PRTC staff	George Schwartz – Stafford County Supervisor
Angela Horan – Prince William County Attorney	Rick Taube – NVTC staff
Ann King – VRE	Dale Zehner – VRE
Mike Lake – Fairfax DOT	
Wendy Lemieux – VRE	

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

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

### Approval of the Agenda – 3

Mr. Zehner stated that Information Item #9B “Year-End Financial Projection” was added to the agenda. Ms. Barg moved, with a second by Mr. Jenkins, to approve the amended agenda. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Kauffman, Tobias and Waldron.

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

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

### Chairman’s Comments – 5

Chairman Caddigan welcomed George Schwartz, a member of the Stafford County Board of Supervisors. She reported that all eight jurisdictions passed resolutions approving the 50 railcar option and financing. Mr. Waldron observed that this unanimous vote by all the jurisdictions sends a strong message of support for VRE throughout the entire region. He commended Chairman Caddigan and Mr. Zehner for spending considerable time with individual jurisdictions on this issue, particularly with Manassas Park. Chairman Caddigan stated that Mr. Waldron is going to continue to work with Manassas Park on VRE issues. Ms. Bulova stated that although Fairfax County approved the resolution, the county is concerned about VRE’s allocation formula and governance issues. She is glad that the Operations Board convened a committee to look at these issues.

Chairman Caddigan stated that although VRE receives complaints about the Fredericksburg Line, there have been tremendous improvements in on-time performance over the past few months. She stated that all modes of transportation have delays, as seen in two recent accidents on I-95 which caused one five-hour backup and another two-hour delay. Personally she would rather be stuck on a train than in a car on I-95.

Mr. Gibbons stated that he is planning to hold another Town Hall meeting in Stafford in September to meet with the public. He also recently told BRAC officials that for Stafford residents VRE is their “Metro” and service needs to be enhanced. VRE needs funding assistance from DOD and/or Congress since adding additional lanes for more capacity on I-95 isn’t possible. VRE needs to be the backbone of the transportation network along this corridor. In response to a question from Mr. Gibbons, Mr. Tobias stated that



\$15 million is included in the proposed House and Senate versions of the state budget for VRE railcars. Mr. Kauffman stated that it would be helpful to seek more BRAC related impact funding for transportation costs. Mr. Gibbons stated that all the jurisdictions need to work together on this issue.

Mr. Taube asked what happens to VRE if the General Assembly does not come to an agreement on the budget. This information could be disseminated to the public to keep them aware of the situation. Mr. Tobias stated that a public meeting of the six-year plan is scheduled for May 3<sup>rd</sup> at the Northern Virginia VDOT office, which would provide an opportunity to express concerns. Ms. Bulova suggested that VRE send a letter to the Northern Virginia General Assembly delegation posing questions on what happens if the budget is not approved. Copies of the letter could be provided to the press. Without objection, Chairman Caddigan directed staff to prepare the letter.

#### Chief Executive Officer's Report – 6

Mr. Zehner reported that average on-time performance on the Manassas Line is 95 percent and 85 percent on the Fredericksburg Line, which is a substantial improvement. Ridership continues to be about 1.7 percent lower than last year, slightly down on the Fredericksburg Line and slightly higher on the Manassas Line. Hopefully ridership will bounce back with improved on-time performance on the Fredericksburg Line.

Mr. Zehner announced that a training drill is scheduled for April 30<sup>th</sup>, which will include a terrorist simulation. The FBI, Amtrak, CSX, TSA, Homeland Security, VRE and the Fairfax County Police, Fire and Rescue will all participate. Mr. Gibbons stated that it is important to coordinate with and to be able to communicate between all these organizations in the event of a real emergency.

Mr. Zehner stated that at Crossroads VRE is currently paying \$1.97 for diesel fuel. If VRE hadn't hedged, we estimate we would be paying about \$2.20 a gallon. VRE's fuel contract expires at the end of May 2006.

Mr. Zehner passed around pictures of the ongoing construction of the first new railcar. VRE anticipates that the first two railcars will be delivered in November, with the remaining nine railcars delivered by January 2007.

[Mr. Covington and Mr. Greenup arrived at 9:55 A.M.]

#### VRE Riders' Comments – 7

Mr. Billmyer stated that VRE needs a much more solid base of funding. The federal government should be considerably more involved. The VRE line to Richmond should be at least 80 percent federally funded. He observed that the infrastructure of rail in other countries is more advanced than in the United States. France and Spain have



high speed trains that go up to 200 mph, while the United States has nothing that compares to that. In Madrid, Spain security is very high where all passengers have to pass through a turn-style gate and all baggage is inspected. He stated that the United States is one of the richest countries in the world, but we are falling behind in rail. He also stated that increased fuel costs are becoming a global concern.

Mr. Peacock stated he appreciates the fact that CSX is doing a better job and on-time performance has improved, but he is not satisfied. He stated that VRE needs to fund an independent consultant study to determine if the heat restrictions are really necessary, particularly during the Spring months when weather rarely tops 80 degrees.

#### Authorization to Modify VRE's Fares -- 8A

Mr. Zehner stated that VRE conducted public hearings and also received comments via e-mail, letters and faxes concerning the proposed fare increase. Approximately 150 comments were received and 26 people attended the three public hearings. While many passengers acknowledged the need based upon the stated reasons for the fare increase, others pointed out that this is the fourth fare increase in four years. Comments were also made regarding the increasing cost relative to the decreasing reliability. After reviewing the comments, VRE staff is recommending that both the base fare and the zone increment be increased by an average of six percent. Resolution #8A-04-2006 would recommend that the Commissions authorize VRE's CEO to increase the overall VRE base and zone fares by six percent beginning on July 3, 2006.

Mr. Zehner stated that funding for the marketing of the proposed changes is included in the FY 2006 operating budget. It is anticipated that the marketing costs will not exceed \$10,000, and that the fare changes will generate \$1.4 million in additional fare revenue in FY 2007.

Ms. Bulova pointed out that the strategy was to do a combination of things to balance the budget, including increased fares, increased subsidy and cost and service reductions.

Ms. Bulova moved, with a second by Ms. Barg, to approve Resolution #8A-04-2006. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Kauffman, Tobias and Waldron.

#### Authorization to Issue a Task Order for Locomotive Top Deck Rebuild Work -- 8B

Mr. Zehner stated that Resolution #8B-04-2006 would authorize the VRE CEO to issue a task order to Transportation Technologies, Inc. (TTI) to perform top deck locomotive rebuild work on two locomotives in an amount not to exceed \$323,080, plus a contingency of \$64,616, for a total of \$387,696.

Over the last two years, three of VRE's locomotives have suffered catastrophic failures associated with problems that were remedied by rebuilding the unit's top deck. VRE has seven remaining GP-39 units that must be rebuilt before they suffer a similar failure. Only two of the seven locomotives are being included in this task order because it is being undertaken as a pilot project. Upon satisfactory completion of this work, VRE staff will return to the Operations Board with a schedule and task order for the remaining locomotives.

On a motion by Mr. Gibbons and a second by Ms. Barg, the Board unanimously approved the resolution. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Kauffman, Tobias and Waldron.

#### Authorization to Award Contract for Mechanical Engineering Consulting (MEC) Services – 8C

Mr. Zehner reported that Resolution #8C-04-2006 would recommend that the Commissions authorize VRE's CEO 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 million. The solicitation was issued on February 7, 2006, and three proposals were received. VRE staff completed evaluations and is recommending the contract be awarded to STV, Inc.

Ms. Bulova moved, with a second by Ms. Barg, to approve Resolution #8C-04-2006. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Kauffman, Tobias and Waldron.

#### Authorization to Issue a Task Order for Gallery Car Exterior Door Repairs – 8D

Mr. Zehner stated that Resolution #8D-04-2006 would authorize the CEO to issue a task order to STV, Inc. under the MEC III contract to perform repairs to the Gallery car exterior doors in an amount not to exceed \$180,000, plus a contingency of \$18,000, for a total amount not to exceed \$198,000. The door pockets on the exterior doors of the Gallery II fleet have no weep holes. This condition allowed moisture to collect and build up over a period of sixty years, causing hidden rust on the door. The result is that the doors frequently get jammed, placing stress on the overhead track and door motor systems.

Mr. Gibbons moved, with a second by Ms. Barg, to approve Resolution #8D-04-2006. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Kauffman, Tobias and Waldron.

#### Authorization to Issue a Task Order for Gallery Car Public Address Amplifiers – 8E

Mr. Zehner stated that the Board is being asked to authorize the VRE CEO to issue a task order to RailPlan International under the MEC II contract to add public address amplifiers to 35 Gallery cars for an amount not to exceed \$58,000, plus a contingency of \$5,000, for a total amount not to exceed \$63,000. Resolution #8E-04-2006 would accomplish this.

Mr. Gibbons moved to approve the resolution and Ms. Barg seconded. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Kauffman, Tobias and Waldron.

#### Authorization to Utilize Reserve Fund – 8F

Mr. Zehner explained that the VRE Operations Board is being asked to authorize him to utilize the reserve fund in an amount not to exceed \$2 million between now and the end of June 2006. Resolution #8F-04-2006 would accomplish this. He stated that the federal grants that cover the debt service for the Kawasaki cars and the fare collection equipment have not yet been received. As of the end of February, the unreimbursed amount had reached \$1.65 million, with approximately \$150,000 of additional costs accruing each month. The reserve fund could fund these unreimbursed costs through the end of June, when it is anticipated that the federal funds would become available. The reserve funds would be replenished when the federal money is received.

Ms. Barg moved, with a second by Ms. Bulova, to approve Resolution #8F-04-2006. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Kauffman, Tobias and Waldron.

#### Report from VRE's Administration Department – 9A

Mr. Zehner reported that five people staff the Administration Department and work behind the scenes to assist patrons with just about anything. In addition to managing Lost and Found, the Administration Department also handles the Undercover Law Enforcement Officer registration; ticket refunds and exchanges; office FRC distribution; organization of Meet the Management materials; and distributions of New Rider Kits, Pocket Schedules, and Bulk Rider's Guides.

#### Year-End Financial Projection – 9B

Mr. Zehner stated that each month the VRE Operations Board receives financial information in summary form that shows the year-to-date actual to budgeted fare revenue and operating expenses, along with an accompanying balance sheet. The only major projected variance is a decrease to budgeted fare revenue of approximately 3.5

percent or almost \$700,000. This decrease is consistent with the financial and ridership data that has been provided each month. As the result of a slightly positive variance of operating expenses, staff believes that VRE will end the year with the need for an additional \$485,000 from accumulated reserves. Mr. Zehner explained that although revenue is down by about \$1.5 million, operating expenses are also down. Ridership should continue to increase, which should provide more fare revenue.

Mr. Gibbons stated that VRE does not need the heat restriction problems that can cause delays and impact ridership. He stated that Mr. Peacock's suggestion of an independent consultant is a good idea. Mr. Zehner stated that he will work with CSX on these issues and report back to the Board at a future meeting.

Mr. Kauffman asked if fuel expenses are impacting the budget. Donna Boxer stated that VRE budgeted fuel costs in next year's budget at \$2.13 per gallon, which the current market price is already above that amount. In response to a question from Mr. Gibbons, Mr. Zehner stated that operating expenses are at \$40 million, with fuel costs being about 10 percent of these expenses. Mr. Harf commented that we will shortly be required to modify to #1 diesel, which will increase the cost by an additional 10 cents or so. Mr. Gibbons suggested looking at electric powered trains for the future.

#### Closed Session – 10

Ms. Bulova moved, with a second by Ms. Barg, 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 contract negotiations.

The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Kauffman, Tobias and Waldron.

The Board entered into Closed Session at 10:20 A.M. and returned to Open Session at 10:35 P.M.

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

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

1. Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and

2. Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed or considered.

The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Kauffman, Tobias and Waldron.

Other VRE Business

Chairman Caddigan stated that she will be out of town during the May 19, 2006, meeting, but Vice Chairman Kauffman has agreed to chair the meeting. Mr. Zehner stated that he will be on vacation between May 1 – 12 and Jennifer Straub will be in charge.

Adjournment

Without objection, Chairman Caddigan adjourned the meeting at 10:36 A.M.

Approved this 19<sup>th</sup> day of May, 2006.

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Maureen Caddigan  
Chairman

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Doug Waldron  
Secretary

**CERTIFICATION**

This certification hereby acknowledges that the minutes for the April 21, 2006, Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

*Rhonda Gilchrest*

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Rhonda Gilchrest

VRE Fare Increase.

The VRE Operations Board recommends approval of Resolution #2021. This resolution authorizes 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. A summary is attached. An additional \$1.4 million is expected from the fare increase in FY 2007 which will help cover increased costs of fuel, liability insurance and Amtrak services.

**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.

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Gerald Connolly  
Chairman

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William Eulle  
Secretary-Treasurer





# Virginia Railway Express Operations Board

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## AGENDA ITEM 8-A ACTION ITEM

**TO: CHAIRMAN CADDIGAN AND THE VRE OPERATIONS BOARD**

**FROM: DALE ZEHNER**

**DATE: APRIL 21, 2006**

**RE: AUTHORIZATION TO MODIFY VRE'S FARES**

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### RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to increase the overall VRE base and zone fares by 6% beginning on July 3, 2006.

### BACKGROUND:

During the FY 2007 budget process, the VRE Operations Board authorized a fare increase of 6% to offset increases in fuel, liability insurance and maintenance costs. VRE staff subsequently proposed an across the board increase of 6% without any change to the current ticket discount structure. On February 17, 2006, VRE received authorization to conduct public hearings in Washington, D.C., Manassas and Fredericksburg.

VRE solicited public opinion via e-mail, public hearings, letters and faxes. The comment period began February 22 and finished March 24<sup>th</sup>, 2006. More than 150 comments were received during the process and a total of 26 people attended the public hearings. In addition to comments regarding the changes in fares, passengers also took the opportunity to relay opinions on on-time performance, opposition to service cuts and concerns about general service issues. Passengers were mixed on the need to raise fares. While many riders acknowledged that the increase was needed, others pointed out that this is the fourth fare increase in four years. Comments were also made regarding the



increasing cost relative to the decreasing reliability. A summary of the comments received is shown below:

Summary of Comments	Number of Comments
Positive comments on proposed increase fare	19
Negative comments on proposed increase fare	80
Comments on the need to increase fares was understandable	53
On time performance needs to improve	64
Opposition to the recent service cuts	22
Issues with other parts of the VRE service	53

Note: Summary of comments totals more than number of comments as in some cases, more than one topic was addressed.

After reviewing the comments, VRE is recommending that both the base fare and the zone increment be increased by an average of 6%. As shown in the attached fare tables, due to zone calculations, actual fares rise between 5.60% and 7.2% depending on the zone pairs. In addition, reduced fares for seniors and persons with disabilities have been calculated per federal requirements.

**FISCAL IMPACT:**

Funding for the marketing of the proposed changes is included in the FY 2006 operating budget. It is anticipated that the marketing costs will not exceed \$10,000, and that the fare changes will generate \$1.4 million in additional fare revenue in FY 2007.

**Fredericksburg Line  
Proposed FY 2007 Fares**

		Zone 1 Union Station L'Enfant	Zone 2 Crystal City Alexandria	Zone 3 Franc/ Sprgfld	Zone 4 Lorton	Zone 5 W-bridge Rippon	Zone 6 Quantico	Zone 7	Zone 8 Brooke Leeland Road
Zone 9 Fred'burg	Single-Ride	8.80	8.30	5.60	5.05	4.55	4.00	3.45	2.90
	Ten-Trip	80.90	76.00	51.30	46.50	41.50	36.50	31.60	26.70
	Five-Day	70.30	66.10	44.60	40.40	36.10	31.80	27.50	23.20
	Monthly	243.70	229.00	154.70	140.00	125.00	110.00	95.40	80.40
Zone 8 Leeland Road Brooke	Single-Ride	8.30	7.75	5.05	4.55	4.00	3.45	2.90	2.40
	Ten-Trip	76.00	71.00	46.50	41.50	36.50	31.60	26.70	21.80
	Five-Day	66.10	61.80	40.40	36.10	31.80	27.50	23.20	19.00
	Monthly	229.00	214.00	140.00	125.00	110.00	95.40	80.40	65.70
Zone 7	Single-Ride	7.75	7.20	4.55	4.00	3.45	2.90		
	Ten-Trip	71.00	66.10	41.50	36.50	31.60	26.70		
	Five-Day	61.80	57.50	36.10	31.80	27.50	23.20		
	Monthly	214.00	199.30	125.00	110.00	95.40	80.40		
Zone 6 Quantico	Single-Ride	7.20	6.65	4.00	3.45	2.90			
	Ten-Trip	66.10	61.20	36.50	31.60	26.70			
	Five-Day	57.50	53.20	31.80	27.50	23.20			
	Monthly	199.30	184.30	110.00	95.40	80.40			
Zone 5 Rippon W-bridge	Single-Ride	6.65	6.15	3.45	2.90	2.40			
	Ten-Trip	61.20	56.30	31.60	26.70	21.80			
	Five-Day	53.20	49.00	27.50	23.20	19.00			
	Monthly	184.30	169.60	95.40	80.40	65.70			
Zone 4 Lorton	Single-Ride	6.15	5.60	2.90					
	Ten-Trip	56.30	51.30	26.70					
	Five-Day	49.00	44.60	23.20					
	Monthly	169.60	154.70	80.40					
Zone 3 Franc/ Sprgfld	Single-Ride	5.60	5.05						
	Ten-Trip	51.30	46.50						
	Five-Day	44.60	40.40						
	Monthly	154.70	140.00						
Zone 2 Alexandria Crystal City	Single-Ride	5.05	4.55						
	Ten-Trip	46.50	41.50						
	Five-Day	40.40	36.10						
	Monthly	140.00	125.00						
Zone 1 L'Enfant Union Station	Single-Ride	4.55							
	Ten-Trip	41.50							
	Five-Day	36.10							
	Monthly	125.00							

**Manassas Line  
Proposed FY 2007 Fares**

		Zone 1 Union Station L'Enfant	Zone 2 Crystal City Alexandria	Zone 3 Backlick Road	Zone 4 Rolling Road Burke Centre	Zone 5	Zone 6 Manassas Park Broad Run
Zone 6 Broad Run, Manassas, Manassas Park	Single-Ride	7.20	6.65	4.00	3.45	2.90	2.40
	Ten-Trip	66.10	61.20	36.50	31.60	26.70	21.80
	Five-Day	57.50	53.20	31.80	27.50	23.20	19.00
	Monthly	199.30	184.30	110.00	95.40	80.40	65.70
Zone 5	Single-Ride	6.65	6.15	3.45	2.90	2.40	
	Ten-Trip	61.20	56.30	31.60	26.70	21.80	
	Five-Day	53.20	49.00	27.50	23.20	19.00	
	Monthly	184.30	169.60	95.40	80.40	65.70	
Zone 4 Burke Centre, Rolling Road	Single-Ride	6.15	5.60	2.90	2.40		
	Ten-Trip	56.30	51.30	26.70	21.80		
	Five-Day	49.00	44.60	23.20	19.00		
	Monthly	169.60	154.70	80.40	65.70		
Zone 3 Backlick Road	Single-Ride	5.60	5.05				
	Ten-Trip	51.30	46.50				
	Five-Day	44.60	40.40				
	Monthly	154.70	140.00				
Zone 2 Alexandria, Crystal City	Single-Ride	5.05	4.55				
	Ten-Trip	46.50	41.50				
	Five-Day	40.40	36.10				
	Monthly	140.00	125.00				
Zone 1 L'Enfant, Union Station	Single-Ride	4.55					
	Ten-Trip	41.50					
	Five-Day	36.10					
	Monthly	125.00					

Mechanical Engineering Contract Award.

The VRE Operations Board recommends approval of Resolution #2022. This resolution authorizes 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.

**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.

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Gerald Connolly  
Chairman

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William Euille  
Secretary-Treasurer





# Virginia Railway Express Operations Board

1500 King Street • Suite 202 • Alexandria, Virginia 22314-2730 • (703) 684-1001 • FAX (703) 684-1313  
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## AGENDA ITEM 8-C ACTION ITEM

**TO: CHAIRMAN CADDIGAN AND THE VRE OPERATIONS BOARD**

**FROM: DALE ZEHNER**

**DATE: APRIL 21, 2006**

**RE: AUTHORIZATION TO AWARD CONTRACT FOR MECHANICAL  
ENGINEERING CONSULTING (MEC) SERVICES**

### RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to enter into a contract with STV, Inc., for the provision of Mechanical Engineering Consulting (MEC) services for a period of no more than five years in an amount not to exceed \$5,000,000.

### BACKGROUND:

VRE's rolling stock engineering service requirements included both specific project work as well as system-wide improvements. As a result, VRE has used mechanical engineering consultants for the last several years and found them to be more time and cost efficient than completing numerous, separate procurements.

The current MEC contract (MEC III) began in May, 2004 and is estimated to reach its authorization limit by June of 2006. While this contract included administrative work such as the preparation and oversight of the new car contract, it was more heavily geared toward performing actual mechanical work.

The solicitation was issued on February 7, 2006 and proposals were due on March 8, 2006. Three proposals were submitted following a mandatory pre-proposal meeting and each proposer then participated in a presentation and interview. VRE staff subsequently completed evaluations and is recommending the contract be awarded to STV, Inc.

The proposed contract will be a task order agreement with a value of no more than \$5,000,000 for a term of no more than five years. VRE Operations Board approval is required prior to each task order award over \$30,000. Specific task orders will include locomotive acquisition and rehabilitation, rolling stock modifications and fleet configuration planning.

**FISCAL IMPACT:**

Funds supporting Mechanical Engineering Consulting services are budgeted through specific projects in both VRE's operating and capital budgets. Each task order requested for a uthorization by the Operations Board will include specific funding information.

**MEMORANDUM**

**TO:** Chairman Connolly and NVTC Commissioners  
**FROM:** Rick Taube and Kala Quintana  
**DATE:** April 27, 2006  
**SUBJECT:** Legislative Items.

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At this time the General Assembly remains deadlocked. 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 media event to promote dedicated funding for Metro held in Prince William County on April 11<sup>th</sup>. A summary of media coverage is attached for your information.

A copy is provided of NVTC's draft statement for the Commonwealth Transportation Board's May 3<sup>rd</sup> public hearing on its shrinking six-year program.

Finally, a draft policy paper is attached that makes the case for dedicated Metro funding as a tax relief measure. The commission is invited to authorize its chairman to send the paper to Governor Kaine, Secretary Homer, General Assembly members and to alert the media.





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NVTC MEMORANDUM

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TO: RICK TAUBE  
FROM: KALA QUINTANA  
SUBJECT: APRIL 11, 2006 RALLY FOR METRO FUNDING IN PRINCE WILLIAM  
DATE: 4/17/2006



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The event on Tuesday April 11, 2006 at the Horner Road Park & Ride lot in Prince William County was a success.

Business, regional and local partners all attended to pass out doughnuts, coffee and flyers to morning commuters.

WRC-TV channel 4 (live shot), WTOP, and the Potomac News Observer were on hand to cover the event.

However pre-and post-event coverage was far more substantial:

- WAMU radio did a pre-event interview with Jay Fisette that ran from 6:00 am – 10:00 am on the morning of the rally;
- WUSA channel 9 ran an AM announcement for the rally;
- WJLA- channel 7 ran an AM announcement for the rally in their morning coverage;
- Associated Press – their article was picked up in the DC metro and Richmond press and electronic media;
- Washington Post covered the event and included interviews with David Snyder;
- DC Examiner covered the event;
- WMAL covered the event during the news day;
- News packaging services including source media and Metro networks covered the story;
- News Channel 8 ran the AP announcement and did on an on-camera interview with Chris Zimmerman on 4/12/06;
- In addition to mainstream media covering the event, web sites like DCist and PWC bloggers both conservative and not-so-conservative covered the event.

## TOP NEWS

# Funding push taken to Prince William voters

Mike Rupert, The Examiner

Apr 11, 2006 7:00 AM (6 days ago)

### Prince William County -

Northern Virginia transportation leaders are taking the Metro funding battle to the backyard of two Prince William County delegates who have blocked efforts to raise \$50 million a year for capital improvements to the system.

Elected leaders who serve on the Northern Virginia Transportation Commission are holding a press conference this morning at the Horner Road Park & Ride Lot, one of the region's busiest commuter lots, to rally support for a 0.25 percent sales tax increase to support Metro. The increase would affect Fairfax County, Arlington County, Alexandria, Falls Church and Fairfax City — not Prince William County.

Commission officials said more than 10,000 Prince William residents use the Metro system daily. They charge that Dels. L. Scott Lingamfelter and Jeff Frederick, Prince William Republicans who voted against several Metro funding measures in General Assembly that would have established the tax, are preventing the transit agency from improving service that the county essentially uses for free.

Frederick and Lingamfelter did not return calls seeking comment.

The event was originally scheduled last month, but was postponed when Lingamfelter and Frederick said the event was illegal, and not "a very good use of taxpayer dollars."

NVTC attorneys found nothing improper about the event and it was rescheduled for 6:30 a.m. today.

A commission spokeswoman said the delegates are not in touch with the concerns of residents, and the organization wants to raise awareness of Metro's funding needs. The Prince William Board of County Supervisors voted last month to support the creation of a dedicated funding source for Metro.

### More details

» The new tax would cost taxpayers \$42 annually, officials said.

» The tax will enable localities to secure the \$1.5 billion in dedicated federal funding proposed by Rep. Tom Davis, R-Va.

*mrupert@dcexaminer.com*

## Rally promotes Metro funding

By KAFIA HOSH  
khosh@manassasjm.com  
Wednesday, April 12, 2006

**RELATED [Traffic & Transportation](#) | [Traffic blog](#)**

It was 6:30 a.m. and the Horner Road commuter lot in Woodbridge was filling up fast.

Women clad in business suits power-walked in their sneakers to catch an OmniRide bus. Men hustled with their rolling luggage and stood in the growing slug-line.

The bleary-eyed commuters begin their daily trudge to work at the break of dawn. Most took a bus to the Franconia-Springfield Metro station or rode with other commuters into the District.

While each had a different destination, they all avoided the bumper-to-bumper traffic clogging the northbound lanes of Interstate 95.

Traffic forces them to rise early and find alternate modes of transportation.

And traffic brought a coalition of area business leaders, environmental groups and elected officials for a media event at the park-and-ride lot to solicit public support for dedicated Metro funding.

Mass transit advocates say Prince William County residents benefit from Metro's ability to move thousands of cars off the roads and ease gridlock.

About 10,000 county residents use Metro daily and more than 700 of those commuters transfer from Virginia Railway Express onto a Metro railcar or bus.

"Prince William County residents are directly affected by this issue," said Kala Quintana, spokeswoman for the Northern Virginia Transportation Commission, which spearheaded the event.

The commission supports a proposal that would allow Northern Virginia jurisdictions with Metro service to impose a 0.25 percent sales tax increase to fund the mass transit system.

The proposal would not affect Prince William County since the jurisdiction does not have Metro service.

However, Dels. L. Scott Lingamfelter, R-Dale City, and Jeffery M. Frederick, R-Woodbridge, opposed the measure and supplied the key votes to reject it during a House panel.

The General Assembly adjourned March 11 without a state budget. Lawmakers are in a special session to complete a spending plan, but are deadlocked over a transportation budget.

Transit advocates passed out fliers to commuters that urged county residents to contact their legislators about including funding for Metro in the final state budget.

Virginia, Maryland and the District must allocate money to the Metro system in order to receive a match of up to \$1.5 billion in federal funds.

Fairfax County Board of Supervisors Chairman Gerald E. Connolly said the proposed 0.25 percent sales tax increase would generate \$55 million a year and allow Metro to purchase hundreds of rail cars.

"That's going to add significant capacity to the system," said the Democrat, who also heads the transportation commission.

David F. Snyder, the commission's vice chairman and a Falls Church City Council member, compared the Northern Virginia transportation crisis to the levees in New Orleans.

"Our transit systems are dangerously overcrowded," he said, referring to Metro as the "backbone" of the region's transit system.

The Prince William County Board of Supervisors passed a resolution last month to back long-term Metro funding.

County support for dedicated Metro funds is critical in ensuring a rail line extends to the area one day, said Supervisor John D. Jenkins, D-Neabsco.

"If we can't lay the ground work, we're never going to get it down here," he said.

Business groups, including the Prince William Regional Chamber of Commerce, support state-issued funds for Metro.

They say Metro alleviates road congestion that causes employee truancy and delays the delivery of goods and services.

"We can't get people moved around to meetings," said Michael G. Anzilotti, president of the Virginia Commerce Bancorp Inc.

Prince William County residents such as John Shanks expressed frustration with lawmakers stalled over a transportation budget.

Shank drives from his Dale City home to the Springfield Metro station every morning to catch the Blue line to the District, where he works for a non-profit organization.

"There's so many people in Northern Virginia that rely on Metro," he said. "If we didn't have it, I can't imagine what traffic would be like."

The Metro event was scheduled for last month, but was postponed after Lingamfelter issued a financial inquiry into the activities of the Northern Virginia Transportation Commission.

The commission is funded on the state and local level. Prince William County is not a member of the organization, which includes six Northern Virginia jurisdictions.

Lingamfelter charged that the group was using public funds to lobby constituents.

Quintana said the event was funded through private partnerships, and that the Auditor of Public Accounts has contacted the commission for its financial records.

# nbc4.com

## Metro Funding Debate Brews In Northern Virginia

### *Federal Funding Hinges On Funding From D.C., Md., Va.*

POSTED: 4:33 pm EDT April 11, 2006  
UPDATED: 4:48 pm EDT April 11, 2006

DALE CITY, Va. -- The debate in Virginia about how to pay for Metro improvements continued Tuesday.

The Virginia House of Delegates is expected to once again consider a proposal to create a steady source of funding for Metro. A group of elected officials, businessmen and transportation experts gathered in Prince William County to send a message to the Virginia House to raise taxes and fund Metro.

The debate began with the Metro Reauthorization Act of 2006 -- a measure introduced by U.S. Rep. Tom Davis. The proposal offers \$1.5 billion in federal funding for Metro in Maryland, D.C. and Virginia if each area can come up with \$50 million each year just for Metro. So far, only D.C. has promised the funding, according to Davis' office.

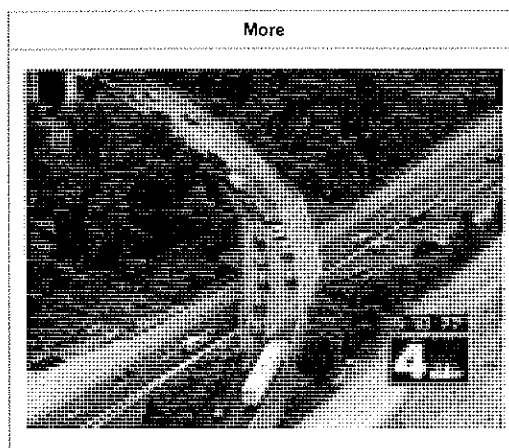
Some people in Virginia say their state can come up with the money if the state raises taxes by a quarter of a cent in areas reached by the Metro system.

"No one wants to pay taxes, but we understand that in order to have a first-class transportation system ... we've got to pay the price," said David Snyder, chairman of the Northern Virginia Transportation Authority.

State Delegate Scott Lingamfelter, of Prince William County, has voted against the tax increase. He's part of the reason proponents are focusing their protests in Prince William, but he says he's not feeling the pressure. He said a tax increase is unnecessary because northern Virginia jurisdictions are running budget surpluses.

Congress has not approved the \$1.5 billion in federal funds for Metro. The measure is expected to be voted on in May.

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# Rally Held in Prince William to Support Metro Funding

Wednesday April 12, 2006 6:14am



WOODBRIDGE, Va. (AP) - Northern Virginia transportation leaders gathered at a commuter lot in Prince William County (website - news) Tuesday morning to rally for legislation that would provide more money for Metro.

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The increase would generate \$50 million annually if applied in the counties of Arlington and Fairfax and the cities of Alexandria (website - news) , Falls Church and Fairfax.

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seoulman

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Posted: 04/12 2:33p

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⌋ Davinp, the issue the rest of the Metro area has with Prince William that NOT only does Prince William not contribute to Metro now, ev though plenty of Prince William residents use it (driving into Fairfa clogging up Fairfax roads & occupying Metro-station parking space process), but that Prince William legislators have stood in the way VA legislature) of allowing the EXISTING Metro-contributing jurisd (which don't include P.W.) to contribute a stable, predictable streea tax revenues to keep it going & enable long-term planning.

Prince William metro-riders' ongoing freeloading off the taxes of F. other jurisdictions that underwrite Metro is bad enough, but we co with it (as we've already been doing.) However, what's worse, an what's not forgivable, is P.W. legislators' keeping the whole Metro from getting on more than a year-to-year financial footing.

We don't need your financial support, and we'll even keep footing subsidy bills for carrying P.W. riders whose taxes contribute nothi the Metro system. We just need your elected officials to get the h

of the way of OUR supporting the system ourselves. And anytime P.W. govt feels like chipping in to help pay for a system that P.W. residents already use on a subsidized basis, then we'll be glad not regard your kinds of tactics ("extend Metro to Prince William first, only then will P.W. consider supporting a system that thousands o residents already use daily") as extortionary.

davinp

IP: Logged  
Posted: 04/12 8:12a

¶ We, in Prince William would gladly support METRO if they extended Blue Line to Woodbridge and built a line to Manassas. While VRE h services Prince William, their service is limited. Allot of people cor Metrorail at Springfield via VRE.

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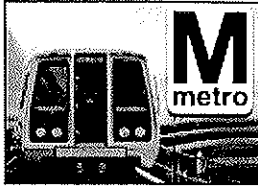
From ABC 7 News:

## Rally Held in Prince William to Support Metro Funding

Location: WOODBRIDGE, Va.

Posted: April 12, 2006 6:14 AM EST

URL: <http://www.wjla.com/news/stories/0406/318532.html>



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## Metro Funding Advocates Hold Rally

Advertisement

By Steven Ginsberg  
Washington Post Staff Writer  
Wednesday, April 12, 2006; B05

Members of the Northern Virginia Transportation Commission joined other regional leaders yesterday morning at a rally in Prince William County to support new financing for the Metro transit system, despite earlier criticism from two Virginia legislators that it was an improper use of taxpayer money.

The event, at a commuter park-and-ride lot, was sponsored by the commission, which owns Virginia Railway Express and allocates more than \$100 million in state and federal transit money. Although members maintained their right to use the commission's public funds to hold the event, leaders said the rally was paid for by the Greater Washington Board of Trade to avoid concerns raised by Dels. L. Scott Lingamfelter and Jeffrey M. Frederick, both Prince William Republicans.

"We didn't want to play into the hands of those who wanted to deflect attention from the transportation crisis that is being caused by the House leadership," said David F. Snyder, the commission's vice chairman and a Falls Church City Council member. The expenses included coffee, doughnuts and copies of a brochure.

Snyder, other commission members and elected officials, business leaders and some Prince William Metro riders sought to persuade General Assembly members to support a proposal that would allow Fairfax County, Arlington County and the cities of Alexandria, Falls Church and Fairfax to raise the sales tax in their jurisdictions by one-quarter percent to support additional Metro funding. If Virginia, Maryland and the District agree to dedicate more money for Metro, a bill in Congress proposes a match of up to \$1.5 billion.

The Virginia measure was defeated in the House during the regular session of the General Assembly but is still viable as lawmakers debate the state budget during a special session.

Holding the event at a commuter lot in Prince William highlighted the benefits for the county's 10,000 or so Metro riders while putting pressure on several delegates from the county who oppose the financing proposal.

"Those delegates in Prince William don't have the support of their own county and their own people," Snyder said, citing a recent unanimous vote by the Prince William Board of County Supervisors in support of a dedicated funding source for Metro. "What appears to be playing out here is an ideology that is taking precedence over what the people want and need for solutions."

When commission members first planned to hold the rally in March, Lingamfelter and Frederick said it was improper advocacy by a government panel on behalf of a tax increase. Lingamfelter said yesterday that he had no problem with the rally, because it was paid for with private funds. But the delegate, who, like the House Republican leadership, opposes tax increases for transportation improvements, said he wasn't about to change his mind on the Metro funding issue.

"They can come down and have all the press conferences they want, but we're going to stick to our principles," he said.

Lingamfelter said he didn't want to allow neighboring jurisdictions to raise their taxes, even for something that would benefit his constituents, saying Virginians are already overtaxed. "We've got to keep taxes under control right now," he said, adding that "the majority of people in Prince William slug or drive up the road like I do every day."

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the future of MetroAccess, and the power of the cherry blossoms!

### **Metro Funding: NOVA vs. Prince William, Round 2**

Despite threats from Prince William Delegate Scott Lingamfelter, the Northern Virginia Transportation Commission held a much-hyped rally for Metro in a Woodbridge commuter lot yesterday. The event was held to show support for a proposal allowing five Northern Virginia counties to dedicate a quarter cent of local sales tax to dedicated Metro funding. Despite representing a county that pays nothing into Metro and would not be affected by the bill, Lingamfelter cast a key vote, in February, to kill the proposal. The Delegate's entrenched position is largely at odds with the estimated 10,000 Prince William residents who use Metro. The Board of County Supervisors and Regional Chamber of Commerce also support the proposal, which would free up an additional \$1.5 billion from the federal government.

Del. Lingamfelter's response to all this? "They can come down here and have all the press conferences they want, but we're going to stick to our principles. The majority of people in Prince William slug or drive up the road like I do every day." Therefore, we suggest the following campaign slogan for Del. Lingamfelter: Sit in traffic with me! Lingamfelter in '07. Good luck at the polls, Delegate!

### **Kaine Vetoes Transportation Bills to Keep Planning in Planners' Hands**

Among the seven bills Governor Tim Kaine vetoed this week were two transportation proposals. The measures would have stripped the Governor of his power to appoint a majority of members to the powerful Commonwealth Transportation Board. Made up of 17 citizen members, the board prioritizes the most important transportation projects and divides up scarce funding. Kaine argued that a board controlled by the legislature would unnecessarily politicize the process, sacrificing good policy to bad partisan politics and "fragmented planning." The DCist Crystal Ball reveals to us that if the Virginia Assembly was given more control of transportation planning, several downstate towns would get brand new 8 lane bypass roads and remain traffic-free. I-66 would remain gridlocked.

### **As MetroAccess Improves, Lawsuits Loom**

Metro offered us hopeful news this month, claiming late and missed MetroAccess trips had been cut in half. Even so, WMATA is preparing for a major lawsuit filed in 2004 by the Disability Rights Council of Greater Washington and several individuals. The suit claims the plaintiffs were "deprived of the ability to schedule their everyday lives" and seeks an injunction requiring court supervision of MetroAccess. Metro has said it will not settle the suit out of court, and has set aside \$250,000 on legal fees and experts. We just hope this leads somewhere positive.

### **Metro Breaks Records, Then Breaks More**

Along with its 30th anniversary, Metro celebrated its highest monthly ridership ever in March. MetroRail saw 18,716,654 riders last month, blowing the previous record away by over 150,000. Additionally, over the last two weeks, Metro saw two record setting days; Monday's immigration protests and last Friday's cherry blossoms logged the second and fourth highest riderships ever. We are particularly excited to behold the power of this year's cherry blossoms in action!

### **Metrorail's Top 10 Weekday Ridership Days List**

- 1) Reagan State Funeral Ceremony (6/9/2004) -- 850,636
- 2) Immigration Rally (4/10/2006) -- 821,283
- 3) First Clinton Inaugural (1/20/1993) -- 811,257
- 4) Cherry Blossoms (3/31/2006) -- 808,108



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## Rebuilding Place in the Urban Space

**A community's physical form, rather than its land uses, is its most intrinsic and enduring characteristic.** This blog focuses on place and placemaking and all that makes it work--historic preservation, urban design, transportation, asset-based community development, arts & cultural development, commercial district revitalization, tourism & destination development, and quality of life advocacy--along with doses of civic engagement and good governance watchdogging.

### Wednesday, April 12, 2006

#### Taking it to the (Prince William County) streets

Yesterday, the **Northern Virginia Transportation Commission** held a press conference designed to "increase awareness" on the part of Prince William County residents about Northern Virginia members of the WMATA compact being stymied by their legislators. Click here for the **press release**.

Somehow there needs to be a way to work out adding new jurisdictions to the WMATA compact (something like how the University of Michigan created campuses in Flint and Dearborn to build support on the part of legislators in different parts of the state). Of course, they'll have to pony up some money...

This relates to my point that transit marketing shouldn't just be focused on ridership, but also funders. This kind of campaign should have been developed before the Virginia Legislature went into session, not after they adjourned.

The press conference was covered by the Post and Examiner, but for a change of pace read "**Rally promotes Metro funding**" from the Potomac News.

Anyway, I wrote extensively about this issue last month.

**Index Keywords:** transit

*posted by Richard Layman @ 3:23 PM & Permanent Link*

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#### About Me



**Name:**Richard Layman  
**Location:**Washington, DC

I am a historic preservation and urban revitalization advocate and consultant in Washington, DC.

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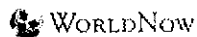
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# Reality and Taxes

Facts are stubborn things when it comes to taxation, but not to Virginia's House Republicans.

**L** SCOTT Lingamfelter, a Republican from Prince William County in Virginia's House of Delegates, would prefer to sacrifice a possible \$1.5 billion in federal matching funds for Metro rather than compromise what he ringingly calls "our principles." By that, he and other Republicans in the legislature mean that they will oppose any new taxation, even to improve the state's jam-packed roads or expand its mass transit system, because Virginians are already overtaxed. It's a fine argument. If only it were true.

There are various ways to compute relative tax burdens. But in the jumble of statistics, there is a common thread: Virginia is nowhere close to being a high-tax state.

That's true whether you refer to figures favored by the right-leaning Tax Foundation, the left-leaning Center on Budget and Policy Priorities, or the down-the-middle Federation of Tax Administrators. It's true whether you refer to tables published by the Retirement Living Information Center or the Military Officers Association of America. It's true for practically everyone, and it's true practically

everywhere — except for Mr. Lingamfelter and his fact-averse Republican colleagues in the House.

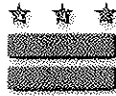
Here's a sampling of where Virginia's state and local taxes stack up against other states:

According to 2002 tax data supplied by the Census Bureau (the most recent available), Virginia had the nation's 41st-highest tax burden, measured as a percentage of personal income. Ranked on a per capita basis, it was 19th among the states. By another measure, overall state and local tax burden (combining percentage of income and per capita calculations), Virginia ranked 34th for 2005, according to figures from the Tax Foundation.

Mr. Lingamfelter and his colleagues are allergic to a fact-based analysis of tax burdens because the facts are not on their side. That is ridiculous enough when downstate lawmakers mouth this nonsense, heedless as they are of Northern Virginia's nightmarish traffic. It is galling coming from Mr. Lingamfelter, whose own constituents would be among the main beneficiaries of a revenue shot in the arm for the region's roads and rails.

Post 4/28/06 A-24

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**Mayor Williams to Sign Metro Funding Legislation**  
*Legislation is First Step to Securing Federal Funds for Region's Transit System*

(Washington, DC) On Thursday, April 27, Mayor Anthony A. Williams will sign legislation to provide the Washington Metropolitan Transit Authority (WMATA) with a dedicated source of revenue, the first state-level jurisdiction to do so. The landmark measure will bring the metropolitan Washington region a step closer to qualifying for \$1.5 billion in matching federal funds for its transit system. Congress is considering legislation to provide that amount over 10 years for capital improvements to the Metro transit system if the District, Maryland and Virginia agree to dedicate a portion of their tax revenues to funding the system. Virginia's General Assembly is considering a measure similar to the DC law and Maryland's General Assembly is likely to consider action next year. Dedicated funding for Metro was recommended last year by a special panel created by the Metropolitan Washington Council of Governments (COG), the Greater Washington Board of Trade and the Federal City Council.

**WHO:** **Mayor Anthony A. Williams**  
**Jay Fissette**, Arlington County Board Member and COG Board Chair  
**Michael Knapp**, COG Board Vice Chair; Montgomery County Council Member and Transportation Planning Board Chair

**WHAT:** Signing of dedicated funding legislation for the region's Metro transit system

**WHEN:** Thursday, April 27, 2006  
11:30 a.m.

**WHERE:** Mayor's Ceremonial Office  
John A. Wilson Building  
1350 Pennsylvania Avenue, NW  
Fifth Floor

###



**STATEMENT OF GERALD CONNOLLY  
CHAIRMAN,  
NORTHERN VIRGINIA TRANSPORTATION COMMISSION**

**TO THE COMMONWEALTH TRANSPORTATION BOARD  
RE:**

**PROPOSED SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**DRAFT**

**FAIRFAX COUNTY GOVERNMENT CENTER  
1200 GOVERNMENT CENTER PARKWAY  
ROOMS 4 AND 5  
FAIRFAX, VIRGINIA**

**--May 3, 2006--**

GOOD EVENING. I AM GERRY CONNOLLY, CHAIRMAN OF THE FAIRFAX COUNTY BOARD OF SUPERVISORS AND SPEAKING TO YOU THIS EVENING ON BEHALF OF THE NORTHERN VIRGINIA TRANSPORTATION COMMISSION WHICH I ALSO CHAIR.

WE UNDERSTAND THE PLAN YOU HAVE PROVIDED RECOGNIZES THE ABSENCE OF AN APPROVED STATE BUDGET FOR FY 2007 AND BEYOND. YOUR HANDS HAVE BEEN TIED BY THE INACTION OF THE GENERAL ASSEMBLY. BUT I WISH TO SHARE WITH YOU THE PAIN THAT YOUR PROPOSED PLAN HOLDS IN STORE FOR THE QUALITY OF LIFE OF THE RESIDENTS OF NORTHERN VIRGINIA, OUR REGION'S ECONOMY AND THE ECONOMIC WELL BEING OF THE ENTIRE COMMONWEALTH. I WILL FOCUS TONIGHT ON THE CONSEQUENCES OF A LACK OF SUFFICIENT FUNDING FOR PUBLIC TRANSIT, ALTHOUGH THE SEVERE CUTS IN PLANNED HIGHWAY CONSTRUCTION ARE ALSO OF SERIOUS CONCERN.

AS I HAVE ONLY THREE MINUTES, I WILL GET RIGHT TO MY ESSENTIAL POINTS:

- 1) THE COMMONWEALTH HAS FAILED TO PAY ITS FAIR SHARE TO SUPPORT TRANSIT AND THE MOST RECENT CONSTRAINED ESTIMATES OUTLINED IN THE NEW DRAFT SIX-YEAR PROGRAM WILL IMPOSE FURTHER HARDSHIPS HERE.

- 2) THE GENERAL ASSEMBLY MUST SNAP OUT OF ITS STUPOR AND REACH AN ACCEPTABLE BUDGET AGREEMENT THAT INCREASES PUBLIC TRANSIT FUNDING SUBSTANTIALLY.

THE COMMONWEALTH'S STATUTORY TARGET FOR TRANSIT ASSISTANCE IS 95% OF OPERATING AND CAPITAL COSTS NET OF FARES AND FEDERAL AID. THIS PROPOSED SIX-YEAR PROGRAM ACHIEVES A MEAGER 21% FOR CAPITAL COSTS IN FY 2007 AND ABOUT 47% FOR ELIGIBLE NET OPERATING COSTS. THE 21% CAPITAL MATCHING RATIO IS DOWN FROM 63% IN FY 2006 AND IS NOW FORECAST TO REMAIN NEAR 21% THROUGH AT LEAST FY 2009. THE OPERATING MATCH FOR FY 2007 DROPS A SUBSTANTIAL 10% FROM FY 2006.

HERE IS WHAT THAT MEANS FOR NVTC'S JURISDICTIONS: FOR FY 2007 ALONE WE MUST PAY AN ASTOUNDING \$160 MILLION MORE FOR PUBLIC TRANSIT IN THE FIVE NVTC JURISDICTIONS SUPPORTING WMATA, PLUS ALL OF VRE, THAN IF THE COMMONWEALTH MET ITS OWN TARGET. COMPARED TO LAST YEAR, LOCAL FUNDING FOR TRANSIT IN FY 2007 MUST INCREASE HERE BY 85% (\$90 MILLION). OUR LOCAL GOVERNMENTS HAVE ALREADY ADOPTED OUR BUDGETS BASED ON THE REASONABLE EXPECTATION THAT STATE AID WOULD AT LEAST REMAIN STEADY AT ITS FY 2006 LEVELS. WHERE ARE WE SUPPOSED TO FIND AN EXTRA \$90 MILLION? WE MAY NEED TO TURN TO MASSIVE

SERVICE CUTS AND FARE INCREASES. THIS IS EXACTLY THE WRONG THING TO DO WHILE GAS PRICES ARE ACCELERATING AND COMMUTERS ARE CROWDING ONTO OUR PUBLIC TRANSIT SYSTEMS TO SEEK RELIEF.

WE DEPEND HERE MORE THAN IN ANY OTHER REGION OF THE COMMONWEALTH ON EFFECTIVE PUBLIC TRANSIT SYSTEMS. AS OF FY 2005 THERE WERE OVER 438,000 TRANSIT TRIPS TAKEN IN NORTHERN VIRGINIA ON AN AVERAGE WEEKDAY. OUR TRANSIT SYSTEMS ARE ALSO VERY EFFICIENT, CARRYING 75% OF STATEWIDE TRANSIT RIDERSHIP WITH 66% OF THE 1,615 TRANSIT VEHICLES 57% OF THE 71 MILLION ANNUAL TRANSIT REVENUE MILES OPERATED AND ONLY 35% OF THE 6.5 MILLION ANNUAL TRANSIT VEHICLE HOURS.

NORTHERN VIRGINIA'S OWN LEVEL OF EFFORT (FARES, LOCAL AND REGIONAL TAXES) TO SUPPORT TRANSIT IS ALREADY FAR GREATER THAN ANYWHERE ELSE IN THE COMMONWEALTH, AS WE COVER 65% OF OUR TRANSIT EXPENSES FROM LOCAL SOURCES WHILE THE REST OF THE COMMONWEALTH'S LOCAL GOVERNMENTS COVER ONLY 36% OF THEIR TRANSIT EXPENSES. FROM FY 2001 THROUGH FY 2005 OUR LOCAL SPENDING ON TRANSIT GREW 10 TIMES AS FAST (52%) AS THE STATE TRANSIT FORMULA ASSISTANCE WE RECEIVED (5.2%).

OUR METRO JURISDICTIONS' PER CAPITA LOCAL EFFORT IS \$208 AS OF FY 2005, COMPARED TO \$20 IN HAMPTON ROADS AND \$16 IN RICHMOND.

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 AND NORTHERN VIRGINIA'S JOBS CREATE 50 PERCENT MORE STATE TAXES PER JOB THAN ELSEWHERE IN THE COMMONWEALTH (COMBINED STATE SALES AND INCOME TAXES OF \$3,400 PER JOB IN NVTC'S JURISDICTIONS VERSUS \$2,300 STATEWIDE).

VRE'S JURISDICTIONS HAVE JUST AGREED TO BUY 50 NEW RAILCARS BUT WITHOUT THE COMMONWEALTH'S PROMISED \$15 MILLION FROM THE FY 2007 BUDGET THE DEAL COULD FAIL. THAT MEANS MORE CROWDING ON VRE AND POTENTIAL TRANSIT RIDERS FORCED BACK ONTO OUR CONGESTED HIGHWAYS.

FINALLY, WE NEED A DEDICATED SOURCE OF FUNDING FOR METRO TO AVOID LOSING \$1.5 BILLION IN FEDERAL FUNDS THAT ARE EXPECTED TO BE AVAILABLE OVER THE NEXT DECADE.

PLEASE JOIN ME IN DOING EVERYTHING IN YOUR POWER TO ALERT THE PUBLIC AND THEIR GENERAL ASSEMBLY DELEGATES TO THE PAIN THAT LEGISLATIVE INACTION IS CAUSING OUR FAMILIES AND OUR ECONOMY.



# NVTC

## Northern Virginia Transportation Commission

**Chairman**  
Hon. Gerald E. Connolly

**Vice Chairman**  
Hon. David F. Snyder

**Secretary/Treasurer**  
Hon. William D. Euille

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

**Virginia General Assembly**  
Sen. Jeannemarie Devolites Davis  
Sen. Mary Margaret Whipple  
Del. David B. Albo  
Del. Adam P. Ebbin

**Executive Director**  
Richard K. Taube

**DRAFT**

May 4, 2006

To: Governor Kaine  
Secretary Homer  
General Assembly Members

Dear \_\_\_\_\_:

Attached is a short policy paper 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. This is a "tax" paid to the oil companies and oil supplying countries.

In sharp contrast is the proposed quarter-cent sales tax increase and other 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. That money would stay here and directly improve our lives, offering commuters the choice of not paying the higher congestion and gasoline costs (i.e. cutting their "taxes") by using transit.

Therefore, we believe dedicated funding for Metro is a taxpayer-friendly action that constitutes tax relief. To fail to enact this measure on the grounds of holding the line on taxes only perpetuates the unlegislated tax increases to which we have all been subjected.

Please feel free to contact our staff with any questions or comments about the attached paper.

Sincerely,

Gerald Connolly  
Chairman



**Dedicated Funding for Metro Provides  
Tax Relief Throughout the Commonwealth of Virginia**

**DRAFT**

**--April 25, 2006—**



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



## **Introduction**

Increasing traffic congestion and accelerating gas prices are equivalent to substantial tax hikes for Northern Virginia's residents. But both of these increases are especially troubling because they generate no public tax revenues to use to provide corresponding benefits. In fact, as shown below, an increase in gasoline prices to \$3 per gallon costs consumers in NVTC's five Metro jurisdictions \$400 million annually. This is a tax paid to the oil companies and oil supplying countries.

In sharp contrast is the proposed quarter-cent sales tax increase and other 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. That money stays here and directly improves our lives, offering commuters the choice of not paying the higher congestion and gasoline costs (i.e. cutting their "taxes") by using transit. Not only will it help secure \$1.5 billion of new federal funding but it also provides a means for taxpayers to reduce the burden of congestion and sky-high gas prices. At the same time, it offers the prospect of local property tax relief.

As explained below, the dedication of at least \$50 million annually in five jurisdictions for investment in Metro will be more than offset with implicit tax relief and other benefits made possible by an effective regional transit system. To oppose this proposal is, therefore, not consistent with a desire to hold the line on taxes.

## **Transit Eases the Burden of the "Traffic Congestion Tax".**

Each year the Texas Transportation Institute<sup>1</sup> publishes estimates of traffic congestion costs around the county and the Washington Metropolitan Area always ranks very near the top (currently third). Total annual congestion costs would be around \$2.5 billion here each year, but because of past investments in an effective public transit system, about a billion dollars of congestion waste is avoided each year. With 350 million annual trips on Metro as of FY 2005, each transit trip taken on Metro saves about \$3 in congestion. Congestion costs are the same as a tax but with the unfortunate consequence that there are no revenues to reinvest.

Within NVTC's jurisdictions in FY 2005 almost 110 million trips were taken on Metrorail and Metrobus, or about 68 trips per capita. Accordingly, about \$330 million in congestion "taxes" were avoided, or over \$200 per capita. Obviously, if Metro is allowed to fail due to lack of sufficient investments, the result will be a congestion tax hike. Conversely, more state investments in Metro will improve the system and induce more ridership, thereby reducing congestion taxes.

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<sup>1</sup>"2005 Urban Mobility Report, T.T.I at <http://mobility.tamu.edu/ums/>.

The proposed quarter-cent sales tax increase in the five Northern Virginia jurisdictions with the proceeds to be dedicated to Metro would yield \$55 million annually as of FY 2005. On a per capita basis that amounts to about \$38 per year. The public policy question is whether it makes sense to increase the sales tax by \$38 per person to achieve a reduction in the congestion tax. To fully offset the \$38 increase in sales tax through savings in congestion taxes alone, Metro ridership increases would be needed of less than 15%.

Is it reasonable to predict healthy Metro ridership gains if sufficient investments are made? Recent media stories are documenting the surge in transit ridership around the U.S. due to accelerating motor fuel prices that now exceed \$3 per gallon. According to Bill Millar, President of the American Public Transportation Association (APTA), "Americans are figuring out the quickest way to beat the high prices is to get on board a bus or train."<sup>2</sup> Last week, Metrorail experienced its sixth and ninth highest ridership days in its 30-year history, and the two highest ridership days not associated with a special event.

Compared to November, 2004 the latest nationwide transit ridership figures released by APTA for November 2005 show double-digit ridership increases in 25 major cities including Dallas and Houston (14.9%) and Salt Lake City (17.7%). Even though it is struggling with capacity, Metro grew over 9 percent in the latest quarter.<sup>3</sup>

Accordingly, it is very reasonable to expect that the costs to taxpayers of dedicated funding permitting Metro to invest in 340 new railcars, 275 new buses and many other rail and bus enhancements will be completely offset by reduced "congestion taxes," especially if Metro's many other benefits are considered as described below.

### **Transit Offers Relief from Accelerating Motor Fuel Prices.**

The impact of accelerating gas prices is painful for all drivers. According to the American Automobile Association, with gas priced at \$3 per gallon, it would take an employee earning \$65,000 per year who commutes 40-miles round-trip per day more than two months to pay for commuting. That is nine weeks and three days of his/her take-home pay to cover the estimated annual cost of \$7,276 of gasoline at \$3 per gallon.<sup>4</sup>

A Gallup Poll conducted last year at this time (April, 2005) reported that gas prices provided a serious or moderate hardship in maintaining current standards of living for 58% of respondents. But at hypothetical prices of \$3 per gallon, 84% said they would be financially squeezed and at prices above that 94% would be. At incomes of less than \$20,000 annually, 68% reported they

---

<sup>2</sup> "High Gasoline Prices Filling U.S. Bus, Train Seats," Bernie Wordall, Reuters (April, 25, 2006)

<sup>3</sup> "Gas Prices Spur Transit Use" AP on CBS News (January 18, 2006).

<sup>4</sup> "Working Out How Gas Prices Effect (Sic) You" Steve Eldridge, The Examiner (April 25, 2006).

were forced to cutback on household spending due to high gas prices and even at \$75,000 annually, 20% were forced to cut back.<sup>5</sup>

NVTC staff used data from the U.S. Energy Information Administration for the mid-Atlantic region to show the effect of higher gas prices by income level as of 2001. The attached table shows, for example, at an annual income of about \$25,000 a person would use over 8% of income on gas at \$3 per gallon, 11% at \$4 per gallon and almost 14% at \$5 per gallon. Similarly, a person with income of about \$50,000 would use about 7% of income on gas at \$3 per gallon, 10% at \$4 per gallon and 12% at \$5 per gallon. Thus, as one would expect, the data show that the share of income devoted to gas rises sharply as income falls. Also, higher gas prices impose a severe burden regardless of income level.

Other research supports NVTC's findings. For example, Mark Cooper of the Consumer Federation of America uses several government sources to illustrate the impact of rising gas prices on household expenditures in his September, 2005 report.<sup>6</sup> His report also shows the growing burden of higher gas prices through time by income level. For example, the percent of income spent on gasoline by lower income persons rose to 10.4% in 2005 from 8.2% in 1999. For middle income persons the increase was to 4.4% from 3.6% and for upper income persons the increase was to 1.9% from 1.5%.<sup>7</sup>

Rising gas prices also can be considered to be a tax. NVTC staff estimated the gallons of gas sold in its five jurisdictions supporting Metro in calendar year 2005 using data from the Virginia Department of Taxation and the U.S. Department of Energy. Each one-cent increase in the cost of gasoline costs consumers in those five jurisdictions an incredible \$5.4 million annually. Gas prices rising from the calendar year 2005 average here of \$2.26 per gallon to \$3.00 per gallon annually costs consumers a stunning \$400 million annually, or \$250<sup>0</sup> per capita in those five jurisdictions alone.

Many residents of this region are lucky as they can avoid this "tax" increase by switching to Metro. By doing so they also benefit the region by reducing the "congestion tax" and produce measurable clean air benefits (estimated by NVTC to save over \$3 per trip). But they can only experience this financial relief if the Metro system is healthy enough to accommodate additional riders. That depends on the proceeds of the proposed dedicated sales tax and the \$1.5 billion in new federal funds that would come with it over the next 10 years.

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<sup>5</sup> <http://www.heartissues.com/americanon-highergasprices-g.html>

<sup>6</sup> "The Impact of Rising Prices on Household Gasoline Expenditures," Mark Cooper, Director of Research, Consumer Federation of America (September, 2005).

<sup>7</sup> *Id.*@4.

### **Transit Generates State Tax Revenues Through Job Creation.**

APTA estimates that each dollar invested in transit generates about \$6 in economic activity. This translates to about \$7 per transit trip in Northern Virginia. And the economic activity generated in Northern Virginia by an effective public transit network produces enormous economic returns for the entire commonwealth. NVTC staff estimates that NVTC's six jurisdictions have about 24% of the state's 4.5 million jobs, which pay 28% of the state's sales taxes and 38% of the income taxes. Our jobs yield 50% more than the state average in sales and income taxes. Without an effective Metro system Northern Virginia could not sustain its economic prosperity and compete for new jobs.

### **Survey Data Show that the Public Prefers a Sales Tax.**

A scientific survey by the Northern Virginia Transportation Authority showed conclusively that the public is frustrated with traffic, that taxes must be raised to pay for improvements, that most individuals are willing to pay more than a hundred dollars a year for these improvements and that a sales tax is the preferred method of raising funds.<sup>8</sup>

If Metro is to survive and prosper its funding must come from somewhere. Local sources in Northern Virginia (fares, local property taxes and regional gas tax) already cover a disproportionate share of these costs (65% here versus 36% in the rest of the state). As of FY 2005 NVTC's five Metro jurisdictions paid \$208 per capita from these local sources. This is 10 times greater than any other region (Richmond was second at \$20 per capita).

Thus, the dedicated Metro funding using the public's preferred sales tax approach offers the opportunity for much needed property tax relief.

### **Conclusion**

For all of these reasons, the proposal to provide a dedicated source of funding for Metro is clearly a source of tax relief. Failure to enact this proposal will be extremely costly to tax payers throughout the commonwealth.

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<sup>8</sup> See [www.novaregion.com](http://www.novaregion.com) for details on the survey of 1,263 Northern Virginia adults conducted in April and May, 2005.

**Average Annual Gasoline Usage and Annual Gasoline Spending as a Percentage of Annual Family Income,  
By Income Level, Mid-Atlantic Region, 2001**

Income Level	Average Annual Gas Usage (Gallons per Household)	Percentage of				Percentage of Annual Income at \$5 per gallon
		Annual Income at \$1 per gallon	Annual Income at \$2 per gallon	Annual Income at \$3 per gallon	Annual Income at \$4 per gallon	
< \$5,000	596	23.84%	47.68%	71.52%	95.36%	119.20%
\$5,000 - \$9,999	574	7.65%	15.31%	22.96%	30.61%	38.27%
\$10,000 - \$14,999	529	4.23%	8.46%	12.70%	16.93%	21.16%
\$15,000 - \$19,999	632	3.61%	7.22%	10.83%	14.45%	18.06%
\$20,000 - \$24,999	618	2.75%	5.49%	8.24%	10.99%	13.73%
\$25,000 - \$34,999	748	2.72%	5.44%	8.16%	10.88%	13.60%
\$35,000 - \$49,999	1046	2.46%	4.92%	7.38%	9.84%	12.31%
\$50,000 - \$75,000	1181	1.89%	3.78%	5.67%	7.56%	9.45%

Source: Energy Information Administration, Household Vehicle Energy Use: Latest and Trends, 2001

**MEMORANDUM**

**TO:** Chairman Connolly and NVTC Commissioners  
**FROM:** Rick Taube, Jana Lynott, Kala Quintana  
**DATE:** April 27, 2006  
**SUBJECT:** Regional Transportation Items.

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A. Fare Card Vending Explosives Detection.

The attachment describes a new fare card vending machine developed by Cubic and GE that would analyze explosive residue on the fingers of customers purchasing tickets.

B. Simplified Meter Parking.

The attachment explains Arlington's new electronic parking card called the iPark. It is a credit card sized device that is placed on the car's dashboard. Turn it on as you leave the car and turn it off when you return.

C. Virginia Transit Association Spring Conference.

VTA will meet in Alexandria May 11-13, 2006. Nationally recognized speakers are featured. A preliminary program is attached. Commissioners wishing to attend should contact NVTC staff.

D. NVTC 2030 Transportation Plan Referral to Jurisdictions.

Another milestone was achieved with NVTA's referral of the plan to Northern Virginia's jurisdictions (see the attachment). On May 10<sup>th</sup>, Jana Lynott will help brief the Commonwealth Transportation Board's VTrans committee in Richmond. Emphasis will be on the performance measures used to select projects.



E. 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.

F. 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/Route 50/Route 29 corridor. NVTC staff has been invited to assist in the development process. The first phase is to develop a concept of operations.



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March 8th, 2006

# Future Fare Card System Would Test for Explosives

Mar 8th - 6:32am

[Mitchell Miller](#), WTOP Radio

WASHINGTON - Future subway riders could find themselves tested for explosives when they buy their fare cards.

"It takes samples directly from the person's skin. We are checking that for explosives," says Jon Macklin of Cubic Corp., which developed the machine along with General Electric.

The companies demonstrated the transit ticket vending machine at the American Public Transit Association's annual legislative conference at the Marriott on Tuesday.

The machine incorporates General Electric's fingertip trace detection analyzer, the Itemiser FX, and Cubic's automatic fare collection system.

If somebody does have explosive residue on his fingers or gloves, authorities are alerted and a picture of the person is taken.

"We are not collecting any time of biometric information off of anyone."

Metro is among the subway systems that has taken a look at the technology.

The machine is expected to be tested soon in a pilot program in a yet-to-be named U.S. city.

That location will be revealed in the coming weeks.

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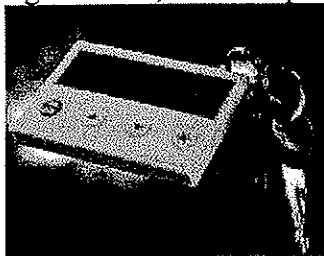
## **GOVERNMENT TECHNOLOGY**

### **Government Technology**

#### **Arlington, Va., Launches iPark to Simplify Meter Parking**

News Staff Mar 23, 2006

The Arlington County Treasurer introduced an electronic parking card called the iPark. After years of searching for the right device, this new parking card replaces the old in-car parking meter known as the Parkulator.



The new iPark is a thin credit card sized, simple to use, in-car parking device with a large display screen that makes it easy to read.

With the iPark you simply select the type of meter where you have parked, start the iPark and place it on your dashboard. When you return to your car you just turn it off and you will have only paid for the minutes you actually parked.

#### **iPark Card Features**

The new iPark card provides many features convenient to those that use meters to park:

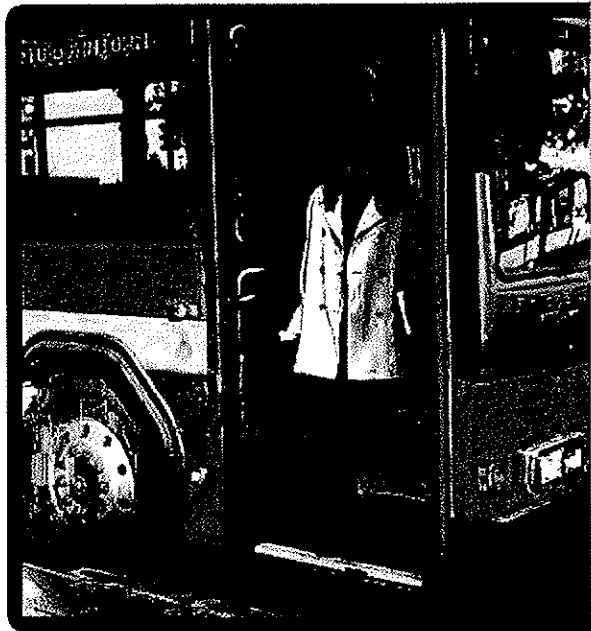
- Good at all Arlington County parking meters
- You pay only for the parking time used.
- No need to carry coins.
- Lightweight and only four buttons to operate.
- iPark can be charged with parking time a total of 98 times.
- Handles up to 32 zones -- this opens up the possibility of eventual multi-jurisdictional usage. The county hopes that within the next year Alexandria implements the iPark and that other area jurisdictions follow suit.

News Staff

# T ransformation

©

*Expanding Transit to Shape Virginia's Communities*



Virginia Transit Association

## 2006 VTA Annual Meeting

May 11-13, 2006, Radisson Hotel - Old Town

Alexandria, Virginia

**VIRGINIA  
TRANSIT  
ASSOCIATION**

Thursday, May 11, 2006

10:00 am **REGISTRATION**

11:00 – Noon *Session A:* **LADIES AND GENTLEMEN...START YOUR ENGINES.**  
2007 EPA ENGINE REQUIREMENTS AND BEYOND, MANUFACTURER -  
CUSTOMER DISCUSSION AND Q & A - WHAT'S IN STORE FOR OUR  
INDUSTRY?

*Session B:* **“DO I LOOK LIKE I RIDE THE BUS?”**  
BUILDING RIDERSHIP BY OVERCOMING THE IMAGE ASSOCIATED WITH  
PUBLIC TRANSIT  
- SCOTT BOGREN, DIRECTOR OF COMMUNICATIONS, COMMUNITY TRANSPORTATION  
ASSOCIATION OF AMERICA  
- VASILIOS BIRLIDIS, DIRECTOR OF MARKETING & COMMUNICATIONS  
ALEXANDRIA TRANSIT COMPANY, PRINCIPAL- MUSES, INC. MARKETING GROUP

NOON – 1:45 **LUNCH**

**WELCOME AND INTRODUCTIONS**

*THE HONORABLE CHRISTOPHER ZIMMERMAN - VTA PRESIDENT & CHAIRMAN, ARLINGTON COUNTY BOARD*  
*THE HONORABLE WILLIAM D. EUILLE - MAYOR, CITY OF ALEXANDRIA*

**WHY SMART GROWTH IS THE #1 ISSUE FOR THE NATION**

INFLUENCING HEALTH, FUEL CONSUMPTION, QUALITY OF LIFE AND LIVABLE  
COMMUNITIES  
- CHRIS LEINBERGER, VISITING FELLOW, BROOKINGS INSTITUTE

2:00 – 3:30 **VENDOR SET-UP**

**EXPECTING THE UNEXPECTED**

MANAGING IN TIMES OF CRISIS  
- GREG HULL, DIRECTOR OF OPERATIONS, SAFETY AND SECURITY PROGRAMS, AMERICAN PUBLIC  
TRANSPORTATION ASSOCIATION  
- OTHER SPEAKERS TBA

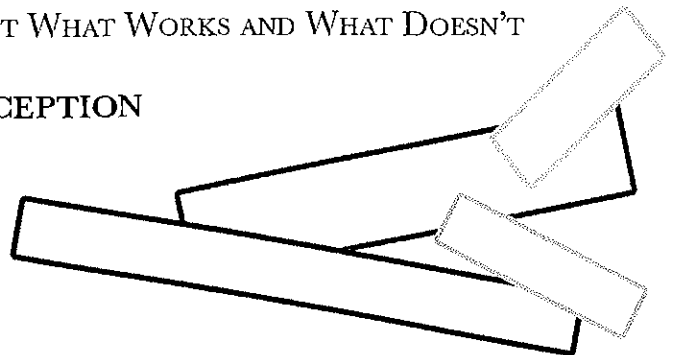
3:30 – 3:45 **BREAK**

3:45 – 4:45 **TRANSIT'S TECHNOLOGICAL BREAKTHROUGHS:**  
RESISTING THE HYPE TO FIND OUT WHAT WORKS AND WHAT DOESN'T

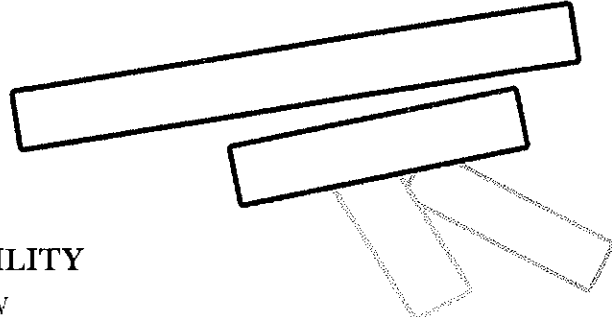
5:00 – 6:30 **RIVERSIDE WELCOME RECEPTION**

SPONSORED BY REDMON GROUP

**DINNER ON YOUR OWN**



Friday, May 12, 2006



- 7:15 – 8:30 AM **CONTINENTAL BREAKFAST**
- 8:15 – 8:45 **DRPT UPDATE**
- 8:45 – 10:00 **IMPROVING SENIORS' MOBILITY**  
STATEWIDE & REGIONAL OVERVIEW  
*- JLRARC & NVTC STAFF, DENIS PADDEU- PROGRAM MANAGER, FAIRFAX COUNTY*
- 10:00 – 10:15 **BREAK**
- 10:15 – 12:15 PM *Session A:* **BLENDING TRANSIT & LAND USE, PART I - TOUR**  
SEE THE ELEMENTS THAT MAKE TRANSIT ORIENTED DEVELOPMENT WORK  
IN COMMUNITIES LARGE AND SMALL  
*- THE HONORABLE CHRISTOPHER ZIMMERMAN*  
*VTA PRESIDENT & CHAIRMAN OF THE ARLINGTON COUNTY BOARD*
- Session B:* **GETTING THE TRANSIT MESSAGE OUT**  
ROUND TABLE DISCUSSIONS WITH MARKETING SAMPLES - *SPEAKERS TBA*
- 12:15 – 2:15 **2006 AWARDS LUNCHEON**  
*- THE HONORABLE PIERCE R. HOMER, SECRETARY OF TRANSPORTATION - COMMONWEALTH OF VIRGINIA*
- 2:30 – 5:00 **BLENDING TRANSIT & LAND USE, PART II**  
HOW TRANSIT & LOCAL LAND USE POLICIES CAN STIMULATE ECONOMIC  
INVESTMENT AND CREATE GREAT COMMUNITIES  
*- MARIA ROSARIO, SENIOR SUPERVISING ARCHITECT & PRACTICE LEADER IN SUSTAINABLE  
COMMUNITY DEVELOPMENT, PB PLACE MAKING, WASHINGTON, DC*
- TRANSPORTATION PLANNING FOR SMALLER URBAN  
COMMUNITIES**  
○ MIXED USE DEVELOPMENT ○ PARKING ○ TRAFFIC & TRANSIT PLANNING  
*- DAVID FIELDS, SENIOR ASSOCIATE PLANNER, NELSON \ NYGAARD CONSULTING ASSOCIATES  
NEW YORK, NY*
- 5:00 – 6:00 **RECEPTION IN VENDOR BALLROOM**
- 7:00 – 10:00 **SUNSET CRUISE AND DINNER ON THE POTOMAC RIVER**  
*- ABOARD THE VICTORIAN CHERRY BLOSSOM RIVERBOAT*

Saturday, May 13, 2006

- 8:30 – 9:30 AM **BREAKFAST AND VTA BOARD MEETING**
- 10:00 – NOON **TECHNICAL TOUR: TBA**

**CHRISTOPHER B. LEINBERGER, VISITING FELLOW - METROPOLITAN POLICY PROGRAM BROOKINGS INSTITUTION - WASHINGTON, DC**

CHRISTOPHER LEINBERGER IS A LAND USE STRATEGIST, DEVELOPER, TEACHER, CONSULTANT AND AUTHOR, HELPING TO MAKE PROGRESSIVE DEVELOPMENT PROFITABLE. HE IS CURRENTLY A VISITING FELLOW AT THE BROOKINGS INSTITUTION IN WASHINGTON, DC, FOCUSING ON RESEARCH AND PRACTICES THAT HELP TRANSFORM TRADITIONAL AND SUBURBAN DOWNTOWNS AND OTHER PLACES THAT PROVIDE "WALKABLE URBANITY". HE IS ALSO A PROFESSOR OF PRACTICE AND DIRECTOR OF THE GRADUATE REAL ESTATE PROGRAM AT THE UNIVERSITY OF MICHIGAN. IN ADDITION, HE IS A FOUNDING PARTNER OF ARCADIA LAND COMPANY, A PROGRESSIVE REAL ESTATE DEVELOPMENT FIRM THAT HAS HAD PROJECTS IN INDEPENDENCE, MISSOURI, THE PHILADELPHIA METROPOLITAN AREA AND DOWNTOWN ALBUQUERQUE.

CHRIS HAS WRITTEN AWARD-WINNING ARTICLES FOR PUBLICATIONS SUCH AS THE ATLANTIC MONTHLY, WALL STREET JOURNAL, URBAN LAND MAGAZINE, AMONG OTHERS, AND IS THE AUTHOR OR HAS CONTRIBUTED CHAPTERS TO SIX BOOKS. HE HAS BEEN PROFILED BY NATIONAL BROADCAST AND PRINT MEDIA SUCH AS CNN, TODAY SHOW, NATIONAL PUBLIC RADIO, PROGRESSIVE ARCHITECTURE, AMONG OTHERS. CHRIS IS A GRADUATE OF SWARTHMORE COLLEGE AND HARVARD BUSINESS SCHOOL. HIS WIFE, LISA, AND HE LIVE IN THE DUPONT CIRCLE AREA OF WASHINGTON, DC, WITHIN WALKING DISTANCE OF BOTH METRO AND BROOKINGS.

**MARIA ROSARIO, AIA, LEED, PRACTICE LEADER- SUSTAINABLE COMMUNITY DEVELOPMENT- PB PLACE MAKING - WASHINGTON, DC**

MARIA ROSARIO'S MORE THAN 25 YEAR CAREER IN URBAN PLANNING HAS BEEN DEEPLY INFLUENCED BY HER WORK FIRST AS A PLANNER IN THE EARLY 1980'S AND AS A MEMBER OF THE BOARD OF DIRECTORS AT THE INSTITUTE OF RESEARCH AND URBAN PLANNING OF CHARITABLE IN THE LATE 1990'S. HER WORK AT IPPUC CALLED FOR A MACRO VISION OF URBAN PLANNING IN AN INTEGRATED WAY: LAND USE, TRANSPORTATION AND STREET NETWORK PLUS PRESERVATION OF NATURAL RESOURCES, COMBINED TO PROMOTE SOCIAL AND ECONOMIC DEVELOPMENT. CURITIBA, A CITY INTERNATIONALLY KNOWN FOR ITS CREATIVE URBAN SOLUTIONS, BOASTS ONE OF THE MOST EFFICIENT TRANSIT SYSTEMS IN THE WORLD.

MARIA JOINED PARSONS BRINCKERHOFF IN 2004 AS PRACTICE LEADER IN SUSTAINABLE COMMUNITY DEVELOPMENT AT PB PLACE MAKING, A SERVICE CENTER DEDICATED AT PLANNING LIVABLE COMMUNITIES THROUGH TRANSIT ORIENTED DEVELOPMENT. IN 2005 SHE BECAME ACCREDITED AS LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN -- LEED AS WAS SELECTED FOR THE 2006 APTA LEADERSHIP CLASS. SHE IS CURRENTLY TASK MANAGER FOR THE HOUSTON METRO WAY-FINDING AND VISIBILITY STUDY.

**DAVID FIELDS, AICP - SENIOR ASSOCIATE PLANNER - NELSON\NYGAARD CONSULTING ASSOCIATES - NEW YORK, NY**

DAVID FIELDS, AICP IS A SENIOR ASSOCIATE PLANNER WITH NELSON\NYGAARD AND HAS 10 YEARS OF TRANSPORTATION PLANNING EXPERIENCE AS BOTH A CONSULTANT AND PUBLIC SECTOR EMPLOYEE. DAVID'S WORK FOCUSES ON TRANSPORTATION PLANNING THAT SUPPORTS COMMUNITIES' LONG-TERM GOALS, INCLUDING HEAVY AND LIGHT RAIL, ON-STREET BUS SERVICES, AND PARK-AND-RIDE FACILITY PROJECTS; PARKING AND TRANSPORTATION DEMAND MANAGEMENT; TRAFFIC PLANNING AND IMPACT STUDIES; HIGHWAY CORRIDOR STUDIES; ENVIRONMENTAL REVIEW; SITE PLAN DEVELOPMENT AND CRITIQUE; AND PUBLIC OUTREACH FOR PUBLIC AND PRIVATE PROJECTS.

DAVID IS CURRENTLY LEADING THE TRANSPORTATION DEMAND MANAGEMENT AND PARKING ELEMENTS OF ARLINGTON COUNTY'S MASTER TRANSPORTATION PLAN. PREVIOUS PROJECTS INCLUDE TRANSIT ORIENTED DEVELOPMENT IN THE WEST MARKET AND FRANKFORD COMMUNITIES IN PHILADELPHIA, MIXED-USE DEVELOPMENT AROUND NEW AND EXISTING RAILROAD STATIONS FOR MTA METRO-NORTH RAILROAD, THE TRANSPORTATION MASTER PLAN FOR THE CITY OF TRENTON, EXTENSION OF THE #7 SUBWAY LINE IN NEW YORK CITY, REINTRODUCTION OF THE DESIRE STREETCAR LINE IN NEW ORLEANS, AND INITIATION OF A LIGHT RAIL SYSTEM IN PHOENIX. DAVID CURRENTLY SERVES AS THE CHAIRMAN OF THE AMERICAN PLANNING ASSOCIATION NEW YORK METRO CHAPTER'S TRANSPORTATION COMMITTEE.

**SCOTT BOGREN, COMMUNICATIONS DIRECTOR - COMMUNITY TRANSPORTATION ASSOCIATION OF AMERICA - WASHINGTON, DC**

THE ASSOCIATION'S COMMUNICATIONS DIRECTOR AND EDITOR OF COMMUNITY TRANSPORTATION MAGAZINE, SCOTT BOGREN HAS BEEN WITH THE ORGANIZATION SINCE 1988. DURING HIS TEN- YEAR TENURE, HE HAS SERVED THE ASSOCIATION IN NUMEROUS CAPACITIES INCLUDING MEMBERSHIP COORDINATOR, MARKETING SPECIALIST, LEGISLATIVE COORDINATOR, WRITER, EDITOR, SPEAKER AND MORE. FOR THE PAST 15 YEARS, HE HAS HELPED SHAPE BOTH THE COMMUNITY TRANSPORTATION ASSOCIATION'S MESSAGE, AND THE OVERALL IMAGE OF COMMUNITY TRANSPORTATION.

SCOTT HAS WRITTEN EXTENSIVELY ABOUT ALL ASPECTS OF COMMUNITY AND PUBLIC TRANSPORTATION, VISITING TRANSIT SYSTEMS THROUGHOUT THE U.S. AND ABROAD. HE USES THIS EXPERIENCE IN WORKING WITH THE U.S. CONGRESS TO EDUCATE ELECTED OFFICIALS ABOUT THE VITAL IMPACT COMMUNITY TRANSPORTATION MAKES IN THE LARGEST CITIES, AND THE SMALLEST TOWNS, EVERYDAY. A NATIVE OF SUBURBAN WASHINGTON, D.C., MR. BOGREN HAS A DEGREE IN JOURNALISM FROM INDIANA UNIVERSITY IN BLOOMINGTON, IND. HE CURRENTLY RESIDES IN GERMANTOWN, MD., WITH HIS WIFE BETH, SON RILEY AND DAUGHTER ELLA.

**VASILIOS BIRLIDIS, MARKETING / COMMUNICATIONS DIRECTOR ALEXANDRIA TRANSIT COMPANY, PRINCIPAL- MUSES, INC. MARKETING GROUP**

VASILIOS BIRLIDIS HEADS UP MARKETING AND COMMUNICATIONS FOR ALEXANDRIA TRANSIT COMPANY, IN ADDITION TO BEING PRINCIPAL OF MUSES, INC. MARKETING GROUP, AN ADVERTISING, MARKETING AND PUBLIC RELATIONS FIRM THAT HE ESTABLISHED IN 2000. SPECIALIZING IN REPRESENTING MULTI-MILLION DOLLAR URBAN RE-DEVELOPMENT PROJECTS AND OTHER HIGH-PROFILE CLIENTS WITHIN THE MORTGAGE, INSURANCE, AND HIGH-END RESTAURANT INDUSTRIES, MR.. BIRLIDIS QUICKLY ESTABLISHED HIS FIRM AS ONE OF THE CREATIVE LEADERS WITHIN THE COLUMBUS, OHIO MARKETPLACE.

MR. BIRLIDIS BEGAN HIS CAREER AS A TECHNOLOGY CONSULTANT, HEADING UP COMPLEX PROJECTS LIKE THE YEAR 2000 PROJECT FOR THE CITY OF COLUMBUS. HIS WRITINGS HAVE APPEARED IN NUMEROUS PUBLICATIONS INCLUDING BUSINESSFIRST, C MAGAZINE AND OUTLOOK NEWS AND HE WAS FEATURED AS ONE OF THE "NETWORK COLUMBUS' UP-AND-COMING BUSINESSMEN TO WATCH FOR." ADDITIONALLY, MR. BIRLIDIS HAS ALIGNED HIMSELF WITH VARIOUS CHARITABLE ORGANIZATIONS LIKE THE HUMAN RIGHTS CAMPAIGN, CAMP SUNRISE (A CAMP FOR CHILDREN IMPACTED BY OR INFECTED WITH HIV), AND SEVERAL ARTISTIC ORGANIZATIONS THAT PROMOTE THE ARTS FOR INNER-CITY YOUTH. A GRADUATE OF CAPITAL UNIVERSITY IN MARKETING AND COMMUNICATIONS, MR. BIRLIDIS ALSO HOLDS A DEGREE IN MICROCOMPUTER COMMUNICATIONS.



# Northern Virginia Transportation Authority

c/o Northern Virginia Regional Commission  
3060 Williams Drive, Suite 510  
Fairfax, Virginia 22031

April 17, 2006

Chief Elected Official  
NVTA Jurisdictional Members

Subject: Transmittal of Draft TransAction 2030 Plan for Jurisdictional Review and Approval

Dear \_\_\_\_\_:

Attached is a draft copy of the TransAction 2030 Plan, a summary brochure, and a draft resolution for review and approval by your jurisdictional Board or Council (select the appropriate one). The TransAction 2030 Plan has been a year and half long effort of the NVTA to update the Northern Virginia 2020 Transportation Plan.

The NVTA requests that your Board/Council approve the attached document and resolution by May 31, 2006. Once all member jurisdictions have approved the Plan, through resolution, the NVTA will adopt the Plan. The anticipated date of adoption is currently June 8, 2006.

Copies of the Plan will be distributed to your Board/Council through data CDs. If you have any questions or concerns with the attached material, please contact Rick Canizales at (703) 792-5985.

Sincerely,

David Snyder, Chairman  
Northern Virginia Transportation Authority

Cc: Members, Northern Virginia Transportation Authority

{Insert Jurisdiction Name} Resolution Supporting the Northern Virginia Transportation Authority's TransAction 2030 Long-Range Transportation Plan {\_\_\_\_\_, 2006} (Draft: April 20, 2006)

WHEREAS, the 2002 Virginia General Assembly passed the Northern Virginia Transportation Authority Act and created the NVTA; and

WHEREAS, the Virginia General Assembly granted the NVTA the power and function of preparing a long-range transportation plan for regional transportation projects in Northern Virginia. In carrying out this responsibility, the Authority shall, on the basis of a regional consensus, whenever possible, set regional transportation policies and priorities for regional transportation projects; and,

WHEREAS, \_\_\_\_\_ (Jurisdiction) is a member of the NVTA; and

WHEREAS, \_\_\_\_\_ (Jurisdiction) has assisted the Northern Virginia Transportation Authority (NVTA) in preparing a draft update of the Northern Virginia region long-range transportation Plan (TransAction 2030); and NVTA has asked member jurisdictions to endorse the plan; and

WHEREAS, \_\_\_\_\_ (Jurisdiction) shares the NVTA's desires that regional transportation policies and priorities be guided by performance-based criteria such as the ability to improve travel times, reduce delays, connect regional activity centers, improve safety, improve air quality, and move the most people in the most cost-effective manner; and,

WHEREAS, the TransAction 2030 Plan adheres to the adopted vision that,

"In the 21<sup>st</sup> Century, Northern Virginia will develop and sustain a multimodal transportation system that supports our economy and quality of life. It will be fiscally sustainable, promote areas of concentrated growth, manage both demand and capacity, and employ the best technology, joining rail, roadway, bus, air, water, pedestrian, and bicycle facilities into an interconnected network."

Previously endorsed by \_\_\_\_\_ (Jurisdiction), as part of the Northern Virginia 2020 Transportation Plan on \_\_\_\_\_, 1999.

WHEREAS, the TransAction 2030 Plan is a comprehensive study that identifies multimodal transportation solutions that provide safe, efficient, and economical choices for travel and transport of goods, and which also support expansion of the local economy; and,

WHEREAS, the adoption of the TransAction 2030 Plan follows proactive public outreach and extensive public input through a scientific telephone survey of 1,263 Northern Virginia respondents, the participation of hundreds of citizens at seven community events, a public open house and hearing, and information dissemination through newsletters, a project website, and telephone information line; and,

WHEREAS, the adoption of the TransAction 2030 Plan introduces extensive transit, bicycle, and pedestrian level of service (LOS) analyses to complement the highway LOS analysis that is the first application of these methodologies in Northern Virginia and one of the first applications in the country; and,

WHEREAS, the Transit LOS methodology measures transit availability and quality of service from the passenger point of view; and,

WHEREAS, the Multimodal LOS analyses allows the NVTA to evaluate the interactions between modes (bus, auto, bike, and pedestrian) to better understand the effects of investments on all users of the transportation system, and TransAction 2030 is the largest application to date of the Multimodal LOS analysis, placing Northern Virginia on the cutting edge of transportation planning; and,

WHEREAS, \_\_\_\_\_ (Jurisdiction) supports the 19 project-based evaluation criteria adopted by NVTA to assess the degree to which specific projects are compatible with planning goals, and projects were then prioritized according to how well they performed against these evaluation criteria.

WHEREAS, criteria include: activity center connections, multimodal choices, person throughput, intermodal connections, management and operations, urgency, need for rehabilitation, right-of-way requirements, mode share, reduction of vehicle miles traveled, compatibility with



local comprehensive plans, land use support for transportation investment, improved non-motorized travel options, improved transportation system operations, reduction of roadway congestion, safety, freight movement, cost, and cost share potential, and;

WHEREAS, \_\_\_\_\_ (Jurisdiction) supports the five network-based performance evaluation criteria adopted by NVTVA to measure the performance of the entire transportation system for existing 2005 conditions, and modeled conditions under the Financially Constrained Long-Range Transportation Plan (CLRP) and TransAction 2030 Plan networks. The five network-based performance evaluation criteria include:

- Provide an Integrated Multimodal Transportation System
- Improve Personal Mobility
- Improve Personal Accessibility
- Improve the Linkage between Transportation and Land Use
- Protect the Environment

WHEREAS, the NVTVA found through this analysis that the Northern Virginia region is expected to add more than 650,000 new jobs and 918,000 more residents in the next 25 years; and,

WHEREAS, the Northern Virginia region accounts for 21 percent of the vehicle miles traveled on only eight percent of the Commonwealth's roadway lane miles and 75 percent of transit ridership in the Commonwealth; and,

WHEREAS, the TransAction 2030 Plan documented a dramatic deterioration of the roadway system in the six years between 1999 and 2005; and,

WHEREAS, investments at the CLRP level are insufficient to counter this deterioration of the road network; and,

WHEREAS, the additional investment called for in the TransAction 2030 Plan is necessary to improve travel and quality of life in Northern Virginia.

WHEREAS, \_\_\_\_\_ (Jurisdiction) agreed that a long-range transportation plan that is outlined in the TransAction 2030 Plan will improve mobility; and,

WHEREAS, \_\_\_\_\_ (Jurisdiction) agreed that, in general, priority funding and placement on the region's CLRP and state Six-Year Plan should reflect the priorities established in the TransAction 2030 Plan; and,

NOW, THEREFORE, BE IT RESOLVED that \_\_\_\_\_ (Jurisdiction) does hereby endorse the TransAction 2030 Plan, and that this resolution should be forwarded to the NVTA to be appended to the TransAction 2030 Plan;

BE IT FURTHER RESOLVED that \_\_\_\_\_ (Jurisdiction) agrees that where significant differences exist among jurisdictional resolutions and/or the TransAction 2030 Plan, the NVTA should facilitate discussions that assure open and complete deliberation of these issues and their appropriate and timely resolution.

BE IT FURTHER RESOLVED that \_\_\_\_\_ (Jurisdiction) agrees that the following procedural stipulations shall be followed as the NVTA works to implement the transportation strategies contained in the TransAction 2030 Plan:

The adopted resolution of each member jurisdiction shall be appended to the TransAction 2030 Plan.

The NVTA shall continue to evaluate any highway corridor that is still projected to experience one hour or more of stop-and-go traffic in 2030, even after the implementation of the TransAction 2030 Plan in order to find ways to further reduce this congestion.

The NVTA shall continue to evaluate Metrorail lines into Washington, D.C., in order to understand capacity constraints and further identify improvements that will support additional ridership growth.

The TransAction 2030 Plan provides a balance of future investment in highway and transit projects and enhances mobility throughout the region, and retaining this balance should be a goal as the TransAction 2030 Plan is implemented.

The TransAction 2030 Plan shall be updated and presented to the member jurisdictions at least every five years.

Since TransAction 2030 Plan did not add or delete projects from the Northern Virginia 2020 Transportation Plan adopted by the Transportation Coordinating Council of Northern Virginia in December 1999, the next update of the Plan should include a complete review of the project list to determine if changes are necessary.

BE IT FURTHER RESOLVED that \_\_\_\_\_ (Jurisdiction) agrees that the NVTA should continue the work of the ATLAS Committee in reviewing the interdependence of transportation and land use and recommend future measures for improving this linkage.

BE IT FURTHER RESOLVED that \_\_\_\_\_ (Jurisdiction) agrees that, in general, priority for funding and placement of the region's Constrained Long Range Plan of TransAction 2030 Plan projects shall be determined using the project-based criteria and rankings adopted by NVTAs. Specifically, individual projects will be evaluated based on:

activity center connections,  
multimodal choices,  
person throughput,  
intermodal connections,  
management and operations,  
urgency,  
need for rehabilitation,  
right-of-way requirements,  
mode share,  
reduction of vehicle miles traveled,  
compatibility with local comprehensive plans,  
land use support for transportation investment,  
improved non-motorized travel options,  
improved transportation system operations,  
reduction of roadway congestion,  
safety,  
freight movement,  
cost, and  
cost share potential

as further defined in the TransAction 2030 Plan.

## MEMORANDUM

**TO:** Chairman Connolly and NVTC Commissioners  
**FROM:** Scott Kalkwarf and Colethia Quarles  
**DATE:** April 27, 2006  
**SUBJECT:** NVTC Financial Items for March, 2006.

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Reports are attached for your information.

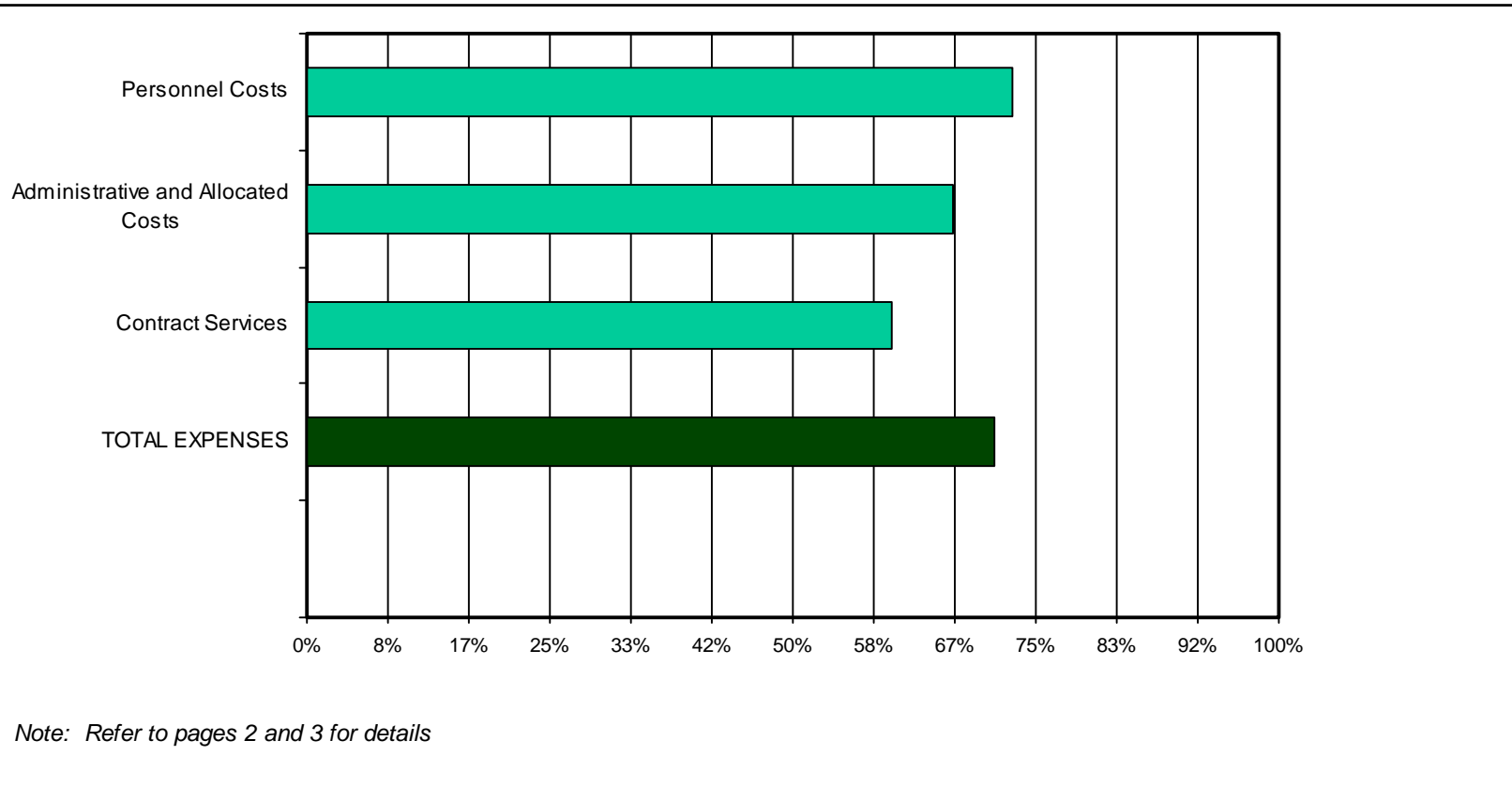


# Northern Virginia Transportation Commission

Financial Reports

March, 2006

Percentage of FY 2006 NVTC Administrative Budget Used  
March, 2006  
(Target 75% or less)



**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**G&A BUDGET VARIANCE REPORT**  
**March, 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	\$ 64,612.95	\$ 475,977.98	\$ 612,384.00	\$ 136,406.02	22.3%
Temporary Employee Services	-	-	1,000.00	1,000.00	100.0%
Total Personnel Costs	64,612.95	475,977.98	613,384.00	137,406.02	22.4%
<u>Benefits</u>					
Employer's Contributions:					
FICA	3,323.21	30,765.82	40,869.00	10,103.18	24.7%
Group Health Insurance	3,035.98	31,183.64	92,749.00	61,565.36	66.4%
Retirement	3,890.75	36,656.30	48,800.00	12,143.70	24.9%
Workmans & Unemployment Compensation	201.94	5,338.98	3,000.00	(2,338.98)	-78.0%
Life Insurance	308.17	2,532.48	3,150.00	617.52	19.6%
Long Term Disability Insurance	266.98	2,337.03	3,902.00	1,564.97	40.1%
Total Benefit Costs	11,027.03	108,814.25	192,470.00	83,655.75	43.5%
<u>Administrative Costs</u>					
Commissioners Per Diem	950.00	9,900.00	13,800.00	3,900.00	28.3%
<i>Rents:</i>					
Office Rent	15,103.94	125,794.76	167,481.00	41,686.24	24.9%
Parking	595.00	8,230.00	10,800.00	2,570.00	23.8%
<i>Insurance:</i>					
Public Official Bonds	-	3,130.80	3,850.00	719.20	18.7%
Liability and Property	-	1,200.00	2,000.00	800.00	40.0%
	-	1,930.80	1,850.00	(80.80)	-4.4%
<i>Travel:</i>					
Conference Registration	428.98	7,485.18	23,000.00	15,514.82	67.5%
Conference Travel	-	900.00	2,000.00	1,100.00	55.0%
Local Meetings & Related Expenses	295.10	1,033.69	5,000.00	3,966.31	79.3%
Training & Professional Development	133.88	5,416.49	12,000.00	6,583.51	54.9%
	-	135.00	4,000.00	3,865.00	96.6%
<i>Communication:</i>					
Postage	635.17	7,047.49	12,500.00	5,452.51	43.6%
Telephone - LD	187.15	2,923.16	6,000.00	3,076.84	51.3%
Telephone - Local	83.80	833.50	1,500.00	666.50	44.4%
	364.22	3,290.83	5,000.00	1,709.17	34.2%
<i>Publications &amp; Supplies</i>					
Office Supplies	1,988.20	16,026.23	29,100.00	13,073.77	44.9%
Duplication	324.18	2,754.36	5,000.00	2,245.64	44.9%
Public Information	564.02	8,951.87	14,100.00	5,148.13	36.5%
	1,100.00	4,320.00	10,000.00	5,680.00	56.8%

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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	84.23	11,502.62	23,500.00	11,997.38	51.1%
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	84.23	6,658.06	14,500.00	7,841.94	54.1%
<i>Other General and Administrative</i>	180.86	4,848.93	6,400.00	1,551.07	24.2%
Subscriptions	-	-	500.00	500.00	100.0%
Memberships	-	1,607.00	1,300.00	(307.00)	-23.6%
Fees and Miscellaneous	180.86	2,115.56	2,600.00	484.44	18.6%
Advertising (Personnel/Procurement)	-	1,126.37	2,000.00	873.63	43.7%
40th Anniversary	-	-	-	-	0
Total Administrative Costs	<u>19,371.38</u>	<u>185,736.01</u>	<u>279,631.00</u>	<u>93,894.99</u>	<u>33.6%</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>\$ 95,011.36</u>	 <u>\$ 782,403.24</u>	 <u>\$ 1,105,185.00</u>	 <u>\$ 322,781.76</u>	 <u>29.2%</u>



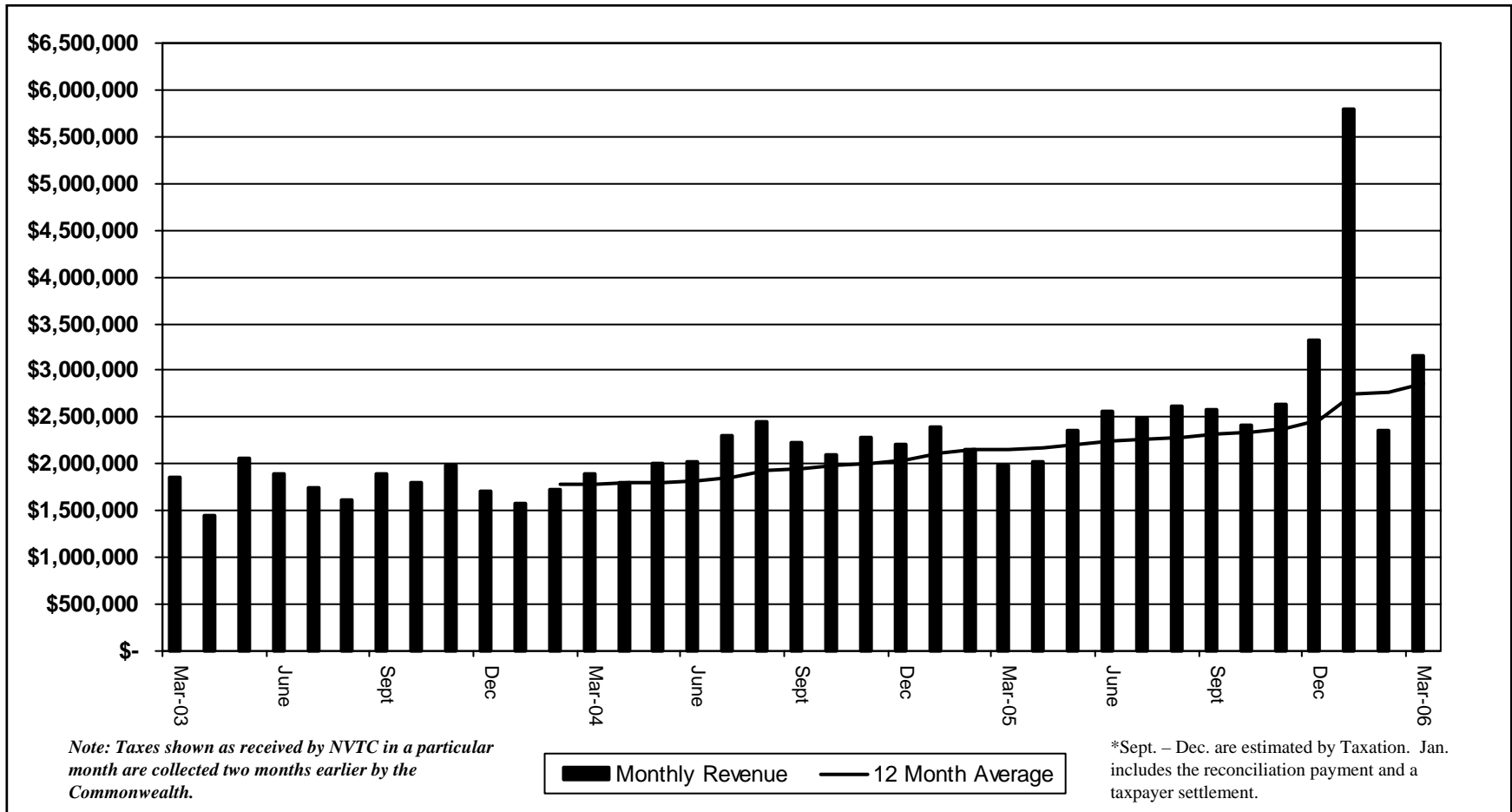
**NVTC  
RECEIPTS and DISBURSEMENTS  
March, 2006**

Date	Payer/ Payee	Purpose	Wachovia (Checking)	Wachovia (Savings)	VA LGIP	
					G&A / Project	Trusts
<b>RECEIPTS</b>						
6	DRPT	SmarTrip project grant receipt			\$ 671.00	
7	DRPT	TransAction project grant receipt			79,250.00	
7	Staff	Expense reimbursement		8.72		
7	VRE	Staff support		7,440.00		
7	PRTC	Expense reimbursement		100.00		
10	DRPT	Sr. Mobility Study project grant receipt			1,900.00	
14	DRPT	Capital grant receipt				40,000.00
15	PRTC	SmarTrip project advance		60,720.00		
16	DRPT	TransAction project grant receipt			44,918.00	
17	DRPT	FTM/Admin grant receipt				5,000,604.00
17	Dept of Taxation	Motor Vehicle Fuels Sales tax receipt				2,426,684.75
21	Dept of Taxation	Motor Vehicle Fuels Sales tax receipt				727,076.55
22	DRPT	VTA Metrorail grant receipt				2,304,341.00
27	City of Alexandria	G&A contribution		11,945.00		
31	Banks	March investment income		844.13	2,128.84	339,655.75
			<u>-</u>	<u>81,057.85</u>	<u>128,867.84</u>	<u>10,838,362.05</u>
<b>DISBURSEMENTS</b>						
1-31	Various	NVTC project and administration	(57,807.14)			
8	BMI-SG	TransAction project consulting	(79,249.71)			
16	George Hoyt Assoc.	Bus Data project consulting	(5,824.07)			
16	Capitol	TransAction project consulting	(15,048.60)			
31	Wachovia Bank	March service fees	(39.90)			
			<u>(157,969.42)</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TRANSFERS</b>						
7	Transfer	From savings to checking	79,250.00		(79,250.00)	
15	Transfer	From savings to checking	38,000.00		(38,000.00)	
16	Transfer	LGIP to LGIP - Bus Data project			5,824.07	(5,824.07)
23	Transfer	From savings to checking	15,000.00	(15,000.00)		
24	Transfer	From savings to checking	60,720.00	(60,720.00)		
24	Transfer	From checking to LGIP	(60,720.00)		60,720.00	
27	Transfer	LGIP to LGIP - Bus Data project			10,594.56	(10,594.56)
			<u>132,250.00</u>	<u>(75,720.00)</u>	<u>(40,111.37)</u>	<u>(16,418.63)</u>
<b>NET INCREASE (DECREASE) FOR MONTH</b>			<u>\$ (25,719.42)</u>	<u>\$ 5,337.85</u>	<u>\$ 88,756.47</u>	<u>\$ 10,821,943.42</u>

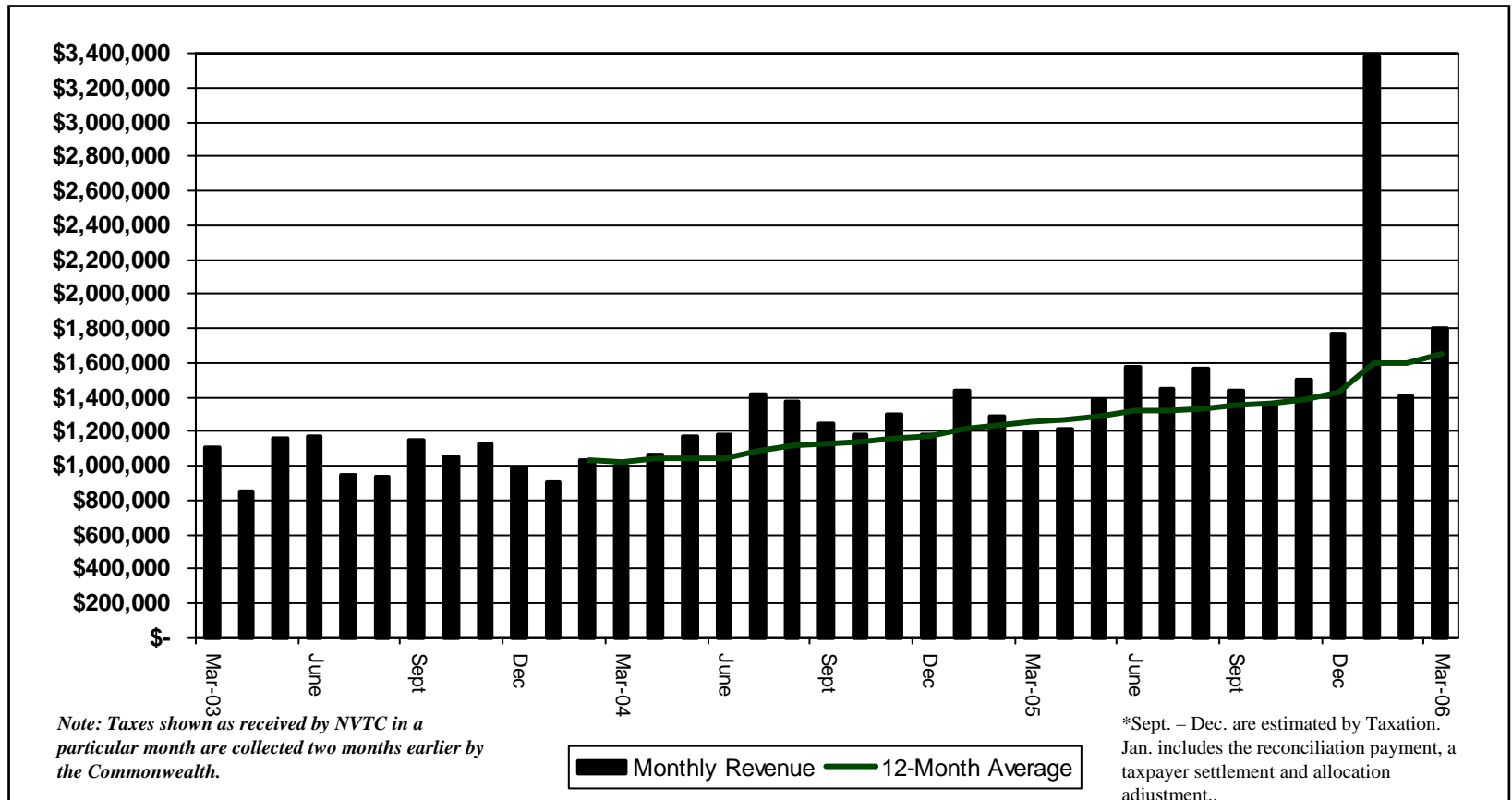
**NVTC  
INVESTMENT REPORT  
March, 2006**

<u>Type</u>	<u>Rate</u>	<u>Balance 2/28/2006</u>	<u>Increase (Decrease)</u>	<u>Balance 3/31/2006</u>	<u>NVTC G&amp;A/Project</u>	<u>Jurisdictions Trust Fund</u>	<u>Loudoun Trust Fund</u>
<b><u>Cash Deposits</u></b>							
Wachovia: NVTC Checking	N/A	\$ 39,991.35	\$ (25,719.42)	\$ 14,271.93	\$ 14,271.93	\$ -	\$ -
Wachovia: NVTC Savings	3.95%	238,089.99	5,337.85	243,427.84	243,427.84	-	-
<b><u>Investments - State Pool</u></b>							
Nations Bank - LGIP	4.52%	84,285,868.50	10,910,699.89	95,196,568.39	625,476.95	71,075,574.27	23,495,517.17
		<u>\$ 84,563,949.84</u>	<u>\$ 10,979,074.79</u>	<u>\$ 95,454,268.16</u>	<u>\$ 883,176.72</u>	<u>\$ 71,075,574.27</u>	<u>\$ 23,495,517.17</u>

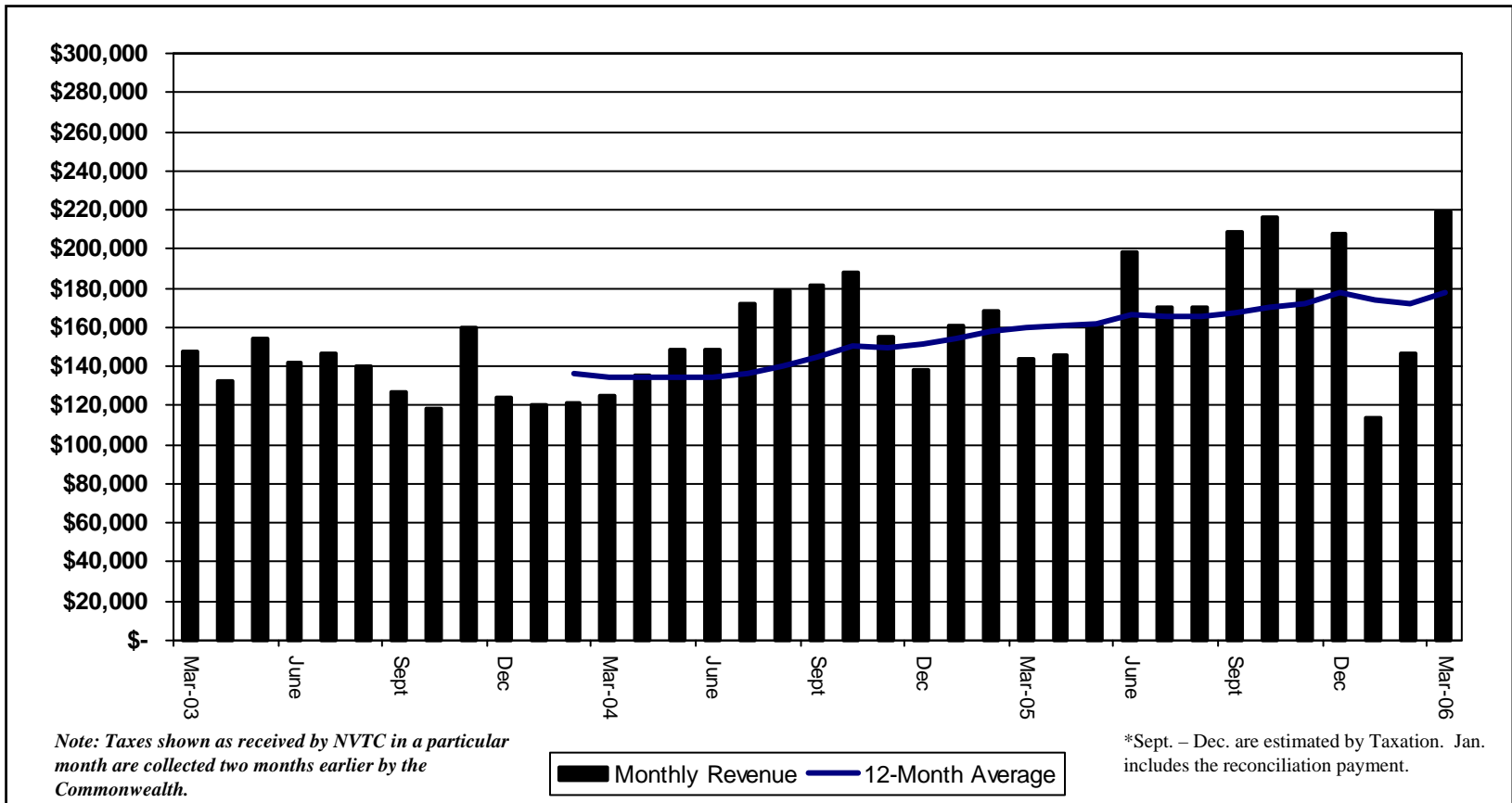
# NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2003-2006



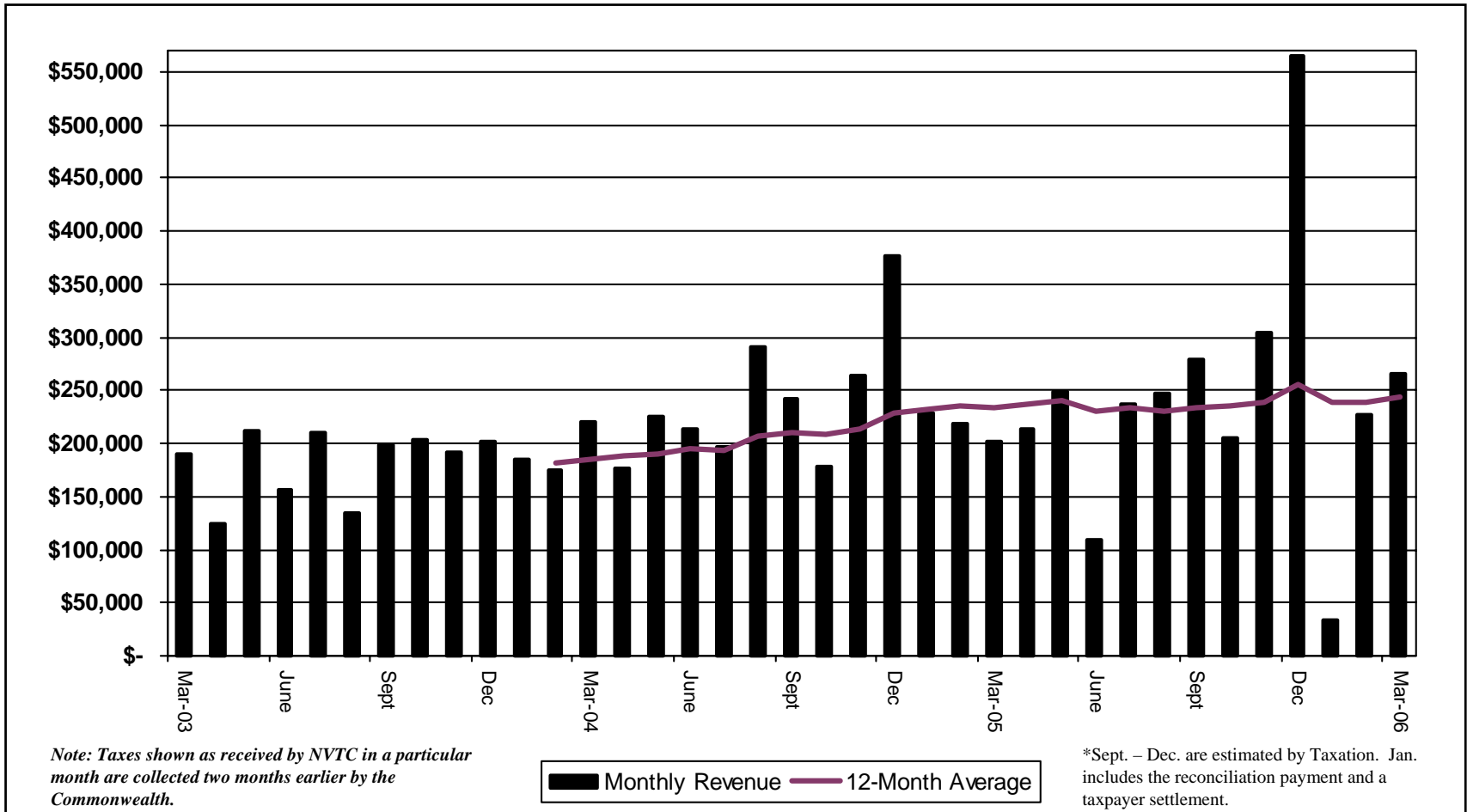
# NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2003-2006



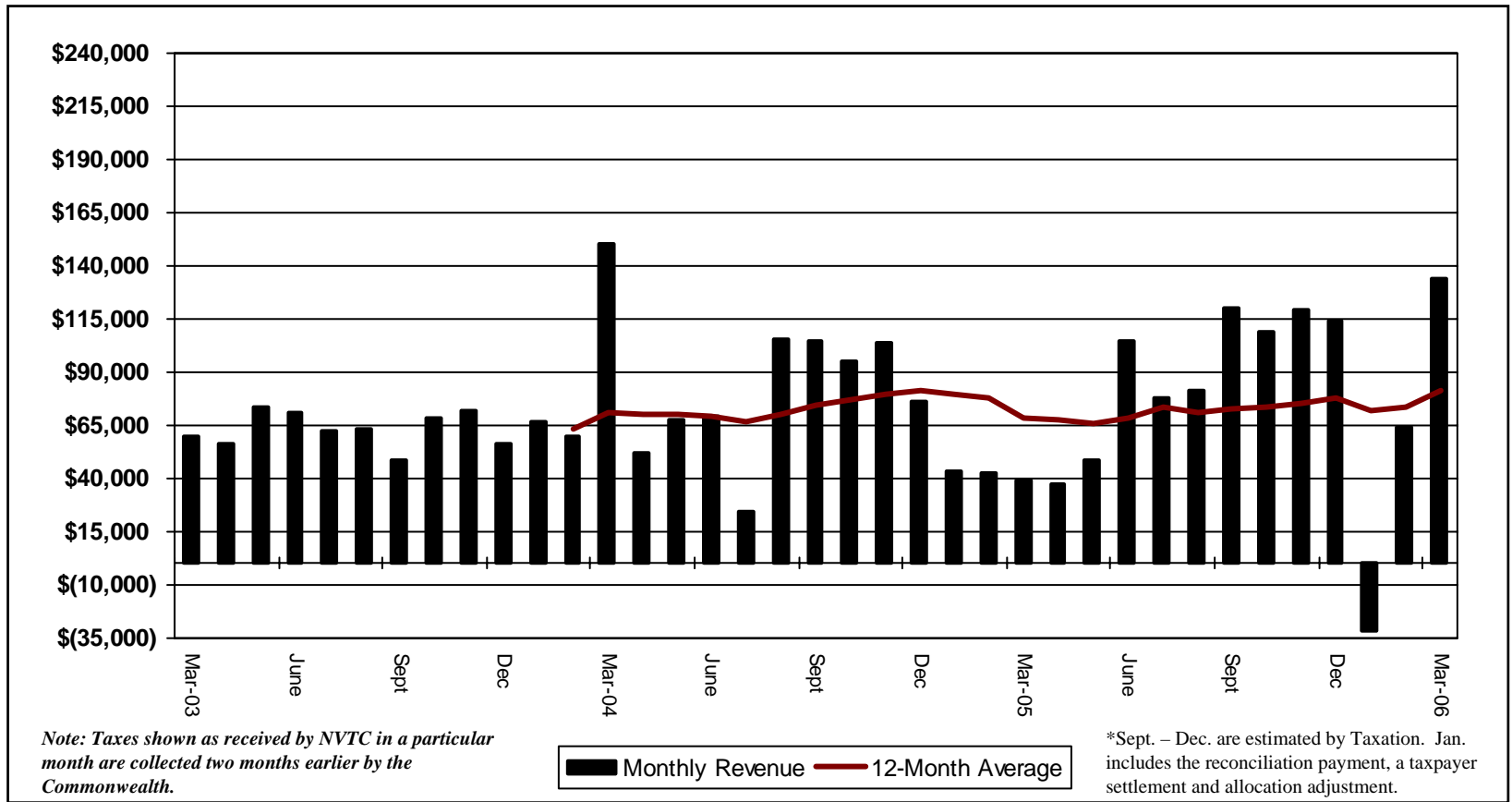
# NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2003-2006



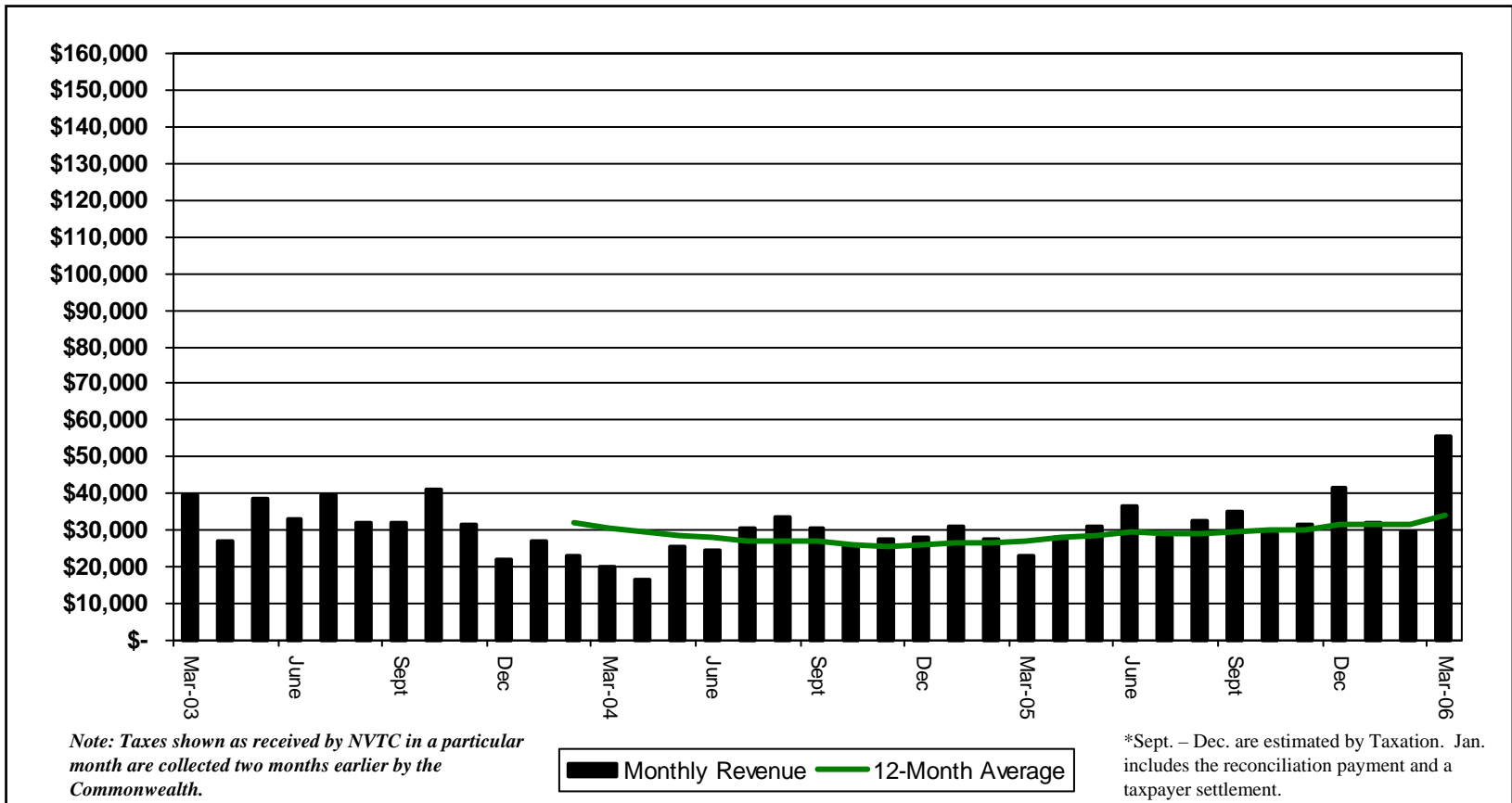
# NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2003-2006



# 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

