NVTC COMMISSION MEETING
THURSDAY, OCTOBER 5, 2006
8:00P.M.

NVTC CONFERENCE ROOM

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

AGENDA

1. **Oath of Office for New Commissioner.**

   Paul Smedberg of Alexandria will be joining NVTC as a new commissioner.

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

2. **Minutes of NVTC Meeting of September 7, 2006.**

   Recommended Action: Approval.

3. **VRE Items.**

   A. Report from the VRE Operations Board and VRE Chief Executive Officer (with minutes of the VRE Board meeting of September 15, 2006)— Information Item.

   B. Contract Amendment with Scheidt & Bachmann for Fare Collection Equipment Maintenance—Action Item/Resolution #2038.

4. **Transit on I-95/395 HOV/HOT Lanes.**

   Transit system representatives have identified a list of concerns. Representatives of Fluor-Transurban have been invited to meet with NVTC.

   Recommended Action: Following discussion, direct staff on desired next steps.

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5. Comments on FTA Proposed Policy Regarding HOT Lanes as Fixed Guideway Miles.

The Federal Transit Administration is requesting comments on a proposed policy that would not allow new HOT lanes to be counted as fixed guideway miles in federal transit allocation formulas.

Recommended Action: Authorize Chairman Connolly to submit comments to FTA asking that the policy be broadened to allow new HOT lanes to be counted as fixed guideway miles. Given this region's intent to construct new HOT lanes, a broader policy would bring more transit funding here.

6. Analysis of A.M. Peak Period Travel in Northern Virginia's I-66 Corridor.

At NVTC's request, MWCOG, with funding from VDOT, has completed a draft final report documenting the results of a traffic count at a screenline at Glebe Road in the I-66 corridor in fall of 2005. This report is the first time MWCOG has performed a corridor-specific count over two days including transit. Staff will illustrate the highlights.

Recommended Action: Authorize staff to issue a media release on the positive results for public transit and ridesharing in the corridor.

7. NVTC Statement for November 1, 2006 CTB Public Meeting.

CTB will conduct its annual fall public meeting at the Fairfax County Government Center.

Recommended Action: Authorize Chairman Connolly or his designee to present the proposed statement.

8. Legislative Items.

A. Special Session of the General Assembly.

B. Transit Shortfalls by Legislative District.

C. The Facts About Relative Transit and Automobile Operating Costs.

D. Meeting with Speaker Howell.

Discussion Item.

9. FY 2006 Transit Ridership and Trends in Northern Virginia.

NVTC staff has compiled the most recent data available and very encouraging ridership growth continues. Ridership is up 7% in the past year and 17% since FY 2002. A media release has been issued.

Presentation Item.

10. Congestion Mitigation Demonstration.

The status of ongoing discussions among the jurisdictions will be reported.

Discussion Item.

11. Metro Items.

A. Correspondence.

B. Allocation of New Metro Railcars.

Discussion Item.

12. Regional Transportation Items.

A. Installation of SmarTrip Fareboxes at DASH.

B. New Census Bureau Releases on D.C. Metro Area Commuting.

C. Virginia AARP Forum on Senior Mobility.

D. VTA Fall Conference.

E. Tour of Northern Virginia Transit Facilities and Services.

F. Final Approval of NVTA's 2030 Plan.

Information Item.

13. NVTC Financial Items for August, 2006.

Reports are provided.

Information Item.

14. Closed Session for Personnel Item (Section 2.2.-3711.A.(1) of the Code of Virginia).

Northern Virginia Transportation Commission

AGENDA ITEM # 1

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube

DATE: September 28, 2006

SUBJECT: Oath of Office for New NVTC Commissioner.

Chairman Connolly will administer the following oath to Paul Smedberg of Alexandria.

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

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AGENDA ITEM #2

MINUTES
NVTC COMMISSION MEETING – SEPTEMBER 7, 2006
NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Connolly at 8:20 P.M.

Members Present
David Albo
Sharon Bulova
Gerald Connolly
Jeannemarie Devolites Davis
Adam Ebbin
William D. Euille
Jay Fisette
Catherine M. Hudgins
Tanya Husick (DRPT)
Thomas Rust
Scott Silverthorne
Paul Smedberg
David F. Snyder
Mary Margaret Whipple

Members Absent
Eugene Delgaudio
Paul Ferguson
Dana Kauffman
Joe May
Elaine McConnell
Christopher Zimmerman

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

New NVTC Commissioner

Chairman Connolly announced that Matthew Tucker is the new Director of the Virginia Department of Rail and Public Transportation. Mr. Tucker was unable to attend the NVTC meeting, but commissioners were invited to attend a welcome luncheon for Mr. Tucker on September 22nd hosted by the Virginia Transit Association.

Minutes of NVTC Meeting of July 6, 2006

On a motion by Senator Whipple and a second by Mr. Smedberg, the commission unanimously approved the minutes. The vote in favor was cast by commissioners Albo, Bulova, Connolly, Devolites Davis, Ebbin, Euille, Fisette, Hudgins, Husick, Rust, Silverthorne, Smedberg, Snyder and Whipple.

USDOT Congestion Pricing Pilot Project

Chairman Connolly welcomed Tyler Duvall, Assistant Secretary of Transportation for the U.S. Department of Transportation, who gave a presentation on a USDOT initiative. Mr. Duvall described opportunities for Northern Virginia to initiate a congestion pricing pilot project.

Mr. Duvall stated that the average Washington, D.C. area driver loses 69 hours per year to congestion, which is equivalent to nearly two weeks of work. This amount represents almost a 230 percent increase since 1983. Congestion annually costs the Washington, D.C. region $2.5 billion in wasted fuel and lost time, which works out to a "hidden tax" of $1,169 per driver. USDOT is encouraging pilot projects, which would consist of four components: establishment of a variable tolling/pricing demonstration, utilization of cost-effective transit options such as Bus Rapid Transit (BRT), expansion of telecommuting and flexible work schedules, and utilization of cutting edge approaches to improve system performance. USDOT would provide financial resources (grants, loans and borrowing authority), expedited federal approvals, and dedicated USDOT resources, expertise and personnel.

Mr. Duvall stated that implementation is relatively easy given current technology, which includes dashboard/window mounted transponders, GPS devices or odometer sensors. He stated that public opinion indicates a strong willingness to accept pricing as an alternative to congestion. By a 2-to-1 margin, respondents to a 2005 Washington Post poll preferred tolls over taxes for financing highway construction or expansion.

Chairman Connolly stated if this project has any chance of being approved by the local governments there would have to be an ironclad understanding that any revenues generated in Northern Virginia would stay in Northern Virginia. Mr. Duvall responded that USDOT is agreeable to that.

Mr. Duvall explained that the region could decide which facilities would be part of the project, such as the I-495 Beltway, I-95 from Beltway to Fairfax County Parkway, I-395 inside Beltway, variable pricing on Dulles Toll Road, I-66 and Route 287 inside the Beltway and the GW Parkway between the Beltway and downtown Alexandria. Congestion pricing could be done on individual roadways or deployed across Northern Virginia. There would be significant benefits including travel time savings for drivers, transit riders and additional revenues for the state and local governments, which depending on the pricing configuration could be up to $100 million per year in net toll revenue (after paying for additional transit service).

In response to a question from Senator Devolites Davis, Mr. Duvall stated that USDOT would defer to Northern Virginia on how the project was implemented, although HOV to HOT lanes conversion is probably the easiest solution. Senator Devolites Davis stated that there is currently underway a state telework study and she will provide the final report to NVTC and USDOT.

Mr. Smedberg asked how this project would work on a two-lane road, such as I-66 or the GW Parkway, since conceptually people would not have a choice on these types of roads. Mr. Duvall stated that modeling shows that free flow conditions can occur at the $2-3 a day range. He stated that the larger facilities, such as the Beltway, have more flexibility. He explained that there is really no such thing as a “free” lane because the costs that urban drivers are imposing on others (external costs of congestion) are in the 50-80 cents per mile range.

Mr. Fisette observed that the only way this type of project would work is if there was transit as an alternative. Mr. Duvall agreed that expansion of bus service is a vital component of the project. Senator Whipple asked if USDOT has data about diversion to parallel facilities, especially for I-66.

Mr. Snyder pointed out that there are governance issues. In response to a question from Mr. Snyder, Mr. Duvall explained that the funding for this pilot project would all be new dollars and not reprogrammed funds.

Mr. Duvall explained that the pilot project would be done on a trial basis for 9-12 months to see if it works. The public is starved for a new approach to solving congestion. Mrs. Hudgins stated that it would also be helpful to get an update on TPB’s Value Pricing Task Force.

Mr. Snyder thanked Mr. Duvall for his presentation. He suggested that the project be referred to staff for further analysis and staff should report back to the commission at the next meeting.

Legislative Items

State Legislation. Delegate Albo reported on the status of his bill to provide regional funding for transportation in Northern Virginia, including $50 million annually for WMATA and $20 million for VRE. Delegate Rust is a co-patron of the bill. Delegate Rust explained that they have been working on this legislation for the past 8-9 months, trying to raise new revenue for Northern Virginia where "it stays here and is spent here." This plan would charge fees for those who contribute to the region's transportation problems. It would impact the 80,000 people moving into Virginia every year (an initial registration fee of 0.75 percent on the value of all cars), developers ($5,000 for every new single-family house, $4,000 for townhouses and $3,000 for multi-family units), commercial office owners (an extra 30-cents per $100 of assessed value), tourists (five percent on hotels, two percent on rental cars), and automobile owners ($30 increase in car registrations). These initiatives would raise $400-500 million per year for Northern Virginia.

Delegate Rust explained that local governments would have to adopt the entire package to be on NVTA and receive these funds. Chairman Connolly stated his objection to the fact that local governments would have to raise these taxes next year. Delegate Albo stated that he understands local government concerns, but the whole key to keeping the funds in Northern Virginia (and ensuring 75 percent of the votes in the House of Delegates don't recapture these funds), is to have the final enactment done at the local level. There does not seem to be any other way to protect the funds.

Mr. Euille stated that this is the first time that local officials have seen this legislation and have had an opportunity to comment. Delegate Rust stated that except for driver's license and registration fees, the majority of the revenue would be generated from the business community. Delegates have spent the last two months meeting with the business community to gain consensus. Senator Devolites Davis stated that if timing is an issue, it is not insurmountable to include provisions in the legislation for a delayed enactment. Ms. Bulova stated that if the business community is supporting this and in favor, it would not be as difficult to gain public support.

Senator Whipple expressed concern over residential impact fees, since those fees are transferred to the buyer. She asked how it would work with existing proffer systems and site plan conditions. Ms. Hudgins stated that there is concern how it would impact affordable housing issues. Mr. Silverthorne stated that he is concerned with how the automobile assessment would impact the 21 auto dealerships in the city of Fairfax.

Delegate Albo stated that he will change the bill if someone can find a way to protect the funds from the 75 votes in the General Assembly, who may be inclined to capture the revenues in the future. He is willing to work with local officials. Senator Whipple stated that she does not agree that 75 votes are likely to take the funds away at the next session. There is understanding in the Senate

that Northern Virginia is an important economic engine for the state and the region's transportation problems need to be addressed.

Chairman Connolly stated that he personally believes that local governments are willing to meet half way in stepping up to the plate and if necessary impose fees and revenue sources, so long as the state also steps to the plate. In his opinion, to have the burden 100 percent on the local governments won't fly. Delegate Albo agreed but stated that his challenge is to get something passed out of the House of Delegates when he only has 25 votes. This bill seems to have the best chance of passing that will bring substantial funds to Northern Virginia. He also stated that he hopes local governments do not feel as if they were being bypassed. The sponsors didn't want to present something to local governments with a funding package that would not work. He asked local officials to work with him to improve the bill before the Special Session begins at the end of September.

Mr. Snyder stated that this legislation is a serious good faith effort to deal with a very difficult situation. In his opinion, the state should step forward and provide its fair share. Delegate Albo responded that unfortunately this won't happen with only 25 votes in the House.

In response to a question from Mr. Smedberg, Delegate Albo explained that the revenues generated would be broken down the following way: $50 million to WMATA, $20 million to VRE, and of the remaining funds 25 percent to be spent on secondary or urban roads and 25 percent would go back to the locality where the revenue was raised to be spent however the locality wants.

Senator Devolites Davis explained that her Senate version of the bill is on-line on the Internet if commissioners want to look at it. There are several differences, including how the funds are spent. The Senate version would provide NVTA with the authority to decide where the funds would be spent.

Chairman Connolly reiterated his opinion that there has to be some financial piece of this that is the state's responsibility, since transportation is a state responsibility. Local governments are willing to meet them half way.

Federal Legislation. Mr. Taube explained that staff has prepared draft letters to Senators Allen and Warner urging that the Homeland Security Committee act favorably on funding for Metro from off-shore drilling leases and royalties. As the House has passed Representative Davis's $1.5 billion funding bill for WMATA, the Senate must act before the end of the session this year or else Representative Davis must start over again in the House next session. Commissioners had no objections to Chairman Connolly signing and sending the letters.

Preliminary FY 2008 NVTC Administrative Budget and Performance Objectives

Chairman Connolly stated that the commission is asked to authorize NVTC's executive director to forward the preliminary NVTC FY 2008 budget to the member jurisdictions for use in planning their own local budgets. The commission will discuss this budget again in January, 2007 and act on the final version in February, 2007. The recommended preliminary budget has been discussed in detail with local staff. The budget would increase NVTC's total expenditures for FY 2008 by five percent, compared to the FY 2007 budget. Commissioners had no objection to the executive director forwarding the budget to the jurisdictions.

VRE Items

Report from the VRE Operations Board and VRE Chief Executive Officer. Mrs. Bulova urged commissioners to read the minutes of the August 18, 2006 VRE Operations Board meeting.

VRE Ridership. Mr. Snyder observed that there were several news articles over the summer about VRE's loss of ridership and on-time performance and he asked for a report at the next meeting. Mr. Zehner provided a brief overview of the factors associated with on-time performance and stated that it has improved over the last month.

Consent Agenda. Ms. Bulova moved, with a second by Senator Whipple, to approve the following Consent Agenda Items:

1) Resolution #2031 "Broad Run Maintenance Facilities."

2) Resolution #2032 "Renew Contract for Banking Services and Line of Credit."

3) Resolution #2033 "Option for Facilities Maintenance."

4) Resolution #2034 "MOU with Fairfax County for Burke Centre Parking."

The commission then voted on the consent items and they were unanimously approved. The vote in favor was cast by commissioners Albo, Bulova, Connolly, Devolites Davis, Ebbin, Euille, Fisette, Hudgins, Husick, Rust, Silverthorne, Smedberg, Snyder and Whipple. (Copies of the resolutions are attached.)

Referral of FY 2008 Draft VRE Budget to the Jurisdictions. Mrs. Bulova stated that the VRE Operations Board recommends commission approval of Resolution #2035, which would authorize staff to send the draft VRE FY 2008 budget to VRE's member jurisdictions for review and comment. The commission will be asked in January, 2007 to adopt and forward to the jurisdictions the final

budget. Mrs. Bulova explained that the preliminary budget is $69.3 million with $9.4 million unfunded (assuming no increase in fares or local subsidies). A balanced budget will be submitted by VRE staff in November. In response to a question from Senator Whipple, Mr. Zehner stated that $700,000-$800,000 would be raised by each one percent fare increase.

Chairman Connolly asked if VRE has made any progress on a more equitable allocation formula. Mr. Zehner stated that the subcommittee will be briefing the Operations Board at its next meeting in October concerning this issue. Mrs. Bulova further explained that the Operations Board hopes to have a proposal prior to the General Assembly session in case legislation is needed. Chairman Connolly stated that reallocating the formula would not require legislative action. Mr. Zehner stated that there are two issues directly linked together, the allocation formula and governance issues. Chairman Connolly expressed his concern that Fairfax County taxpayers are paying a disproportionate share of VRE's bills and this has to be corrected.

Mrs. Bulova moved, with a second by Senator Whipple, to approve Resolution #2035 (copy attached). The vote in favor was cast by commissioners Albo, Bulova, Connolly, Devolites Davis, Ebbin, Euille, Fisette, Hudgins, Husick, Rust, Silverthorne, Smedberg, Snyder and Whipple.

Agreement with DRPT for L'Enfant Storage. Mrs. Bulova reported that the VRE Operations Board recommends commission approval of Resolution #2036 (copy attached). This resolution would authorize VRE's CEO, following review by VRE's legal counsel, to execute an agreement with DRPT for funding and constructing the L'Enfant storage track project. This project would facilitate VRE's operation of trains south from L'Enfant in an emergency. The amount will not exceed $830,000 from the U.S. Department of Homeland Security. In response to a question from Chairman Connolly, Mr. Zehner explained that in the event of an evacuation, the tunnel would likely be closed to train traffic, preventing trains from leaving Union Station. This storage track would allow two VRE train consists to be stored at L'Enfant during the mid-day, and therefore, be available in the event of an incident. DRPT has already entered into a contract with CSX to complete a third track and this work would be added as an amendment to that contract.

On a motion by Mrs. Bulova and a second by Senator Whipple, the commission unanimously approved the resolution (copy attached). The vote in favor was cast by commissioners Albo, Bulova, Connolly, Devolites Davis, Ebbin, Euille, Fisette, Hudgins, Husick, Rust, Silverthorne, Smedberg, Snyder and Whipple.

Authorization to Apply for Federal Grant Funds for Alexandria and Fairfax County

Chairman Connolly stated that Resolution #2037 would authorize NVTC's executive director to apply for federal transit grant funds on behalf of Fairfax

County for bus improvements in the Route 1 corridor. It also authorizes him to apply for federal transit grant funds on behalf of Alexandria for a project that will develop a real-time bus information system and link that system to the regional ITS architecture. These projects would be added to NVTC's work program.

Mr. Euille moved to approve Resolution #2037. Mr. Smedberg seconded. The vote in favor was cast by commissioners Albo, Bulova, Connolly, Devolites Davis, Ebbin, Euille, Fisette, Hudgins, Husick, Rust, Silverthorne, Smedberg, Snyder and Whipple. (A copy of the resolution is attached.)

Analysis of A.M. Peak Period Travel in Northern Virginia's I-66 Corridor

Chairman Connolly suggested deferring this item to the next meeting. There were no objections.

Metro Items

Recruitment of General Manager. Ms. Hudgins reported that NVTC received a letter from WMATA Board Chairman Gladys Mack in which she stated that the WMATA Board would like to meet with NVTC to have a dialogue about this issue. Since Virginia's WMATA Board members are well aware of NVTC's position concerning a national search for a General Manager and support the establishment of criteria to evaluate applicants, commissioners agreed that it was not necessary to have such a meeting. Ms. Hudgins suggested inviting Chairman Mack to a future NVTC meeting to discuss Metro matters of mutual interest. There were no objections.

Mr. Euille left the meeting at 10:00 P.M. and did not return.

Metro Advertising at Gas Stations. The "Go Green on Metro" advertising campaign at 75 area gas stations is viewed by an estimated 27,750 persons a month.

Extended Phone and Internet Access. The nation's four largest telecommunications companies (Sprint-Nextel, T-Mobile, Cingular and Verizon) have joined forces to propose a contract with WMATA for expanded phone, Internet and other communication services across the Metro system. This could bring many millions of dollars of revenue to WMATA.

Consideration of Tunnel Under Tysons Corner on Metrorail to Dulles Project. Governor Kaine announced that a proposal to build a tunnel under Tysons Corner as part of the Dulles Metrorail project is dead, after federal officials and area Congressmen made it clear that the costs of an underground link could jeopardize the entire 23-mile, $4 billion project. Instead of a tunnel, an elevated track through Tysons will be built.

Status Report on FAMPO Funding Issue

Mr. Taube reminded commissioners that some members of the Fredericksburg Area Metropolitan Planning Organization (FMAPO) are seeking to capture some federal transit formula funding at the expense of WMATA and VRE. In response to a question from Mrs. Bulova, Mr. Taube stated that the decision may ultimately go to TPB.

Modeling Transit System Improvements to Accommodate Growth at Ft. Belvoir

Mr. Taube reported that Delegate May has provided a state budgetary earmark of $400,000 to allow the Virginia Modeling, Analysis and Simulation Center (VMASC) to apply advanced, military-style modeling to help design an effective transportation system to accommodate the growth due to the BRAC recommendations. Delegate May asked NVTC staff to help identify individuals and resources that might assist VMASC in its modeling effort.

Chairman Connolly stated that NVTC may at some point want an update on what is happening with the BRAC recommendations. There are many concerns especially with the unfinished section of the Fairfax County Parkway running through the Engineer Proving Ground at Fort Belvoir.

Regional Transportation Items

Clean Fuel Data. Mr. Taube stated that there has been an influx in clean special fuel (CF) license plate applications before the deadline for CF vehicles to use HOV lanes. Also, transit systems are concerned that the proposal for HOT lanes on I-95 may be cutting back bus service. Chairman Connolly stated that there is concern since this facility began as a busway and should not be changed into something entirely different that degrades transit service.

Mrs. Hudgins moved, with a second by Mrs. Bulova, to authorize a letter be sent expressing these concerns. The vote in favor was cast by commissioners Albo, Bulova, Connolly, Devolites Davis, Ebbin, Euille, Fisette, Hudgins, Husick, Rust, Silverthorne, Smedberg, Snyder and Whipple.

Status of TransAction 2030 Transportation Plan. Mr. Taube reported that NVTA will be asked to approve the plan on September 14, 2006. All of its member jurisdictions have approved it. A media event will occur on the next day.

NVTC Financial Items for June and July, 2006

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

Closed Session

Chairman Connolly observed the lateness of the hour and suggested that the closed session be held over until next month. There were no objections.

Adjournment

Without objection, Chairman Connolly adjourned the meeting at 10:10 P.M.

Approved this 5th day of October, 2006.

_____
Gerald E. Connolly
Chairman

_____
William D. Euille
Secretary-Treasurer

Northern Virginia Transportation Commission

NVTC

RESOLUTION #2031

SUBJECT: Broad Run Maintenance Facilities.

WHEREAS: Overcrowding of storage, maintenance and inspection facilities at Washington Union Terminal has necessitated the relocation of inspection and minor maintenance activities to the outlying VRE yards;

WHEREAS: The initiative to shift more fleet maintenance to outlying yards was approved by the VRE Operations Board at its June 18, 2004 meeting;

WHEREAS: Detailed plans and specifications for a locomotive maintenance building, track expansion, and either a train wash facility, a warehouse facility or both must be developed in order to construct the facilities; and

WHEREAS: VRE staff requested proposals from two of its General Engineering Contractors.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to award a task order to Parsons Brinckerhoff (PB) for design and limited construction support services for the Broad Run Maintenance Facilities project in the amount of $697,170, plus a 10% contingency of $69,717, for a total amount not to exceed $766,887.

Approved this 7th day of September, 2006.

Gerald Connolly
Chairman

William Euille
Secretary-Treasurer

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Northern Virginia Transportation Commission

NVTC

RESOLUTION #2032

SUBJECT: Renew Contract for Banking Services and Line of Credit.

WHEREAS: VRE contracted for banking services with SunTrust Bank in July 2003;

WHEREAS: The banking services contract with SunTrust provided for a line of credit not to exceed $1,000,000;

WHEREAS: The banking services contract was for a period of three years, with options for two, one-year extensions; and

WHEREAS: The line of credit must be renewed on an annual basis.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to execute the first one-year extension to the banking services agreement and the renewal of the line of credit for an additional year.

Approved this 7th day of September, 2006.

Gerald Connolly
Chairman

William Euille
Secretary-Treasurer

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Northern Virginia Transportation Commission

NVTC

RESOLUTION #2033

SUBJECT: Option for Facilities Maintenance.

WHEREAS: In September of 2005, the VRE Operations Board approved the first option year of a five-year facilities maintenance contract with NV Enterprises, Inc.;

WHEREAS: This option year will expire on October 31, 2006; and

WHEREAS: An authorization of $2,500,000 is being requested.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to exercise a second-year option of the facilities maintenance contract with NV Enterprises Inc. for an amount not to exceed $2,500,000.

Approved this 7th day of September, 2006.

Gerald Connolly
Chairman

William Euille
Secretary-Treasurer

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Northern Virginia Transportation Commission

NVTC

RESOLUTION #2034

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

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

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

WHEREAS: Fairfax County is preparing to award a contract for construction of the facility;

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

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

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

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to enter into an agreement with Fairfax County to apply for grant funds on behalf of the county for design and construction of the Burke Centre VRE station parking facility in an amount not to exceed $5,571,000.

Approved this 7th day of September, 2006.

Gerald Connolly
Chairman

William Euille
Secretary-Treasurer

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NVTC

RESOLUTION #2035

SUBJECT: Referral of FY 2008 Draft VRE Budget to the Jurisdictions.

WHEREAS: VRE, commission and jurisdiction staff cooperate to review the draft VRE capital and operating budget each year;

WHEREAS: The VRE Operations Board has asked the commission to forward a draft budget to member jurisdictions for review and comment; and

WHEREAS: The final VRE budget for FY 2008 will be provided to the commissions for action in January, 2007.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes staff to forward the draft VRE budget for FY 2008 to the member jurisdictions for their review and comment.

Approved this 7th day of September, 2006.

Gerald Connolly
Chairman

William Euille
Secretary-Treasurer

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RESOLUTION #2036

SUBJECT: Agreement with DRPT for L'Enfant Storage Track.

WHEREAS: VRE will fund a new storage track at the L'Enfant VRE station using a grant from the U.S. Department of Homeland Security; and

WHEREAS: DRPT requires a project agreement with VRE for funding before DRPT will initiate construction.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes VRE's Chief Executive Officer, following a review by VRE's legal counsel, to execute an agreement with DRPT providing for funding of a storage track at VRE's L'Enfant Station using a grant from the U.S. Department of Homeland Security in an amount not to exceed $830,000.

Approved this 7th day of September, 2006.

Gerald Connolly
Chairman

William Euille
Secretary-Treasurer

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RESOLUTION #2037

SUBJECT: Authorization to Apply for Federal Grant Funds for Alexandria and Fairfax County.

WHEREAS: The Northern Virginia Transportation Commission is eligible to apply for, receive and manage federal transit grants;

WHEREAS: NVTC, as a service to its member jurisdictions, can also apply for, receive and manage federal transit grants on behalf of those members;

WHEREAS: The Federal Transit Administration (FTA) requires grant recipients to comply with all grant requirements, including a certification from the Department of Labor regarding labor protection (Section 13(c)); and

WHEREAS: Staff of Alexandria and Fairfax County have asked NVTC to apply for federal transit funds on their behalf and have indicated that their jurisdictions are willing to protect NVTC against any and all 13(c) labor protection claims and related expenses using state transit assistance funds held in trust by NVTC.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes its executive director to apply to USDOT and FTA for transit funding and complete all required certifications on behalf of Alexandria for grants in the amount of $353,249 and $226,710, respectively, to help defray the anticipated $737,936 total cost of a real-time bus information system;

BE IT FURTHER RESOLVED that NVTC authorizes its executive director to apply to FTA for transit funding and complete all required certifications on behalf of Fairfax County in the amount of $1,728,000 for bus improvements in the Richmond Highway corridor;

BE IF FURTHER RESOLVED that NVTC authorizes its staff to amend the commission's 2006 approved work program to include these grant applications and, in the case of Alexandria, managing the project itself; and

AWARD WINNER NVTC APTA 1996

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@nvtdc.org • Website www.thinkoutsidethecar.org

RESOLUTION #2037

BE IT FURTHER RESOLVED that NVTC authorizes its executive director as trustee of state transit assistance received by Alexandria and Fairfax County at NVTC, to use funds from their accounts at NVTC and/or from future receipts of such funds, to pay any and all expenses arising from 13(c) labor protection claims and related costs (including legal fees) associated with these federal grants, after first informing those respective jurisdictions and providing appropriate documentation of the expenses.

Approved this 7th day of September, 2006.

Gerald Connolly
Chairman

William Euille
Secretary-Treasurer

Northern Virginia Transportation Commission

AGENDA ITEM #3

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube

DATE: September 28, 2006

SUBJECT: VRE Items.

A. Report from the VRE Operations Board and VRE Chief Executive Officer—Information Item.

B. Contract Amendment with Scheidt & Bachmann for Fare Collection Equipment Maintenance—Action Item/Resolution #2038.

AWARD WINNER NVTC APTA 1996

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

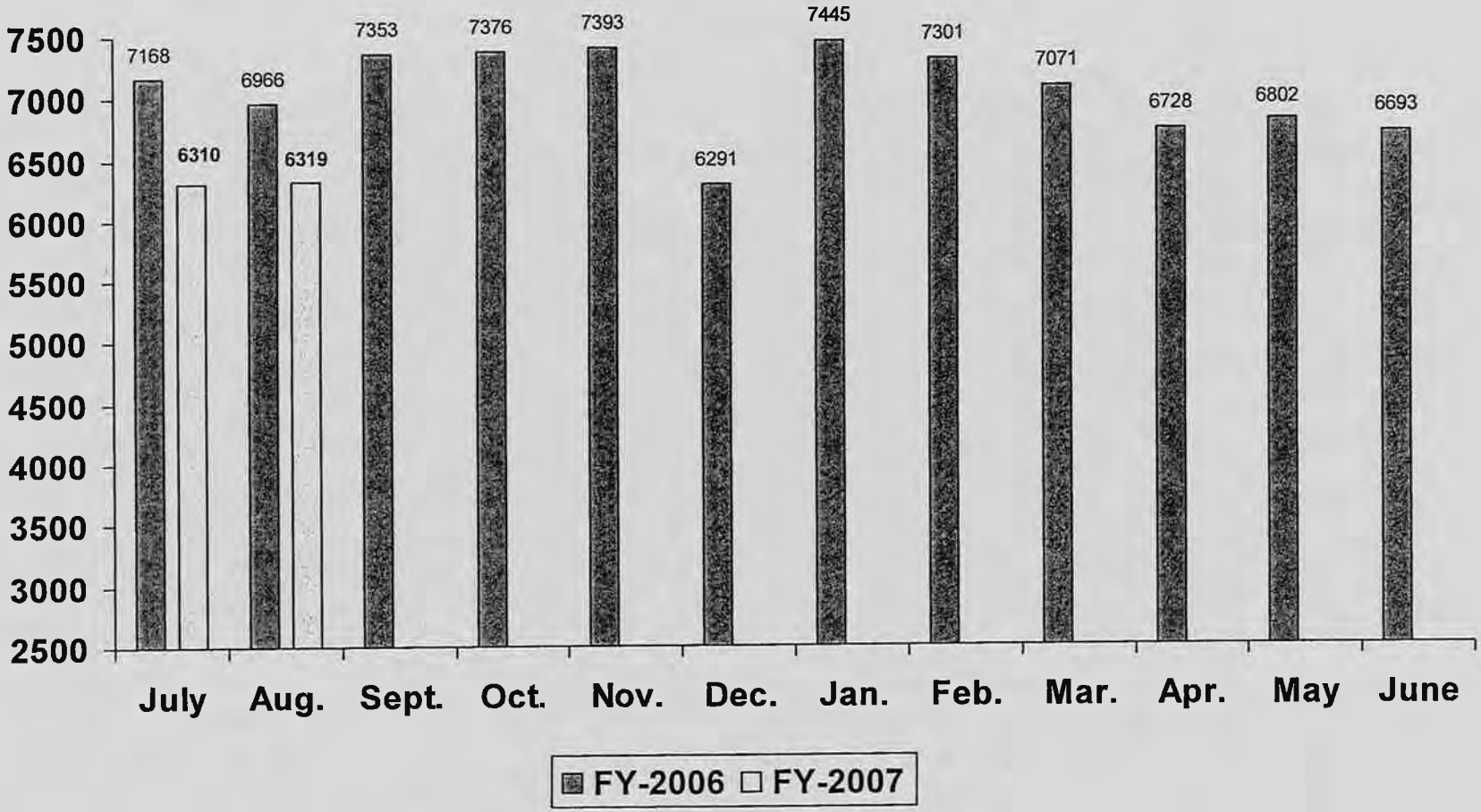
Minutes are attached from the VRE Operations Board meeting of September 15, 2006. Also attached are a report from VRE's CEO and ridership and on-time performance data.

CSXT provided a briefing to the Board regarding on-time performance, and those materials are attached together with correspondence about the heat restriction policy of CSXT.

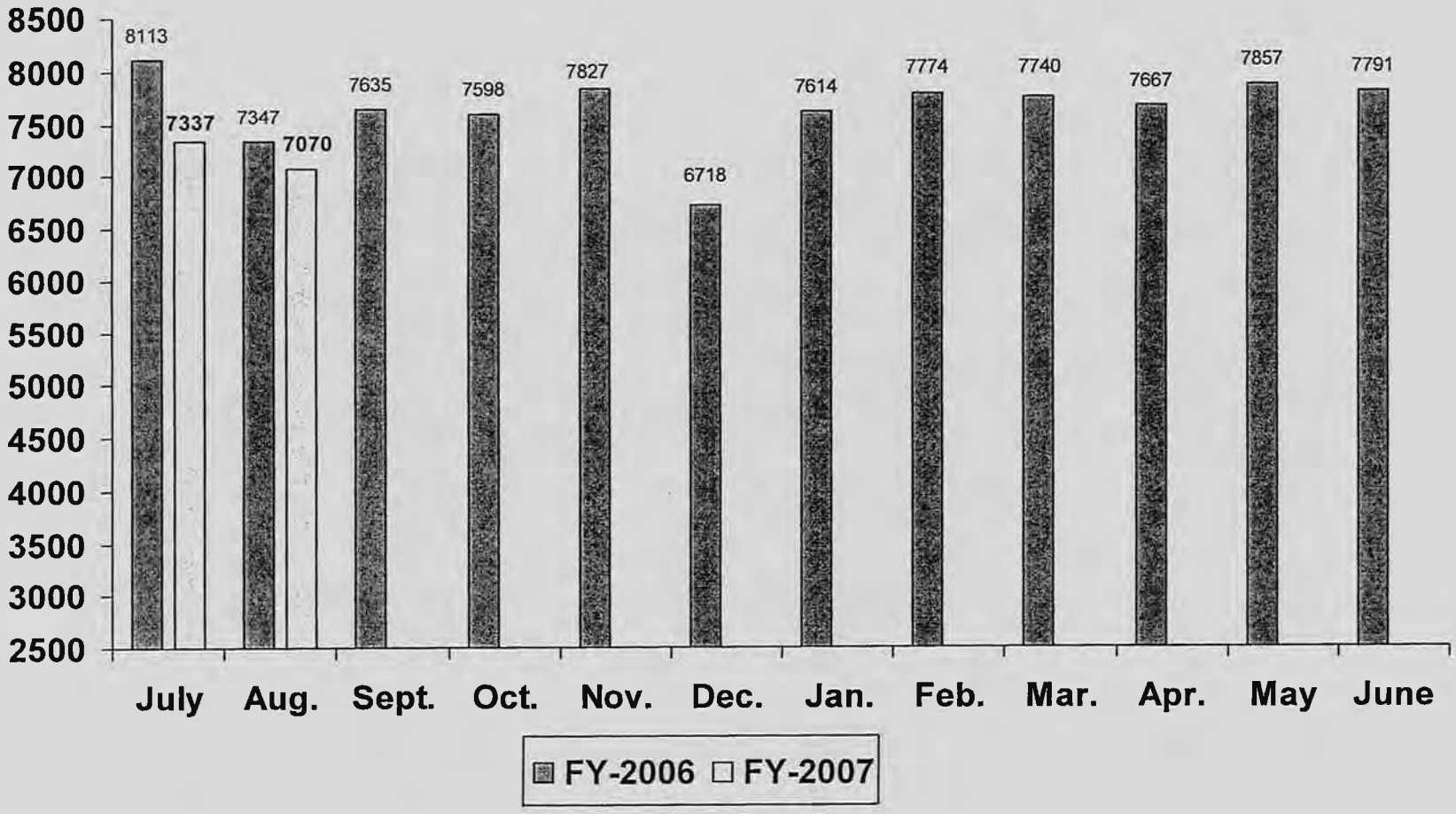
One concern expressed by some Board members dealt with the effects of additional freight traffic and the resulting additional congestion. According to VRE staff, compared to five years ago VRE and Amtrak have not added any trains, holding steady at 30 and 18, respectively. CSXT scheduled freight trains (excluding local freight trains) have increased to 30 today from 22 five years ago, an increase of 36%.

Finally, information from VRE's on-board customer satisfaction survey is attached. As expected, satisfaction in many categories has dropped, and 52% of the respondents cite on-time performance as their top concern, followed by cost at 12%.

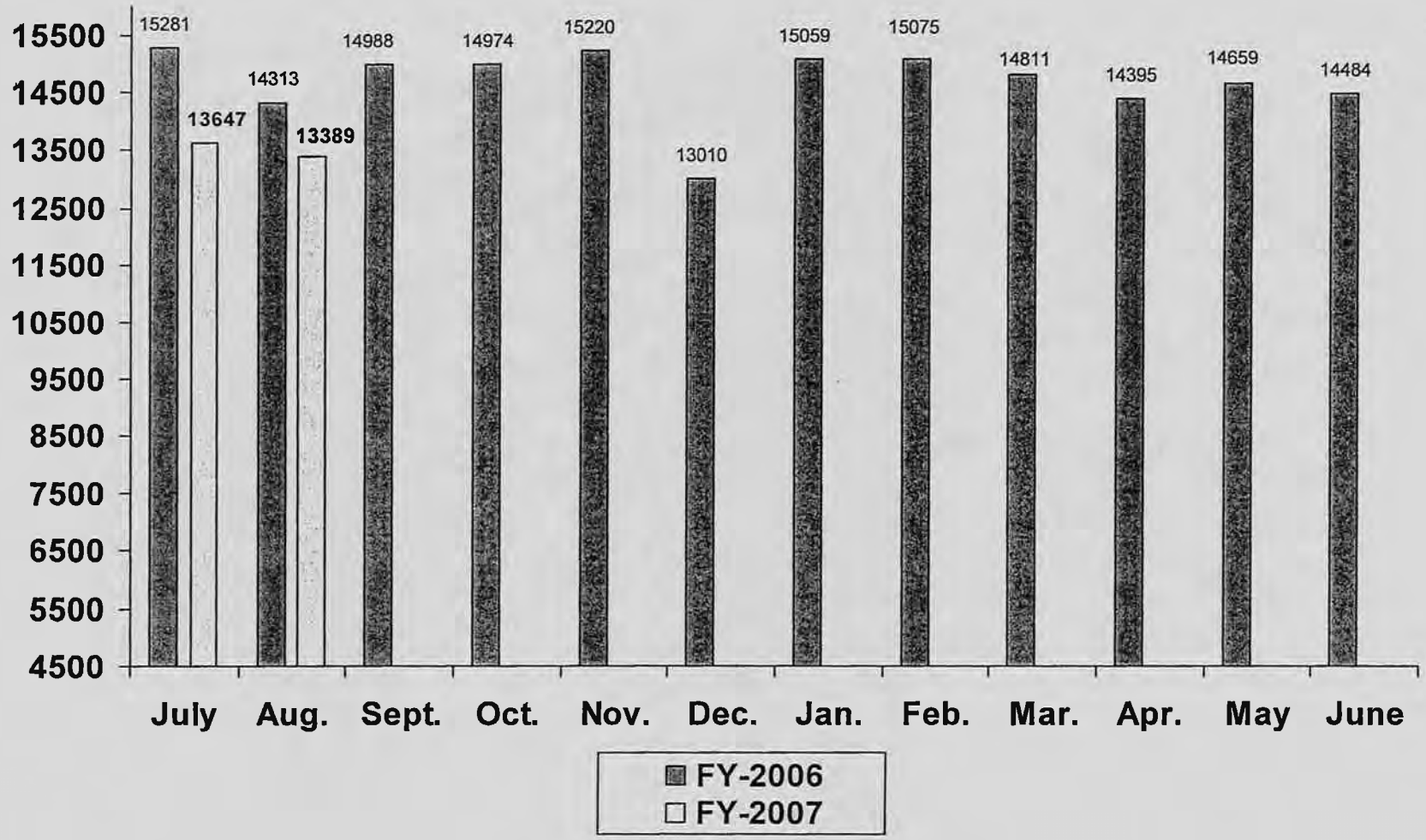
VRE Average Daily Ridership
Manassas Line



VRE Average Daily Ridership
Fredericksburg Line

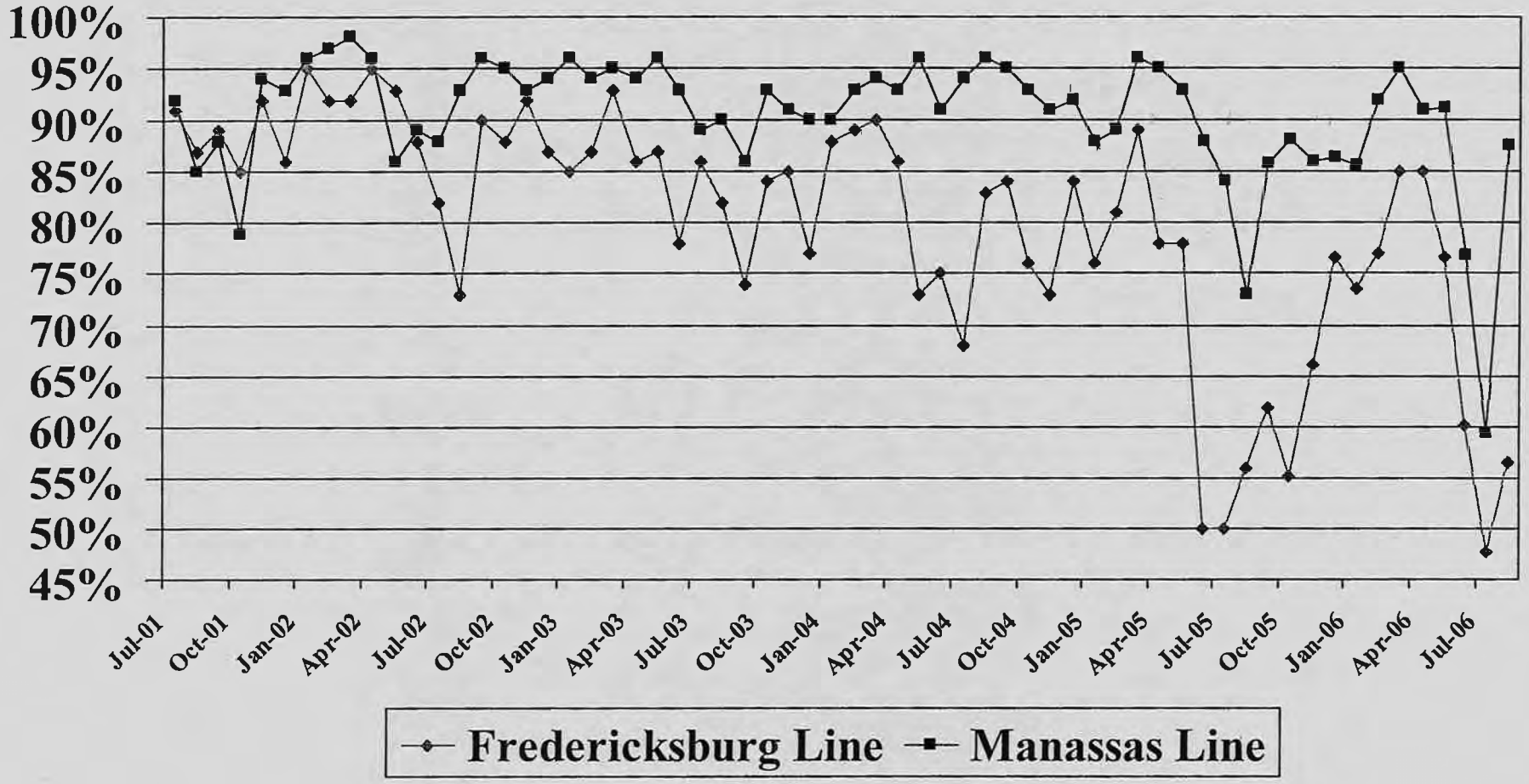


VRE Total Average Daily Ridership

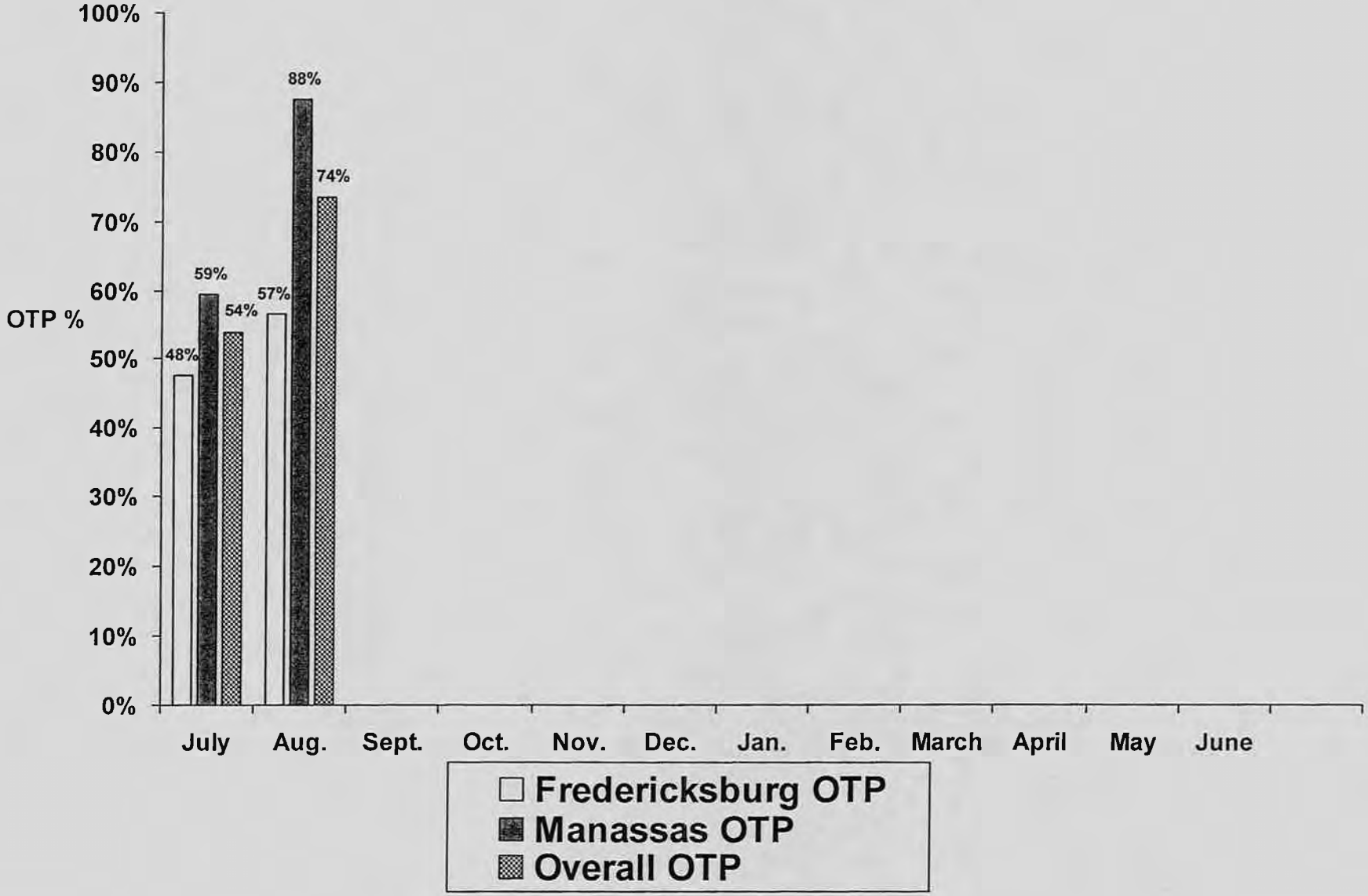


On-Time Performance

July 2001 – July 2006



Average On-Time Performance
FY-2007



Virginia Railway Express Operations Board

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

AGENDA ITEM 10-A
INFORMATION ITEM

TO: CHAIRMAN CADDIGAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: SEPTEMBER 15, 2006

RE: UPDATE ON RIDERSHIP AND OTP

Comparison of July vs. August 2006 Delays

System wide delays

	Jul-06	Aug-06	Change	Percent	
Total delays	287	176	-111	-38.7%	
Average length of delay in minutes	25.5	16.0	-9.5	-37.3%	
Number over 30 minutes	83	19	-64	-77.1%	
Days with heat restrictions/Total days	18/20	18/23	0	-13.0%	*Note*
On-time performance	53.9%	73.6%	19.7%	19.7%	

Note Reduction in heat restriction % due to having same number of heat restriction days but more service days.

Manassas Line delays

	Jul-06	Aug-06	Change	Percent
Total delays	141	46	-95	-67.4%
Average length of delay in minutes	22.0	15.0	-7.0	-31.8%
Number over 30 minutes	24	3	-21	-87.5%
On-time performance	59.4%	87.5%	28.1%	28.1%

Fredericksburg Line delays

	Jul-06	Aug-06	Change	Percent
Total delays	146	130	-16	-11.0%
Average length of delay in minutes	28.7	16.4	-12.3	-42.9%
Number over 30 minutes	43	9	-34	-79.1%
On-time performance	47.7%	56.5%	8.8%	8.8%

As shown above, overall on time performance (OTP) from July to August 2006 improved significantly for both rail lines. In summary, the Manassas Line is back to its level of performance prior to the summer months. The Fredericksburg made substantial improvements with:

- total delays down 11%
- average length of delays down 42.9%
- number of delays over 30 minutes down 79.1%

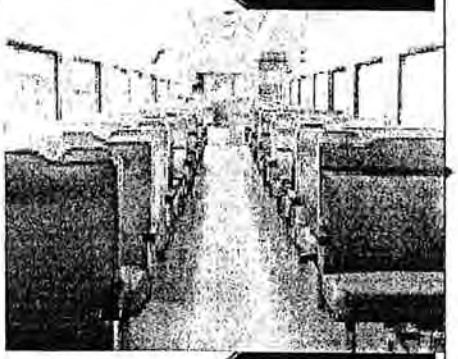
However, the Fredericksburg line is still not where it was in the January through March timeframe with overall OTP in the high 80s. Heat delays were the primary reason for most delays in July and August. OTP for the afternoon service for the Fredericksburg line would be 52.1% better if heat restrictions were not in effect. Of the 23 service days in August, 18 had heat restrictions.

Delays in the morning, though, are down substantially. Morning OTP was 85.7% compared to 72.1% in July – up 13.6%. VRE riders are particularly sensitive to OTP issues in the morning because it causes them to be late to work.

Afternoon Fredericksburg trains 301, 303, 305, 307, and 309 remain a challenge. These trains are severely delayed by heat restrictions. The later trains, 311 and 313, are less affected since heat restrictions end at 7:00 pm.

With temperatures cooling, OTP on the Fredericksburg line should continue to improve in September. To-date, OTP is 81.6% system-wide (95.8% for Manassas and 64.1% for Fredericksburg). Both railroads have pledged to watch VRE trains carefully and improve overall OTP. VRE continues to reiterate to both railroads that "all delays are not equal." Emphasis should be to eliminate delays in the morning over the afternoon, minimize delays over 10 minutes, and continue to eliminate delays due to switch and signal problems. Both railroads have made improvements in the above categories.

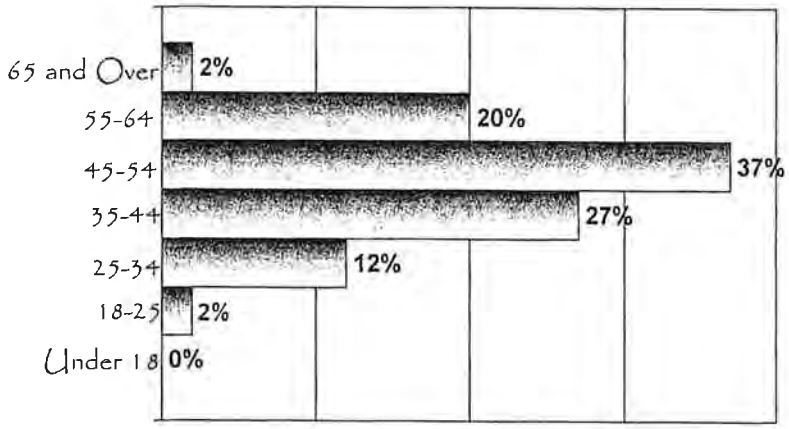
VRE



2006 Passenger Survey Results

Rider Demographics

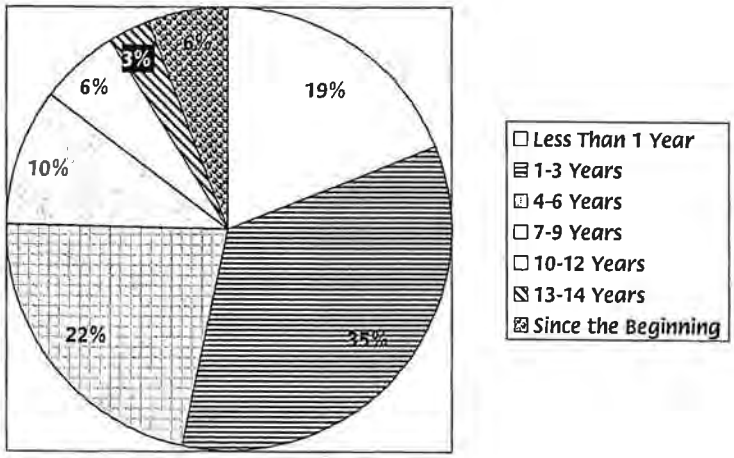
Age



Gender

- 64% Male
- 36% Female

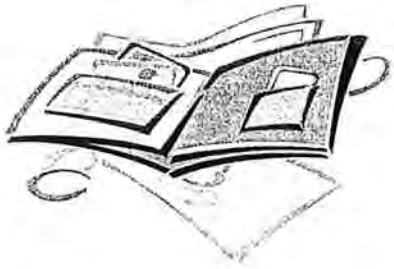
Years Riding

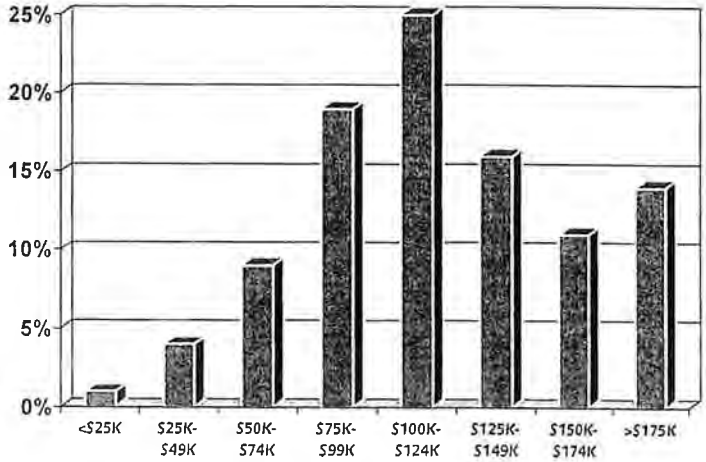


Sector of Employment

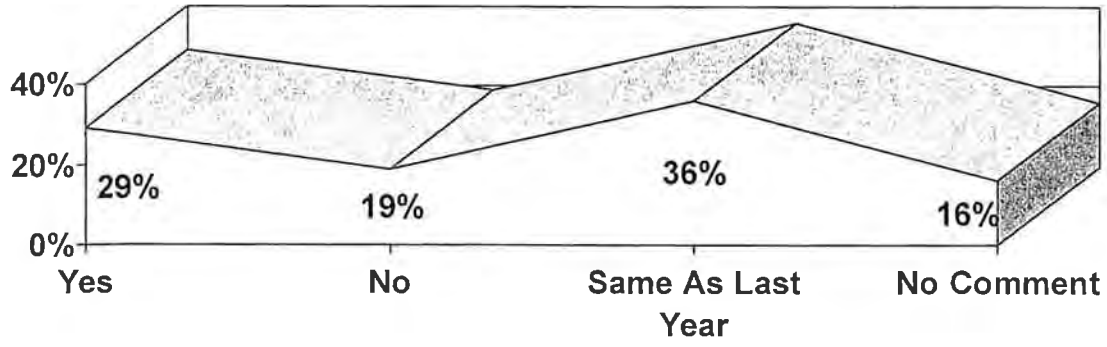
- 56% Government
- 10% Military
- 26% Private
- 4% Association
- 1% Self Employed
- 2% Other

Household Income





Has Service Improved?



Top Concerns About Service

- On-Time Performance - 52%
- Cost - 12%

Riders Traveling On

- Monthly Tickets - 54%
- Ten-Trip Tickets - 36%
- Transit Link Cards - 5%
- Five-Day Passes - 4%

Reasons for Switching to VRE

1. Traffic
2. Relocation
3. Job Change

Did You Know?

- 56% of Our Riders Come From Four Stations:
  Broad Run, Burke Centre, Fredericksburg and Leeland Road
- 71% of Riders Receive Metrocheks
- 82% of Riders Drive Alone and Park at the Station
- 74% of Riders Travel on the Train 5 Days a Week
- 54% of Riders Have Been Using VRE for Less 4 Years
- 38% of Riders Drive to Work Alone When They Don't Use the Train
- 22% of Riders Transfer to Metrorail to Reach Their Final Destination

VRE Report Card

	2006	2005
Customer Service:		
Responsiveness of VRE Staff	79%	84%
Friendliness of VRE Staff	82%	84%
VRE Follow-Up to Delays or Problems	39%	58%
Lost and Found	69%	73%
Timeliness of E-mail Responses	49%	59%
Quality of E-mail Responses	56%	63%
Quality of Website	65%	78%
Timeliness of Website Information	75%	70%
Timeliness of Train Talk	63%	68%
Quality of Train Talk	67%	68%
Overall Communication with Passengers	61%	69%
Train Crew Members:		
Are Knowledgeable About VRE Operations	86%	89%
Are Helpful	85%	87%
Are Courteous	82%	86%
Make Regular Station Announcements	73%	77%
Make Timely Delay Announcements	66%	68%
Check Tickets Regularly	76%	76%
Present A Professional Appearance	89%	91%
Overall Crew Performance	83%	86%
VRE Operations:		
Convenience of Schedules	60%	63%
On-time Performance	43%	59%
Cleanliness of Trains	75%	80%
Cleanliness of Stations	75%	79%
Communication between VRE Staff & Riders	63%	71%
Automated Telephone System	53%	56%
Reliability of FC2 Ticket Vending Machines	42%	38%
Ease of Buying a FC2 Ticket	67%	65%
Ease of Using Metrocheks	63%	60%
Station Parking Availability	49%	40%
Public Address System On Train	32%	36%
Public Address System On Platform	37%	38%
Timeliness of Platform Information	31%	32%
Personal Security at Station & On Train	62%	60%
Safety of Train Equipment	67%	71%
Station Signage	66%	69%
Level of Fare for Quality and Value of Service	47%	55%
Overall Service Quality	64%	70%

% of riders who rated us good or better rating

CHIEF EXECUTIVE OFFICER'S REPORT

September 2006

CEO VISITS CSX AND NORFOLK SOUTHERN HEADQUARTERS

Overall on time performance (OTP) from July to August 2006 has improved significantly for both rail lines. The Manassas Line is back to its level of performance prior to the summer months and the Fredericksburg line has made significant improvements. During the week of September 4, the average daily ridership was up over 1,300 passenger trips compared to August. Specific details on OTP and ridership can be found in Information Item 10-A.

On August 30, I traveled to Norfolk to visit with the Executive Vice President for Operations of the Norfolk Southern railroad.

On September 6, I traveled to Jacksonville to meet with several senior CSX executives including Tony Ingram, Executive Vice President and Chief Operating Officer, and Ellen M. Fitzsimmons Senior Vice President-Law and Public Affairs and Corporate Secretary for CSX Corporation.

During both visits I stressed the need to improve VRE service. All the executives made a commitment to take the necessary steps to sustain the improving OTP. Since August, both railroads have made personnel changes, process and reporting changes, and taken steps to improve oversight of switch and signal maintenance and freight operations. I have established closer working relationships with the Superintendent and Division Managers who are directly responsible for train operations in our service territory. In addition, in an effort to improve relationships with the railroads, VRE and Amtrak management personnel will begin making regular visits to the Greenville and Jacksonville dispatching centers. Jay Westbrook has also promised to have managers from dispatching and passenger operations make regular visits to VRE.

REMAINING MEET THE MANAGEMENT EVENTS

The Meet the Management events have begun again for the fall with both Burke Centre and Quantico events occurring the week of September 4th. The remaining schedule is provided below.

Date	Station
September 13, 2006	Rippon
September 20, 2006	Rolling Road

Date	Station
September 27, 2006	Woodbridge
October 4, 2006	Backlick Road

CAPITAL PROJECTS UPDATE

Quantico Bridge - the bridge structure is nearly complete. The last deck span was placed on August 24 and remaining work includes installation of the side parapet walls followed by

waterproofing the deck. This work is scheduled to be finished in early November. I had the opportunity to walk across the entire bridge span on August 28 and was extremely impressed with the work. Track and signal construction has begun and VRE is working with CSX to schedule the cut in of the new track in late January. The project is scheduled to be completed in early June 2007.

Variable Message Signs – this solicitation is posted and proposals are due September 18. Work is expected to begin in early November allowing the first phase (pilot stations Alexandria and Manassas Park) to be completed by February 2007. The remainder of the VRE stations will be completed by October 2007.

Woodbridge Station Second Platform - plans are being finalized and the site plan has been submitted to Prince William County for approval. The project is scheduled to be released for bid by the end of October, with construction beginning in January 2007.

Crossroads Maintenance Facilities - plans are being finalized and the site plan has been submitted to Spotsylvania County for approval. The project is scheduled to be released for bid by the end of September, with construction beginning in December, 2006.

ADVERTISING REVENUE

The non-fare revenue that VRE receives from CBS Outdoor (formerly Viacom Outdoor) has increased by 24% from last year. In FY 2005, VRE received $89,384, compared to $111,072 in FY 2006. VRE continues to work to increase advertising revenue and have some innovative ideas on how to increase that amount in the year to come.

NEW CAR UPDATE

The eleven base order of cab cars are now at the assembly plant owned by Super Steel in Milwaukee, Wisconsin. The car furthest along the line is on its trucks and also has some of the interior paneling in place. The first two cars of this group will arrive in Washington by the end of November. Nippon Sharyo has ordered the material for the option order of 50 cars. Assembly of the car body shells will begin in Japan in March 2007.

WEB SITE DROP DOWN MENU

Beginning Monday, September 4, drop down menus were added to all pages of VRE's web site. With this added functionality, all of the most frequently used pages are only one "click" away. Before, users often had to click through the website, often through multiple pages, before finding the information that they were looking for. Since the drop down menus for five different sections of the website are available on all pages, users are able to jump between sections more quickly as well (i.e., from Service Information to Feedback to Special Programs, etc.).

RAILROAD SECURITY TRAINING

VRE continues to provide railroad security training to law enforcement agencies at VRE's Broad Run Yard. Since Madrid, London, and now Bombay, both canine bomb detection teams and SWAT intervention teams are utilizing VRE training and passenger coaches/locomotives for developing deployment strategies and deterrent plans. In the past month, VRE has hosted the Virginia State Police SWAT team from Fairfax County on two occasions as well as five different sessions of canine bomb detection training involving US Customs and Border Protection, Secret Service, Fairfax County, ATF, and US Coast Guard.

RIDERSHIP OVERVIEW	RIDERSHIP
VRE FY 2007 Passenger Total (to date)	580,875
VRE FY 2006 Passenger Totals (to date)	632,764
PERCENTAGE INCREASE	(.8)

MONTHLY ON-TIME PERFORMANCE	ON-TIME PERCENTAGE
VRE August Fredericksburg OTP Average	56.5%
VRE August Manassas OTP Average	87.5%
VRE AUGUST OVERALL OTP AVERAGE	73.6%

REASON	TOTALS	PERCENT
Signal/Switch Failure	20	**11.5%**
Slow Orders	6	**3.5%**
M/W	3	**1.7%**
Train Interference	35	**20%**
AMTRAK	9	*5%*
Freight	17	*10%*
VRE	9	*5%*
Mechanical Failure	9	**5%**
Late Turn	4	**2%**
PAX Handling	5	**3%**
Weather	80	**45.5%**
Crew Related	1	**.5%**
Other	13	**7.3%**
TOTAL	**176**	**100%**

Due to year end, financials will be provided next month.

CSX TRANSPORTATION

Jay S. Westbrook
Assistant Vice President
Public - Private Partnerships

500 Water Street - J315
Jacksonville, FL 32202
(904) 359-3568
Fax (904) 359-1373

September 12, 2006

Mr. Dale Zehner
Chief Executive Officer
Virginia Railway Express
1500 King Street, Suite 202
Alexandria, Virginia 22314

Dear Mr. Zehner:

I hope this detailed explanation will help address the many questions VRE has received about CSXT's heat order policy. Briefly, CSXT uses heat orders to ensure the safety of rail passengers, the communities through which we operate, and our employees, because they help protect continuous welded rail (CWR) from forces that can cause track instability in hot weather.

Continuous Welded Rail

CWR significantly improves train safety, track maintenance, and ride comfort. However, unlike jointed rail, CWR provides no room for steel to expand as the rail temperature rises. Without these gaps, forces build in the CWR as the restrained rail attempts to expand. Managing this tendency requires specific actions when the rail is installed, when the track bed is disturbed during maintenance and during very hot temperatures or during temperature swings.

Rail Installation and Neutral Temperature

Heat generated by the sun on a bright day can cause rail to reach a temperature of 140 degrees Fahrenheit. Accordingly, heating rail to a predetermined temperature and anchoring into place during installation is critical to the future stability of the track. If installed at too low a temperature, rail will attempt to expand on a hot day, leading to a deformation known as a buckle or sun kink. Similarly, if the rail is installed at a temperature that is too high, it will contract or move inward excessively during the region's coldest days. The "neutral temperature" lies between these two extremes and varies based on historic regional weather patterns.

The heated rail is held in place on crossties by three components: spikes and tie plates, which restrict lateral and vertical rail movement, and rail anchors attached on either side of the ties, which restrict longitudinal rail movement. Physical forces created by expanding or contracting rail are transferred through these appliances to the ties that are held in place by rock known as ballast. The sharp edges of the rock cut into the sides of the ties, gripping them, creating friction that resists movement. All of these components, working together, restrain the CWR during all weather conditions.

Track Maintenance

As you know, CSX is replacing cross ties in the VRE service territory. To minimize the impact on commuters, VRE asked that the timbering team work at night. While this type of work normally creates train speed restrictions until the roadbed resettles, performing the work at night causes

additional restrictions. Tie replacement requires the removal of rail anchors and breaks the surface friction between the ties and the ballast. When the work is performed during cooler nighttime temperatures, the rail tends to contract, effectively lowering the rail neutral temperature. As a result, CSX maintenance supervisors must be far more conservative when applying heat orders until they can be sure that the neutral temperature has not changed or until they detect where the rail has contracted and make the proper adjustments. Therefore, CSX applies heat orders as the ambient temperature approaches 85 degrees, rather than 90, until this determination is made. Once the tie replacement concludes and the tie replacement area experiences a week of temperatures that exceed 90 degrees daily, the maintenance supervisors will return to the standard practice of applying heat orders as the ambient temperature approaches 90 degrees.

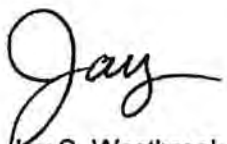
Heat Orders

Quite simply, heat orders protect the track from the forces within trains. Faster trains create higher in-train forces that can affect the stability of track already stressed by high temperatures. To limit this added stress, heat orders require all trains – passenger as well as freight trains – to reduce speeds. For passenger trains operating between the hours of 1 PM and 7 PM, the maximum authorized speed is reduced by 20 MPH. However, no passenger train will be required to operate below 40 MPH due to a heat order. Freight trains must also reduce speeds under heat orders and will operate at the same or slower speeds than the passenger trains.

Under normal circumstances, CSX applies heat orders in the Northern Virginia/DC metropolitan area as the ambient temperature nears 90 degrees or when there is a swing in ambient temperature of more than 40 degrees in a period of only a few days. But the application of heat orders is more complex than just reviewing the weather forecast. Rail temperature determines when action is necessary and it is affected by more factors than just ambient temperature. When the track is disturbed by maintenance work, heat orders are applied at 85 degrees until the track is resettled and the rail has been properly readjusted based on weather conditions.

CSXT is fully committed to providing the safest and most efficient commuter service possible. We recognize that heat orders may slow the operation of VRE trains along with freight trains, but we must ensure that all trains operate safely. We appreciate your patience and understanding.

Very truly yours,



Jay S. Westbrook

CSX TRANSPORTATION

Fredericksburg Line Update

For

The Virginia Railway Express Operations Board

September 15, 2006

Today's discussion:

- Fredericksburg line performance update
- Review actions taken
- Revised schedules and the Quantico Bridge will aid OTP
- Importance of additional infrastructure
- Renew mutual commitment

CSX TRANSPORTATION

Fredericksburg line performance improved in August.

- All delays are not equal
  - Fredericksburg line on time performance year to date - 71%
  - Morning trains improved 14% over July - 86% on time
- Reducing length of delays
  - Total delays down 11%
  - Average duration of delay down 43% to 16 minutes
  - Delays in excess of 20" down 72%
  - Only 2 trains delayed for more than 45 minutes (27 in July, 17 in June)

CSX TRANSPORTATION

The continuing, intense tactical focus is producing results.

- Senior management focused on improvement
  - Chief Operating Officer and Chief Transportation Officer
  - Sr. VP of Law and Public Affairs
  - VP Network Operations
    - Experienced dispatchers assigned to VRE service territory
    - Enhancing passenger desk with seasoned employees
      - Former BNSF Chief Dispatcher; Former Amtrak Conductor-Trainer/ Rules Expert
      - Will begin field visits, joining VRE staff for orientation during the 4th quarter
- Local staff is personally involved
  - Daily contact with VRE CEO; monthly review meetings
  - New trainmaster north of Fredericksburg
  - Increased signal, track and mechanical maintenance presence on corridor
  - Changed freight departures at Richmond, Baltimore and Cumberland to reduce conflicts

CSX TRANSPORTATION

Schedule changes will improve service reliability.

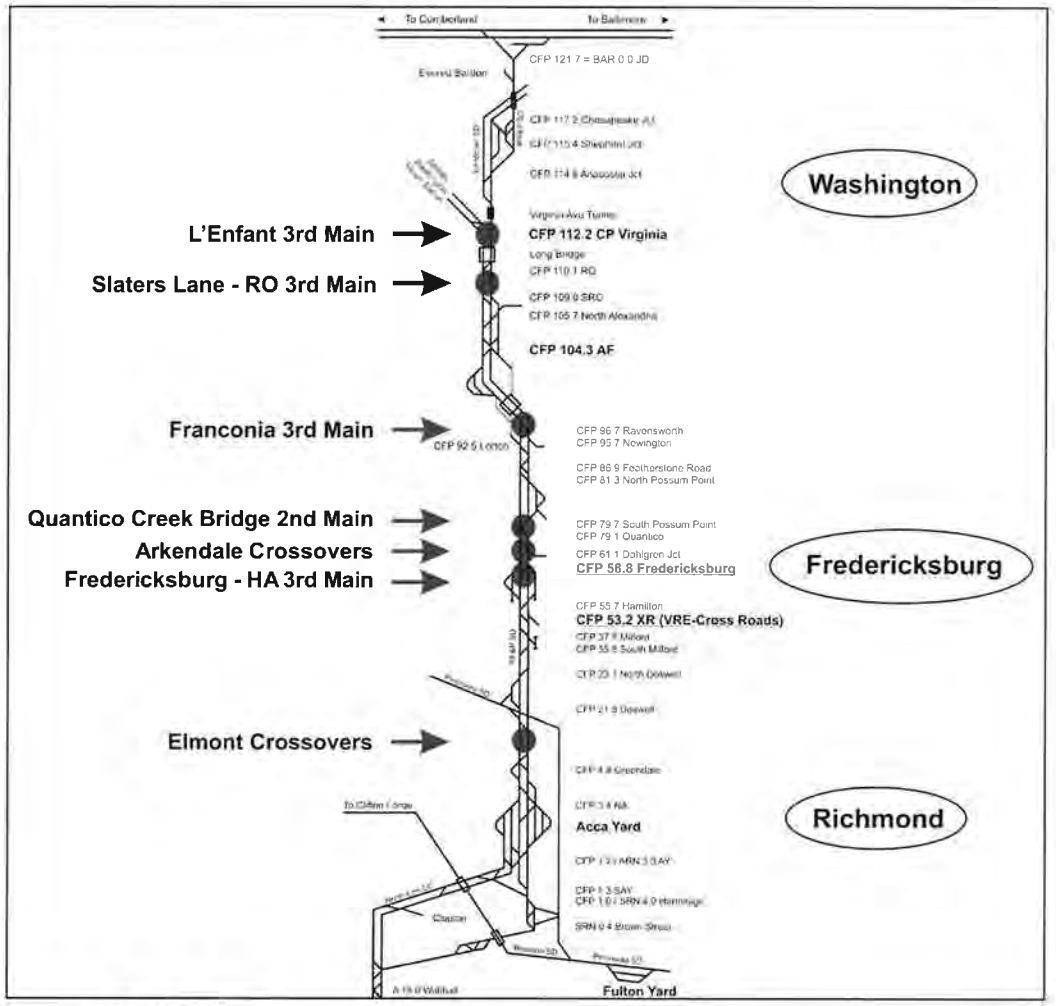
- When demand outpaces capacity, congestion and delays result
  - Our personal schedules reflect changes in growth and congestion
    - Consider I-95
    - Airline schedules
  - Rail transportation confronts same demand

- Schedule adjustments can yield significant performance improvement
  - Jointly reviewing passenger schedules with Amtrak and VRE for better service
  - Freight schedules also under scrutiny
  - Establishing an experience-based, realistic schedule is essential
    - Proven process that delivers success
      - MARC: 90% YTD; 84% on time in August
  - Enhancing VRE revenue potential with added reliability

CSX TRANSPORTATION

Additionally, several agreed-upon capacity enhancements will be completed in the next 24 months.

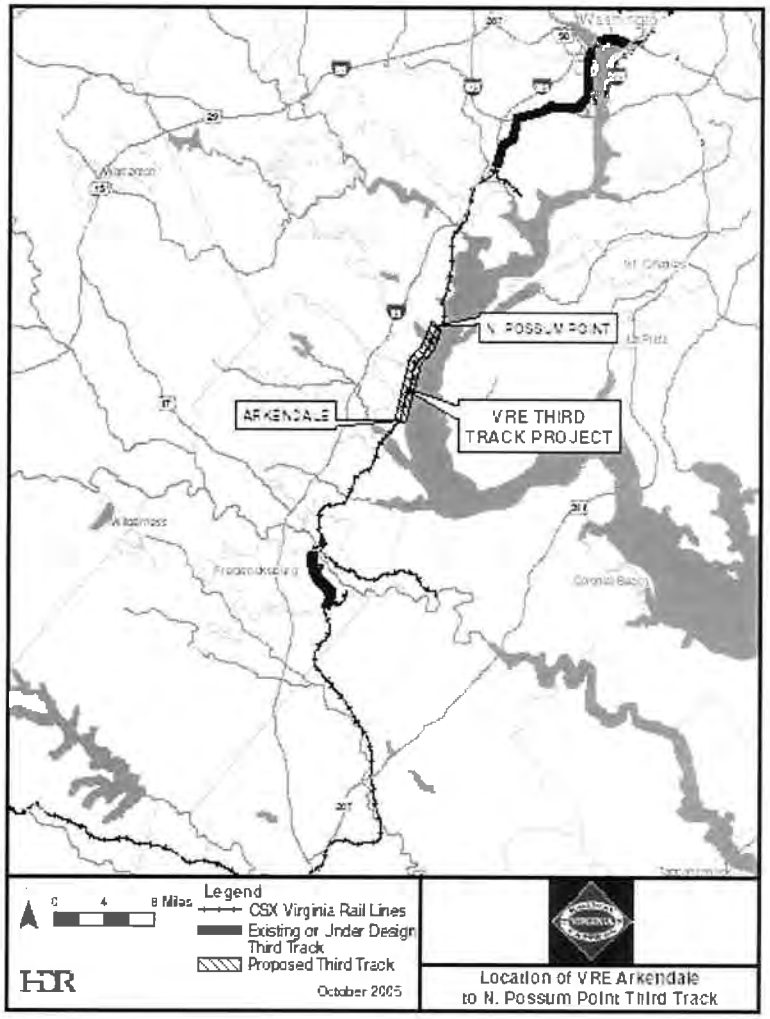
- **Phase One – Complete**
  - AF Interlocking
  - Dispatcher Consolidation
- **Phase Two – Complete**
  - Arkendale crossovers
  - Elmont crossovers
- **Phase Three – Underway**
  - L'Enfant 3rd main
- Phase Four – 2007/2008
  - Slater's Lane to RO (Design)
  - Franconia 3rd main (Design)
  - **Quantico Bridge (Spr. 2007)**
- Phase Five – 2008
  - Fredericksburg to HA 3rd main (Design)



CSX TRANSPORTATION

Further, VRE's study of the 3rd main between Powell's Creek and Arkendale will assist with future planning.

- Increases capacity significantly
  - Eliminates congestion at Quantico Creek where single track exists today
  - Capitalizes on new Quantico Creek Bridge due in Spring 2007
  - Complements on-going, publicly-funded capacity improvements
- Includes a new Cherry Hill station stop
- Uses match from a private developer



CSX TRANSPORTATION

But longer-term, additional infrastructure is required to deliver needed capacity and desired reliability.

- Lack of capacity inhibits reliability and growth
  - 48 of 88 trains crossing the Potomac on CSX carry passengers
  - Averaging only one additional freight train per year since 2000
  - Mid-day VRE service added after AF
- Corridor capacity studies reveal challenges and opportunities
  - FRA and VRE studies as early as 1999 found no available capacity on the RF&P
  - New Virginia study will include capacity projects underway
  - Synergies identified - best combination of future projects for the $
  - Results will be submitted to the RF&P Task Force for review/approval
  - Agreed-upon capacity projects will determine future reliability and growth
- Realistic expectations required as we harden the existing infrastructure, complete the MOU projects underway and identify future projects
  - Embarking on a long, hard road of new construction

CSX TRANSPORTATION

Thanks for your attention.

Questions?

CSX TRANSPORTATION

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 H. GREENUP

JOHN D. JENKINS

ELAINE MCCONNELL

MATT TUCKER

CHRISTOPHER ZIMMERMAN

DALE ZEHNER
CHIEF EXECUTIVE OFFICER

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M I N U T E S

VRE OPERATIONS BOARD MEETING
PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA
SEPTEMBER 15, 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
Elaine McConnell (NVTC)**	Fairfax County
Matthew Tucker**	VDRPT
Doug Waldron (PRTC)	City of Manassas

ALTERNATES PRESENT	JURISDICTION
Wally Covington (PRTC)	Prince William County
William Greenup (PRTC)**	VHSRDC
John D. Jenkins (PRTC)	Prince William County

ALTERNATES ABSENT	JURISDICTION
Hilda Barg (PRTC)	Prince William County
Christopher Zimmerman (NVTC)	Arlington County

STAFF AND GENERAL PUBLIC	
Omar Arouna – VRE	Steve MacIsaac – VRE counsel
George Billmyer – citizen	April Maguigad – VRE
Donna Boxer – VRE	Betsy Massie – PRTC staff
Steve Edwards – Supervisor McConnell's Office	Paul Milde – Stafford County
	Kevin Paige – VDRPT
Sue Faulkner – Stafford County	Dick Peacock – citizen
Anna Gotthardt – VRE	Mark Roeber – VRE
Al Harf – PRTC staff	Jennifer Straub – VRE
Christine Hoeffner – VRE	Bob Sullivan – CSX
Angela Horan – P.W. County Attorney	Rick Taube – NVTC staff
Mike Lake – Fairfax County	Jay Westbrook – CSX
Wendy Lemieux – citizen	Carl Winstead – Fairfax County
Bob Liebbrandt – Prince William County	Dale Zehner – VRE

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

Chairman Caddigan called the meeting to order at 9:31 A.M. Following the Pledge of Allegiance, roll call was taken.

Approval of the Agenda – 3

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

Minutes of the August 18, 2006, VRE Operations Board Meeting – 4

Mr. Waldron moved, with a second by Mr. Covington, to approve the minutes. The vote in favor to approve the minutes was cast by Board Members Caddigan, Covington, Gibbons, and Waldron. Ms. Bulova abstained since she was not at that meeting.

Chairman's Comments – 5

Chairman Caddigan welcomed Wendy Lemieux to the meeting and recognized her for her many years of service to VRE. Chairman Caddigan presented Ms. Lemieux with a resolution and Mr. Zehner and Ms. Bulova also presented her with other gifts. Board Members then had a chance to thank Wendy for her many years of employment at VRE and her dedication to making VRE top in customer service.

[Board Members McConnell, Kauffman, Tucker and Greenup joined the meeting at 9:36 A.M., 9:41 A.M., 9:45 A.M. and 9:46 A.M., respectively.]

Chief Executive Officer's Report – 6

Mr. Zehner reported that he met with Norfolk Southern's Executive Vice President for Operations on August 30th and traveled to Jacksonville, Florida to meet with several senior CSX executives, including Tony Ingram, Executive Vice President and Chief Operating Officer, and Ellen Fitzsimmons, Senior Vice President of Law and Public Affairs. All the executives made a commitment to take the necessary steps to improve on-time performance. Since August, both railroads have made personnel changes, process and reporting changes, as well as improved oversight of switch and signal maintenance and freight operations. Mr. Zehner stated that he has established closer working relationships with the Superintendent and Division Managers who are directly responsible for train operations in VRE's service territory. Mr. Zehner was happy to report that over the past month on-time performance has improved significantly. Manassas Line had a 95 percent on-time performance rate, while Fredericksburg Line improved to 76 percent, with the majority of delays only 5-10 minutes compared to 20-30 minutes. He explained that all delays are not equal and it is important to keep the

length of delays to a minimum. He reported that ridership is beginning to move upwards.

Mr. Zehner stated that Congresswoman Joann Davis held a meeting to express her concerns regarding VRE on-time performance on the Fredericksburg Line. Mr. Gibbons stated that this issue should not be taken lightly because people have lost their jobs as a result of continually arriving late for work because of delayed trains. In addition, he commented that delays cost the community money every time VRE loses ridership, since jurisdictions have to make up the difference in subsidy.

VRE Riders' Comments – 7

Mr. Billmyer stated that he is glad to see work being done by CSX to improve on-time performance. The new rail service between Philadelphia and Harrisburg is a good example of the type of rail service Virginia should have between Washington, D.C. and Richmond. The new service runs 110 miles per hour with through trains arriving at end destinations in 90 minutes. If Virginia had this type of service in the Washington, D.C.--Richmond Corridor, there would be a vast ridership. Mr. Billmyer provided an overview of some of the rail changes, emphasizing service improvements happening across the country, including New Jersey, Dallas/Ft. Worth, Texas, and Nashville, Tennessee.

Mr. Peacock stated that he is pleased that on-time performance has improved on the Manassas Line. He stated that it is important to communicate to the riders the reasons for the delays and the length of the delays. He stated that he hopes CSX is moving forward with improving dispatching, but stated that it is also important to look at heat restriction issues as well. He quoted from the book, Railroads and Weather, about speed restrictions for welded rail. CSX has the most severe heat restriction speeds. He suggested that heat restrictions and "sun kinks" be monitored and recorded. He stated that technology exists that could improve heat restriction delays. Ms. Bulova agreed that heat restrictions have been a big problem for VRE's on-time performance, which in turn is impacting VRE customer satisfaction.

Consent Agenda – 8

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

> Resolution #8A-09-2006: Authorization to Issue a RFP for a Commodity Swap Contract.
>
> Resolution #8B-09-2006: Authorization to Issue a Task Order for Locomotive Specification Development.

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

Authorization to Issue a Purchase Order for Printing Services for the VRE Update – 9A

Mr. Gibbons moved approval of Resolution #9A-09-2006, which authorizes VRE's CEO to issue a purchase order to Lake Litho Printing and Marketing Services of Manassas, Virginia in an amount not to exceed $50,000 for one year of printing services related to the publication of VRE's bi-weekly on-board newsletter. Ms. Bulova seconded the motion. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Kauffman, McConnell, Tucker and Waldron.

Authorization to Amend the Contract with Scheidt & Bachmann for Fare Collection Equipment Maintenance – 9B

Mr. Gibbons moved, with a second by Ms. Bulova, to approve Resolution #9B-09-2006, which recommends that the Commissions authorize the Chief Executive Officer to amend the existing contract with Scheidt & Bachmann (S&B) to extend the current fare collection equipment maintenance contract and increase the contract by up to $83,639, for a total contract value not to exceed $3,803,021. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Kauffman, McConnell, Tucker and Waldron.

Authorization to Issue a Purchase Order for the VRE Disaster Recovery Hot Site – 9C

Mr. Zehner stated that Resolution #9C-09-2006 would authorize VRE's CEO to issue a purchase order to Southall Walker International, LLC in an amount not to exceed $35,320, plus a 15 percent contingency of $5,298, for a total amount not to exceed $40,618 to design and implement VRE's disaster recovery site. VRE needs an off-site back-up location to ensure continuity of operations in the event of an incident such as a terrorist attack, flood, explosion, computer malfunction, accident, or power outage. As part of the recent renovations to Quantico Station, VRE constructed an area adjacent to the passenger waiting area that will be used as the "hot site." This facility will provide work space for ten staff members and allow access to VRE computer networks and train operation systems as well as provide phone capabilities. While not included in this scope of services, PRTC will also use this site in the event their office becomes unusable.

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

Closed Session – 10

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

> Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A (1) of the Code of Virginia), the VRE Operations Board authorizes discussion in Closed Session regarding one personnel item.

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

The Board entered into Closed Session at 10:06 A.M. and returned to Open Session at 11:07 A.M.

Ms. Bulova moved, with a second by Mr. Covington, 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, McConnell, Tucker and Waldron.

Chairman Caddigan reported that during the Closed Session the Board conducted Mr. Zehner's employment evaluation. Mr. Zehner received an excellent evaluation and the Board is very pleased with his work.

Ms. Bulova moved, with a second by Mr. Jenkins, to approve the recommendations made by the Executive Committee as discussed during Closed Session which would increase Mr. Zehner's salary to $168,000, retroactive to May 2006. The vote in favor was cast by Board Members Bulova, Caddigan, Gibbons, Kauffman, McConnell, Tucker and Waldron.

[Board Members Gibbons, McConnell, Covington, Greenup and Jenkins left the meeting at 11:10 A.M.]

CSX Presentation – 11

Chairman Caddigan welcomed Mr. Jay Westbrook, Assistant Vice President of Public Private Partnership, for CSX. Mr. Westbrook reported that during August, on-time

performance on the Fredericksburg line was considerably better than during July. CSX is concentrating on morning commutes to get riders to work on time. For August, the number of delays dropped by 11 percent and there was dramatic improvement in the length of delays (average duration of delays down 43 percent to 16 minutes or less). Delays in excess of 20 minutes were down 72 percent. Only two trains were delayed for more than 45 minutes. Mr. Westbrook acknowledged that although on-time performance is not where CSX wants it to be, it has dramatically changed from July. He reviewed some of the initiatives CSX has implemented to make improvements, including daily contact with VRE staff, a new experienced trainmaster north of Fredericksburg working only VRE territory, increased signal, track and mechanical maintenance presence on the corridor, and changes in freight departures at Richmond, Baltimore and Cumberland to reduce conflicts.

Mr. Westbrook explained that one short term solution for improvement is to examine schedule changes. Adjustments can yield significant performance improvements. Amtrak, VRE and freight schedules are all under scrutiny. Mr. Westbrook explained that adjustments of 10 minutes or less can result in significant improvements. If VRE knows that some trains cannot meet the schedule, then it would be better to change it and provide reliable service. Ms. Bulova stated that if service is reliable then maybe changing the schedule would be worth it. Mr. Kauffman stated that the bottom line is that on-time performance of 76 percent is not acceptable. CSX controls the railroad and has introduced more freight traffic in the corridor, which has resulted in rail congestion. He stated that CSX should not compare rail congestion to traffic congestion on I-95. Mr. Westbrook replied that in 1995 VRE assumed an obligation to replace the rail capacity it was using by building a third mainline at no cost to the railroad. Mr. Kauffman stated that the rail work being done at Potomac Yards, Quantico Bridge and other areas is because VRE operates on CSX rail lines. CSX wouldn't have gotten the funds if it wasn't for VRE. It is important to remember that VRE is a major customer of CSX. Mr. Westbrook observed that CSX was not at capacity before VRE began its service.

Mr. Kauffman observed that time is money and people can lose their jobs if they are continually late to work as a result of train delays. Ms. Bulova stated that each side needs to understand each other's pressures. A dedicated rail line for commuter traffic should be looked at as future growth is examined. Mr. Westbrook stated that several capacity enhancements will be completed in the next two years, including the Quantico Bridge and the L'Enfant third track, will should bring short term relief. He encouraged the Operations Board to be realistic about construction projects and to remember any construction improvements can cause delays.

Mr. Kauffman stated that VRE relies on support and funding from the General Assembly and in order to be successful in getting the Commonwealth to partner with VRE and provide additional funding, VRE needs to show ridership growth.

Chairman Caddigan thanked Mr. Westbrook for his presentation and his close work with Mr. Zehner. She encouraged him to return to a future meeting and update the Board.

Chairman Caddigan suggested deferring the information items until the next meeting. There were no objections.

Adjournment

Without objection, Chairman Caddigan adjourned the meeting at 11:50 A.M.

Approved this 20th day of October 2006.

_____
Maureen Caddigan
Chairman

_____
Doug Waldron
Secretary

CERTIFICATION
This certification hereby acknowledges that the minutes for the September 15, 2006 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability. Rhonda Gilchrest Rhonda Gilchrest

Contract Amendment with Scheidt & Bachmann for Fare Collection Equipment Maintenance.

The VRE Operations Board recommends adoption of Resolution #2038. This resolution authorizes VRE's CEO to amend the existing contract with Scheidt & Bachmann to increase the new equipment maintenance amount by up to $83,639. This increases the total contract value to $3,803,021. The current agreement expires October 31, 2006 and this action would extend the expiration date for three months while negotiations are concluded over a one-year extension. Funds are available in VRE's Capital Improvement Program and approved FY 2007 operating budget.

Northern Virginia Transportation Commission

RESOLUTION #2038

SUBJECT: Contract Amendment with Scheidt & Bachmann for Fare Collection Equipment Maintenance.

WHEREAS: On June 16, 2000, the VRE Operations Board authorized a contract with Scheidt & Bachmann for the delivery of a new fare collection system;

WHEREAS: On October 31, 2002, the system was accepted and four years of contracted maintenance support began;

WHEREAS: The current maintenance agreement is set to expire on October 31, 2006 and negotiations are continuing over a one-year extension; and

WHEREAS: VRE needs to keep its fare collection system in serviceable condition at all times.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to amend the existing contract with Scheidt & Bachmann to extend the current fare collection equipment maintenance contract and increase the contract amount by up to $83,639, for a total contract value not to exceed $3,803, 021.

Approved this 5th day of October, 2006.

Gerald Connolly
Chairman

William Euille
Secretary-Treasurer

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Virginia Railway Express Operations Board

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AGENDA ITEM 9-B
ACTION ITEM

TO: CHAIRMAN CADDIGAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: SEPTEMBER 15, 2006

RE: AUTHORIZATION TO AMEND THE CONTRACT WITH SCHEIDT & BACHMANN FOR FARE COLLECTION EQUIPMENT MAINTENANCE

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to amend the existing contract with Scheidt & Bachmann (S&B) to extend the current fare collection equipment maintenance contract and increase the contract by up to ***$83,639, for a total contract value not to exceed $3,803,021.***

BACKGROUND:

On June 16, 2000, the VRE Operations Board authorized a contract with S&B for the delivery of a new fare collection system. On October 31, 2002, the system was accepted and the four years of maintenance support began. This maintenance contract provides for two fare collection maintenance technicians and expires on October 31, 2006.

VRE staff has initiated negotiations with S&B to amend the maintenance agreement and is recommending a change order such that the existing contract is extended for an additional three months ***at a total cost of $83,639*** in order to complete the negotiation process. VRE legal counsel has approved this contract amendment as presented.

Once negotiations are complete, a contract amendment for one year of maintenance support will be brought to the Board for consideration.

FISCAL IMPACT:

Funding for this project is included in VRE's Capital Improvement Program (CIP) as part of the Fare Collection project and in the FY2007 Operating Budget. The local match is provided for using state and local funds.

Northern Virginia Transportation Commission

NVTC

AGENDA ITEM #4

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube

DATE: September 28, 2006

SUBJECT: Transit on I-95/395 HOV/HOT Lanes.

Representatives of Fluor-Transurban, the private consortium that is negotiating with the commonwealth to build and operate HOT lanes in the I-95/395 corridor, have been invited to brief the commission and respond to questions. **Following the discussion, the commission should provide direction to staff regarding desired next steps.**

In a letter to Virginia Transportation Secretary Pierce Homer, NVTA called upon the commonwealth to be more open in its development plans for the project. Also, the commonwealth was encouraged to facilitate the prompt completion of transit service and financial plans to support the HOT lane project. These plans would be incorporated into agreements to be signed between the commonwealth and Fluor-Transurban to be certain that the existing transit/ridesharing facilities to be converted to HOT lanes are not degraded and are, in fact, improved.

Following, that NVTA action, Secretary Homer, in a memo to DRPT Director Tucker, called for the creation of a committee of stakeholders to address local government and transit system concerns (attached).

In addition, NVTA forwarded a proposed TIP amendment (enacted by TPB on September 20th) to add approximately $8 million to the project for environmental analysis. The Fredericksburg MPO is expected to approve the TIP amendment later in September. The commonwealth is also providing a $10 million interest-free loan to the consortium to keep the project moving expeditiously.

At the September 7th NVTC meeting, the commission asked staff to investigate concerns about transit improvements associated with the Fluor-Transurban HOT-lanes proposal for I-95/395. The commonwealth is expected to sign an interim agreement soon to allow the project to move forward.

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Discussions among transit staff, including a regionwide meeting at NVTC on September 13th, brought the following concerns to light. These issues are urgent to the transit systems because preliminary determinations have been made by FHWA that very limited federal environmental requirements will apply. The transit representatives fear that this could permit transit improvements to be bypassed and restrict opportunities for public involvement.

Please note that these are the concerns of the transit systems at this time and Fluor-Transurban has not yet had the opportunity to respond. Meetings between Fluor-Transurban and transit system representatives have been one-on-one which may have contributed to the unease of those transit systems and varying accounts of what was said at each meeting. It is hoped that Secretary Homer's new committee will improve communication. In the meantime, here are the concerns articulated by the transit systems at NVTC on September 13th:

1) The current HOV lanes serve basically as a restricted-access transit and ridesharing facility. Since these will be opened up to single-occupant vehicles, it is essential that transit services not be degraded. Unless transit service is actually improved, the current purpose of lanes should not be altered.

2) The process employed so far by the commonwealth has excluded local governments from informed participation and has led to concerns about the content of future agreements between the state and the private consortium. Will Fluor-Transurban be compelled to live up to its original sales pitch? In fact, this lack of transparency has contributed to heightened concerns by those who are not privileged to know the details of the commonwealth's plans.

3) Mandatory opportunities for public comment are severely constrained because the project has received a categorical exclusion (CE) with conditions from the need for environmental analysis for the north segment. In the south, only an environmental assessment (EA) is required, again with limited requirements for public involvement. When these implications for lack of public comment are more widely realized, there may be a severe public reaction. Given the extensive conditions attached to the CE (which are unlikely to be met), there is also concern that the ultimate need to complete an EA in the north will delay the project unless it is undertaken in the first place.

4) While consultants met individually with transit systems in the region, the perception of many participants was that the consultants did not share the regional transit perspective and looked at transit's involvement on a piecemeal basis.

5) There is a perception that promises made before Fluor-Transurban was selected are now being ignored. For example, BRT was featured prominently in initial presentations, but it now appears Fluor-

Transurban does not intend to operate transit service, treat it as a project cost, or even guarantee funding from excess revenues.

6) The use of excess project revenues to fund transit operated by others may be in jeopardy anyway since transit systems sense from Fluor-Transurban that costs are accelerating, revenue projections may be slipping, and forecast excess revenues (relatively modest at $200 million up front or $500 million over 40 years) are to go to CTB for further allocation with no guarantee transit systems will receive any.

7) TPB has warned that tolls must be much higher than Fluor-Transurban projected in order to meet revenue targets. This may add to pressure to charge HOV vehicles for use of the HOT lanes.

8) Improved access for transit to reach new suburban markets is still under study by Fluor-Transurban with as many as 20 ramps being evaluated for net profitability. If each ramp is evaluated separately on a stand-alone cost-benefit basis, some ramps needed for transit access may be sacrificed. Also, Alexandria opposes a new ramp at Seminary Road even though it may benefit transit access and it is unclear whether the consultants are fully aware of that jurisdiction's concerns.

9) Adding a third lane may result in shoulders that are too narrow to accommodate disabled transit vehicles safely. An incident management plan that includes transit is needed to ensure safety.

10) Many questions exist about the consequences for traffic at the north end of the facility and the role of the District of Columbia. The consultants have said these are outside the scope of this project. Such concerns are referred to the 14th Street Bridge EIS. But how will these two projects be coordinated?

11) Significant new traffic will exit /enter at Eads Street at the Pentagon. This intersection is already overburdened and concern exists that even two left turn lanes will not be able to accommodate the new traffic, thereby slowing buses. Are the intersection improvements adequate? Who will pay for the improvements?

12) New and expanded park-and-ride lots are needed, especially for the new southern segment, to allow transit systems to pick up and discharge customers in those new markets. Apparently the lots are not funded within the project but are recommended by Fluor-Transurban. Who will pay and ensure that the lots are built?

13) While Fluor-Transurban did not assume otherwise, the region may not receive as much of a financial advantage from the new HOT lane segments because a proposed federal policy would deny to such new lanes the designation of "fixed guideway." Fixed guideway miles

increase federal transit formula allocations. Will Fluor-Transurban help convince FTA to change its proposed policy?

14) Growth in employment and traffic congestion near Ft. Belvoir/EPG as a result of BRAC recommendations requires explicit planning by Fluor-Transurban. It is not clear that they sense the urgency.

15) Another area of strong transit interest is at the Lorton VRE station which could support a new regional transfer facility in conjunction with new structured parking. This would relieve the need for transit customers bound for Fairfax County destinations to travel all the way north to the Pentagon. How could Fluor-Transurban cooperate with Fairfax County in examining this potential improvement?

16) Consultants have asked transit systems individually for their preferred service plans. They asked what service could be offered if external funding is provided and what service would be added if transit systems have to supply their own funds. The consultants are expected to provide a sketch plan based on this transit system input in a few weeks. Transit systems have complained, however, that they had a hard time responding without the benefit of traffic studies and a full understanding of the Fluor-Transurban proposal and the plans of the other transit systems.

17) Transit systems would like to work with the consultants to develop a coherent vision for future transit service and how it will be funded. To that end, a staff task force from NVTC and PRTC jurisdictions is being formed to initiate a conceptual plan. Consultants for an ongoing bus study at WMATA might also contribute to this effort over the next couple of months. Presumably this will provide input to the new committee being formed by DRPT.

COMMONWEALTH of VIRGINIA

Office of the Governor

Pierce R. Homer
Secretary of Transportation

P.O. Box 1475
Richmond, Virginia 23218

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Fax: (804) 786-6683
TTY: (800) 828-1120

September 19, 2006

TO: Mr. Matthew O. Tucker, Director DRPT

FROM: Pierce R. Homer PH

RE: Transit / HOV Stakeholder Committee I-95/395 PPTA

At a recent regional meeting of elected officials in Northern Virginia, questions were asked about how the Commonwealth of Virginia would provide local jurisdictions and transit providers with opportunities for direct feedback into the feasibility and NEPA processes during the evaluation the I-95/395 Public Private Transportation Act (PPTA) proposal from Fluor/Transurban. The feasibility and NEPA studies will inform and determine provisions of any agreement with the applicant for the construction and operation of the project. Citizen information meetings and public hearings will be scheduled once the processes are underway, but there was interest from the local elected officials in having greater opportunity for input into the processes.

To provide assurance to stakeholders that they will have multiple opportunities to provide input and feedback, I am asking you to chair a committee of stakeholders that will include representatives form local jurisdictions, transit providers, BRAC/Ft. Belvoir, and others. The committee will provide feedback to the Secretary, DRPT, and the Virginia Department of Transportation on information and analyses undertaken during the feasibility and environmental studies so that the products of these studies reflect the input of the concerned stakeholders. DRPT will staff the committee and assist the chair and the committee members to insure that questions, concerns, issues, and recommendations are addressed in the information and decision making processes.

Please extend invitations and set up the first meeting quickly so that the feasibility and environmental processes will have the benefit of these critical stakeholders.

Copy: Mr. David A. Ekern
Mr. Mal Kerley
Ms. Barbara Reese
Mr. Dennis Morrison

Northern Virginia Transportation Commission

AGENDA ITEM #5

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube

DATE: September 28, 2006

SUBJECT: Comments on FTA Proposed Policy Regarding HOT Lanes as Fixed Guideway Miles.

The Federal Transit Administration has requested comments on a proposed policy titled "When High-Occupancy Vehicle Lanes Shall Be Classified as Fixed Guideway Miles for FTA's Funding Formulas…." A copy of the Federal Register Notice is attached. Comments are due October 10, 2006.

The commission is asked to authorize submission of the attached comments. A thoughtful and detailed discussion of each element of the proposed comments, prepared by Al Harf of PRTC, is also attached for your information. PRTC is being asked to approve more extensive comments on this policy than those proposed for NVTC. TPB has also addressed the proposed policy in the attached letter.

NVTC's comments would reinforce the most essential points: First, that new HOT lanes (in addition to HOT lanes converted from HOV lanes) should be designated as fixed guideway miles since Northern Virginia has a lot of them relative to the rest of the country and there seems to be no valid public policy distinction between the two types. Second, continued monitoring of the performance of HOV lanes converted to HOT lanes is needed to ensure no degradation. Finally, in order to qualify as fixed guideway miles when a HOV lane is converted to a HOT lane, transit vehicles should not be assessed tolls.

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Northern Virginia Transportation Commission

October 5, 2006

Docket Management System
U.S. Department of Transportation
400 7th Street, S.W.
Nassif Building, Room PL-401
Washington D.C. 20590-001

Re: Comments on the Federal Transit Administration's Proposed Policy Statement – Docket Number FTA-2006-25750

To whom it may concern:

On behalf of the Northern Virginia Transportation Commission (NVTC), I am furnishing comments on the subject policy notice.

NVTC is a Northern Virginia transit funding agency. Our transit systems utilize high occupancy vehicle lanes (HOV) on I-395 / I-95 and on I-66 to transport riders to the District of Columbia, the Pentagon, Crystal City and elsewhere in Northern Virginia. As the "Background" section of the Notice indicates, "HOT lanes" projects are being actively pursued in Northern Virginia, one of which involves the conversion of the HOV lanes on I-395 / I-95 and the construction of new HOT lanes. All of the existing HOV lanes in Northern Virginia are being reported to the
National Transit Database (NTD), and all qualify as "fixed guideway miles" for FTA formula funding purposes.

1. <u>Only those HOT lanes that were previously HOV lanes reported in the National Transit Data Base (NTD) as "fixed guideway miles" would qualify as fixed guideway miles, and then only under specified conditions described elsewhere in the Notice.</u>

   NVTC urges FTA to adopt a different policy position in the final rule whereby <u>all</u> HOT lane miles qualify whether they are converted HOV miles or newly constructed. In NVTC's view, precluding HOT lanes from qualifying as fixed guideway miles if they're newly constructed or converted from non-HOV facilities cannot be justified in public policy terms if in all other respects

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the precluded facilities comply, because such facilities promise the same public transit benefits the converted HOV-to-HOT lanes promise.

The only plausible explanation for the distinction FTA has proposed is that a larger inventory of qualifying mileage will obviously dilute the value of each guideway mile, but NVTC does not consider that a reasonable basis for making the proposed distinction. The key consideration is the performance outcome of the constructed lanes, and a performance outcome that benefits transit by creating a guideway should be qualifying grounds whether the lanes are HOV conversions or otherwise.

2. Only those HOT lanes that are continuously monitored and continue to meet performance standards preserving free flow conditions as specified in 23 USC 166 (d) (or as specified by FTA when facilities are constructed with FTA "new start" funds) qualify.

   NVTC urges FTA to use a more exacting standard for guideway qualifying purposes which includes a "minimum level of service" component. NVTC supports FTA's proposal allowing for differing (still more exacting) standards on a case-by-case basis for "new start"-funded HOV facilities. The more exacting standard NVTC favors would be a two-part standard that would require:

   - A finding before conversion that conversion will not diminish average operating speeds in the peak periods; and
   - Recurring findings after conversion that predicted conditions are being maintained.

3. The Notice is silent on the issue of whether transit operators pay tolls for the use of the facility.

   NVTC urges FTA to require that transit operators be exempt from tolling in order for HOV-to-HOT conversion project mileage to qualify as guideway miles.

NVTC appreciates the opportunity to make these comments.

Sincerely,

Gerald Connolly
NVTC Chairman

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[Docket No: FTA–2006–25750]

Policy Statement on When High-Occupancy Vehicle (HOV) Lanes Converted to High-Occupancy/Toll (HOT) Lanes Shall Be Classified as Fixed Guideway Miles for FTA's Funding Formulas and When HOT Lanes Shall Not Be Classified as Fixed Guideway Miles for FTA's Funding Formulas

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of policy statement and request for comment.

SUMMARY: This notice describes the terms and conditions on which the Federal Transit Administration (FTA) proposes to classify High-Occupancy Vehicle (HOV) lanes that are converted to High-Occupancy/Toll (HOT) lanes as "fixed guideway miles" for purposes of the transit funding formulas administered by FTA. The notice also describes when HOT lanes would be ineligible for classification as fixed guideway miles in FTA's funding formulas, clarifies which HOT lanes shall not be eligible for reporting as fixed guideway miles in FTA's funding formulas, and seeks comment from interested parties. After consideration of the comments, FTA will issue a second **Federal Register** notice responding to comments received and noting any changes made to the policy statement as a result of comments received.

DATES: Comments must be received by October 10, 2006. Late-filed comments will be considered to the extent practicable.

ADDRESSES: To ensure your comments are not entered more than once into the DOT Docket, please identify your submissions by the following docket number: FTA–2006–25750. Please make your submissions by only one of the following means:

- Federal eRulemaking Portal: *http://www.regulations.gov.* Follow the online instructions for making submissions to the DOT electronic docket site.
- Web Site: *http://dms.dot.gov.* Follow the online instructions for making submissions to the DOT electronic docket site.
- Fax: 1–202–493–2478.
- U.S. Post or Express Mail: Docket Management System, U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL–401, Washington, DC 20590–001.
- Hand Delivery: To the Docket Management System; Room PL–401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Instructions: All submissions must make reference to the "Federal Transit Administration" and include the docket number for this notice set forth above. Due to security procedures in effect since October 2001 regarding mail deliveries, mail received through the U.S. Postal Service may be subject to delays. Parties making submissions responsive to this notice should consider using an express mail firm to ensure the prompt filing of any submissions not filed electronically or by hand. Note that all submissions received, including any personal information therein, will be posted without change or alteration to *http://dms.dot.gov.*

Docket: For access to the DOT docket to read materials relating to this notice, please go to *http://dms.dot.gov* at any time or to the Docket Management System.

FOR FURTHER INFORMATION CONTACT:
David B. Horner, Esq., Chief Counsel, Federal Transit Administration, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590–0001. E-mail: *David.Horner@dot.gov.* Telephone: (202) 366–4040; or
Robert J. Tuccillo, Associate Administrator, Office of Budget & Policy, Federal Transit Administration, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590–0001. E-mail: *Robert.Tuccillo@dot.gov.* Telephone: (202) 366–4050.
Office hours are from 8:30 a.m. to 6 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Background

Since the early 1980s, transportation officials have sought to manage traffic congestion and increase vehicle occupancy by means of High-Occupancy Vehicle (HOV) lanes—highway lanes reserved for the exclusive use of car pools and transit vehicles. Today, there are over 130 freeway HOV facilities in metropolitan areas in the U.S.,[1] of which approximately 10 have received funding through FTA's Major Capital Investment program and approximately 80 are counted as "fixed guideway miles" for purposes of FTA's formula grant programs.[2] Since 1990, however, HOV mode share in 36 of the 40 largest metropolitan areas has steadily declined,[3] while both excess capacity on HOV lanes and congestion have increased.[4]

An increasing number of metropolitan areas are considering new demand management strategies as alternatives to HOV lanes. One emerging alternative is the variably-priced High-Occupancy/Toll (HOT) lane. HOT lanes combine HOV and pricing strategies by allowing Single-Occupant Vehicles (SOVs) to access HOV lanes by paying a toll. The lanes are "managed" through pricing to maintain free flow conditions even during the height of rush hours.

HOT lanes provide multiple benefits to metropolitan areas that are experiencing severe and worsening congestion and significant transportation funding shortages. First, variably-priced HOT lanes expand mobility options in congested urban areas by providing an opportunity for reliable travel times for users prepared to pay a significant premium for this service. HOT lanes also improve the efficiency of HOV facilities by allowing toll-paying SOVs to utilize excess lane capacity on HOVs. In addition, HOT lanes generate new revenue which can be used to pay for transportation improvements, including enhanced transit service.

In August of 2005, recognizing the advantages of HOT lanes, Congress enacted section 112 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU), codified at 23 U.S.C. 166, to authorize States to permit use of HOV lanes by SOVs, so long as the performance of the HOV lanes is continuously monitored and continues to meet specified performance

[1] Office of Operations, Federal Highway Administration, U.S. Department of Transportation.

[2] National Transit Database.

[3] *Journey to Work Trends in the United States and its Major Metropolitan Areas 1960–2000,* Publication No. FHWA–EP–03–058 Prepared for: U.S. Department of Transportation, Federal Highway Administration, Office of Planning, Prepared by: Nancy McGuckin, Consultant, Nanda Srinivasan, Cambridge Systematics, Inc.

[4] Office of Operations, Federal Highway Administration, U.S. Department of Transportation. Demand for highway travel by Americans continues to grow as population increases, particularly in metropolitan areas. Construction of new highway capacity to accommodate this growth in travel has not kept pace. Between 1980 and 1999, route miles of highways increased 1.5 percent while vehicle miles of travel increased 76 percent. The Texas Transportation Institute estimates that, in 2000, the 75 largest metropolitan areas experienced 3.6 billion vehicle-hours of delay, resulting in 5.7 billion gallons in wasted fuel and $67.5 billion in lost productivity. And traffic volumes are projected to continue to grow. The volume of freight movement alone is forecast to nearly double by 2020. Congestion is largely thought of as a big city problem, but delays are becoming increasingly common in small cities and some rural areas as well.

standards. The Department has strongly endorsed the conversion of HOV lanes to variably-priced HOT lanes, most recently in its *Initiative to Reduce Congestion on the Nation's Transportation Network.* It is the Department's policy to encourage jurisdictions to consider "HOV-to-HOT" conversion as a means of congestion relief and possible revenue enhancement.

The ability of HOT lanes to introduce additional traffic to existing HOV facilities, while using pricing and other management techniques to control the number of additional motorists, maintain high service levels and provide new revenue, make HOT lanes an effective means of reducing congestion and improving mobility. For this reason, and given the new authority enacted by Congress to promote "HOV-to-HOT" conversions, many States, transportation agencies and metropolitan areas are seriously considering applying variable pricing to both new and existing roadways. For example, the current long-range transportation plan for the Washington, DC, metropolitan area includes four new HOT lanes along 15 miles of the Capital Beltway in Virginia, and six new variably-priced lanes along 18 miles on the Inter-County Connector in Montgomery and Prince George's Counties in Maryland.[5] Virginia is also exploring the possibility of converting existing HOV lanes along the I–95/395 corridor into HOT lanes.[6] Maryland is considering express toll lanes along I–495, I–95 and I–270, as well as along other facilities.[7] Similarly, in San Francisco, the Metropolitan Transportation Commission's Transportation 2030 Plan advocates development of a HOT network that would convert that region's existing HOV lanes to HOT lanes; [8] Houston's 2025 Regional Transportation Plan includes plans to implement peak period pricing within the managed HOT lanes of the major freeway corridors in the region; [9] and the Miami-Dade, Florida 2030 Transportation Plan includes conversion of existing HOV lanes to reversible HOV/HOT lanes to provide additional capacity to I–95 in Miami-Dade County.[10] Other jurisdictions are exploring the potential for HOT lanes with grants provided by the Department's Value Pricing Pilot Program.[11] These include the Port Authority of New York/New Jersey; San Antonio, Texas; Seattle, Washington; Atlanta, Georgia; and Portland, Oregon.[12]

While an increasing number of metropolitan planning organizations and State departments of transportation are studying the HOT lane concept as a strategy to improve mobility, six HOT lane facilities currently operate in the United States: State Route 91 (SR 91) Express Lanes in Orange County, California; the I–15 FasTrak in San Diego, California; the Katy Freeway QuickRide and the Northwest Freeway (US 290) in Harris County, Texas; I–394 in Minneapolis and St. Paul, Minnesota; and I–25 in Denver, Colorado.

Prior FTA Policy

Since 2002, FTA's policy has been to continue to classify the lanes of an HOV facility converted to HOT lanes as "fixed guideway miles" for funding formula purposes on the condition that the facility meets two requirements: (i) The HOT facility manages SOV use so that it does not impede the free-flow and high speed of transit and high-occupancy vehicles and (ii) toll revenues collected on the facility will be used for mass transit purposes.[13] FTA has considered requiring as an additional condition for eligibility that the lowest toll payable by SOVs on a HOT facility be not less than the fare charged for transit services on the HOT facility.

Proposed FTA Policy

(a) *Purpose of Revised Policy.* The proposed FTA policy described below would help ensure that federal transit funding for congested urban areas is not decreased when existing HOV facilities are converted to variably-priced HOT lanes in an effort by localities to reduce congestion, improve air quality, and maximize throughput using excess HOV lane capacity. The revised FTA policy would also promote a uniform approach by the Department's operating agencies concerning HOV-to-HOT conversions. In particular, FTA policy would be coordinated with the statutes enacted by Congress under section 112 of SAFETEA–LU applicable to the Federal Highway Administration intended to simplify conversion of HOV lanes to HOT lanes. The policy statement would also support the Administration's policy of encouraging HOV-to-HOT conversions.

(b) *Proposed Policy.* FTA would classify HOT lanes as "fixed guideway miles" for purposes of the funding formulas administered under 49 U.S.C. § 5307(b) and 49 U.S.C. § 5309(a)(E), so long as each of the following conditions is satisfied:

(i) *The HOT lanes were previously HOV lanes reported in the National Transit Database as "fixed guideway miles" for purposes of the funding formulas administered by FTA under 49 U.S.C. 5307(b) and 49 U.S.C. 5309(a)(E).* Facilities that were not eligible HOV lanes prior to being converted to HOT lanes would remain ineligible for inclusion as fixed guideway miles in FTA's funding formulas. Therefore, neither non-HOV facilities converted directly to HOT facilities nor facilities constructed as HOT lanes would be eligible for classification as "fixed guideway miles."

(ii) *The HOT lanes are continuously monitored and continue to meet performance standards that preserve free flow traffic conditions as specified in* 23 U.S.C. 166(d). 23 U.S.C. 166(d) provides operational performance standards for an HOV facility converted to a HOT facility. It also requires that the performance of the facility be continuously monitored and that it continue to meet specified performance standards. Due to original project commitments, HOV facilities constructed using capital funds available under 49 U.S.C. 5309(d) or (e) could be required, when converted to HOT lanes, to achieve a higher performance standard than required under 23 U.S.C. 166(d). Standards for operational performance and determining degradation of operational

[5] Letter to U.S. Department of Transportation, August 28, 2006, from National Capital Region Transportation Planning Board.

[6] Letter to U.S. Department of Transportation, August 28, 2006, from National Capital Region Transportation Planning Board.

[7] Letter to U.S. Department of Transportation, August 28, 2006, from National Capital Region Transportation Planning Board.

[8] A Vision for the Future Transportation 2030, February 2005, Chapter 1, Page 6.

[9] 2025 Regional Transportation Plan Houston-Galveston Area, June 2005, Page 31.

[10] Miami-Dade Transportation Plan (to the Year 2030) December 2004, FINAL DRAFT, Page 24.

[11] Federal Highway Administration, U.S. Department of Transportation. The Department's Value Pricing Pilot Program (VPPP), initially authorized by the Intermodal Surface Transportation Efficiency Act as the Congestion Pricing Pilot Program and continued as the VPPP under SAFETEA–LU, encourages implementation and evaluation of value pricing pilot projects, offering flexibility to encompass a variety of innovative applications including areawide pricing, pricing of multiple or single facilities or corridors, single lane pricing, and implementation of other market-based strategies.

[12] Federal Highway Administration, U.S. Department of Transportation.

[13] In a Letter to U.S. Representative Randall Cunningham, dated June 10, 2002, concerning the I–15 FasTrak facility in San Diego, FTA stated: "* * * FTA will recognize, for formula allocation purposes, exclusive fixed guideway transit facilities that permit toll-paying SOVs on an incidental basis (often called high occupancy/toll (HOT) lanes) under the following conditions: the facility must be able to control SOV use so that it does not impede the free flow and high speed of transit and HOV vehicles, and the toll revenues collected must be used for mass transit purposes."

performance for facilities constructed with funds from FTA's New Starts program would be determined by FTA on a case-by-case basis. FTA would require real-time monitoring of traffic flows to ensure on-going compliance with operational performance standards.

(iii) *Program income from the HOT lane facility, including all toll revenue, is used solely for "permissible uses."* "Permissible uses" could mean any of the following uses with respect to any HOT lane facility, whether operated by a public or private entity: (a) Debt service, (b) a reasonable return on investment of any private financing, (c) the costs necessary for the proper operation and maintenance of such facility (including reconstruction and rehabilitation), and (d) if the operating entity annually certifies that the facility is being adequately operated and maintained (including that the permissible uses described in (a), (b) and (c) above, if applicable, are being duly paid), any other purpose relating to a project carried out under Title 49 U.S.C. 5301 et seq. ("transit law"). In cases where the HOT lane facility has received (or receives) funding from FTA and another Federal agency, such that use of the facility's program income is governed by more than one Federal program, FTA's restrictions concerning permissible use would not apply to more than *transit's allocable share* [14] of the facility's program income. FTA would not require recipients to assign priority in payment to any permissible use.

(c) *Transit Fares and Tolls on HOT Lane Facilities.* FTA would not condition reporting of HOT lanes as fixed guideway miles following conversion from HOV lanes or condition any approval or waiver under a Full Funding Grant Agreement on a grantee's adopting transit fare policies or a tolling authority's adopting of tolling policies concerning, respectively, the price of transit services on the HOT lane facility and the tolls payable by SOVs. Instead, FTA would allow grantees and tolling authorities to develop their own fare structures for transit services and tolls, respectively, on HOT lane facilities. Transit fares would remain subject to 49 U.S.C. 5332 (Nondiscrimination) and 49 U.S.C. 5307 (Urbanized area formula grants).

(d) *No Return of Funds under Full Funding Grant Agreements.* In the event that an HOV facility is converted to a HOT facility and the HOV facility has received funds through FTA's New Starts program, FTA would not require the grantee to return such funds so long as the facility complied with the conditions set forth in this guidance.

James S. Simpson,

Administrator.

[FR Doc. E6–14796 Filed 9–6–06; 8:45 am]

BILLING CODE 4910–57–P

[14] *Transit's allocable share* of the facility's program income shall be an amount equal to the facility's total program income, for any period, multiplied by a ratio, (a) the numerator of which shall be the cumulative amount of funds contributed to the facility through a program established by transit law, and (b) the denominator of which shall be the cumulative amount of all Federal funds contributed to the facility, in each case at the time transit's allocable share is calculated.

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2006–25324, Notice 2]

Automobili Lamborghini SpA; Bugatti Automobiles S.A.S. and Bugatti Engineering GmbH; Group Lotus Plc; Morgan Motor Company Limited; Maserati; Grant of Applications for a Temporary Exemption From Advanced Air Bag Requirements of FMVSS No. 208

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Grant of applications for temporary exemptions from certain advanced air bag provisions of Federal Motor Vehicle Safety Standard No. 208, *Occupant Crash Protection.*

SUMMARY: This notice grants the Automobili Lamborghini SpA ("Lamborghini"); Bugatti Automobiles S.A.S. and Bugatti Engineering GmbH (collectively, "Bugatti"); Group Lotus Plc ("Lotus"); Morgan Motor Company Limited ("Morgan"); and Maserati SpA ("Maserati") applications for temporary exemption from certain advanced air bag requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 208, *Occupant Crash Protection.* The exemptions apply to the Lamborghini Murcielago, the Bugatti Veyron 16.4, the Lotus Elise, the Morgan Aero 8, and the Maserati Coupe/Spyder. In accordance with 49 CFR part 555, the basis for each grant is that compliance would cause substantial economic hardship to a manufacturer that has tried in good faitb to comply with the standard, and the exemption would have a negligible impact on motor vehicle safety.

The exemptions for the Lamborghini Murcielago, the Lotus Elise, and the Morgan Aero 8 are effective September 1, 2006 and will remain in effect until August 31, 2009. The exemption for the Bugatti Veyron 16.4 is effective from September 1, 2006 and will remain in effect until September 1, 2008. The exemption for the Maserati Coupe/Spyder is effective from September 1, 2006 and will remain in effect until December 31, 2007.

In accordance with the requirements of 49 U.S.C. 30113(b)(2), we published a notice of receipt of the applications [1] in the **Federal Register** and asked for public comments.[2] We received comments from four of the petitioners (Lamborghini, Lotus, Morgan, and Maserati), one trade organization, and one individual. Please note that, as was done with the notice of receipt, we are publishing this decision notice for the five applications together to ensure efficient use of agency resources and to facilitate the timely processing of the applications. However, NHTSA considered each application individually, and our decision regarding the temporary exemption for each company is discussed separately below.

DATES: The exemptions from the specified provisions of FMVSS No. 208 for the Lamborghini Murcielago, the Lotus Elise, and the Morgan Aero 8 are effective September 1, 2006 until August 31, 2009. The exemption for the Bugatti Veyron 16.4 is effective from September 1, 2006 until September 1, 2008. The exemption for the Maserati Coupe/Spyder is effective from September 1, 2006 until December 31, 2007.

FOR FURTHER INFORMATION CONTACT: Mr. Ed Glancy or Mr. Eric Stas in the Office of the Chief Counsel at the National Highway Traffic Safety Administration (NCC–112), 400 Seventh Street, SW., Room 5215, Washington, DC 20590 (Phone: 202–366–2992; Fax 202–366–3820).

SUPPLEMENTARY INFORMATION

I. Advanced Air Bag Requirements and Small Volume Manufacturers

In 2000, NHTSA upgraded the requirements for air bags in passenger cars and light trucks, requiring what are commonly known as "advanced air bags." [3] The upgrade was designed to meet the goals of improving protection for occupants of all sizes, belted and unbelted, in moderate to high speed crashes, and of minimizing the risks posed by air bags to infants, children,

[1] To view the applications, go to: *http://dms.dot.gov/search/searchFormSimple.cfm* and enter the Docket No. NHTSA–2006–25324.

[2] *See* 71 FR 39386 (July 12, 2006) (Docket No. NHTSA–2006–25324–6).

[3] *See* 65 FR 30680 (May 12, 2000) (Docket No. NHTSA–2000–7013).

National Capital Region Transportation Planning Board
777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

August 28, 2006

Mr. Tyler Duvall
Assistant Secretary for Transportation Policy
U.S. Department of Transportation
400 7th Street, SW
Washington, DC 20590

Dear Assistant Secretary Duvall:

On behalf of the National Capital Regional Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, we request that you clarify US DOT policy to include all variably-priced lanes that provide for unimpeded transit service as "fixed guideway" miles in the transit funding formula administered by the Federal Transit Administration (FTA). This will ensure that federal transit funding for congested urban areas is not decreased in a situation where existing High-Occupancy Vehicle (HOV) facilities are converted to variably-priced lanes, and that federal transit funding is increased in situations where new variably-priced facilities that provide for unimpeded transit are implemented.

The metropolitan Washington region continues to face significant transportation funding shortages and severe congestion. Variably-priced lanes can provide an alternative source of funding as well as an effective long-term congestion management tool. For these reasons, TPB member jurisdictions are seriously considering applying variable pricing to both new and existing roadways. The region's current long-range transportation plan includes four new HOT lanes along 15 miles of the Capital Beltway in Virginia, and six new variably priced lanes along 18 miles on the Inter-County Connector in Montgomery and Prince George's Counties in Maryland. Virginia is also exploring the possibility of converting existing HOV lanes along the I-95/395 corridor into HOT lanes. Maryland is considering express toll lanes along I-495, I-95 and I-270, as well as along other facilities.

In a 2002 letter on policy concerning the I-15 FasTrak facility in San Diego, FTA stated

> "... FTA will recognize, for formula allocation purposes, exclusive fixed guideway transit facilities that permit toll-paying SOVs on an incidental basis (often called high occupancy/toll (HOT) lanes) under the following conditions: the facility must be able to control SOV use so that it does not impede the free flow and high speed of transit and HOV vehicles, and the toll revenues collected must be used for mass transit purposes."

FTA recognizes in this policy that both existing HOV lanes converted to variably-priced lanes and new variably-priced lanes can provide for unimpeded transit service, as required for inclusion as "fixed guideway" miles in the federal formula. However, FTA's condition that toll revenues on variably-priced facilities must be used for mass transit purposes represents a serious limitation, because there will be situations where toll revenues need to be used for other purposes.

In a policy document entitled "Goals for a Regional System of Variably-Priced Lanes" which the TPB adopted in April, 2005 the use of toll revenues is addressed as follows:

> "Toll revenues from variably-priced lane projects may finance construction, service debt, and pay for operation and maintenance of the priced lanes. Should

toll lanes operate at a revenue surplus, consideration should be given to enhancing transit services."

In this region, existing exclusive HOV lanes which can be used by transit, carpool and vanpool vehicles have been classified by FTA as "fixed guideway" miles because they provide for unimpeded transit service. It is only logical that all variably-priced lanes which provide for unimpeded transit service, regardless of how the toll revenues are used, should be classified as "fixed guideway" miles and be included in the federal transit funding formula.

Therefore, we urge you to adopt an explicit policy stating that all variably-priced lanes which provide for unimpeded transit service may be included as "fixed guideway" miles in the federal transit funding formula. Thank you for considering the TPB's views on this matter.

Sincerely,

Michael Knapp
Chair
National Capital Region
Transportation Planning Board (TPB)

Carol Petzold
Chair
TPB Value Pricing Task Force

cc: Regional Congressional Delegation
Thomas McNamara and Jeff Shane, U.S. DOT, Office of the Secretary
Patrick DeCorla-Souza, U.S. DOT, Federal Highway Administration
Sandra Bushue and David Horner, U.S. DOT, Federal Transit Administration

DRAFT

TO: Chairman Barg and PRTC Commissioners

FROM: Alfred H. Harf
Executive Director

RE: Federal Transit Administration (FTA) Proposed Policy on Criteria for HOT Lanes Qualifying as "Fixed Guideway" Miles for Formula Funding Earnings Purposes

Recommendation:

Approve reactions management has prepared in response to the proposed policy so these reactions can be transmitted to FTA for consideration.

Background

- Introduction

On September 7, 2006, the Federal Transit Administration (FTA) published a Notice of Policy Statement in the federal register entitled "When High-Occupancy Vehicle (HOV) Lanes Shall Be Classified as Fixed Guideway Miles for FTA's Funding Formulas and When HOT Lanes Shall Not Be Classified as Fixed Guideway Miles for FTA's Funding Formulas" (hereinafter referred to as "the Notice"), inviting public comment. Comments are due no later than October 10, 2006. A copy of the Notice appears here as attachment one.

The Notice highlights Section 112 of SAFETEA-LU as the impetus for this proposed policy-making, while acknowledging that FTA has been compelled to make policy determinations on these same issues prior to the enactment of SAFETEA-LU when HOV-to-HOT conversions were being considered and some occurred, governed by less explicit statutory language. Section 112 authorizes states to permit the use of HOVs by SOVs on a tolled basis so long as the performance of the lanes is continuously monitored and continues to meet specified performance standards. The Notice characterizes this SAFETEA-LU provision as one that is consonant with USDOT's strong support for HOV-to-HOT conversions "as a means of congestion relief and possible revenue enhancement". The Notice goes on to briefly recount the history of states, transportation agencies, and metropolitan areas considering such conversions, and declares that policy-making is necessary to "help insure that federal transit funding is not decreased when existing HOV facilities are converted to variably-priced HOT lanes", and to "promote a uniform approach by the Department's operating agencies concerning HOV-to-HOT conversions".

- Proposed Policy Elements

Each of the provisions of the Notice is described below. After each description, there is a discussion of the attendant policy issues / questions, followed by a recommended policy position.

1. Only those HOT lanes that were previously HOV lanes reported in the National Transit Data Base (NTD) as "fixed guideway miles" would qualify as fixed guideway miles, and then only under specified conditions described elsewhere in the Notice. As the Notice highlights, neither non-HOV facilities converted directly to "HOT lanes" facilities or facilities newly constructed as HOT lanes would qualify. The Notice does not elaborate on FTA's rationale for this proposed policy position, but it appears to be a containment strategy to limit the growth of guideway miles and resultant dilution of monetary value for each such mile. As written, the proposed policy does not appear to cap total "HOT lanes" mileage that can qualify as fixed guideway, since it allows for the possibility of HOV lanes being constructed in the future and subsequently being converted to HOT lanes, though the prospects for this happening would seem quite limited.

   Attendant policy issues / questions and a recommended position (the latter in *italics*) follow:

   a. Is a containment strategy justifiable in public policy terms? It could be argued that newly constructed HOT lanes and conversions of non-HOV facilities to HOT facilities should also qualify as fixed guideway miles so long as the conditions described elsewhere in the Notice are satisfied, since the same transit advantages that HOV-to-HOT conversions can embody could also be achievable in these situations. On the other hand, a more permissive position would have the effect of diluting available formula funding nationally because more mileage would qualify.

      In a Virginia context, VDOT has already consummated an agreement with Fluor / Transurban for the construction of HOT lanes on the beltway from Springfield west, and a second agreement is under negotiation with Fluor / Transurban for the I-395 / I-95 corridor envisioning the conversion of the existing HOV lanes to HOT lanes and newly constructed HOT lanes extending southward some thirty (30) miles. The FTA policy as proposed would mean that "fixed guideway" earnings currently resulting from the HOV lanes on I-395 / I-95 would be sustained if the HOV lanes are converted as planned, but no additional earnings would result from newly constructed HOT lanes.

      If FTA's policy were changed such that HOT lanes qualified as guideway miles whether they were HOV conversions or otherwise, Virginia would gain because the added mileage that qualified would more than offset the reduced value of each mile (the value per mile is a derived number in which the total program funding is divided by the number of qualifying miles, so more qualifying miles necessarily means a lower value per mile). While I don't think FTA will see fit to alter this aspect of the proposed policy because the transit industry sentiment

is likely to strongly favor the policy position as written, it is still in Virginia's (and PRTC's) interest to express a preference for a policy position in which HOT lane miles qualify whether they are converted HOV miles or newly constructed, subject to the remaining provisions in the proposed policy.

b. If only HOV-to-HOT conversions qualify, should qualifying conversions be only those HOV facilities also previously reported in the National Transit Database (NTD)? The proposed policy is ambiguous on this point -- in (b) (i), it says that only those converted HOV lanes "previously reported as guideway miles in the NTD" would qualify while elsewhere in the Notice it refers to the possibility of newly converted HOV lanes also qualifying. There is anecdotal evidence that some existing HOV lanes are not being reported in NTD as guideway miles and there is the possibility of HOV lanes being newly constructed and then converted in the future, so this ambiguity does need rectification. Northern Virginia has nothing at risk on this issue, however, because all HOV miles that currently exist are being reported in the NTD.

c. HOT lanes projects involving new construction that are in the formative stages and being advanced with the expectation that they would qualify as guideway miles would be compromised by the sudden application of this proposed policy as written. While there are no precedents in past FTA determinations for treating newly constructed HOT lanes as qualifying fixed guideway miles, new HOT lanes construction with complementary transit elements are being pursued in a number of areas nationally and in Virginia, with an expectation that they too would qualify as guideway miles. Some of these are hybrids, meaning that they envision the conversion of HOV facilities and newly constructed HOT lanes in combination (such as the "I-395 / I-95 corridor" project). How the proposed policy would treat such projects is open to interpretation.

d. *Recommended policy position. Urge FTA to adopt a policy allowing all HOT lane miles qualify whether they are converted HOV miles or newly constructed, subject to the remaining provisions in the proposed policy.*

2. Only those HOT lanes that are continuously monitored and continue to meet performance standards preserving free flow conditions as specified in 23 USC 166 (d) (or as specified by FTA when facilities are constructed with FTA "new start" funds) qualify. 23 USC 166 (d) defines free flow conditions in terms of observed traffic speeds vs. posted speeds over a prescribed period of time, meaning that determinations cannot be based on predictive analysis. Moreover, the definition of free flow [or "degradation" as it referred to in 23 USC 166 (d)] is a standard that countenances some diminution of service quality before prohibiting further SOV (HOIT lane) use.

   Attendant policy issues / questions and a recommended position (the latter in *italics*) follow:

a. Should the 23 USC 166 (d) standard for free flow / degradation be used for "guideway mileage" qualifying purposes or should there be a higher (more exacting) standard? As noted earlier, this standard countenances some diminution of service quality, and it was established for the purpose of deciding when continued SOV (HOT lane) use should be permissible. It could be argued that a more exacting standard is warranted for guideway qualifying purposes to better protect transit's time saving advantage, though this would add to the complexity of the monitoring efforts.

b. Should a "minimal level of transit service" requirement be added to the guideway qualifying conditions as written? In the absence of such a requirement, the NTD reporting rules would be governing condition, and those rules simply require a transit service presence with no stipulation as to service level. Moreover, the absence of a minimum transit service level would mean that a qualifying HOV-to-HOT conversion would always qualify as guideway mileage regardless of the level of transit service present on the facility. Plausible "minimum transit service level" standards could take a variety of forms, including but not limited to: (1) numbers of buses per hour in the peak period(s); (2) volume of transit riders in the peak period(s); or (3) percentage of person trips made by transit in the peak period(s).

c. Is the possibility of differing standards for facilities constructed with new start funds justifiable in public policy terms? A policy like this could be defended to the degree that higher "LOS" standards were a stated condition / outcome in the new start full funding agreement, though differing standards amount to an "unlevel playing field" for FHWA-funded and FTA-funded projects, which APTA has argued in a number of other arenas is contrary to sound public policy.

d. *Recommended policy position. (1) Advocate a the use of a more exacting standard for guideway qualifying purposes which includes a "minimum level of service" component; and (2) support FTA's proposal allowing for differing (still more exacting) standards on a case-by-case basis for new start-funded HOV facilities. FTA should be urged to consider a two-part standard that is both prediction-based and observation-based, such that there is a need for:*

   - *A finding before conversion that conversion will not diminish average operating speeds in the peak periods; and*

   - *Recurring findings after conversion that predicted conditions are being maintained.*

   The recommended position calls for consideration of this possibility rather than outright adoption because it is unclear whether a standard that is prediction-based in part would be at statutory odds with 23 USC 166 (d).

3. Program income from the HOT facility, including all toll revenue, must be used solely for "permissible uses" where "permissible uses" is defined as: (1) debt service; (2) a reasonable return on investment of any private financing; (3) the costs necessary for proper operation and maintenance of the facility (including reconstruction and rehabilitation); and (4) if the operating entity annually certifies that the facility is being adequately operated and maintained (including as applicable the permissible uses described in (1), (2), and (3) above, are being duly paid), any other purpose relating to a project carried out under Title 49 (USC 5301 et. seq. ("transit law"). In instances where the HOT lane facility has received (or receives) funding from more than one federal program, "permissible uses" is further qualified to pertain to only transit's "allocable share", which is defined as the ratio of funding provided under "transit law divided by total federal funds contributed to the facility. The Notice also says that FTA would not require recipients to assign priority on payment to any permissible use, meaning that such determinations would be a matter of individual discretion.

   Attendant policy issues / questions and a recommended position (the latter in *italics*) follow:

   a. As now defined, the Notice relegates the use of program income for transit subsidies to only those situations where net income is present, meaning that transit subsidies are possible only if program income is greater than the combined expense of (1) debt service; (2) a reasonable return on investment of any private financing; (3) the costs necessary for proper operation and maintenance of the facility (including reconstruction and rehabilitation). Since there is strong evidence that HOT lanes are unlikely in most instances to be financially self-supporting from toll revenue and therefore reliant on some degree of public funding support, the policy as proposed would hamstring HOT lane sponsors who are contributing public funds and want to incorporate transit subsidies as an integral part of the project scope. It should also be said that the policy position FTA has proposed here closely tracks with the provisions of 23 USC 166, so it is unclear whether a policy position allowing for transit subsidies to be made part of the project scope would pass legal muster in light of the SAFETEA-LU language.

   b. *Recommended policy position. Urge FTA to explore whether the policy can be broadened in light of the SAFETEA-LU language to allow transit subsidies for services on the facility to be treated as part of "the costs necessary for operation and maintenance of the facility" at the discretion of the sponsors. If indeed this is possible, then urge FTA to amend the policy to provide for this.*

4. FTA proposes to refrain from prescribing for guideway qualifying purposes how transit fares and tolls for the same distances traveled compare with one another. That is, FTA proposes to leave this as a matter for local discretion.

Attendant policy issues / questions and a recommended position (the latter in *italics*) follow:

a. In lieu of such prescription, transit fares could be higher than tolls for the same distances traveled, which would be generally contrary to national public policy aims of promoting transit use (particularly if transit operators receive no subsidies from toll revenues). Arguably, a policy requiring that transit fares be lower for guideway qualifying purposes would have the desired effect of motivating local agreements providing for lower transit fares in order to insure continuing eligibility for FTA formula funding, but it could also have the unintended consequence of victimizing transit operators by cessation of guideway-related formula funding in situations where the "HOT lanes" project sponsors are indifferent to the transit formula funding issue. Finally, it is possible that some transit operators might favor higher transit fares because they believe the market can bear them, notwithstanding all other conditions including toll levels.

   Tolls planned for the Northern Virginia HOT lanes projects are as yet uncertain, but it is instructive to compare toll rates that have been discussed as possibilities with prevailing transit fares. On the I-395 / I-95 corridor, variable toll rates discussed to-date are as high as 20-25 cents per mile, meaning that a toll payer traveling solo from (say) Interchange 158 in Prince William County to DC would incur a toll cost of about $5.00 for each trip. In contrast, PRTC's fare (for those that buy tokens) is $3.80, so a policy requiring that transit fares be lower than toll rates in order for HOT lanes to qualify as guideway mileage would not be problematic for PRTC. For a solo traveler originating near the southern end of this prospective project (around interchange 130), the overall toll cost would be $14.00, which is higher than the $7.65 per trip it costs a person buying a ten trip ticket to ride VRE into DC.

b. *Recommended policy position. Support FTA's proposed position that there should be no prescription about requiring toll rates to be higher than transit fares in order for HOT lanes to qualify as "guideway" miles. While such prescription would not have an adverse consequence to PRTC or VRE, it seems like an unnecessary form of regulation that could impinge on the discretion that may be necessary to allow pricing decisions to suit each situation.*

5. No return of funds under a full funding grant agreement. The Notice states that, in the event of an HOV-to-HOY conversion where the HOV facility received FTA new start funds, no pay-back to FTA would be required so long as there is compliance with all the other conditions established by the Notice.

   Since there are no attendant policy issues / questions here, it is recommended that PRTC express support for this aspect of the Notice.

6. The Notice is silent on the issue of whether transit operators pay tolls for the use of the facility. Prescribing that transit operators must be exempt from tolls as a guideway qualifying condition can be defended in public policy terms, though it adds to the complexity of HOT lanes administration.

   Attendant policy issues / questions and a recommended position (the latter in *italics*) follow:

   a. Transit operators don't pay for HOV facility use so a conversion that compels such payment is a worsening of the transit operators' position. Tolling transit operators would also be contrary to the public policy aim of encouraging transit use as a solution to congestion, etc. Administrative complexities associated with exempting transit operators from tolls are modest and readily surmountable.

   b. HOV users also don't pay for HOV facility use, so a conversion that compels such payment is a worsening of their position as well. While the same argument made previously for transit operators can be made for HOV travelers, it can also be argued that tolling of all non-transit vehicles would serve as a further incentive for carpooling to spread the cost of tolling among carpool occupants. Moreover, free use of HOT lanes by HOV travelers would significantly erode program income, which is contrary to "HOT lanes" aims.

   c. *Recommended policy position. Urge FTA to require that transit operators be exempt from tolling in order for HOV-to-HOT conversion project mileage to qualify as guideway miles. It is not recommended that the same proviso apply to HOV users because, while a "no toll for HOV +3 users" policy is favored for the I-395 / I-95 HOT lanes and beltway projects and the Commonwealth is supportive of such a policy on those projects, regulation prescription of this for all HOT lanes projects would introduce implementation complexities that may not be warranted in some settings.*

- Recommended communication to FTA transmitting these comments

A letter has been drafted for the PRTC Chairman's signature to communicate all the positions recommended (attachment two).

Northern Virginia Transportation Commission

AGENDA ITEM #6

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube, Elizabeth Rodgers and Kala Quintana

DATE: September 28, 2006

SUBJECT: Analysis of A.M. Peak Period Travel in Northern Virginia's I-66 Corridor.

The commission is asked to authorize staff to release the attached news release describing the highlights of this report. The report was prepared at NVTC's request.

As explained in the attached draft final report, MWCOG staff conducted traffic counts in mid-September 2005 for VDOT at a screenline on I-66 at Glebe Road and other major parallel roadways in the I-66 corridor. At the request of NVTC, MWCOG staff included transit ridership provided by Northern Virginia's transit systems. The report contains the findings. About 64 percent of inbound person trips were by transit or ridesharing during the three-hour morning peak period. A map on page 2 of the report shows the location of the screenline across US 29, I-66, VA-237, Wilson Boulevard and US 50.

In the past NVTC has had to work with MWCOG's regionwide traffic counts to derive rough estimates (not statistically significant) of mode shares in major commuting corridors. This report demonstrates how such mode shares can be measured in a statistically significant manner. This approach can now be applied to the other major commuting corridors (I-95/395/Route 1 and I-66) both inside and outside the Beltway, if VDOT can identify sufficient funding.

The data collected show that weekday morning peak inbound travel by transit in this corridor at this inside the Beltway screenline accounts for the greatest share of any mode (37%). Another 26% travel in 2+ HOV. Finally, 36% travel by single-occupant vehicles (SOV). The transit share grows to 39% during the peak hour while SOV's drop to 35%.

Table 1 on page 4 shows the results in detail for all modes and Table 2 on page 6 reports transit ridership by system. Because of the configuration of VRE's Manassas Line, MWCOG staff determined they would consider only riders

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who board VRE trains at I-66 corridor stations (Broad Run, Manassas, Manassas Park and half of Burke Centre) minus the number of riders who alight before Crystal City. The other VRE riders will be captured in future traffic counts of the I-95/395/Route 1 corridor. Using these restrictive ground rules, VRE still provided 10 percent of the transit ridership measured at the Glebe Road screenline. Metrorail, with 19,000 riders, accounts for the largest transit share of 80%.

Average vehicle occupancies are also reported. These vary from 1.67 on I-66 to approximately 1.1 on the other roadways. During the three-hour peak, 43% of the 40,000 persons crossing the screenline are on I-66 and 34% are on Route 50. However, I-66 has only a third of the 30,500 vehicles while Route 50 has 40%. In fact, I-66 carried 3,000 more people in 2, 000 fewer vehicles than Route 50.

PRESS RELEASE

For Immediate Release
October 6, 2006

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MORE PEOPLE COMMUTING ALONG I-66 CORRIDOR ARE USING HOV AND TRANSIT THAN DRIVING ALONE

NEW COMMUTER COUNTING PROGRAM MEASURES TRANSIT USAGE --
6 OUT OF 10 INBOUND COMMUTERS IN THE I-66 CORRIDOR
(I-66, US 50, US 29, VA 237, WILSON BLVD)
ARE USING HOV OR TRANSIT IN THE A.M. PEAK PERIOD

Arlington, VA – Area commuters and transportation planners have long thought that the easiest way to travel the I-66 corridor was to use transit and high occupancy vehicles (HOV). But until now we didn't know how many people were actually taking advantage of the extensive transit and HOV opportunities in this corridor… Now we know!

The Northern Virginia Transportation Commission (NVTC) requested a study to measure the usage of various commute modes in the I-66 Corridor, piggy-backing on the Virginia Department of Transportation's (VDOT) annual HOV traffic counting program. NVTC provided the transit data for the corridor, VDOT provided the funding and the vehicle occupancy counts, and the Metropolitan Washington Council of Governments (MWCOG) performed the study. The study was based on data collected in the fall of 2005.

The study showed that during the peak commuter period of 6:15 am to 9:15 am approximately 63,000 people traveled inbound on major roads and transit routes in the I-66 corridor, measured at Glebe Road. During this time period, people traveling in shared use modes (transit or HOV 2+) accounted for about 64 percent of the total inbound travel. Thirty-seven percent of commuters rode transit (roughly 24,000 people), twenty-six percent used HOV 2+ (roughly 17,000 people) and thirty-six percent (roughly 23,000 people) drove alone.

Transit options in this corridor include Metrorail's Orange Line, the Virginia Railway Express, and commuter and local buses (Omniride, Loudoun County Transit, Fairfax Connector, WMATA and ART). During the morning peak hours, Metrorail carried 80%, or 19,000, of the total transit trips in this corridor. VRE carried 10% of the transit trips and the commuter and local buses carried the remaining 10%.

The HOV lanes on I-66 move more people in fewer vehicles than parallel routes. The HOV lanes on I-66 carry an average of 2,800 people per lane, per hour during the restricted period (6:30 am – 9:00 am), compared to an average of 1,200 people per lane per hour on parallel routes (US 50, US 29, VA 237, and Wilson Blvd.) During the peak period, I-66 carried 3,000 more people in 2,000 less vehicles than US 50.

"This just proves what we've been saying all along," said NVTC and Fairfax County Board of Supervisors Chairman **Gerald Connolly**. "Smart investments in our transportation infrastructure pay off."

This pilot traffic counting program confirms that transit plays a major role in providing mobility for commuters in the I-66 corridor. Understanding how people commute will help local governments make better transportation choices that reflect the needs of Virginia commuters. NVTC will work with VDOT and MWCOG to continue this important analysis of commuting patterns in Northern Virginia.

"Our hope is that this study and others like it, will help us convince the House of Delegates as they prepare for an upcoming special session for transportation, that we need to provide funding for the balanced transportation system that Virginians deserve," said Connolly.

For more information contact the Northern Virginia Transportation Commission by going to www.thinkoutsidethecar.org.

NVTC is *the* leading source of information about public transportation issues in Northern Virginia. NVTC is a regional agency with the mission of managing traffic congestion, restoring clean air, boosting the economy and improving the quality of life for all of Northern Virginia's citizens through effective public transit and ridesharing networks. NVTC includes the counties of Arlington, Fairfax and Loudoun and the cities of Alexandria, Fairfax and Falls Church covering over 1,000 square miles with a population of 1.6 million. The agency manages over $120 million of state and federal grant funds each year for public transit and serves as a forum for its board of 20 state and local elected officials to resolve issues involving public transit and ridesharing**.** For information about NVTC, please visit www.thinkoutsidethecar.org or call 703-524-3322.

NVTC

Revised Draft
06-30-2006

Analysis of AM Peak Period Travel In Northern Virginia's I-66 Corridor

Summary

More than 6 out of 10 inbound AM peak period travelers in Northern Virginia's I-66 corridor are using transit or multiple occupant autos and vans for their travel to or through regional core area employment sites in Northern Virginia and the District of Columbia. This remarkable statistic is based on multi-day traffic and transit passenger counts conducted in mid-September, 2005 by staff from the Metropolitan Washington Council of Governments/National Capital Region Transportation Planning Board (COG/TPB), the Washington Metropolitan Area Transit Authority (WMATA), the Virginia Railway Express (VRE), the Arlington County Transit System (ART), the Fairfax Connector bus system, the Loudoun County Transit (LCT) commuter bus service and the Potomac and Rappahannock Transportation Commission (PRTC). This project was sponsored by the Virginia Department of Transportation (VDOT) in response to a request by the Northern Virginia Transportation Commission (NVTC) and was carried out as a VDOT Technical Assistance project in the TPB's Fiscal Year 2006 Unified Planning Work Program (UPWP).

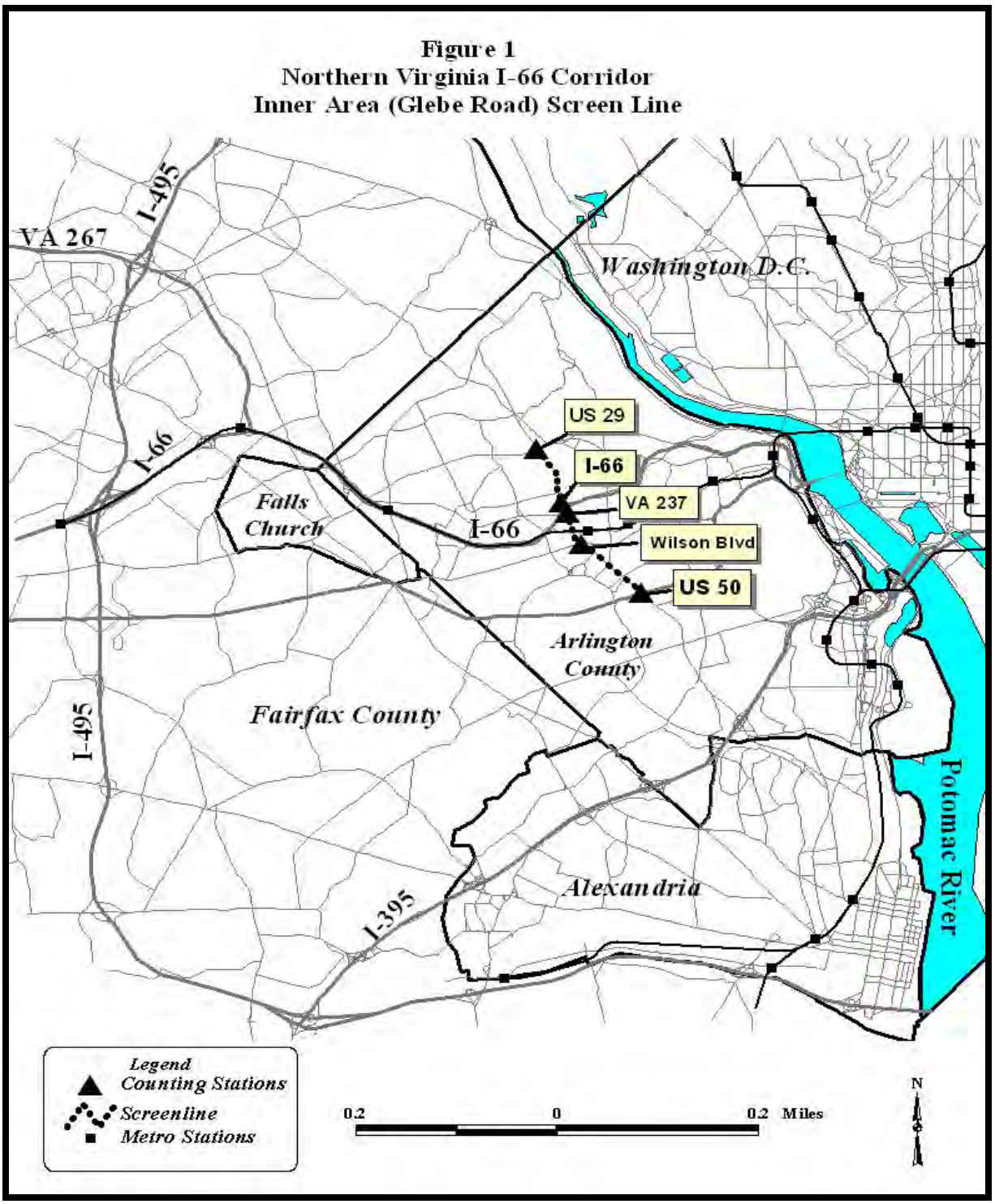
Study Background

One of NVTC's goals is to monitor and track changes in daily transit ridership relative to the growth in peak period auto travel in Northern Virginia's major commuting corridors. In pursuit of this goal, NVTC asked COG/TPB staff if corridor-specific estimates of AM peak period transit modal shares could be achieved through some modification or expansion of currently planned TPB travel monitoring activities. COG/TPB staff responded that statistically reliable travel modal share information could be obtained for the I-66 and I-95 travel corridors if some supplementary multi-day traffic and transit passenger counts were taken at a few selected locations and combined with traffic counts that COG/TPB already planned to make for VDOT as part of the Northern Virginia HOV Monitoring program in the fall of 2005.

An advisory working group composed of NVTC, VDOT, Virginia Department of Rail and Public Transportation (VDRPT), WMATA and local jurisdiction staff was established to review and refine the draft scope of work developed by COG/TPB in response to NVTC's request. The refined scope of work agreed to by the advisory committee recommended that two-day, mid-week counts of AM peak period inbound auto and transit person travel be taken on segments of Northern Virginia's major commuting routes along two screen lines: an outer area screen line just outside the Capital Beltway; and an inner area screen line just outside Glebe Road. It was also agreed, after much discussion about available resources for this project, that this project should be divided into multiple phases and conducted over several fiscal years as available funding permitted. VDOT agreed to help fund the first phase of this project and programmed some of its FY 2006 UPWP Technical Assistance funds for supplementary multi-

day traffic counts in the I-66 corridor at select locations along the inner area screen line just outside Glebe Road (Figure 1 and Appendix A). It was also agreed that NVTC would work with WMATA and local jurisdiction transit agencies in Northern Virginia to obtain multi-day transit ridership counts across this inner area I-66 corridor screen line in the same mid-September, 2005 time frame as the planned traffic counts.

Figure 1
Northern Virginia I-66 Corridor
Inner Area (Glebe Road) Screen Line



Total Person Travel

The traffic and transit passenger counts taken for this study on two "typical weekdays" were averaged together to compute a statistically dependable estimate of the 3-hour AM peak period for inbound person travel across the I-66 corridor inner area screen line. A "typical weekday for the purposes of this study was defined as a non-holiday Tuesday, Wednesday, or Thursday on which there were no special events or major traffic incidents that would affect typical travel patterns on these days.

Analysis of the average typical weekday count data collected in this study, presented in Table 1, show this 3-hour AM peak period for person travel to be from 6:15AM to 9:15AM when approximately 63,000 persons are traveling inbound on the major roads and transit routes serving Northern Virginia's I-66 corridor on their way to or through regional core area employment sites. Table 1 further reveals that the standard weekday variation for travel during this AM peak period is slightly more than 1,300 persons or approximately 2% of the total inbound AM peak period person travel across this screen line. This suggests that, for typical weekdays, there appears to be little day-to-day variation in total inbound AM peak period person travel across this screen line.

The data in Table 1 also show the morning peak 1-hour for inbound total person travel across the I-66 corridor inner area screen line at Glebe Road to be from 7:30AM to 8:30AM. The 26,000 peak hour travelers crossing this screen line represent approximately 41% of persons crossing this screen line the during 3-hour 6:15AM to 9:15AM morning peak period. On a typical weekday it is estimated that more than 6,000 inbound I-66 corridor travelers traverse this screen line in each 15-minute period during the AM peak hour. Day-to-day variation in typical weekday AM peak hour travel at 3% is slightly higher than for the entire 3-hour AM peak period.

Modal Shares

The data collected in this study indicate that on a typical weekday travel by transit accounts for the greatest share of inbound AM peak period person travel across the I-66 corridor inner area screen line at 37%. Persons traveling in 2+ person High Occupancy Vehicle (HOV 2+) carpools and vanpools account for another 26% of total AM peak period personal travel and persons traveling in Single Occupant Vehicles (SOV) account for 36%. Together, persons traveling by transit or HOV2+ vehicles account for about 64% of the total volume of AM peak period inbound travel across the I-66 corridor inner area screen line.

In the 7:30AM to 8:30AM peak hour, transit accounts for an even greater share of the inbound person travel across the I-66 corridor screen line at 39%. This higher transit modal share percentage comes at the expense of the SOV modal share which drops from 36% during the 3-hour AM peak period to 35% during the AM peak 1-hour. The HOV2+ modal share for the AM peak hour remains as it is for the AM peak period, 26%.

Day-to-day variation in typical weekday person travel in the 3-hour AM peak period and the 1-hour peak hour is approximately 4% to 5% for each individual travel mode. This percent

Table 1
AM Peak Period Travel in the I-66 Corridor
Total Inbound Person Trips at the Inner Area (Glebe Road) Screen Line

Time Period	Total Persons	Transit Persons	HOV2+ Persons	SOV Persons	Percent Transit	Percent HOV2+	Percent SOV
5:00 - 5:15 AM	811	224	65	523	28%	8%	64%
5:15 - 5:30 AM	1,244	132	153	960	11%	12%	77%
5:30 - 5:45 AM	2,310	615	267	1,428	27%	12%	62%
5:45 - 6:00 AM	2,698	763	363	1,572	28%	13%	58%
6:00 - 6:15 AM	2,687	571	504	1,612	21%	19%	60%
6:15 - 6:30 AM	3,845	1,504	697	1,645	39%	18%	43%
6:30 - 6:45 AM	4,238	1,511	1,393	1,334	36%	33%	31%
6:45 - 7:00 AM	4,338	1,737	1,296	1,305	40%	30%	30%
7:00 - 7:15 AM	4,827	1,759	1,399	1,669	36%	29%	35%
7:15 - 7:30 AM	5,734	2,082	1,746	1,907	36%	30%	33%
7:30 - 7:45 AM	6,536	2,587	1,876	2,074	40%	29%	32%
7:45 - 8:00 AM	6,513	2,400	1,788	2,326	37%	27%	36%
8:00 - 8:15 AM	6,586	2,657	1,749	2,181	40%	27%	33%
8:15 - 8:30 AM	6,088	2,400	1,383	2,305	39%	23%	38%
8:30 - 8:45 AM	5,823	2,275	1,364	2,184	39%	23%	38%
8:45 - 9:00 AM	4,479	1,424	1,135	1,920	32%	25%	43%
9:00 - 9:15 AM	4,278	1,357	871	2,051	32%	20%	48%
9:15 - 9:30 AM	3,459	706	801	1,953	20%	23%	56%
9:30 - 9:45 AM	3,456	889	715	1,853	26%	21%	54%
9:45 - 10:00 AM	2,862	303	688	1,872	11%	24%	65%
Total							
5:00-10:00 AM	82,809	27,892	20,248	34,670	34%	24%	42%
Standard Weekday Variation (STD)	919	1,381	527	64			
Percent Variation (CV)	1%	5%	3%	0%			
Peak Period							
6:15-9:15 AM	63,283	23,690	16,694	22,899	37%	26%	36%
Standard Weekday Variation (STD)	1,299	1,076	697	920			
Percent Variation (CV)	2%	5%	4%	4%			
Peak Hour							
7:30-8:30 AM	25,723	10,043	6,795	8,885	39%	26%	35%
Standard Weekday Variation (STD)	713	510	281	484			
Percent Variation (CV)	3%	5%	4%	5%			

Note: The person trip data presented in this table are the average of two "typical weekday" counts taken in mid-September, 2005. The standard weekday variation is the standard deviation (STD) of these two counts. The percent variation is the coefficient of variation (CV) expressed as the ratio of the count standard deviation to the count average times 100%.

variation is about twice the percent variation in total inbound AM peak period travel for all travel modes combined. This difference between the percent variation in overall person travel and the percent variation by travel mode suggests that, on a day-to-day basis, there appears to be some measurable switching between travel modes in the AM peak period and/or differences in the time of travel by mode between the 3-hour AM peak period and the shoulder periods before and after this peak period. For the entire 5-hour AM counting period SOV person travel shows the least variation, with almost no variation. Person travel by transit for this same 5-hour AM period shows the greatest variation at about 5%.

Travel by Transit

Approximately 19,000 persons in the I-66 corridor choose Metrorail for their AM peak period travel to and through regional core area employment centers. By far, Metrorail accounts for the greatest share of inbound AM peak period transit ridership in the I-66 corridor. This is not surprising given the fact that WMATA and local jurisdiction bus service feed many transit riders from local neighborhoods to the Metrorail system.

WMATA Metrobus, Fairfax Connector (FFX CONN), Loudoun County Transit (LCT) and PRTC OmniRide and Metro Direct bus routes provide feeder bus service to Orange Line Metrorail stations outside the I-66 inner area screen line. Many of the daily riders on these bus routes are also Metrorail riders who are included in the Metrorail passenger counts taken at the Glebe Road screen line. In addition to this Metrorail feeder bus service, these three transit providers also operate some direct bus service that crosses the I-66 inner area screen line on routes directly serving Rossyln or the Pentagon in Arlington, or the State Department across the Theodore Roosevelt Bridge in the District of Columbia.

The data presented in Table 2 show that on a typical weekday WMATA Metrobuses serve 720 inbound AM peak period weekday passengers for their travel across this I-66 inner area screen line, Fairfax Connector buses serve 233 passengers, Loudoun County Transit buses serve 889 passengers and PRTC OmniRide buses serve 204 riders. In addition to these three systems, the Arlington County Transit (ART) system supplements WMATA Metrobus service with some smaller, neighborhood-friendly vehicles that also cross the Glebe Road screen line. In this study, ART buses were found to carry 240 AM peak period transit riders across this I-66 corridor inner area screen line.

Virginia Railway Express' (VRE) Manassas line also provides service to AM peak period travelers who live in the broad I-66 transportation corridor. Because of the configuration of the railroad lines providing service from Northern Virginia's outer suburban jurisdictions to regional core area employment centers, VRE riders who board trains at VRE stations in the I-66 corridor technically cross the Glebe Road inner area screen line in the I-95 travel corridor. For the purposes of this study, AM peak period transit passengers boarding VRE Manassas line trains at the Broad Run, Manassas, and Manassas Park commuter rail station, plus one-half the AM peak VRE riders at the Burke Center station, minus the number of passengers alighting VRE trains before the Crystal City station were considered I-66 corridor inner area screen line travelers.

Table 2
AM Peak Period Travel in the I-66 Corridor
Total Inbound Transit Passengers at the Inner Area (Glebe Road) Screen Line

Time Period	Total Transit	ART BUS	FFX CONN BUS	LCT BUS	PRTC OMNI-RIDE	WMATA BUS	WMATA RAIL	VRE RAIL
5:00 - 5:15 AM	224	0	0	0	0	0	224	0
5:15 - 5:30 AM	132	0	0	0	0	0	132	0
5:30 - 5:45 AM	615	0	0	0	0	63	552	0
5:45 - 6:00 AM	763	0	0	0	45	12	383	324
6:00 - 6:15 AM	571	29	0	58	0	60	425	0
6:15 - 6:30 AM	1,504	5	38	63	42	64	1,292	0
6:30 - 6:45 AM	1,511	13	33	48	28	43	884	463
6:45 - 7:00 AM	1,737	19	33	103	38	57	1,490	0
7:00 - 7:15 AM	1,759	37	0	130	0	69	957	566
7:15 - 7:30 AM	2,082	30	46	152	38	48	1,770	0
7:30 - 7:45 AM	2,587	33	0	94	30	80	1,706	645
7:45 - 8:00 AM	2,400	27	43	100	0	79	2,152	0
8:00 - 8:15 AM	2,657	21	26	99	30	62	1,970	451
8:15 - 8:30 AM	2,400	23	0	87	0	84	2,207	0
8:30 - 8:45 AM	2,275	16	16	16	0	42	1,960	226
8:45 - 9:00 AM	1,424	8	0	0	0	40	1,377	0
9:00 - 9:15 AM	1,357	10	0	0	0	55	1,292	0
9:15 - 9:30 AM	706	16	0	0	0	46	645	0
9:30 - 9:45 AM	889	1	0	0	0	41	847	0
9:45 - 10:00 AM	303	16	0	0	0	23	265	0
Total								
5:00-10:00 AM	27,892	301	233	946	249	964	22,524	2,675
Standard Weekday Variation (STD)	1,381	6	34	22	16	131	1,260	12
Percent Variation (CV)	5%	2%	15%	2%	6%	14%	6%	0%
Peak Period								
6:15-9:15 AM	23,690	240	233	889	204	720	19,054	2,351
Standard Weekday Variation (STD)	1,076	5	34	19	14	150	932	12
Percent Variation (CV)	5%	2%	15%	2%	7%	21%	5%	1%
Peak Hour								
7:30-8:30 AM	10,043	103	69	379	59	304	8,034	1,096
Standard Weekday Variation (STD)	510	0	5	17	16	110	426	2
Percent Variation (CV)	5%	0%	7%	4%	27%	36%	5%	0%

Note: The transit ridership data presented in this table are the average of two "typical weekday" counts taken in mid-September, 2005. The standard weekday variation is the standard deviation (STD) of these two counts. The percent variation is the coefficient of variation (CV) expressed as the ratio of the count standard deviation to the count average times 100%.

The rationale for the decision to include some of the VRE Manassas line passenger boardings with the other I-66 corridor inner area transit and total person counts is that many of the AM peak period VRE riders boarding at these stations could use, if they so chose, other available options for AM peak period travel in the I-66 corridor that are counted at the inner area screen line. Morning peak VRE Manassas line passengers boarding trains at the Rolling Road and Backlick Road stations were not considered to be I-66 corridor travelers because these rail stations are more likely to serve Northern Virginia commuters and others traveling in the I-95 transportation corridor during the AM peak period. Because Burke Centre is located almost midway between the I-66 and I-95 travel corridors, it was decided for the purposes of this analysis to include half of the AM peak period transit passengers boarding VRE trains at the Burke Centre station in the calculation of I-66 inner area screen line total person and transit passenger totals.

The data in Table 2 show VRE trains are estimated to serve approximately 2,400 inbound I-66 corridor transit passengers traveling to regional core area employment centers in Arlington and DC. This represents approximately 10% of total AM peak period ridership at the I-66 corridor inner area screen line on most weekdays. Also, of all the various transit modes that were counted in this study, VRE ridership exhibited the least day-to-day variation, with an average percent difference of only about 1% for the 3-hour AM peak period.

Travel by High Occupancy Vehicles

This study also found almost 17,000 persons traveling in passenger vehicles with two or more occupants (HOV2+) for their typical weekday inbound AM peak period travel across the I-66 corridor inner area screen line. Not surprisingly, as seen in Table 3, the greatest amount of HOV2+ person travel was seen on I-66. Use of I-66's inbound lanes between 6:30AM and 9:00AM is restricted to HOV2+-person vehicles and single occupant vehicles that are traveling from Dulles Airport or have special "clean fuel" license tags or are law enforcement vehicles. The roadway facility with the second highest number of inbound AM peak period HOV2+ person trips in this study was US 50. Though significant, the amount of HOV2+ person travel on US 50 was only about one-fifth that on I-66. Inbound AM peak period HOV2+ person travel on US 29 (Lee Highway), VA 237 (Washington Boulevard) and Wilson Boulevard averaged about 600 persons on each of these three roadways.

The effectiveness of the I-66 HOV lanes in encouraging the use of car and vanpooling and their efficiency in moving large numbers of people per lane of roadway is clearly seen in the count data collected in this study. During the 2.5-hour time period the I-66 use restrictions are in effect, the two inbound I-66 HOV lanes carry an average of 2,800 persons per lane per hour compared to an average of just 1,200 persons per lane per hour on the seven inbound non-restricted general purpose lanes on the other roadway facilities crossing the Glebe Road screen line in this corridor.

Travel by Single Occupant Vehicles

The amount of inbound AM peak period single occupant vehicle (SOV) travel on each of the major Northern Virginia roadway facilities that cross the I-66 corridor inner area screen line

Table 3
AM Peak Period Travel in the I-66 Corridor
Inbound Persons in HOV2+ Vehicles at the Inner Area (Glebe Road) Screen Line

Time Period	Total HOV2+ Persons	HOV2+ Persons by I-66 Corridor Roadway Facility				
		US 29	I-66	VA 237	Wilson Blv	US 50
5:00 - 5:15 AM	65	0	64	0	1	0
5:15 - 5:30 AM	153	2	125	0	5	21
5:30 - 5:45 AM	267	2	226	0	9	31
5:45 - 6:00 AM	363	8	324	0	12	19
6:00 - 6:15 AM	504	14	437	1	21	32
6:15 - 6:30 AM	697	16	570	4	35	73
6:30 - 6:45 AM	1,393	28	1,160	26	38	142
6:45 - 7:00 AM	1,296	37	1,013	21	30	196
7:00 - 7:15 AM	1,399	44	1,034	35	42	245
7:15 - 7:30 AM	1,746	51	1,380	47	35	233
7:30 - 7:45 AM	1,876	57	1,305	71	51	393
7:45 - 8:00 AM	1,788	50	1,368	94	81	196
8:00 - 8:15 AM	1,749	57	1,256	92	95	250
8:15 - 8:30 AM	1,383	46	1,025	38	44	232
8:30 - 8:45 AM	1,364	57	976	55	64	212
8:45 - 9:00 AM	1,135	54	775	71	52	184
9:00 - 9:15 AM	871	72	517	53	39	192
9:15 - 9:30 AM	801	63	448	52	31	207
9:30 - 9:45 AM	715	63	360	42	35	215
9:45 - 10:00 AM	688	78	315	36	59	201
Total						
5:00-10:00 AM	20,248	794	14,675	736	774	3,269
Standard Weekday Variation (STD)	527	41	195	106	200	197
Percent Variation (CV)	3%	5%	1%	14%	26%	6%
Peak Period						
6:15-9:15 AM	16,694	566	12,376	605	603	2,545
Standard Weekday Variation (STD)	697	5	350	96	223	225
Percent Variation (CV)	4%	1%	3%	16%	37%	9%
Peak Hour						
7:30-8:30 AM	6,795	208	4,953	295	270	1,070
Standard Weekday Variation (STD)	281	24	94	65	77	339
Percent Variation (CV)	4%	12%	2%	22%	29%	32%

Note: The traffic count data presented in this table are the average of two "typical weekday" counts taken in mid-September, 2005. The standard weekday variation is the standard deviation (STD) of these two counts. The percent variation is the coefficient of variation (CV) expressed as the ratio of the count standard deviation to the count average times 100%

is also strongly influenced by restrictions on the use of the I-66 facility by SOVs during the morning peak period. Inbound travel on I-66 by SOVs from 6:30AM to 9:00AM is legally restricted to: (1) persons traveling from Dulles Airport; (2) persons in vehicles with "clean fuel" license plates; and (3) persons traveling in other vehicles exempt from the HOV requirement such as law enforcement vehicles. Significant fines and driver's license points are assessed to SOV travelers on I-66 caught violating these restricted use provisions.

The results of the two-day traffic counts conducted for this study presented in Table 4 show that on a typical weekday approximately 23,000 inbound AM peak period travelers cross the I-66 inner area screen line in single occupancy vehicles (SOVs).During the AM peak period, the US 50 roadway facility is seen to have the greatest amount of SOV travel. The data in Table 4 show approximately 11,000 AM peak period SOV users crossing the Glebe Road screen line on US 50. The relationship between the 6:30AM to 9:00AM use restrictions on I-66 and SOV travel on US 50 is also clearly seen in this table. In the time periods immediately before the I-66 use restrictions take effect there is more SOV travel on I-66 than on US 50. Likewise, in the time periods immediately after the I-66 use restrictions end, SOV travel on I-66 again exceeds that on US 50. Conversely, during the time periods when I-66 use restrictions are in effect, SOV travel on US 50 is two to four times the volume of SOV travel on I-66.

Typical weekday SOV travel on the I-66 facility itself totals about 4,500 persons for the 3-hour AM peak period (6:15AM to 9:15AM) persons. During the 2.5-hour restricted use period (6:30AM to 9:00AM) SOV travel on I-66 totals only 2,900 persons. This means that about 36% of the total AM peak period SOV travel on I-66 at the Glebe Road screen line occurs in the 15-minute periods just before and after the restricted use period. Also, for both the 15-minute time period after the start of use restrictions and the 15-minute time period before the end of the use restriction, the number of persons in SOVs on I-66 averaged 359. This average is measurably higher than the average for any 15-minute time period during the hours of restricted use.

Persons in SOVs traveling inbound across the Glebe Road screen line in the AM peak period totaled about 2,900 on US 29 (Lee Highway), about 2,300 on VA 237 (Washington Boulevard) and about 2,100 on Wilson Boulevard..

Vehicle Counts

Total typical weekday inbound AM peak period passenger vehicle flows across the I-66 inner area screen line on the major roadways analyzed in this study were found to be almost 30,500 vehicles, as seen in Table 5. The greatest number of these AM peak period vehicle movements were on US 50 with an inbound vehicle flow of approximately 12,200 vehicles, followed closely by I-66 with an inbound flow of about 10,100 vehicles. Inbound AM peak period passenger vehicle movements totaled approximately 3,200 on US 29 (Lee Highway) 2,600 on VA 237 (Washington Boulevard) and 2,400 on Wilson Boulevard.

Table 4
AM Peak Period Travel in the I-66 Corridor
Inbound Persons in SOV Vehicles at the Inner Area (Glebe Road) Screen Line

Time Period	Total SOV Persons	SOV Persons by I-66 Corridor Roadway Facility				
		US 29	I-66	VA 237	Wilson Blv	US 50
5:00 – 5:15 AM	523	8	350	7	14	145
5:15 – 5:30 AM	960	21	675	13	26	226
5:30 – 5:45 AM	1,428	37	994	26	24	348
5:45 – 6:00 AM	1,572	54	991	38	48	442
6:00 – 6:15 AM	1,612	66	929	35	52	531
6:15 – 6:30 AM	1,645	93	865	61	78	550
6:30 – 6:45 AM	1,334	144	359	74	124	634
6:45 – 7:00 AM	1,305	190	186	108	109	713
7:00 – 7:15 AM	1,669	259	237	152	143	878
7:15 – 7:30 AM	1,907	319	264	205	165	955
7:30 – 7:45 AM	2,074	346	315	257	208	949
7:45 – 8:00 AM	2,326	355	328	305	217	1,123
8:00 – 8:15 AM	2,181	290	286	271	232	1,103
8:15 – 8:30 AM	2,305	239	280	232	255	1,300
8:30 – 8:45 AM	2,184	251	293	218	232	1,192
8:45 – 9:00 AM	1,920	249	359	239	202	872
9:00 – 9:15 AM	2,051	216	749	179	163	744
9:15 – 9:30 AM	1,953	190	752	143	133	735
9:30 – 9:45 AM	1,853	187	805	137	152	574
9:45 - 10:00 AM	1,872	189	892	134	150	507
Total						
5:00-10:00 AM	34,670	3,697	10,904	2,830	2,723	14,518
Standard Weekday Variation (STD)	64	15	465	180	11	327
Percent Variation (CV)	0%	0%	4%	6%	0%	2%
Peak Period						
6:15-9:15 AM	22,899	2,949	4,517	2,298	2,125	11,011
Standard Weekday Variation (STD)	920	9	268	181	87	399
Percent Variation (CV)	4%	0%	6%	8%	4%	4%
Peak Hour						
7:30-8:30 AM	8,885	1,229	1,208	1,064	911	4,475
Standard Weekday Variation (STD)	484	32	158	113	41	203
Percent Variation (CV)	5%	3%	13%	11%	5%	5%

Note: The traffic count data presented in this table are the average of two "typical weekday" counts taken in mid-September, 2005. The standard weekday variation is the standard deviation (STD) of these two counts. The percent variation is the coefficient of variation (CV) expressed as the ratio of the count standard deviation to the count average times 100%.

Table 5
AM Peak Period Travel in the I-66 Corridor
Total Inbound Passenger Vehicles at the Inner Area (Glebe Road) Screen Line

Time Period	Total Passenger Vehicles	Passenger Vehicles by I-66 Corridor Roadway				
		US 29	I-66	VA 237	Wilson Blv	US 50
5:00 - 5:15 AM	556	8	382	7	15	145
5:15 - 5:30 AM	1,030	22	732	13	29	236
5:30 - 5:45 AM	1,539	38	1,085	26	28	363
5:45 - 6:00 AM	1,717	58	1,116	38	55	451
6:00 - 6:15 AM	1,817	70	1,109	36	60	543
6:15 - 6:30 AM	1,936	101	1,097	63	93	583
6:30 - 6:45 AM	1,963	155	881	84	142	702
6:45 - 7:00 AM	1,895	205	644	119	124	804
7:00 - 7:15 AM	2,318	280	722	169	162	985
7:15 - 7:30 AM	2,684	343	873	228	181	1,059
7:30 - 7:45 AM	2,942	373	911	291	232	1,136
7:45 - 8:00 AM	3,156	376	970	349	255	1,208
8:00 - 8:15 AM	2,986	314	867	315	277	1,214
8:15 - 8:30 AM	2,948	259	751	251	277	1,410
8:30 - 8:45 AM	2,813	277	750	240	263	1,283
8:45 - 9:00 AM	2,433	272	710	269	228	955
9:00 - 9:15 AM	2,427	249	968	201	183	827
9:15 - 9:30 AM	2,313	216	957	163	149	829
9:30 - 9:45 AM	2,158	217	955	155	170	662
9:45 - 10:00 AM	2,184	226	1,037	149	179	594
Total						
5:00-10:00 AM	43,808	4,054	17,511	3,161	3,098	15,986
Standard Weekday Variation (STD)	256	11	591	214	95	205
Percent Variation (CV)	1%	0%	3%	7%	3%	1%
Peak Period						
6:15-9:15 AM	30,497	3,202	10,140	2,576	2,415	12,164
Standard Weekday Variation (STD)	599	6	103	222	16	284
Percent Variation (CV)	2%	0%	1%	9%	1%	2%
Peak Hour						
7:30-8:30 AM	12,031	1,322	3,497	1,205	1,040	4,967
Standard Weekday Variation (STD)	359	43	224	142	6	30
Percent Variation (CV)	3%	3%	6%	12%	1%	1%

Note: The traffic count data presented in this table are the average of two "typical weekday" counts taken in mid-September, 2005. The standard weekday variation is the standard deviation (STD) of these two counts. The percent variation is the coefficient of variation (CV) expressed as the ratio of the count standard deviation to the count average times 100%.

Average Vehicle Occupancies

On a typical weekday a total of almost 40,000 persons in approximately 30,000 passenger vehicles were found in this study to be traveling inbound across the Glebe Road screen line during the 3-hour AM peak period. The persons in these passenger vehicles, which included autos, vans and motorcycles, accounted for about 63% of all inbound person travel across the I-66 corridor inner area screen line during this morning peak time period.

The data in Table 6 also show that the total number inbound AM peak period passenger vehicle flows on US 50 exceed the number on I-66 by 2,000 vehicles, but the number of persons in passenger vehicles on I-66 exceed those in passenger vehicles on US 50 by 3,000 persons. Thus, on a typical weekday, inbound AM peak period passenger vehicles on I-66 carry approximately 3,300 people in 2,000 fewer vehicles than on US 50.

The reason that the I-66 facility moves more persons in fewer vehicles than on US 50 is that average passenger vehicle occupancies for inbound AM peak period vehicles on I-66 are 50% higher than those for vehicles on US 50. Typical weekday AM peak period inbound passenger vehicle occupancies on I-66 averaged 1.67 persons per vehicle compared to only 1.11 persons per vehicle on US 50. Comparable passenger vehicle occupancies are 1.11 persons per vehicle for US 29 (Lee Highway), and 1.13 persons per vehicle on VA 237 (Washington Boulevard) and on Wilson Boulevard.

Table 6
AM Peak Period Travel in the I-66 Corridor
Average Inbound Passenger Vehicle Occupancies
at the Inner Area (Glebe Road) Screen Line

Roadway Facility	Number of Inbound Lanes	Passenger Vehicles		
		Person Count	Vehicle Count	Average Occupancy
US 29	2	3,514	3,202	1.10
I-66	2	16,893	10,140	1.67
VA 237	1	2,903	2,576	1.13
Wilson Blv	1	2,727	2,415	1.13
US 50	3	13,556	12,164	1.11
TOTAL	**9**	**39,593**	**30,497**	**1.30**

Note: The traffic count data presented in this table are the average of two "typical weekday" counts taken in mid-September, 2005

The data in tables 7 and 8 present the number and percentage distribution of vehicle occupancies classified by the number of persons in the vehicle for inbound AM peak period passenger vehicle flows across the I-66 corridor inner area screen line, respectively. These tables show that, for all major roads in the I-66 corridor, except for I-66 itself, about 90% of the inbound AM peak period passenger vehicles on these roadways are only carrying a single occupant. On the I-66 facility during this same time period about 56% of the passenger vehicles are carrying 2 or more occupants. In summary, inbound AM peak period passenger vehicles on I-66 at the Glebe Road screen line carry about 50% more people per vehicle than vehicles on any other major road at this screen line.

Table 7
AM Peak Period Travel in the I-66 Corridor
Inbound Passenger Vehicle Counts Classified by Number of Persons in Vehicle at the Inner Area (Glebe Road) Screen Line
3-Hour AM Peak Period - (6:15AM to 9:15AM)

Number of Persons in Vehicle	Corridor Total	I-66 Corridor Roadway Facility				
		US 29	I-66	VA 237	Wilson Blv	US 50
1-Person Autos	22,726	2,944	4,383	2,291	2,122	10,987
2-Person Autos	6,880	222	5,108	256	264	1,031
3+-Person Autos	648	30	463	20	23	113
Vanpools	71	3	53	3	4	10
Motorcycles	174	5	134	8	3	25
Total Passenger Vehicles	30,497	3,202	10,140	2,576	2,415	12,164

Table 8
AM Peak Period Travel in the I-66 Corridor
Distribution of Inbound Passenger Vehicle Counts by Number of Persons in Vehicle at the Inner Area (Glebe Road) Screen Line
3-Hour AM Peak Period - (6:15AM to 9:15AM)

Number of Persons in Vehicle	Corridor Total	I-66 Corridor Roadway Facility				
		US 29	I-66	VA 237	Wilson Blv	US 50
1-Person Autos	75%	92%	43%	89%	88%	90%
2-Person Autos	23%	7%	50%	10%	11%	8%
3+-Person Autos	2%	1%	5%	1%	1%	1%
Vanpools	0%	0%	1%	0%	0%	0%
Motorcycles	1%	0%	1%	0%	0%	0%
Total Passenger Vehicles	100%	100%	100%	100%	100%	100%

Statistical Confidence Levels for AM Peak Period Modal Share Estimates

One of the intended purposes of this study was to develop a statistically reliable estimate of the transit mode share of inbound AM peak period travel in Northern Virginia's I-66 corridor at the inner area Glebe Road screen line. Based on the statistical analysis of the two-day auto occupancy and transit passenger counts conducted, transit's share of inbound AM peak period travel on a typical weekday is estimated to be 37.4%plus or minus 0.8 percentage points at the 90% confidence level. This means that, statistically, one can be 90% confident that the actual share of AM peak period travel in the I-66 corridor by transit would be found in the range from 36.6% to 38.2%, if these counts had been taken on every typical weekday between Tuesday, September 13, 2005 and Thursday, September 22, 2005..

The HOV2+ person share of inbound AM peak period travel on a typical weekday at the inner area Glebe Road screen line is estimated to be 26.4% plus or minus 0.3 percentage points at the 90% confidence level. The share of SOV travel at this same screen line is estimated to be 36.2% plus or minus 0.2 percentage points at the 90% confidence level.

Major Findings and Conclusions[1]

Analysis of two-day auto occupancy and transit passenger counts conducted on typical weekdays in mid-September, 2005 show that more than 6 out of 10 inbound AM peak period travelers in Northern Virginia's I-66 corridor are using transit or HOV 2+ passenger vehicles for their travel to or through regional core area employment sites in Northern Virginia and the District of Columbia.

Travel by transit during the 3-hour AM peak period from 6:15AM to 9:15AM was found to account for the greatest share of inbound person travel across the I-66 corridor inner area screen line at Glebe Road. Based on statistical analysis of the two-day counts, transit's share of this AM peak travel is estimated at 37.4% and one can be 90% confident that transit's share is no less than 36.6% and could be at high as 38.2%.

Approximately, 19,000 persons in the I-66 corridor choose the Metrorail Orange Line for their AM peak period travel to and through regional core area employment centers in Northern Virginia and downtown Washington, DC. By far, Metrorail accounts for the greatest share of transit ridership in the I-66 corridor, but this is not surprising given that WMATA and local jurisdiction bus service feed many transit riders from local neighborhoods to several Metrorail Orange Line stations located along the I-66 corridor.

The WMATA Metrobus, Fairfax Connector (FFX CONN), Loudoun County Transit (LCT), PRTC OmniRide and Arlington County Transit (ART) systems, in addition to providing feeder bus service to Metrorail stations, also operate some bus service that directly crosses the I-66 corridor inner area screen line. On a typical weekday approximately 2,300 persons are riding buses operated by these transit providers as they cross the inner area screen line at Glebe Road.

[1] The major findings presented in this section of the report are for the 6:15PM to 9:15AM 3-hour AM peak period unless otherwise stated.

The Manassas line of the Virginia Railway Express (VRE) that serves AM peak period travelers living in the I-66 transportation corridor carries about 2,400 inbound riders across the inner area screen line to regional core area employment centers.[2] Typical weekday ridership on VRE showed the least day-to-day variation of any of the transit modes and was second only to Metrorail in the total number of I-66 corridor inbound riders carried during the AM peak period.

Almost 17,000 persons were found crossing the I-66 corridor inner area screen line in passenger vehicles with two or more occupants (HOV2+). The overwhelming majority of these HOV2+ persons (12,400) were on the I-66 facility itself. The corridor facility with the second highest number of HOV2+ persons (2,500) was US 50 (Arlington Boulevard). Though significant, the amount of HOV 2+ person travel on US 50 was only about one-fifth that on I-66.

The effectiveness of the I-66 HOV lanes in encouraging the use of car and vanpooling and their efficiency in moving large numbers of people per lane of roadway was clearly seen in the count data collected in study. During the time period the I-66 use restrictions are in effect, the two inbound I-66 HOV lanes carry an average of 2,800 persons per lane per hour compared to an average of just 1,200 persons per lane per hour on the seven inbound non-restricted general purpose lanes on the other roadway facilities crossing the Glebe Road screen line in this corridor.

The amount of inbound AM peak period single occupant vehicle (SOV) travel on each of the major Northern Virginia roadway facilities that cross the I-66 corridor inner area screen line is also strongly influenced by restrictions on the use of the I-66 facility by SOVs during the morning peak period. On a typical weekday approximately 23,000 AM peak period travelers cross the I-66 inner area screen line in single occupancy vehicles, with almost half of them on US Route 50 and less than 20% on them on I-66.[3]

Inbound AM peak period passenger vehicles on I-66 at the Glebe Road screen line were found to be carrying 50% more people per vehicle than on any other corridor roadway at this screen line. Vehicle occupancies for inbound vehicles on I-66 during the 6:15AM to 9:15AM peak period averaged 1.67 persons per vehicle. Average vehicle occupancies for inbound vehicles on other roadway facilities in the corridor ranged to 1.11 to 1.13 persons per vehicle.

The share of I-66 corridor inbound AM peak period person travel by persons traveling in HOV2+ vehicles at the Glebe Road screen line is estimated at 26.4% plus or minus 0.3 percentage points at the 90% confidence level.

The share of I-66 corridor inbound AM peak period person travel by persons traveling in SOV vehicles at the Glebe Road screen line is estimated at 36.2% plus or minus 0.2 percentage points at the 90% confidence level.

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[2] Includes VRE riders boarding trains at the Broad Run, Manassas and Manassas Park stations, plus one-half the riders at the Burke Center station minus passengers alighting VRE trains before the Crystal City station.

3 Inbound travel on I-66 by SOVs from 6:30AM to 9:00AM is legally restricted to: (1) persons traveling from Dulles Airport; (2) persons in vehicles with "clean fuel" license plates; and (3) persons traveling in exempt vehicles such as law enforcement vehicles. Significant fines and driver's license points are assessed to SOV travelers on I-66 caught violating these restricted use provisions.

Appendix A
I-66 Corridor Inner Area Screen Line Counting Stations/Locations

I-66 Corridor Facility/Service	Counting Location	Count Dates			
Roadway					
Lee Highway (US 29)	@ E. of N George Mason Dr	Tues	9/20/2005	Wed	9/21/2005
I-66 Eastbound.	Between Sycamore St & Fairfax Dr	Wed	9/14/2005	Thur	9/15/2005
Washington Boulevard (Va.237)	@ N. Aberdeen Street	Tues	9/20/2005	Wed	9/21/2005
Wilson Boulevard.	@ N. Albemarle St	Wed	9/14/2005	Thur	9/15/2005
Arlington Boulevard (US 50).	Between George Mason Dr & Glebe	Tues	9/20/2005	Wed	9/21/2005
Metrorail					
Orange Line - Eastbound	East Falls Church Station	Tues	9/20/2005	Thur	9/22/2005
Fairfax Connector Routes					
989	Pentagon Station- arrive volume	Wed	9/14/2005	Thur	9/15/2005
Metrobus Routes					
1B, 1C, 1E, 1F, 1Z, 4A	Wilson Blvd @ George Mason Drive	Tues	9/20/2005	Thur	9/22/2005
4A, 4B, 4E, 4S	Clarendon Blvd @ Ode Street	Tues	9/20/2005	Thur	9/22/2005
Loudoun County Transit					
DC1, DC2E, DC4, DC5, D6, DC7E	Rosslyn - arrive volume	Wed	9/14/2005	Thur	9/15/2005
DC8E, DC11, DC12, DC13, DC14	Rosslyn - arrive volume	Wed	9/14/2005	Thur	9/15/2005
DC15, DC16, DC17E, DC19, DC20	Rosslyn - arrive volume	Wed	9/14/2005	Thur	9/15/2005
DC3W, DC9W, DC10, DC18W	State Department - arrive volume	Wed	9/14/2005	Thur	9/15/2005
PTRC OmniRide					
M1, M-2, M-2A,	Pentagon Station- arrive volume	Tues	9/13/2005	Thur	9/15/2005
M-3, M-4, M-5	Pentagon Station- arrive volume	Tues	9/13/2005	Thur	9/15/2005
M-3R	State Department	Tues	9/13/2005	Thur	9/15/2005
Arlington County Transit					
ART51, ART52A, ART52B	16th St @ Glebe Rd	Tues	9/20/2005	Wed	9/21/2005
ART53A, ART53B	Williamsburg & N. Glebe	Tues	9/20/2005	Wed	9/21/2005
ART75A, ART 75B	Ballston-MU Station	Tues	9/20/2005	Wed	9/21/2005
Virginia Railway Express					
Manassas Line	(Broad Run, Manassas, Manassas Park, Burke Center, Backlick Rd, Rolling Road, Alexandria Stations) - Boardings and Alightings	Wed	9/14/2005	Thur	9/15/2005

Analysis of AM Peak Period Travel in Northern Virginia's I-66 Corridor

October 5, 2006

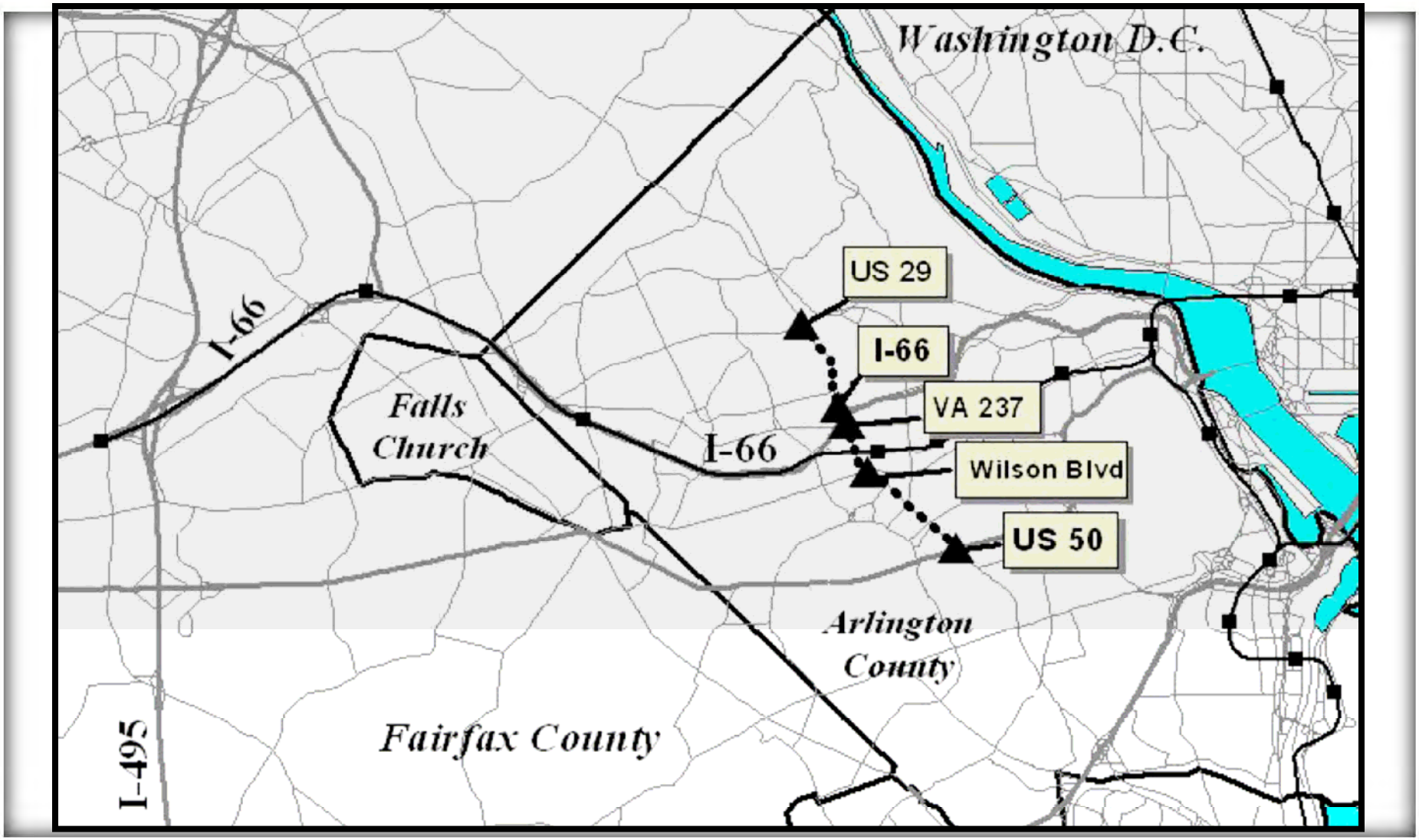
Goals

- Short term:
  - To determine the share of current transit ridership relative to peak period auto travel on I-66 inside the Beltway as a pilot.
- Long term:
  - To monitor and track changes in daily transit ridership relative to the growth in peak period auto travel in Northern Virginia's major commuting corridors.

Background

- A transit passenger count was added as a pilot project to the already planned traffic count for VDOT as part of the Northern Virginia HOV Monitoring program in the fall of 2005.
- Due to available resources the project was divided into phases and could be conducted over several fiscal years if the pilot is successful.
- VDOT funded the first phase with FY 2006 UPWP Technical Assistance funds.
- The multi-day transit count occurred in the I-66 corridor for AM inbound travel just outside Glebe Road in mid-September, 2005.

I-66 Corridor
(Glebe Road Screen Line)

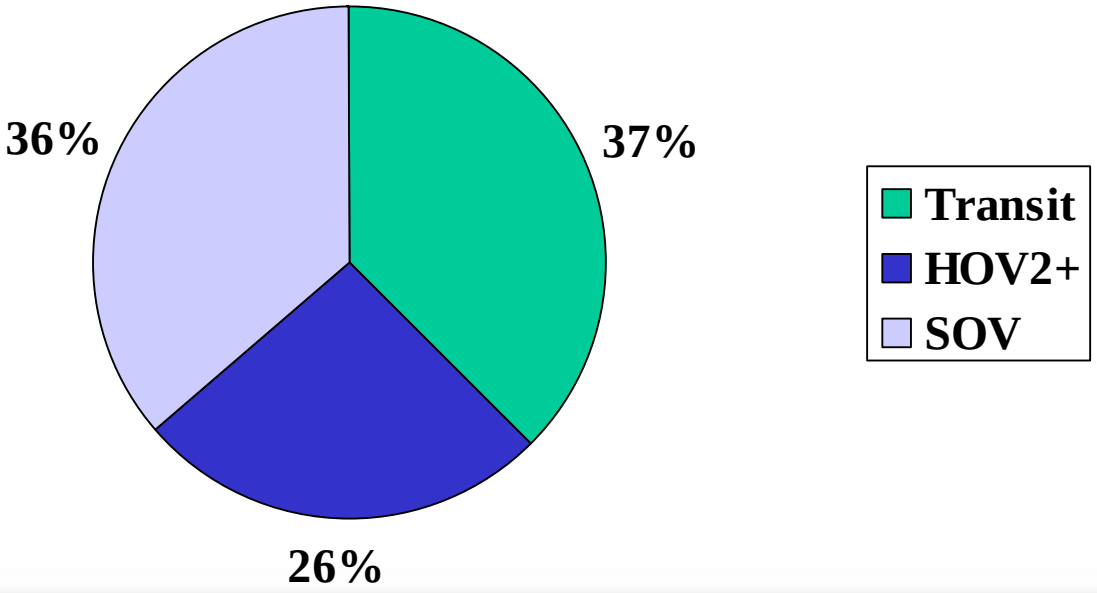


Total Person Travel

- During the peak period (6:15AM to 9:15AM) approximately 63,000 persons are traveling inbound on the major roads and transit routes in the I-66 corridor crossing the Glebe Road screen line.
- 41% (26,000) of those travelers are crossing the screen line during the peak hour of 7:30AM to 8:30AM.

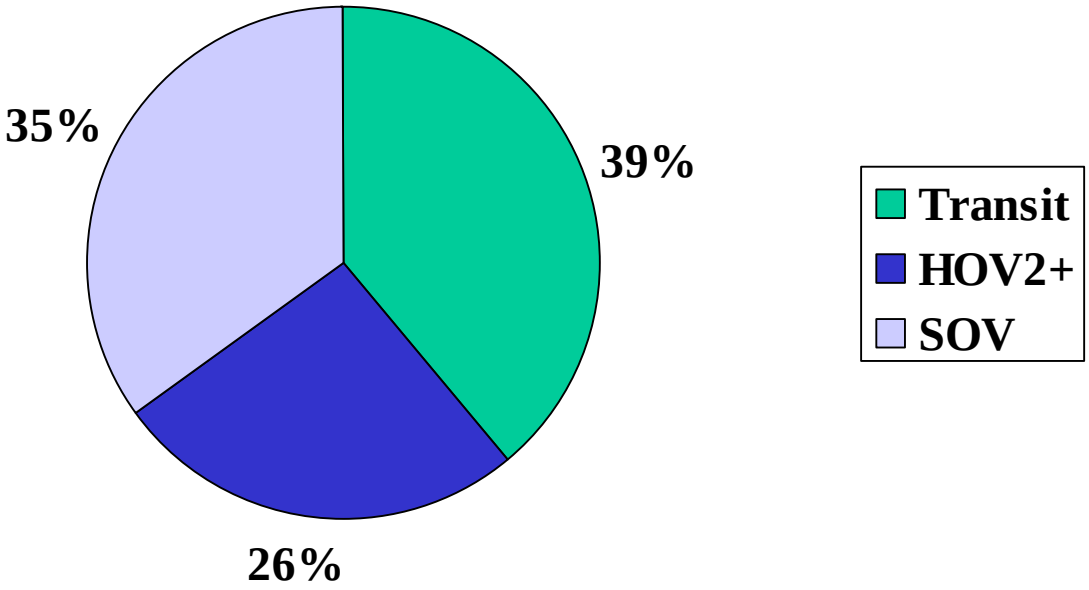
Modal Shares (Peak Period)

- During the AM peak period persons traveling by transit or HOV2+ account for about 64% of the total inbound travel across the I-66 corridor inner area screen line.



Modal Shares (Peak Hour)

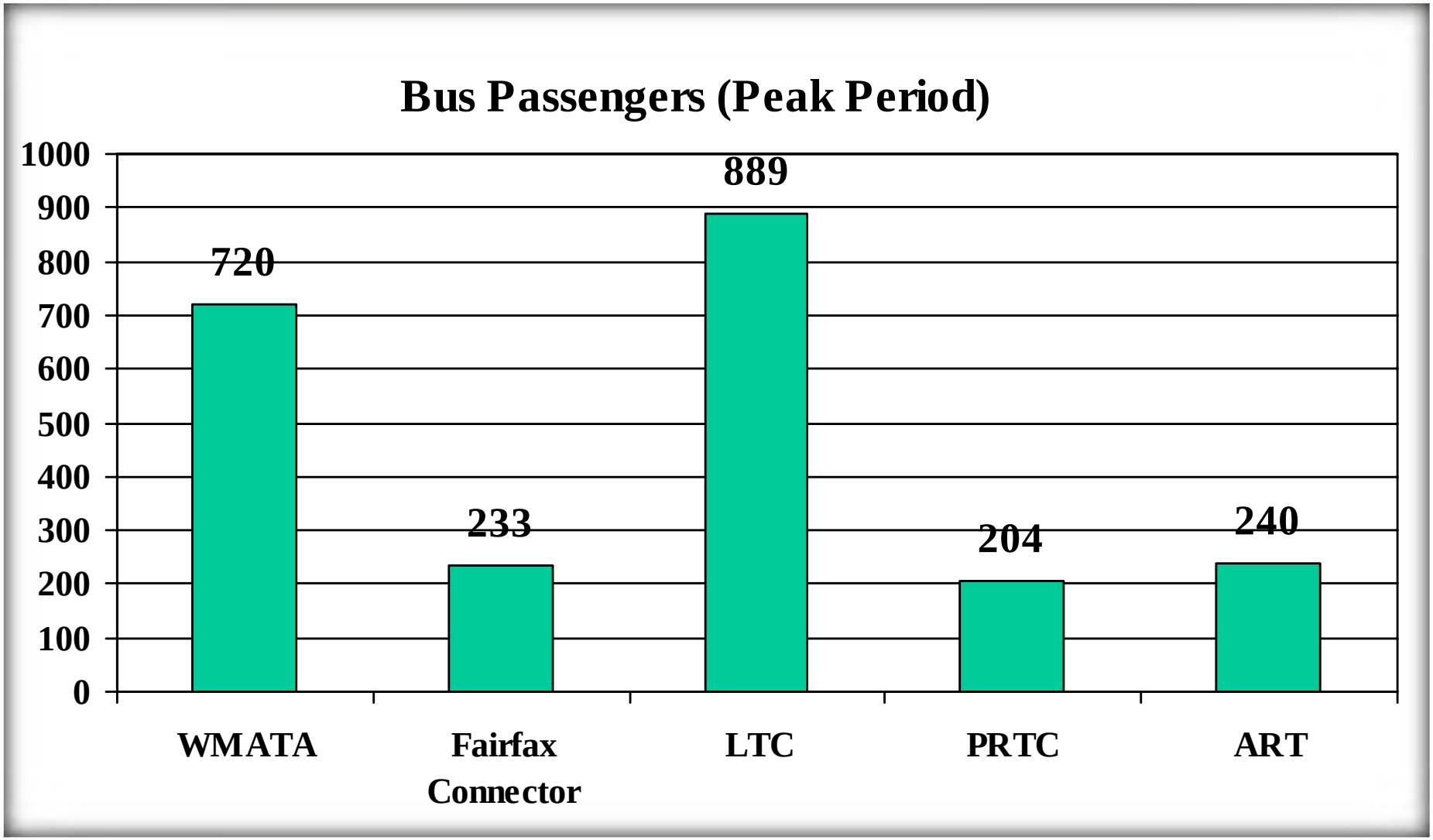
- In the peak hour, transit accounts for 39% of inbound travel.



Travel by Transit (Rail)

- Approximately 19,000 persons in the I-66 corridor choose Metrorail for their AM peak period travel.
- VRE trains are estimated to serve approximately 2,400 inbound I-66 corridor transit passengers, representing 10% of total AM peak period ridership.

Travel by Transit (Bus)



Travel by HOV2+

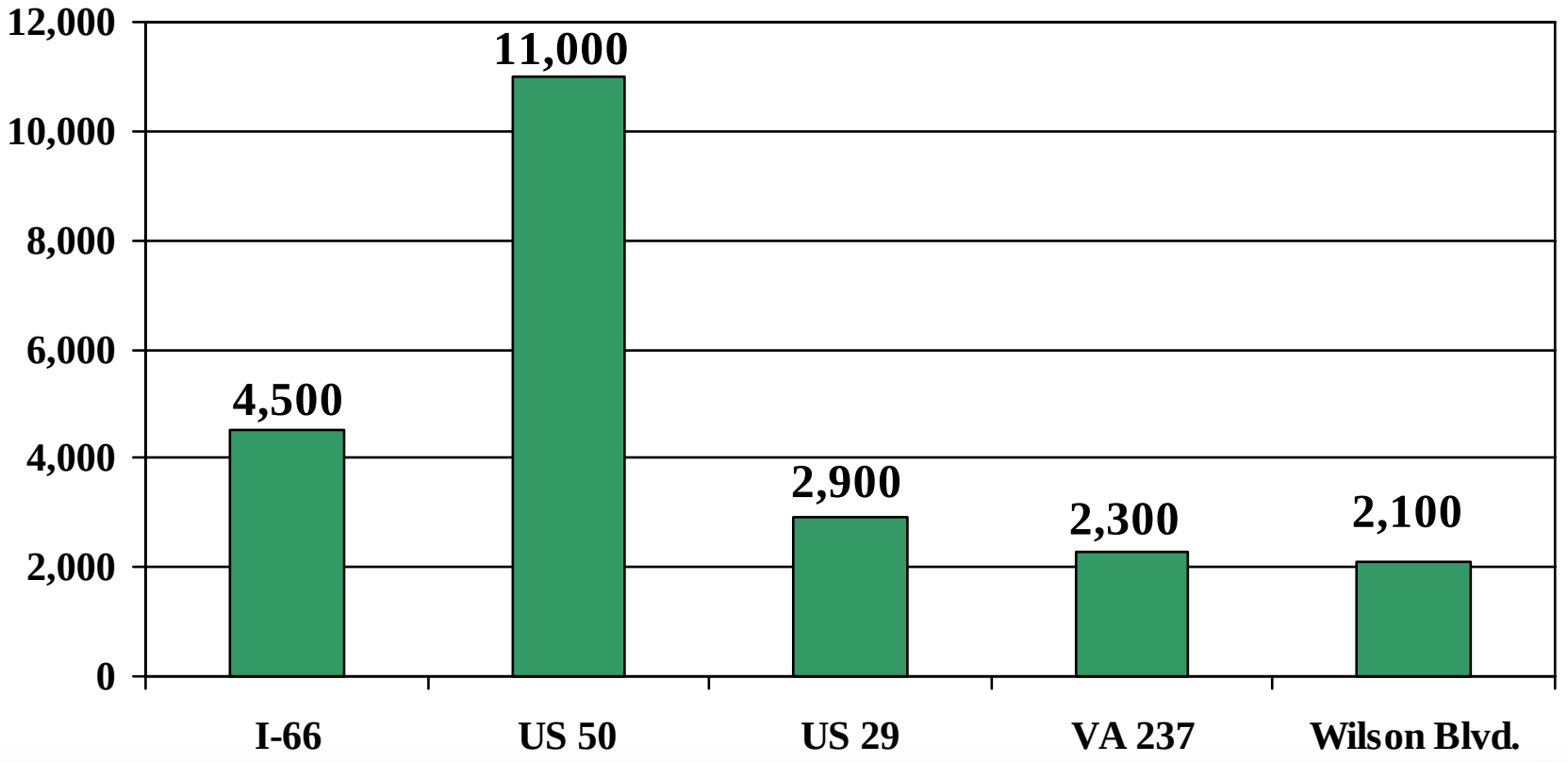
- Almost 17,000 persons traveling in passenger vehicles with two or more occupants.
- I-66 HOV lanes carry an average of 2,800 persons per lane per hour during the restricted period (6:30AM to 9:00AM), compared to an average of 1,200 persons per lane per hour on the seven inbound non restricted general purpose lanes on US 29, VA 237, Wilson Blvd., and US 50.

Travel by SOV

- Approximately 23,000 inbound SOV travelers cross the inner area screen line during the AM peak period.
- 36% of the total AM peak period SOV travel on I-66 at the Glebe Road screen line occurs in the 15 minute period just before and after the restricted period.
- During the restricted period SOV travel on I-66 totals 2,900 persons. (15% of total persons on I-66.)

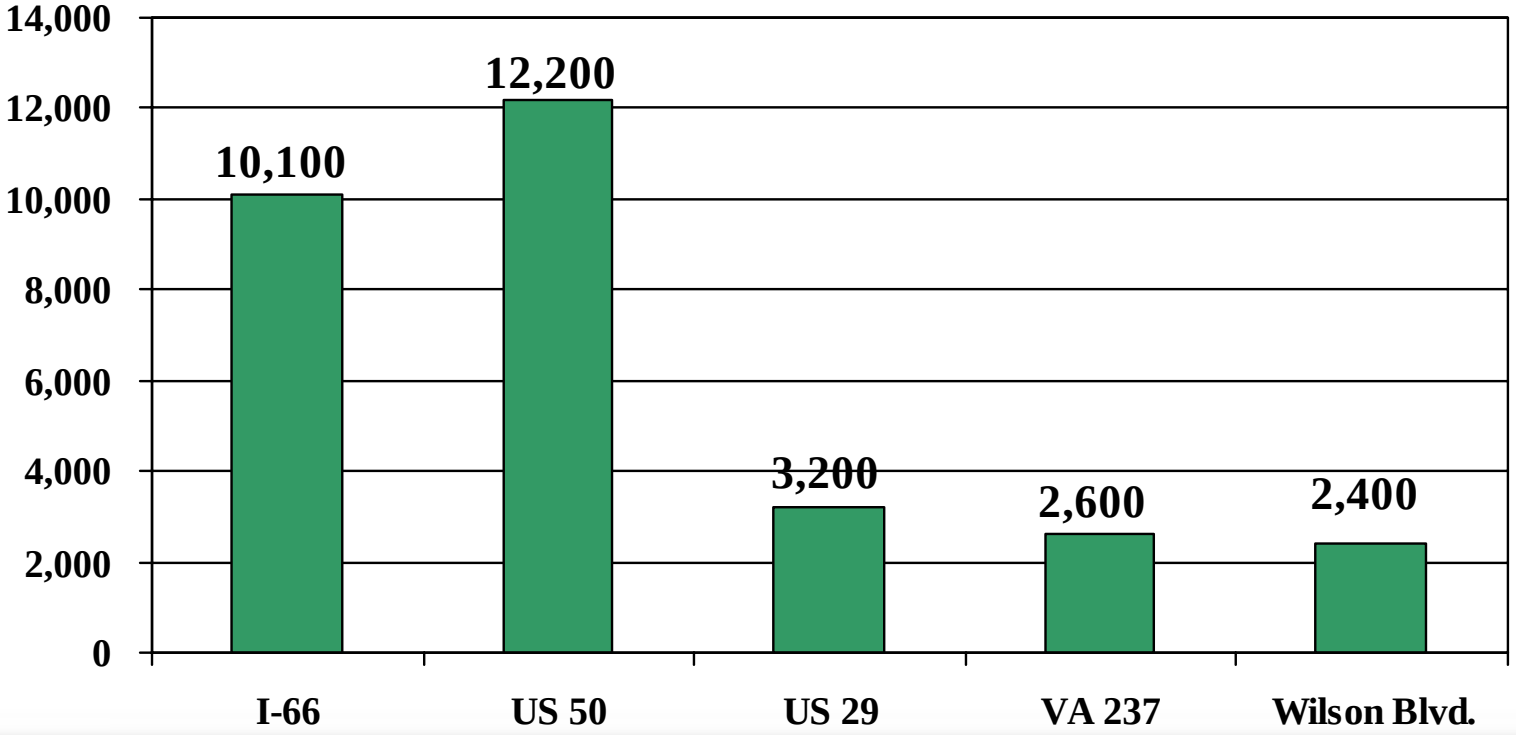
Travel by SOV

- Persons in SOVs during AM Peak Period:



Vehicle Counts

- 30,500 total vehicles traveled inbound across the I-66 corridor inner area screen line during the AM peak period.



Average Vehicle Occupancies

- 30,000 passenger vehicles move almost 40,000 persons across the screen line during the AM peak period.
- Vehicles on US 50 exceed the number on I-66 by 2,000 vehicles, but the number of persons in passenger vehicles on I-66 exceed those in passenger vehicles on US 50 by 3,000 persons.
- Average passenger vehicle occupancies on I-66 are 50% higher than those for vehicles on US 50.

Conclusions

- More than 6 out of 10 inbound AM peak period travelers in Northern Virginia's I-66 corridor are using transit or HOV2+ passenger vehicles for their travel crossing the Glebe Road screen line.
- Travel by transit accounted for the greatest share of inbound person travel during the peak period (37%).
- Approximately 2,300 persons ride buses (4%) and 19,000 persons use Metrorail (30%).

Conclusions

- I-66 as a HOV facility carries over twice as many persons per lane per hour compared to the other general purpose roadways at the screen line.

Northern Virginia Transportation Commission

AGENDA ITEM #7

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube

DATE: September 28, 2006

SUBJECT: NVTC Statement for November 1, 2006 CTB Public Meeting.

The Commonwealth Transportation Board (CTB) will conduct its annual fall public meeting in Northern Virginia on November 1st. The location is the Fairfax County Government Center. This provides an opportunity for NVTC to reinforce its message in support of transit, ridesharing and telework. The commission is asked to authorize Chairman Connolly or his designee to provide the attached short statement to CTB at this public meeting.

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Media Relations
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News Releases
News Archives
Speeches
Media Library
Governor's Update
Virginia Government
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The Kaine Transportation Plan
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This Month's News
Make a Scheduling Request

VIRGINIA LEADING THE WAY
Get the good news.

For Immediate Release
September 15, 2006

Contact
Kevin Hall
804.225.4260
804.393.9406 (cell)

Governor Kaine Announces Appointments to Commonwealth Transportation Board

RICHMOND - Governor Timothy M. Kaine today announced appointments to the Commonwealth Transportation Board (CTB). The 17-member CTB establishes the administrative policies for the Virginia Department of Transportation and the Department of Rail and Public Transportation, and determines routes for new transportation facilities. The Board also allocates formula and discretionary funding to these departments and to other local, regional and state transportation providers.

"These public servants demonstrate our Administration's continued commitment to innovation and reform that will help us maintain Virginia's reputation as a national leader," Governor Kaine said. "With the addition of VDOT Commissioner David Ekern, we are assembling a team of individuals who share practical, front-line experience in the critical linkage between local land use decisions and state transportation planning."

*NOTE: * Asterisks indicate reappointment*

Commonwealth Transportation Board

- **The Honorable Mary Lee Carter*** of Fredericksburg will continue to serve as a representative of the Fredericksburg district for the Board. Carter is retired from 35 years of service at Mary Washington College. She was a member of the Spotsylvania County Board of Supervisors for nearly 14 years, during which time she served as Chair for three years.
- **The Honorable John J. "Butch" Davies*** of Culpeper will continue to serve as a representative of the Culpeper district for the Board. Davies is an attorney with Davies, Barrell, Will, Lewellyn & Edwards, P.C. He is a former member of the Virginia House of Delegates.
- **The Honorable E. Dana Dickens III** of Suffolk will serve as an at-large urban representative of the Board. Dickens is president and chief executive

officer of the Hampton Roads Partnership. He served as vice Chairman on the Suffolk Planning Commission, as well as two terms as Mayor of the City of Suffolk.

- **Peter B. Schwartz** of Delaplane will serve as an at-large rural representative of the Board. Schwartz is a former partner with Moore & Associates, a commercial real estate investment and development firm specializing in development in areas served by mass transit. He received a law degree and a Master's in Public Policy from Harvard University, and is vice chair of the Piedmont Environment Council.
- **Cord A. Sterling** of Stafford will serve as an at-large urban representative of the Board. Sterling is Vice President of the Aerospace Industries Association. He previously served as military legislative assistant to U.S. Senator John Warner, responsible for advising the Senator on key issues such as BRAC and military construction projects, and acting as mediator between local communities and federal entities.

# # #

Northern Virginia Transportation Commission

NVTC

Thinking Outside the Car Since 1964

Public Transit Investments Yield Powerful Returns

Statement of Gerry Connolly
Chairman, Northern Virginia Transportation Commission

CTB FY 2008-2013 SIX YEAR IMPROVEMENT PROGRAM
FALL TRANSPORTATION MEETING

--Fairfax County Government Center--
--November 1, 2006--

NVTC is…

- A regional agency with the mission of managing traffic congestion, restoring clean air, boosting the economy and improving the quality of life for all of Northern Virginia's citizens through effective public transit and ridesharing networks.
- NVTC includes the counties of Arlington, Fairfax and Loudoun and the cities of Alexandria, Fairfax and Falls Church covering over 1,000 square miles with a population of 1.6 million.
- The agency manages over $120 million of state and federal grant funds each year for public transit and serves as a forum for its board of 20 state and local elected officials to resolve issues involving public transit and ridesharing**.**
- For information about NVTC, please visit www.thinkoutsidethecar.org.

Northern Virginia's Transit Systems

Keeping Alexandria Moving
DASH
1984 · 2004

Richmond Highway Express
REX

LoudounCounty LC Transit

VRE

PRTC
Potomac and Rappahannock Transportation Commission

FORTY YEARS
1964
NVTC
2004
OF THINKING OUTSIDE THE CAR
Northern Virginia Transportation Commission

M
metro

Fairfax
Connector

City of Falls Church
GEORGE

CITY of FAIRFAX
GMU
CUE

arlington transit
ART
A Service of Arlington County, Virginia

Transit is very popular in Northern Virginia

- Annual transit ridership in Northern Virginia is up 17 percent since FY 2002.
- For local bus systems alone, ridership has increased 46 percent since FY 2002.
- Almost every transit system in NoVA has seen double digit growth in ridership.

Transit is very popular in Northern Virginia

NORTHERN VIRGINIA ANNUAL TRANSIT RIDERSHIP, FY 2005 - FY 2006

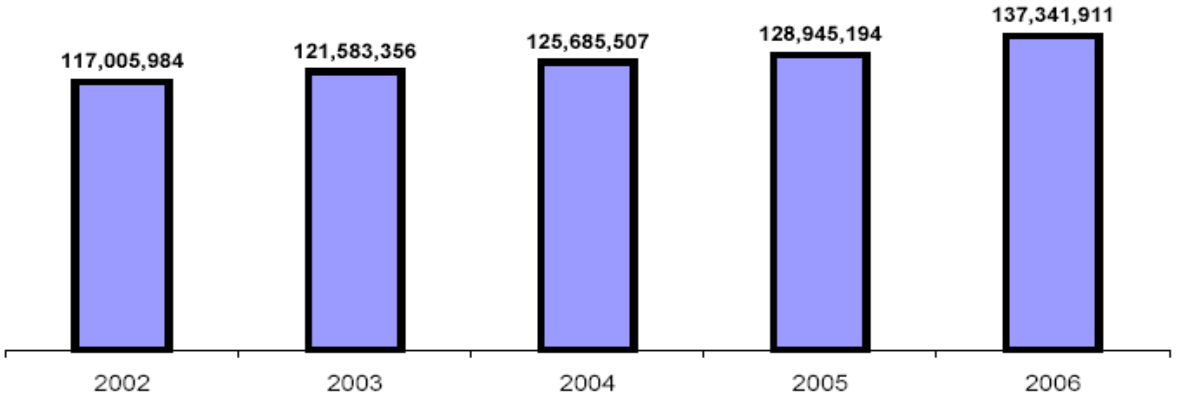
Transit Provider	FY 2005 Passenger Trips	FY 2006 Passenger Trips	Ridership Growth (FY2005-2006)
Metrorail (Northern Virginia)	89,624,272	94,642,466	6%
Metrobus (Northern Virginia)	19,314,871	20,899,080	8%
Fairfax Connector	8,474,143	9,529,056	12%
Virginia Railway Express	3,745,382	3,640,000	-3%
Alexandria DASH Bus	3,323,021	3,556,486	7%
PRTC OMNI Link Bus	694,367	843,407	21%
PRTC OMNI Ride Bus	1,398,026	1,608,583	15%
City of Fairfax CUE Bus	1,068,492	1,093,926	2%
Arlington Transit	788,854	926,574	17%
Loudoun County Transit	513,766	602,333	17%
TOTAL	128,945,194	137,341,911	7%

Total Transit Ridership Growth NoVA FY 2002 - 2006

FY 2002 - FY 2006 Annual Ridership Growth on Transit Systems in Northern Virginia

Transit Provider	FY 2002 Passenger Trips	FY 2003 Passenger Trips	FY 2004 Passenger Trips	FY 2005 Passenger Trips	FY 2006 Passenger Trips
Metrorail (Northern Virginia)	80,008,842	83,529,741	87,817,948	89,624,272	94,642,466
Metrobus (Northern Virginia)	21,781,277	20,855,658	19,190,908	19,314,871	20,899,080
Fairfax Connector	6,831,313	7,595,138	7,990,825	8,474,143	9,529,056
Virginia Railway Express	2,735,025	3,179,957	3,645,434	3,745,382	3,640,000
Alexandria DASH Bus	2,736,719	2,986,631	3,131,284	3,323,021	3,556,486
PRTC OMNI Ride Bus	938,778	1,182,996	1,251,316	1,398,026	1,608,583
City of Fairfax CUE Bus	919,877	925,000	985,500	1,068,492	1,093,926
Arlington Transit	251,869	397,001	674,806	788,854	926,574
PRTC OMNI Link Bus	590,182	649,405	604,586	694,367	843,407
Loudoun County Transit	212,102	281,829	392,901	513,766	602,333
TOTAL	117,005,984	121,583,356	125,685,507	128,945,194	137,341,911

Annual transit ridership in Northern Virginia has increased **17%** since 2002!



Local Transit Ridership Growth NoVA FY 2002 - 2006

FY 2002 - FY 2006 Annual Ridership Growth on Local Transit Systems in Northern Virginia

Transit Provider	FY 2002 Passenger Trips	FY 2003 Passenger Trips	FY 2004 Passenger Trips	FY 2005 Passenger Trips	FY 2006 Passenger Trips
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Virginia Railway Express	2,735,025	3,179,957	3,645,434	3,745,382	3,640,000
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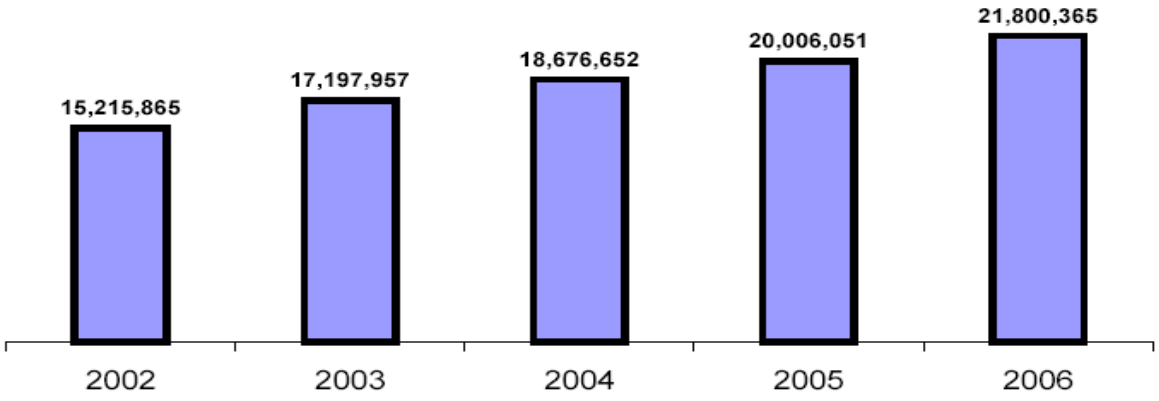
PRTC OMNI Link Bus	590,182	649,405	604,586	694,367	843,407
Loudoun County Transit	212,102	281,829	392,901	513,766	602,333
TOTAL	15,215,865	17,197,957	18,676,652	20,006,051	21,800,365

Annual ridership on local transit systems in Northern Virginia has increased **43%** since 2002!



Rising Gas Prices and Congestion are a "Tax"

- Increasing traffic congestion and accelerating gas prices are equivalent to substantial tax hikes.
- Those "taxes" yield no corresponding revenues to solve the problems.
- Transit provides tax relief.

Congestion is a "Tax" and Transit Provides Tax Relief

- The Texas Transportation Institute ranks the Metropolitan Washington area third worst in congestion costs, at $2.5 billion annually or $577 per commuter.

- Investments in public transit here saves $1 billion in congestion costs annually or $3 per Metro trip.

- This amounts to $330 million annually in Northern Virginia or $200 per capita in congestion taxes avoided.

Rising Gas Prices are a "Tax" and Transit Provides Tax Relief

- At $25,000 per year personal income, $3 per gallon gas comprises 8% of income; at $50,000 it comprises 7% of income. At $4 per gallon, those shares jump to 11% and 10% respectively.
- Even at $65,000 annual income, AAA reports that it takes two full months to earn enough to cover average annual automobile commuting costs.
- A Gallup poll reported 84% of all respondents are financially squeezed by $3 per gallon gas.
- Thus, higher gas prices impose a severe burden regardless of income level.
- Using the American Public Transportation Association factors, NVTC estimates fuel cost savings of over $1 per transit trip in Northern Virginia (273 gallons per rider per year at $2.25 per gallon).

Transit Yields Solid Investment Returns

- The American Public Transportation Association (APTA) estimates that each dollar invested in transit generates about $6 in economic activity.
- That translates to about $7 per transit trip in Northern Virginia.
- Jobs in the Northern Virginia region yield 50 percent more than the state average in sales and income taxes.
- Without an effective public transit system, Northern Virginia could not sustain its economic prosperity and compete for new jobs. That, in turn, would be a crushing blow to the entire commonwealth.

The State Transit Funding Shortfall

- For the entire commonwealth, formula funding from the Virginia Department of Rail and Public Transportation for operations and capital expenses totals $129.3 million for FY 2007.

- To achieve the state's own 95 % statutory target, the commonwealth needs to provide another $228 million for FY 2007.

- In other words the current level of funding is only about a third of the level specified in state statutes.

Northern Virginians pay more than their fair share

- The most recent estimate for FY 2001 by the Virginia Department of Rail and Public Transportation showed per capita transit funding using standard local sources of $126 per person in Northern Virginia.
- This was more than four times greater than any other urban area of Virginia.
- NVTC's estimates for FY 2005 confirm that this discrepancy still exists and has grown considerably.
- For NVTC's five jurisdictions contributing to WMATA, the per capita local effort--including fares, gas tax and general funds--is over $208 for FY 2005. Including Loudoun County, PRTC and the entire Northern Virginia Transportation District, the amount is $161.
- The next largest transportation district in terms of per capita local transit effort is Richmond at $20. Hampton Roads is $16. Thus, Northern Virginia has a local effort at least eight times as great as any other transportation district. NVTC's five WMATA jurisdictions have a local effort 10 times greater.

The Role of the CTB

The CTB should do everything in its power to provide discretionary funding, including flexed federal dollars, to make up for the growing state shortfall.

These funds will be used to support the transit projects identified in the 2030 Transportation Plan recently approved by the Northern Virginia Transportation Authority.

Northern Virginia Transportation Commission

AGENDA ITEM #8

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube and Kala Quintana

DATE: September 28, 2006

SUBJECT: Legislative Items.

A. Special Session of the General Assembly.

Staff will discuss with commissioners the outcome and suggested next steps.

B. Transit Shortfalls by Legislative District.

NVTC staff has prepared a new resource that shows additional state transit formula funding that would be realized by each state legislative district if the General Assembly met its statutory target of 95% of eligible transit formula operating and capital costs. Tables show these amounts for each House and Senate district for each transit system. Maps are attached as examples, in this case for the Northern Virginia members of the House Finance Committee. Using those resources, NVTC staff worked with the jurisdictions' legislative liaisons and the Virginia Transit Association to help make the case for more transit funding

C. The Facts About Relative Transit and Automobile Operating Costs.

NVTC staff has prepared responses to a hostile editorial in the Richmond Times Dispatch that disparaged rail transit. Staff from NVTC, VTA and Richmond's transit system met with the editorial board and pointed out an unfortunate reversal of "facts" in the editorial. Rail transit operating costs per passenger mile are actually half the costs of automobiles, but the editors opined that rail is four times more expensive to operate than autos. A copy of the editorial and of staff's rebuttal are attached. Also provided is an op-ed piece prepared by NVTC staff to be submitted to the newspaper under the signature of the Virginia Transit Association's president. NVTC staff

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also prepared a VTA brochure for presentation initially to Speaker Howell and ultimately to the rest of the General Assembly that clarifies the factual relationship between automobile and rail transit operating costs.

D. Meeting with Speaker Howell.

On September 19, 2006, NVTC staff met with Speaker Howell in his Falmouth office. Also present were representatives of VTA, WMATA, VRE, PRTC, Virginia Regional Transportation Association (Loudoun County) and Williamsburg Area Transit Authority. The group impressed on the Speaker the $200 million plus annual shortfall of state transit assistance with a meager 22% state matching ratio for FY 2007. We also discussed the competitive costs of rail versus autos, the need for dedicated funding for Metro and the economic benefits of efficient transit systems in urban and rural areas.

Speaker Howell responded that he is a believer in sound transit (especially VRE), that transit should identify a champion in the House of Delegates to begin to spread the good word among skeptics, that the subsidy costs of rail versus autos should be compared (not the total costs), that Dulles rail is a boondoggle that should be replaced by BRT, and that he would soon announce the means for Virginia to dedicate funding for Metro to match federal funds if Rep. Davis's efforts are successful. He indicated that he had earmarked significant funding for VRE's third track on CSXT ($18 million) and additional funds to help VRE reach Gainesville and to get trucks off I-81 with a grant to Norfolk Southern ($40 million). He thought it was reasonable to direct some one-time surplus state funds to transit.

Northern Virginia Transportation Commission

B

THE NORTHERN VIRGINIA TRANSPORTATION COMMISSION HAS A NEW TRANSIT FUNDING LEGISLATIVE ADVOCACY RESOURCE

--JULY 27, 2006--

The Virginia Department of Rail and Public Transportation has produced a spreadsheet that shows for each transit system in Virginia the amount of additional formula funds needed in FY2007 to achieve the statutory target of 95 percent state funding for eligible operating and capital expenses. For the entire commonwealth, formula funding for operations is actually $ 96.5 million and for capital is $ 32.8 million, totaling $129.3 million. To achieve the 95 percent target, an additional $228 million is needed.

The enhanced totals would be $264.1 million for operations and $89.8 million for capital, summing to $353.9 million. In other words, the current level of funding is only about a third of the level specified in state statutes.

Transit service stimulates the economy through access to jobs, cleans the air, reduces congestion, provides options for senior mobility, facilitates emergency evacuations and saves fuel. Thus, failure to achieve the 95 percent level of state investment is harmful and short-sighted. For example, NVTC has found a 19 percent annual rate of return on the commonwealth's investment in Metrorail. Metro needs more railcars, buses and infrastructure improvements to meet record ridership demands, yet the Virginia General Assembly has failed to provide even the minimum target level of funding specified in state statutes. Each year the problem is growing worse. As a result, an increasing burden falls on local property taxpayers and transit customers.

The following tables show for each state House and Senate District in the commonwealth the increased transit funding that would be available if the state were to meet its 95 percent statutory transit formula funding target. To develop the table, the entire additional state amounts are listed for each transit system with a route located in the legislative district. For example, routes of Arlington's ART, Fairfax County's Connector, Loudoun County's LC Transit, WMATA's Metrobus and Metrorail, PRTC's OmniRide, and VRE are all located in Senate District 31. Senator Mary Margaret Whipple should be pleased to learn that those transit systems collectively would receive $161.9 million more state aid if the 95 percent target were achieved.

Of course, if the state did provide $228 million more each year to meet its obligation, it is possible that local governments could choose to use some of the

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additional funds to reduce local property taxes. But with documented transit needs in state and regional plans far in excess of current funding levels, it is likely and desirable that most or all of the additional state funds would go for transit service improvements and additional buses and railcars.

For Northern Virginia, NVTC can produce Geographic Information System (GIS) maps showing the actual transit systems routes superimposed onto each legislative district. These maps reinforce the reach of public transit and provide a strong visual image of the importance of good transit connections.

For more information go to www.thinkoutsidethecar.org.

Culpeper

Additional Capital and Operating Funds for Each Transit System for FY 2007 if the Commonwealth Meets its 95% Statutory Target.

	House District	Delegate	Greater Richmond Transit Company (12,816,419)	Jaunt, Inc. (269,687)	Total
Total	25	Landes		$780,735	**$780,735**
	56	Janis	$12,944,287	$780,735	**$13,725,022**
	57	Toscano		$780,735	**$780,735**
	58	Bell		$780,735	**$780,735**
	59	Abbitt, W		$780,735	**$780,735**
Operating	25	Landes		$709,779	**$709,779**
	56	Janis	$11,633,279	$709,779	**$12,343,058**
	57	Toscano		$709,779	**$709,779**
	58	Bell		$709,779	**$709,779**
	59	Abbitt, W		$709,779	**$709,779**
Capital	25	Landes		$70,956	**$70,956**
	56	Janis	$1,311,008	$70,956	**$1,381,964**
	57	Toscano		$70,956	**$70,956**
	58	Bell		$70,956	**$70,956**
	59	Abbitt, W		$70,956	**$70,956**

(FY 2005 Ridership)

Fredericksburg

Additional Capital and Operating Funds for Each Transit System for FY 2007 if the Commonwealth Meets its 95% Statutory Target.

	House District	Delegate	Virginia Railway Express (3,654,324)	Greater Richmond Transit Company (12,816,419)	Fredericksburg Regional Transit (289,864)	Total
Total	28	Howell, W	$7,444,913		$1,482,484	**$8,927,397**
	54	Orrock			$1,482,484	**$1,482,484**
	88	Cole	$7,444,913		$1,482,484	**$8,927,397**
	97	Peace		$12,944,287	$1,482,484	**$14,426,771**
Operating	28	Howell, W	$428,654		$1,025,650	**$1,454,304**
	54	Orrock			$1,025,650	**$1,025,650**
	88	Cole	$428,654		$1,025,650	**$1,454,304**
	97	Peace		$11,633,279	$1,025,650	**$12,658,929**
Capital	28	Howell, W	$7,016,259		$456,834	**$7,473,093**
	54	Orrock			$456,834	**$456,834**
	88	Cole	$7,016,259		$456,834	**$7,473,093**
	97	Peace		$1,311,008	$456,834	**$1,767,842**

(FY 2005 Ridership)

Hampton Roads

Additional Capital and Operating Funds for Each Transit System for FY 2007 if the Commonwealth Meets its 95% Statutory Target.

	House District	Delegate	Hampton Roads Transit (23,714,106)	Williamsburg Area Transport (527,427)	Total
Total	21	Welch	$22,500,101		$22,500,101
	64	Barlow		$2,084,071	$2,084,071
	76	Jones, C	$22,500,101		$22,500,101
	77	Spruill	$22,500,101		$22,500,101
	78	Cosgrove	$22,500,101		$22,500,101
	79	Joannou	$22,500,101		$22,500,101
	80	Melvin	$22,500,101		$22,500,101
	81	Suit	$22,500,101		$22,500,101
	82	Purkey	$22,500,101		$22,500,101
	83	Wardrup	$22,500,101		$22,500,101
	84	Iaquinto	$22,500,101		$22,500,101
	85	Tata	$22,500,101		$22,500,101
	87	Miller, P	$22,500,101		$22,500,101
	89	Alexander	$22,500,101		$22,500,101
	90	Howell, A	$22,500,101		$22,500,101
	91	Gear	$22,500,101	$2,084,071	$24,584,172
	92	Ward	$22,500,101		$22,500,101
	93	Hamilton	$22,500,101	$2,084,071	$24,584,172
	94	Oder	$22,500,101		$22,500,101
	95	BaCote	$22,500,101		$22,500,101
	96	Rapp	$22,500,101	$2,084,071	$24,584,172
	100	Lewis, L	$22,500,101		$22,500,101

Hampton Roads

Additional Capital and Operating Funds for Each Transit System for FY 2007 if the Commonwealth Meets its 95% Statutory Target.

	House District	Delegate	Hampton Roads Transit (23,714,106)	Williamsburg Area Transport (527,427)	Total
Operating	21	Welch	$12,104,191		$12,104,191
	64	Barlow		$2,015,338	$2,015,338
	76	Jones, C	$12,104,191		$12,104,191
	77	Spruill	$12,104,191		$12,104,191
	78	Cosgrove	$12,104,191		$12,104,191
	79	Joannou	$12,104,191		$12,104,191
	80	Melvin	$12,104,191		$12,104,191
	81	Suit	$12,104,191		$12,104,191
	82	Purkey	$12,104,191		$12,104,191
	83	Wardrup	$12,104,191		$12,104,191
	84	Iaquinto	$12,104,191		$12,104,191
	85	Tata	$12,104,191		$12,104,191
	87	Miller, P	$12,104,191		$12,104,191
	89	Alexander	$12,104,191		$12,104,191
	90	Howell, A	$12,104,191		$12,104,191
	91	Gear	$12,104,191	$2,015,338	$14,119,529
	92	Ward	$12,104,191		$12,104,191
	93	Hamilton	$12,104,191	$2,015,338	$14,119,529
	94	Oder	$12,104,191		$12,104,191
	95	BaCote	$12,104,191		$12,104,191
	96	Rapp	$12,104,191	$2,015,338	$14,119,529
	100	Lewis, L	$12,104,191		$12,104,191

Hampton Roads

Additional Capital and Operating Funds for Each Transit System for FY 2007 if the Commonwealth Meets its 95% Statutory Target.

	House District	Delegate	Hampton Roads Transit (23,714,106)	Williamsburg Area Transport (527,427)	Total
Capital	21	Welch	$10,395,910		$10,395,910
	64	Barlow		$68,733	$68,733
	76	Jones, C	$10,395,910		$10,395,910
	77	Spruill	$10,395,910		$10,395,910
	78	Cosgrove	$10,395,910		$10,395,910
	79	Joannou	$10,395,910		$10,395,910
	80	Melvin	$10,395,910		$10,395,910
	81	Suit	$10,395,910		$10,395,910
	82	Purkey	$10,395,910		$10,395,910
	83	Wardrup	$10,395,910		$10,395,910
	84	Iaquinto	$10,395,910		$10,395,910
	85	Tata	$10,395,910		$10,395,910
	87	Miller, P	$10,395,910		$10,395,910
	89	Alexander	$10,395,910		$10,395,910
	90	Howell, A	$10,395,910		$10,395,910
	91	Gear	$10,395,910	$68,733	$10,464,643
	92	Ward	$10,395,910		$10,395,910
	93	Hamilton	$10,395,910	$68,733	$10,464,643
	94	Oder	$10,395,910		$10,395,910
	95	BaCote	$10,395,910		$10,395,910
	96	Rapp	$10,395,910	$68,733	$10,464,643
	100	Lewis, L	$10,395,910		$10,395,910

(FY 2005 Ridership)

Lynchburg

Additional Capital and Operating Funds for Each Transit System for FY 2007 if the Commonwealth Meets its 95% Statutory Target.

	House District	Delegate	Greater Lynchburg Transit Company (1,132,613)
Total	23	Valentine	$1,690,166
Operating	23	Valentine	$1,191,672
Capital	23	Valentine	$498,494

(FY 2005 Ridership)

Northern Virginia HOUSE
Additional Capital and Operating Funds for Each Transit System for FY 2007 if the Commonwealth Meets its 95% Statutory Target.

House District	Delegate	ART (425,174)	CUE (1,053,312)	DASH (3,378,735)	Fairfax Connector (8,474,143)	Loudoun County Transit (515,430)	WMATA (108,995,687)	Potomac and Rappahannock Transportation Commission (2,086,691)	Virginia Railway Express (3,654,324)	Total
13	Robert G. Marshall					$1,191,943		$11,763,582		$12,955,525
28	William J Howell								$7,444,913	$7,444,913
31	Scott L. Lingamfelter							$11,763,582		$11,763,582
32	David E. Poisson					$1,191,943				$1,191,943
33	Joe T. May					$1,191,943				$1,191,943
34	Vincent F. Callahan Jr.					$1,191,943	$98,962,940			$100,154,883
35	Stephen C. Shannon		$92,877		$38,197,253		$98,962,940	$11,763,582		$149,016,652
36	Kenneth R. Plum				$38,197,253	$1,191,943	$98,962,940			$138,352,136
37	David L. Bulova		$92,877		$38,197,253		$98,962,940	$11,763,582		$149,016,652
38	Robert D. Hull			$2,097,220	$38,197,253		$98,962,940	$11,763,582	$7,444,913	$158,465,908
39	Vivian E. Watts				$38,197,253		$98,962,940	$11,763,582	$7,444,913	$156,368,688
40	Timothy D. Hugo						$98,962,940	$11,763,582	$7,444,913	$118,171,435
41	David W. Marsden				$38,197,253		$98,962,940		$7,444,913	$144,605,106
42	David B. Albo				$38,197,253		$98,962,940	$11,763,582	$7,444,913	$156,368,688
43	Mark D. Sickles				$38,197,253		$98,962,940	$11,763,582	$7,444,913	$156,368,688
44	Kristen J. Amundson				$38,197,253		$98,962,940			$137,160,193
45	David L. Englin			$2,097,220	$38,197,253		$98,962,940	$11,763,582	$7,444,913	$158,465,908
46	Brian J. Moran			$2,097,220	$38,197,253		$98,962,940	$11,763,582	$7,444,913	$158,465,908
47	Albert C. Eisenberg	$11,795,485			$38,197,253	$1,191,943	$98,962,940	$11,763,582		$161,911,203
48	Robert H. Brink	$11,795,485			$38,197,253	$1,191,943	$98,962,940	$11,763,582	$7,444,913	$169,356,116
49	Adam P. Ebbin	$11,795,485		$2,097,220	$38,197,253		$98,962,940	$11,763,582	$7,444,913	$170,261,393
50	TBD							$11,763,582	$7,444,913	$19,208,495
51	Michele B. McQuigg							$11,763,582		$11,763,582
52	Jeffery M. Frederick							$11,763,582	$7,444,913	$19,208,495
53	James M. Scott				$38,197,253	$1,191,943	$98,962,940	$11,763,582		$150,115,718
67	Charles C. Caputo				$38,197,253		$98,962,940	$11,763,582		$148,923,775
86	Thomas Davis Rust				$38,197,253	$1,191,943	$98,962,940			$138,352,136
88	Mark L. Cole								$7,444,913	$7,444,913

(FY 2005 Ridership)

Northern Virginia HOUSE
Additional Operating Funds for Each Transit System for FY 2007 if the Commonwealth Meets its 95% Statutory Target.

House District	Delegate	ART (425,174)	CUE (1,053,312)	DASH (3,378,735)	Fairfax Connector (8,474,143)	Loudoun County Transit (515,430)	WMATA (108,995,687)	Potomac and Rappahannock Transportation Commission (2,086,691)	Virginia Railway Express (3,654,324)	Total
13	Robert G. Marshall					$869,212		$5,113,378		$5,982,590
28	William J Howell								$428,654	$428,654
31	Scott L. Lingamfelter							$5,113,378		$5,113,378
32	David E. Poisson					$869,212				$869,212
33	Joe T. May					$869,212				$869,212
34	Vincent F. Callahan Jr.					$869,212	$65,224,058			$66,093,270
35	Stephen C. Shannon		$70,977		$4,762,594		$65,224,058	$5,113,378		$75,171,007
36	Kenneth R. Plum				$4,762,594	$869,212	$65,224,058			$70,855,864
37	David L. Bulova		$70,977		$4,762,594		$65,224,058	$5,113,378		$75,171,007
38	Robert D. Hull			$940,900	$4,762,594		$65,224,058	$5,113,378	$428,654	$76,469,584
39	Vivian E. Watts				$4,762,594		$65,224,058	$5,113,378	$428,654	$75,528,684
40	Timothy D. Hugo						$65,224,058	$5,113,378	$428,654	$70,766,090
41	David W. Marsden				$4,762,594		$65,224,058		$428,654	$70,415,306
42	David B. Albo				$4,762,594		$65,224,058	$5,113,378	$428,654	$75,528,684
43	Mark D. Sickles				$4,762,594		$65,224,058	$5,113,378	$428,654	$75,528,684
44	Kristen J. Amundson				$4,762,594		$65,224,058			$69,986,652
45	David L. Englin			$940,900	$4,762,594		$65,224,058	$5,113,378	$428,654	$76,469,584
46	Brian J. Moran			$940,900	$4,762,594		$65,224,058	$5,113,378	$428,654	$76,469,584
47	Albert C. Eisenberg	$3,555,977			$4,762,594	$869,212	$65,224,058	$5,113,378		$79,525,219
48	Robert H. Brink	$3,555,977			$4,762,594	$869,212	$65,224,058	$5,113,378	$428,654	$79,953,873
49	Adam P. Ebbin	$3,555,977		$940,900	$4,762,594		$65,224,058	$5,113,378	$428,654	$80,025,561
50	TBD							$5,113,378	$428,654	$5,542,032
51	Michele B. McQuigg							$5,113,378		$5,113,378
52	Jeffery M. Frederick							$5,113,378	$428,654	$5,542,032
53	James M. Scott				$4,762,594	$869,212	$65,224,058	$5,113,378		$75,969,242
67	Charles C. Caputo				$4,762,594		$65,224,058	$5,113,378		$75,100,030
86	Thomas Davis Rust				$4,762,594	$869,212	$65,224,058			$70,855,864
88	Mark L. Cole								$428,654	$428,654

(FY 2005 Ridership)

Northern Virginia HOUSE
Additional Capital Funds for Each Transit System for FY 2007 if the Commonwealth Meets its 95% Statutory Target.

House District	Delegate	ART (425,174)	CUE (1,053,312)	DASH (3,378,735)	Fairfax Connector (8,474,143)	Loudoun County Transit (515,430)	WMATA (108,995,687)	Potomac and Rappahannock Transportation Commission (2,086,691)	Virginia Railway Express (3,654,324)	Total
13	Robert G. Marshall					$322,731		$6,650,204		$6,972,935
28	William J Howell								$7,016,259	$7,016,259
31	Scott L. Lingamfelter							$6,650,204		$6,650,204
32	David E. Poisson					$322,731				$322,731
33	Joe T. May					$322,731				$322,731
34	Vincent F. Callahan Jr.					$322,731	$33,738,882			$34,061,613
35	Stephen C. Shannon		$21,900		$33,434,659		$33,738,882	$6,650,204		$73,845,645
36	Kenneth R. Plum				$33,434,659	$322,731	$33,738,882			$67,496,272
37	David L. Bulova		$21,900		$33,434,659		$33,738,882	$6,650,204		$73,845,645
38	Robert D. Hull			$1,156,320	$33,434,659		$33,738,882	$6,650,204	$7,016,259	$81,996,324
39	Vivian E. Watts				$33,434,659		$33,738,882	$6,650,204	$7,016,259	$80,840,004
40	Timothy D. Hugo						$33,738,882	$6,650,204	$7,016,259	$47,405,345
41	David W. Marsden				$33,434,659		$33,738,882		$7,016,259	$74,189,800
42	David B. Albo				$33,434,659		$33,738,882	$6,650,204	$7,016,259	$80,840,004
43	Mark D. Sickles				$33,434,659		$33,738,882	$6,650,204	$7,016,259	$80,840,004
44	Kristen J. Amundson				$33,434,659		$33,738,882			$67,173,541
45	David L. Englin			$1,156,320	$33,434,659		$33,738,882	$6,650,204	$7,016,259	$81,996,324
46	Brian J. Moran			$1,156,320	$33,434,659		$33,738,882	$6,650,204	$7,016,259	$81,996,324
47	Albert C. Eisenberg	$8,239,508			$33,434,659	$322,731	$33,738,882	$6,650,204		$82,385,984
48	Robert H. Brink	$8,239,508			$33,434,659	$322,731	$33,738,882	$6,650,204	$7,016,259	$89,402,243
49	Adam P. Ebbin	$8,239,508		$1,156,320	$33,434,659		$33,738,882	$6,650,204	$7,016,259	$90,235,832
50	TBD							$6,650,204	$7,016,259	$13,666,463
51	Michele B. McQuigg							$6,650,204		$6,650,204
52	Jeffery M. Frederick							$6,650,204	$7,016,259	$13,666,463
53	James M. Scott				$33,434,659	$322,731	$33,738,882	$6,650,204		$74,146,476
67	Charles C. Caputo				$33,434,659		$33,738,882	$6,650,204		$73,823,745
86	Thomas Davis Rust				$33,434,659	$322,731	$33,738,882			$67,496,272
88	Mark L. Cole								$7,016,259	$7,016,259

(FY 2005 Ridership)

Northern Virginia SENATE
Additional Capital and Operating Funds for Each Transit System for FY 2007 if the Commonwealth Meets its 95% Statutory Target.

Senate District	Delegate	ART (425,174)	CUE (1,053,312)	DASH (3,378,735)	Fairfax Connector (8,474,143)	Loudoun County Transit (515,430)	WMATA (108,995,687)	Potomac and Rappahannock Transportation Commission (2,086,691)	Virginia Railway Express (3,654,324)	Total
27	Russell Potts Jr.					$1,191,943				$1,191,943
28	John H. Chichester							$11,763,582	$7,444,913	$19,208,495
29	Charles J. Colgan Sr.							$11,763,582	$7,444,913	$19,208,495
30	Patricia Smith Ticer	$11,795,485		$2,097,220	$38,197,253		$98,962,940	$11,763,582	$7,444,913	$170,261,393
31	Mary Margaret Whipple	$11,795,485			$38,197,253	$1,191,943	$98,962,940	$11,763,582		$161,911,203
32	Janet D. Howell				$38,197,253	$1,191,943	$98,962,940	$11,763,582		$150,115,718
33	Mark R. Herring				$38,197,253	$1,191,943	$98,962,940			$138,352,136
34	Jeannemarie A. Devolites Davis		$92,877		$38,197,253	$1,191,943	$98,962,940	$11,763,582	$7,444,913	$157,653,508
35	Richard L. Saslaw			$2,097,220	$38,197,253		$98,962,940	$11,763,582	$7,444,913	$158,465,908
36	Linda T. Puller				$38,197,253		$98,962,940	$11,763,582	$7,444,913	$156,368,688
37	Kenneth Thomas Cuccinelli				$38,197,253		$98,962,940	$11,763,582	$7,444,913	$156,368,688
39	Jay O'Brien				$38,197,253		$98,962,940	$11,763,582	$7,444,913	$156,368,688

(FY 2005 Ridership)

Northern Virginia SENATE
Additional Operating Funds for Each Transit System for FY 2007 if the Commonwealth Meets its 95% Statutory Target.

Senate District	Delegate	ART (425,174)	CUE (1,053,312)	DASH (3,378,735)	Fairfax Connector (8,474,143)	Loudoun County Transit (515,430)	WMATA (108,995,687)	Potomac and Rappahannock Transportation Commission (2,086,691)	Virginia Railway Express (3,654,324)	Total
27	Russell Potts Jr.					$869,212				$869,212
28	John H. Chichester							$5,113,378	$428,654	$5,542,032
29	Charles J. Colgan Sr.							$5,113,378	$428,654	$5,542,032
30	Patricia Smith Ticer	$3,555,977		$940,900	$4,762,594		$65,224,058	$5,113,378	$428,654	$80,025,561
31	Mary Margaret Whipple	$3,555,977			$4,762,594	$869,212	$65,224,058	$5,113,378		$79,525,219
32	Janet D. Howell				$4,762,594	$869,212	$65,224,058	$5,113,378		$75,969,242
33	Mark R. Herring				$4,762,594	$869,212	$65,224,058			$70,855,864
34	Jeannemarie A. Devolites Davis		$70,977		$4,762,594	$869,212	$65,224,058	$5,113,378	$428,654	$76,468,873
35	Richard L. Saslaw			$940,900	$4,762,594		$65,224,058	$5,113,378	$428,654	$76,469,584
36	Linda T. Puller				$4,762,594		$65,224,058	$5,113,378	$428,654	$75,528,684
37	Kenneth Thomas Cuccinelli				$4,762,594		$65,224,058	$5,113,378	$428,654	$75,528,684
39	Jay O'Brien				$4,762,594		$65,224,058	$5,113,378	$428,654	$75,528,684

(FY 2005 Ridership)

Northern Virginia SENATE
Additional Capital Funds for Each Transit System for FY 2007 if the Commonwealth Meets its 95% Statutory Target.

Senate District	Delegate	ART (425,174)	CUE (1,053,312)	DASH (3,378,735)	Fairfax Connector (8,474,143)	Loudoun County Transit (515,430)	WMATA (108,995,687)	Potomac and Rappahannock Transportation Commission (2,086,691)	Virginia Railway Express (3,654,324)	Total
27	Russell Potts Jr.					$322,731				$322,731
28	John H. Chichester							$6,650,204	$7,016,259	$13,666,463
29	Charles J. Colgan Sr.							$6,650,204	$7,016,259	$13,666,463
30	Patricia Smith Ticer	$8,239,508		$1,156,320	$33,434,659		$33,738,882	$6,650,204	$7,016,259	$90,235,832
31	Mary Margaret Whipple	$8,239,508			$33,434,659	$322,731	$33,738,882	$6,650,204		$82,385,984
32	Janet D. Howell				$33,434,659	$322,731	$33,738,882	$6,650,204		$74,146,476
33	Mark R. Herring				$33,434,659	$322,731	$33,738,882			$67,496,272
34	Jeannemarie A. Devolites Davis		$21,900		$33,434,659	$322,731	$33,738,882	$6,650,204	$7,016,259	$81,184,635
35	Richard L. Saslaw			$1,156,320	$33,434,659		$33,738,882	$6,650,204	$7,016,259	$81,996,324
36	Linda T. Puller				$33,434,659		$33,738,882	$6,650,204	$7,016,259	$80,840,004
37	Kenneth Thomas Cuccinelli				$33,434,659		$33,738,882	$6,650,204	$7,016,259	$80,840,004
39	Jay O'Brien				$33,434,659		$33,738,882	$6,650,204	$7,016,259	$80,840,004

(FY 2005 Ridership)

Richmond

Additional Capital and Operating Funds for Each Transit System for FY 2007 if the Commonwealth Meets its 95% Statutory Target.

	House District	Delegate	Greater Richmond Transit Company (12,816,419)	Jaunt, Inc. (269,687)	Fredericksburg Regional Transit (289,864)	City of Petersburg (472,800)	Total
Total	56	Janis	$12,944,287	$780,735			$13,725,022
	62	Ingram	$12,944,287				$12,944,287
	63	Dance				$1,753,114	$1,753,114
	66	Cox K				$1,753,114	$1,753,114
	68	Waddell	$12,944,287				$12,944,287
	69	Hall, F	$12,944,287				$12,944,287
	70	Jones, D	$12,944,287				$12,944,287
	71	McClellan	$12,944,287				$12,944,287
	72	Reid	$12,944,287				$12,944,287
	73	O'Bannon	$12,944,287				$12,944,287
	74	McEachin	$12,944,287				$12,944,287
	97	Pace	$12,944,287		$1,482,484		$14,426,771
Operating	56	Janis	$11,633,279	$709,779			$12,343,058
	62	Ingram	$11,633,279				$11,633,279
	63	Dance				$752,284	$752,284
	66	Cox K				$752,284	$752,284
	68	Waddell	$11,633,279				$11,633,279
	69	Hall, F	$11,633,279				$11,633,279
	70	Jones, D	$11,633,279				$11,633,279
	71	McClellan	$11,633,279				$11,633,279
	72	Reid	$11,633,279				$11,633,279
	73	O'Bannon	$11,633,279				$11,633,279
	74	McEachin	$11,633,279				$11,633,279
	97	Pace	$11,633,279		$1,025,650		$12,658,929
Capital	56	Janis	$1,311,008	$70,956			$1,381,964
	62	Ingram	$1,311,008				$1,311,008
	63	Dance				$1,000,830	$1,000,830
	66	Cox K				$1,000,830	$1,000,830
	68	Waddell	$1,311,008				$1,311,008
	69	Hall, F	$1,311,008				$1,311,008
	70	Jones, D	$1,311,008				$1,311,008
	71	McClellan	$1,311,008				$1,311,008
	72	Reid	$1,311,008				$1,311,008
	73	O'Bannon	$1,311,008				$1,311,008
	74	McEachin	$1,311,008				$1,311,008
	97	Pace	$1,311,008		$456,834		$1,767,842

(FY 2005 Ridership)

Slem

Additional Capital and Operating Funds for Each Transit System for FY 2007 if the Commonwealth Meets its 95% Statutory Target.

	House District	Delegate	Blacksburg Transit (2,396,205)	Greater Roanoke Transit Company (1,965,277)	Total
Total	7	Nutter	$2,026,261		$2,026,261
	8	Griffith, M		$1,369,281	$1,369,281
	11	Ware		$1,369,281	$1,369,281
	12	Shuler	$2,026,261		$2,026,261
	17	Fralin		$1,369,281	$1,369,281
Operating	7	Nutter	$1,901,628		$1,901,628
	8	Griffith, M		$1,215,687	$1,215,687
	11	Ware		$1,215,687	$1,215,687
	12	Shuler	$1,901,628		$1,901,628
	17	Fralin		$1,215,687	$1,215,687
Capital	7	Nutter	$124,633		$124,633
	8	Griffith, M		$153,594	$153,594
	11	Ware		$153,594	$153,594
	12	Shuler	$124,633		$124,633
	17	Fralin		$153,594	$153,594

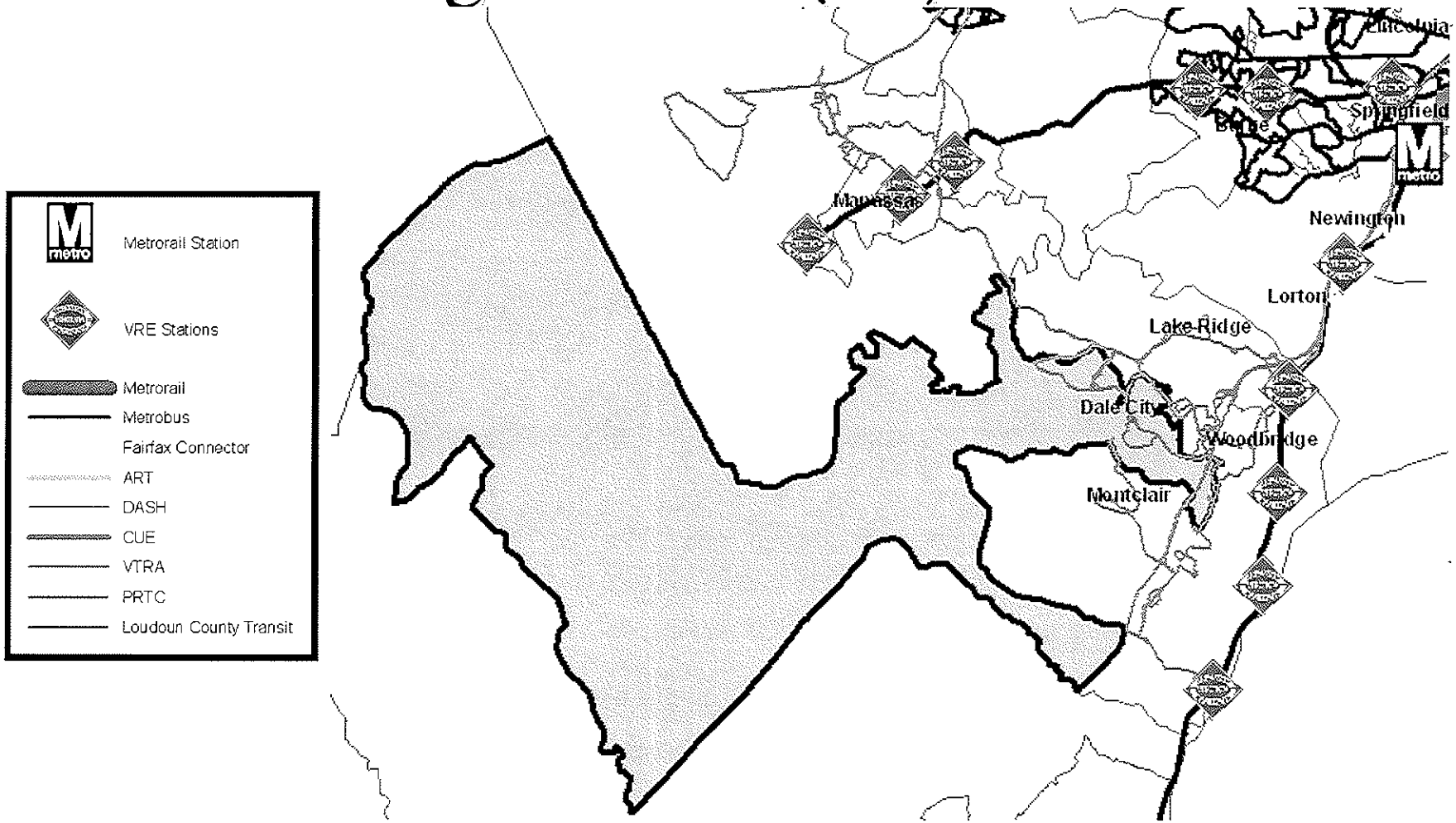
(FY 2005 Ridership)

House Finance Committee

Northern Virginia Districts

Public Transit Systems serving each district with state capital and operating formula funding increases for FY 2007 if the Commonwealth meets its statutory 95 percent target.

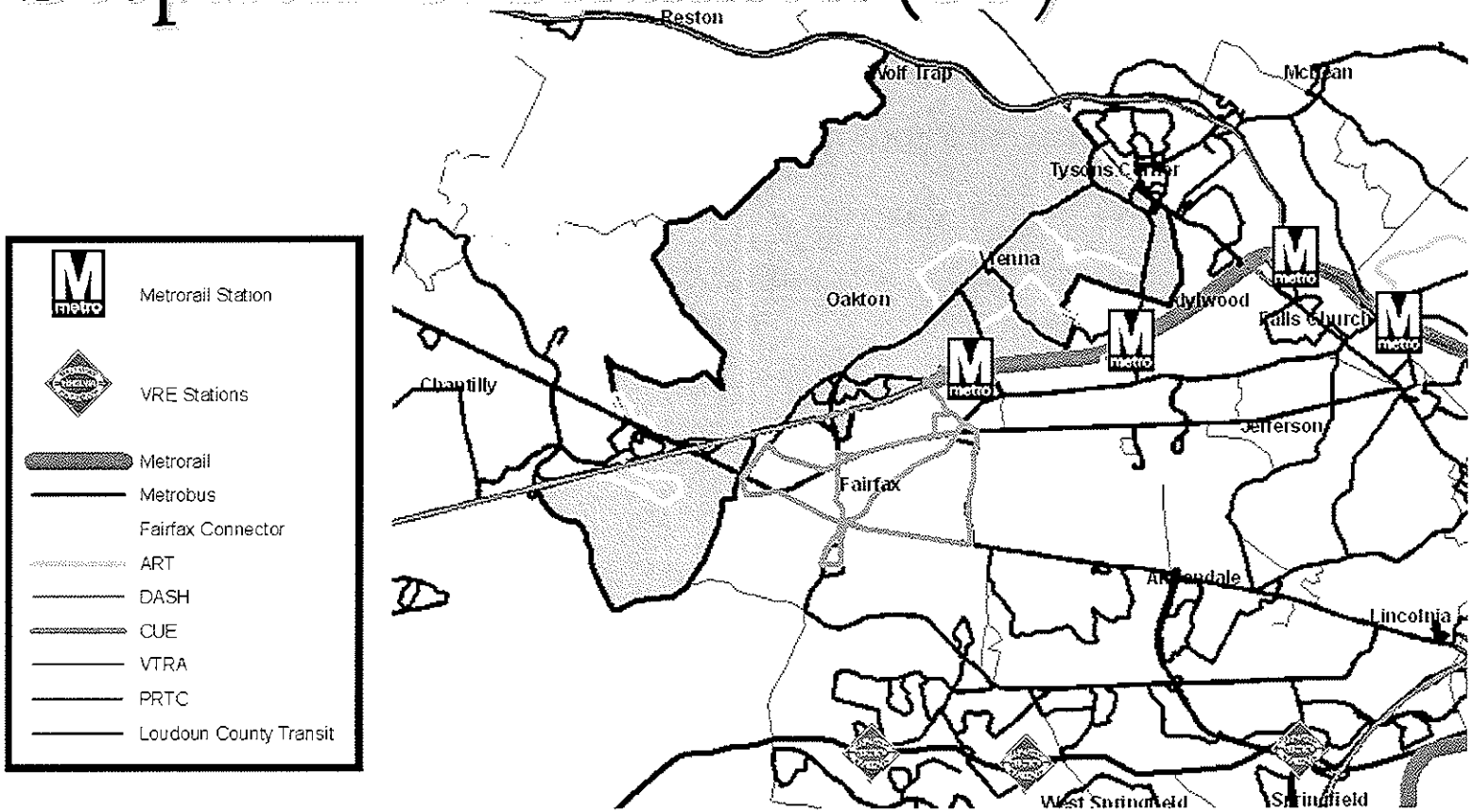
Scott L. Lingamfelter (31)



Public transit systems serving District 31 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System	Capital	Operating	Total
PRTC	$6,650,204	$5,113,378	$11,763,582
VRE	$7,016,259	$428,654	$7,44,913

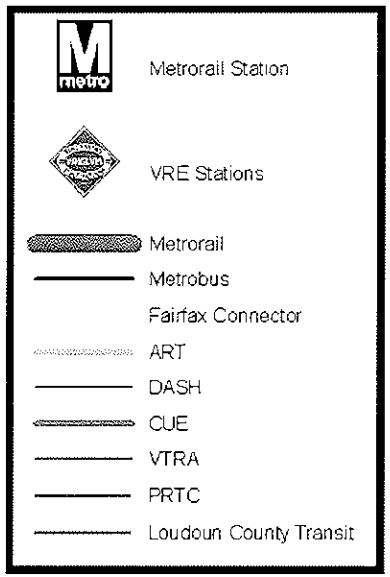
Stephen C. Shannon (35)

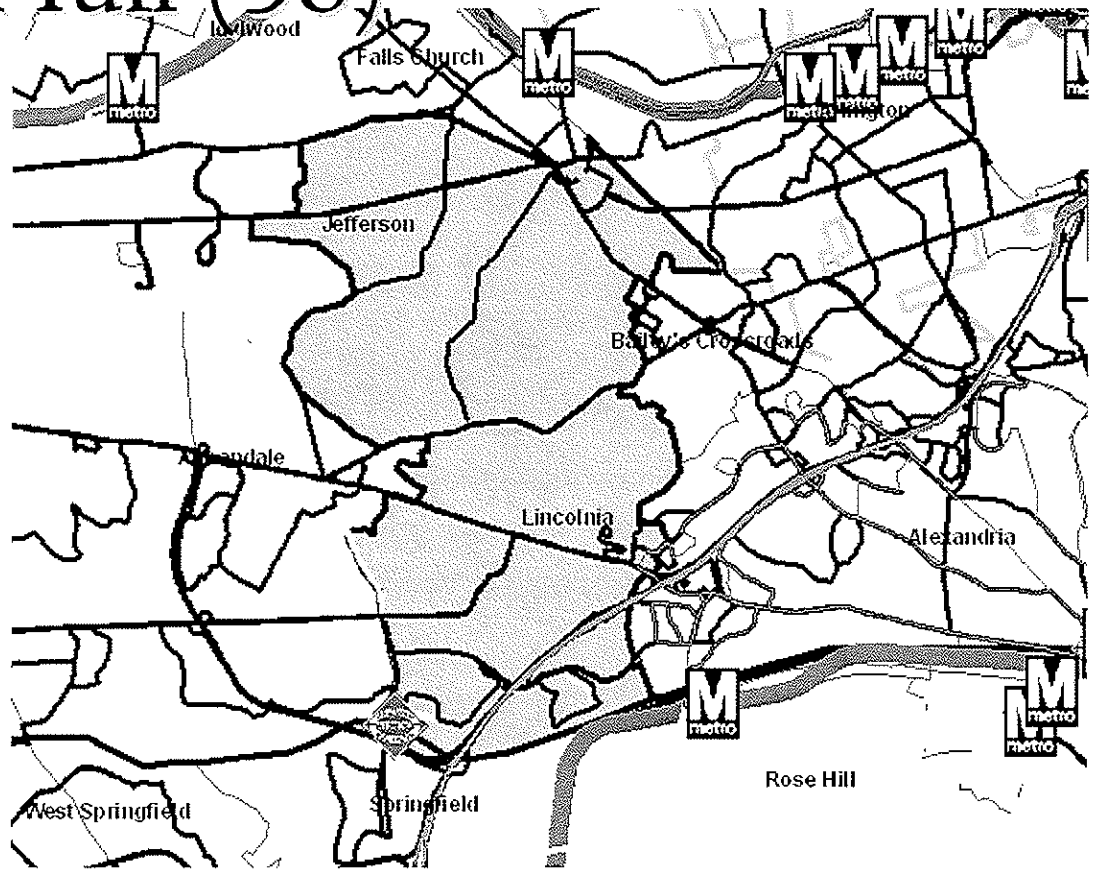


Public transit systems serving District 35 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System	Capital	Operating	Total
WMATA	$33,738,882	$65,224,058	**$98,962,940**
Fairfax Connector	$33,434,659	$4,762,594	**$38,197,253**
CUE	$21,900	$70,977	**$92,877**
PRTC	$6,650,204	$5,113,378	**$11,763,582**
Loudoun County Transit	$322,731	$869,212	**$1,191,943**

Robert D. Hull (38)

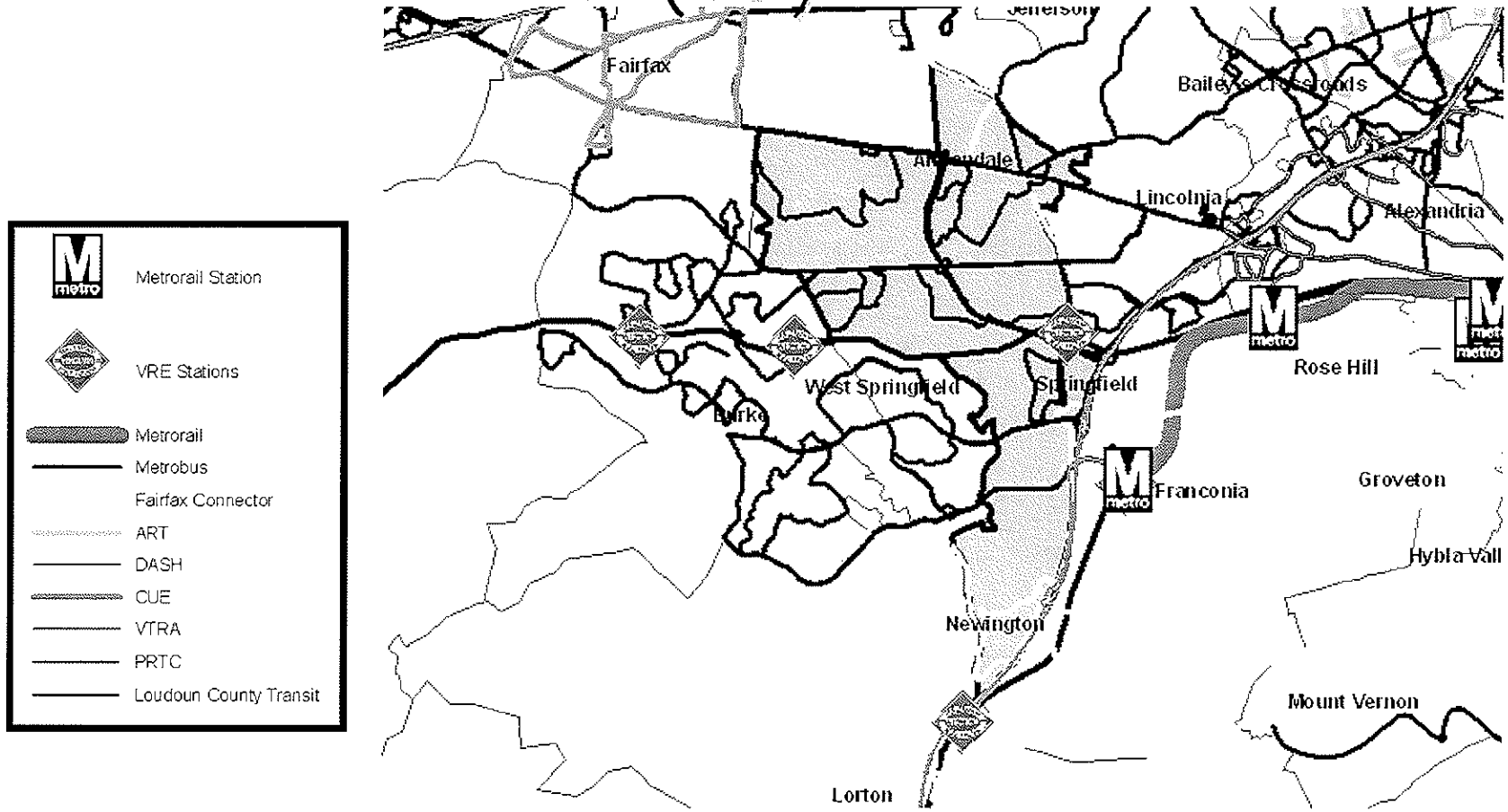




Public transit systems serving District 38 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System	Capital	Operating	Total
WMATA	$33,738,882	$65,224,058	**$98,962,940**
Fairfax Connector	$33,434,659	$4,762,594	**$38,197,253**
DASH	$1,156,320	$940,900	**$2,097,220**
PRTC	$6,650,204	$5,113,378	**$11,763,582**
VRE	$7,016,259	$428,654	**$7,44,913**

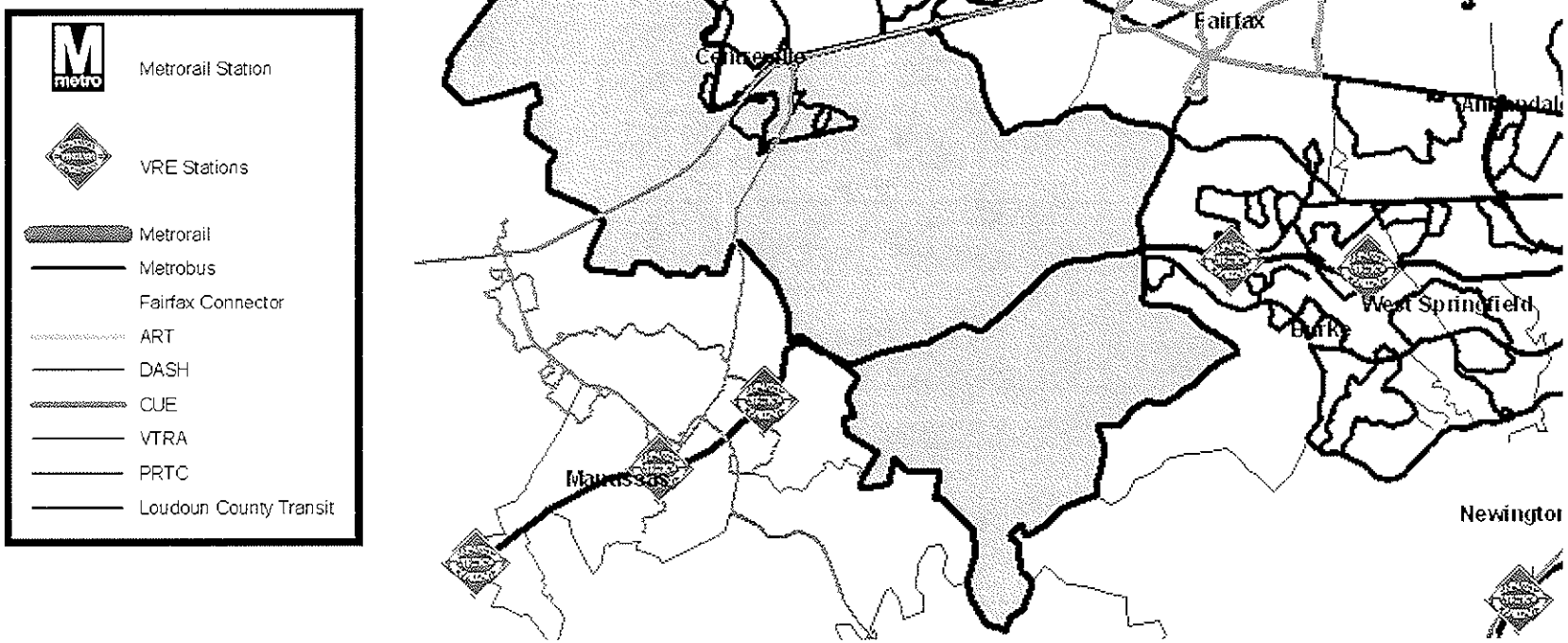
Vivian E. Watts (39)



Public transit systems serving District 39 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System	Capital	Operating	Total
WMATA	$33,738,882	$65,224,058	$98,962,940
Fairfax Connector	$33,434,659	$4,762,594	$38,197,253
PRTC	$6,650,204	$5,113,378	$11,763,582
VRE	$7,016,259	$428,654	$7,44,913

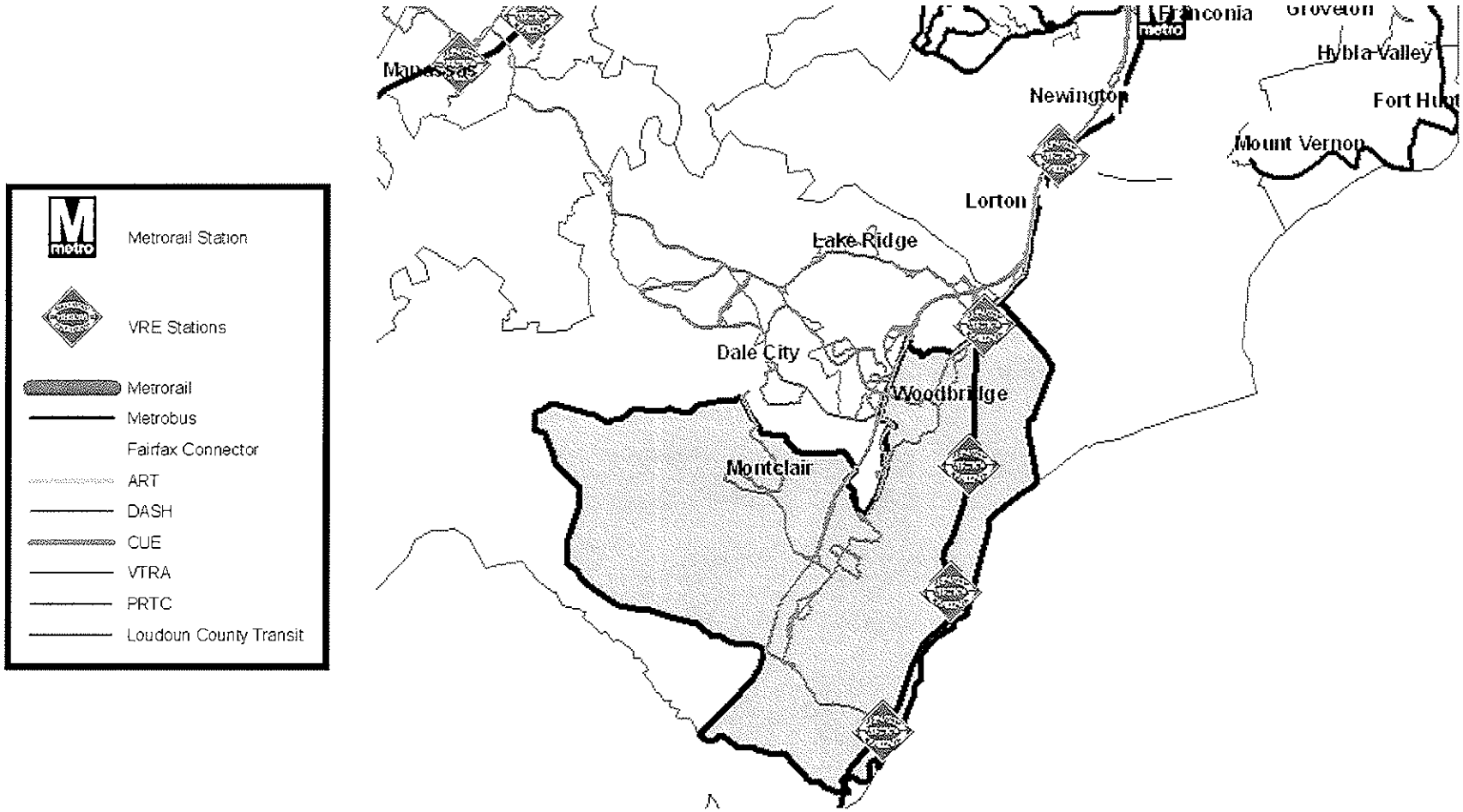
Timothy D. Hugo (40)



Public transit systems serving District 40 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System	Capital	Operating	Total
WMATA	$33,738,882	$65,224,058	**$98,962,940**
PRTC	$6,650,204	$5,113,378	$11,763,582
VRE	$7,016,259	$428,654	$7,44,913

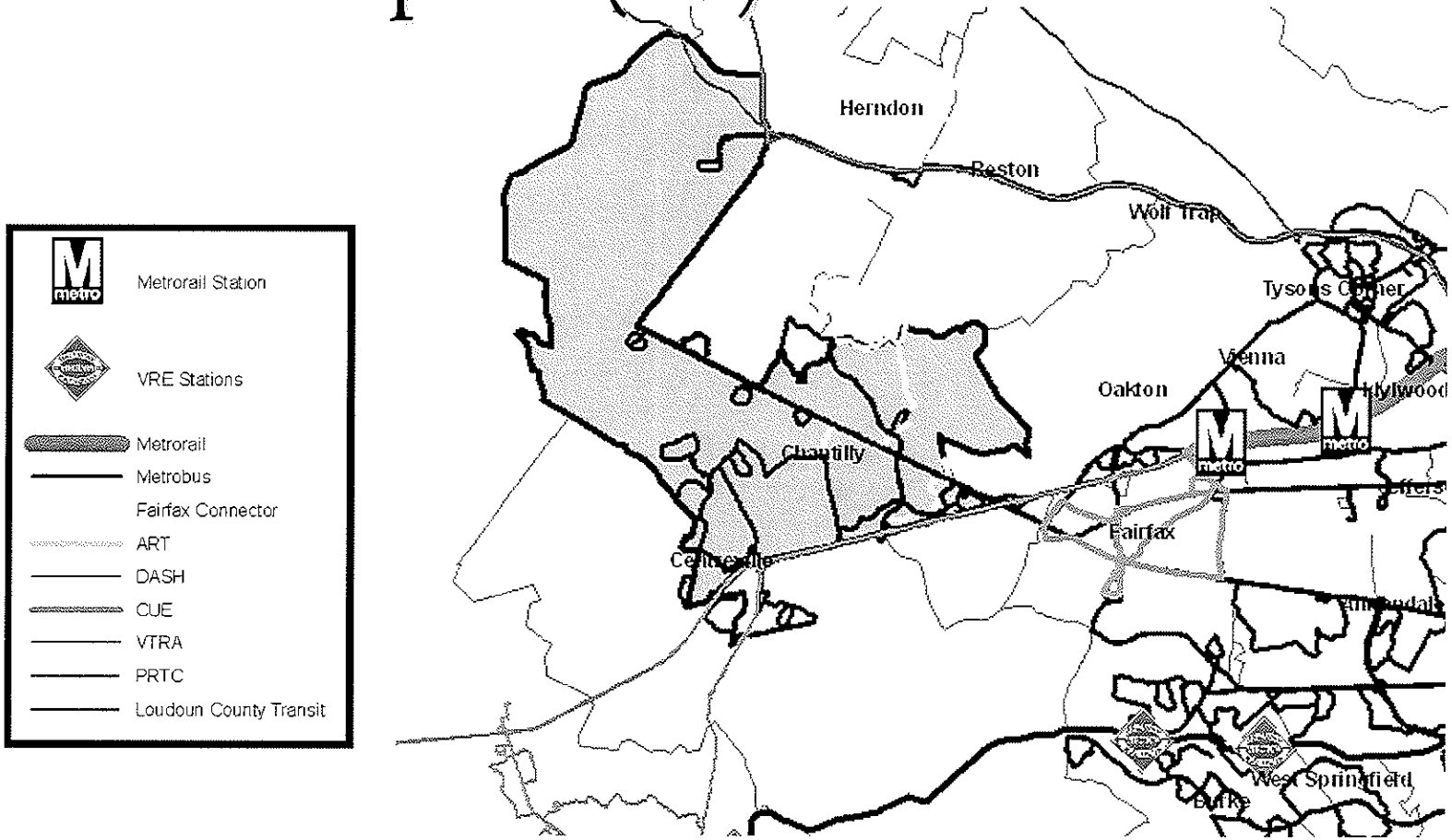
Jeffery M. Frederick (52)



Public transit systems serving District 52 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System	Capital	Operating	Total
PRTC	$6,650,204	$5,113,378	$11,763,582
VRE	$7,016,259	$428,654	$7,44,913

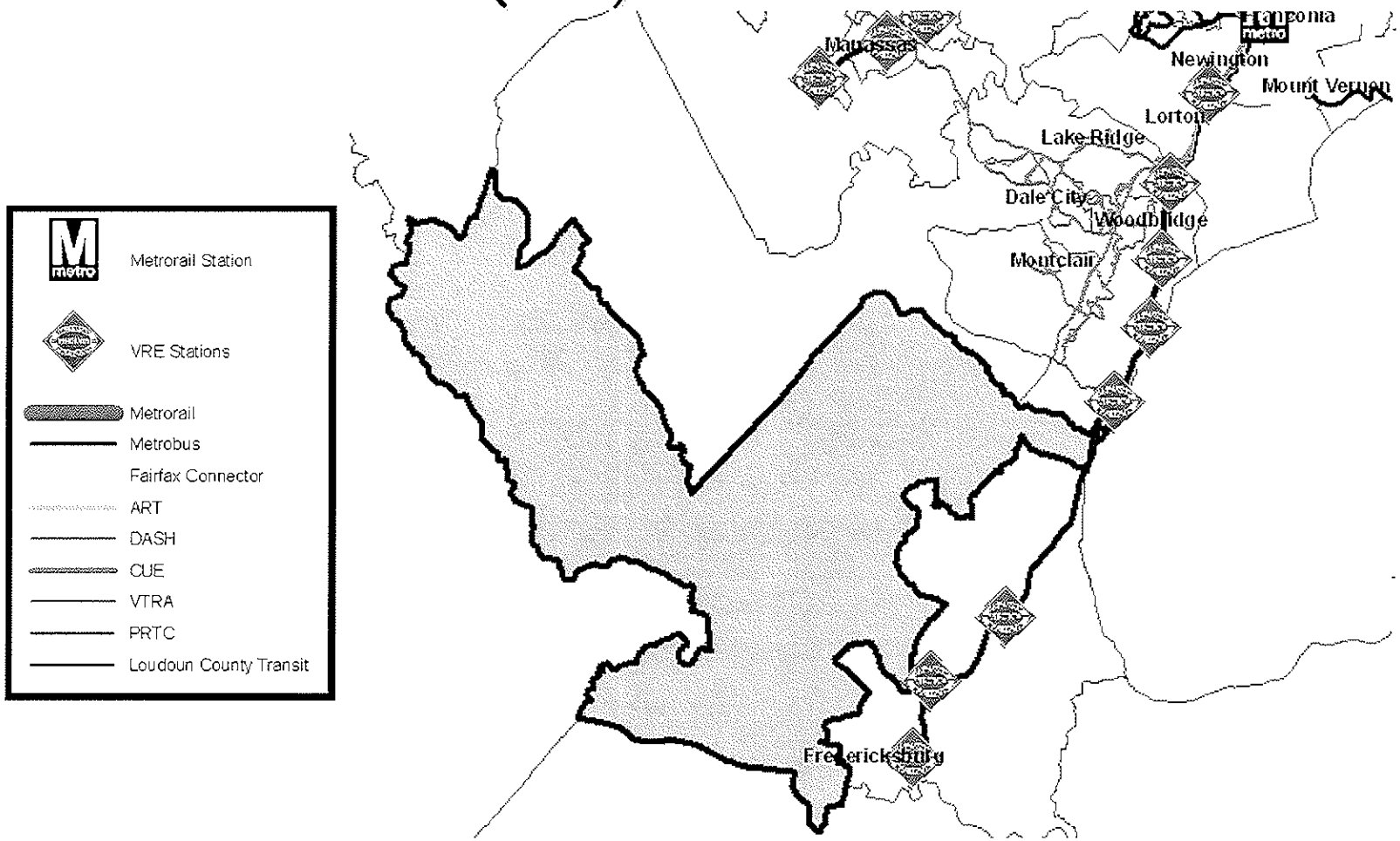
Charles Caputo (67)



Public transit systems serving District 67 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System	Capital	Operating	Total
WMATA	$33,738,882	$65,224,058	**$98,962,940**
Fairfax Connector	$33,434,659	$4,762,594	**$38,197,253**
PRTC	$6,650,204	$5,113,378	**$11,763,582**

Mark L. Cole (88)



Public transit systems serving District 88 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System	Capital	Operating	Total
VRE	$7,016,259	$428,654	$7,44,913

(C)

RESPONSE TO RICHMOND TIMES-DISPATCH EDITORIAL: "TRAIN WRECK"

Published: July 20, 2006

On July 20, 2006 the Richmond Times Dispatch published a misguided editorial titled "Train Wreck." It asked "Why hasn't Virginia embraced mass transit?" and answered using incorrect data and faulty logic. In fact, the premise is wrong since Virginia has embraced transit affectionately and passionately.

For example, 176 million transit passenger trips are taken statewide each year (as of FY 2005) with 129 million in Northern Virginia. While the Times Dispatch editors dismiss Northern Virginia as not dense enough to support viable rail and bus services, transit carries more than half of rush hour commuters on I-66 inside the Beltway and substantial shares on other major commuting corridors.

What specifically is wrong with the Times Dispatch data? They have reversed the operating costs of rail versus autos, thereby snapping the linchpin of their argument. The editors cite transit rail operating costs per passenger-mile in 2002 as 82-cents, compared to auto costs of 21-cents (even including costs of constructing and maintaining roads). In fact, The National Transit Database (the official U.S. government source) shows costs for 2002 per passenger-mile were 30-cents for nationwide subway and commuter rail systems (like Metrorail that serves the Washington metropolitan region and the Virginia Railway Express, respectively). Automobiles, on the other hand, far exceed those values. The American Automobile Association cities fixed plus variable ownership/operating costs of 62-cents per mile for a typical car such as a Honda Accord, excluding costs of building and maintaining roads. So, instead of transit costing four times more to operate per passenger-mile, **actually automobiles cost more than twice as much as transit.**

Another error of fact is the editorial writers' mistaken assertion that transit in Virginia doesn't reduce travel time and diminish congestion. The Texas Transportation Institute reports that the costs of congestion in Northern Virginia, suburban Maryland and the District of Columbia are reduced each year by about one billion dollars (yes, billion) as a result of investments in effective public transit. This amounts to $330 million annually in Northern Virginia or $200 per capita in avoided congestion costs.

Here's another curious observation from the editorial showing a lack of understanding of commuting reality. "A driver can enter the road network anywhere at any point and get off at any point—at whatever time he wants..." That may be technically true, even during rush hour, but such a clueless driver in the commonwealth's congested metropolitan regions—especially those served by rail transit—would have no idea of when he or she would actually arrive at the intended destination. Northern Virginia traffic planners have had to invent a new category of severe traffic congestion called Level of Service G to describe conditions that are worse than failing (LOS F) and in fact cause peak periods to spread throughout much of the day.

Many commuters trying to reach their jobs by auto from their homes in lower density suburbs must arise well before the sun to struggle through a sea of taillights. On the other hand, long distance commuters from the low density suburbs traveling via VRE's comfortable commuter rail coaches arrive with little stress, having rested or worked productively during their trips. VRE's customers (over 16,000 trips per day) verify their high levels of satisfaction in annual surveys. Many take advantage of tax-free, employer-provided transit commuting benefits of up to $105 monthly, a pro-transit policy enacted by the U.S. Congress and supported by an Executive Order from the President.

In addition to presenting supporting data 180 degrees removed from reality, in what ways is the Times Dispatch off the mark in its logic? The editorial writers opine that since transit isn't used by everyone, therefore it is not a wise investment for Virginia. Not all of us have children in public schools, regularly use the public library or have called the police or fire departments for assistance, yet most would agree these are all essential public services. Whether or not a person uses transit or lives in a densely populated area, we all benefit from effective public transit systems reducing congestion in dense areas as we travel to and through them. Then there are the clean air benefits that are produced by transit but shared with all. These amount to $3 per trip on Metro alone.

Further, access to jobs facilitated by transit produces benefits for the entire commonwealth through state tax collections. For example, the rate of return on the commonwealth's investment in Metrorail is an astonishing 19 percent per year. The 30 percent of Virginia's jobs located in Northern Virginia generate about 36 percent of statewide sales tax revenue and 45 percent of statewide income tax. Access to those jobs depends on an effective public transit network. Finally, public transit systems have provided an invaluable resource in moving large numbers of people quickly during times of crisis and are an integral component of metropolitan emergency response plans.

Gasoline prices rising above $3 per gallon cost Northern Virginia drivers $400 million more than last year. This is like a tax paid to oil companies and oil producing countries with no corresponding revenues to spend on transportation improvements. Rather than unfairly criticize public transit, the editors should jump on the bandwagon of support for transit and ride along with the business community, environmental advocates, senior mobility groups and many others who value clean air, fuel savings and access to jobs and medical care and are calling on the General Assembly to provide sustainable increased state transit funding.

Wednesday July 20th, 2006

TRAIN WRECK

Richmond Times Dispatch Editorial

Several independent candidates for federal office held a joint news conference the other day to announce that while they disagree on numerous subjects, they are of one mind concerning rail. They think Virginia needs more of it.

They're not alone. Rail holds allure for many people, and for many reasons -- from its comparably low environmental effects to its European sensibility to its essential tidiness: Centrally planned rail lines move people along specific trajectories in an orderly fashion. Rail seems less chaotic than vehicular traffic.

Rail certainly has its place. It provides an efficient means for moving cargo and the safest means for transporting hazardous materials. Yet passenger rail confronts three dilemmas of daunting proportions: cost, ease of use, and density.

When all the capital and operating costs of both mass transit and automobile travel are accounted for, rail travel is almost four times as expensive as vehicular travel. In 2002, rail cost 82 cents per person per mile; vehicular travel cost 21 cents, even after factoring in government spending on roads. Travelers might be willing to pay that higher cost in return for conveniences such as briefer commute times, diminished highway congestion, and less road rage. But passenger rail travel in most of the U.S. -- and certainly in Virginia -- promises few such offsets.

A principal reason concerns ease of use. An automobile is compatible on any road or street anywhere. A driver can enter the road network at any point and get off at any point -- at whatever time he wants -- without changing cars. But even bus systems, which are the closest mass-transit analog, require transfers for more than the simplest of trips. Imagine trying to get from, say, Carytown to an address in Herndon using only mass transit.

. . .

Mass transit works in places where people are, well, massed together -- such as New York, which has a population density of 26,000 persons per square mile; Chicago, with a density of 13,000 per square mile; and Washington, D.C., with a density of 9,300 per square mile.

The City of Richmond has a population density of 3,300. So Richmond can support the GRTC bus system -- sort of. More accurately, the GRTC bus system can efficiently serve Richmond's population. Outside the capital city the utility of mass transit drops off the edge of a cliff. Chesterfield's density is only 610 persons per square mile -- and even that comparatively low density seems sardine-like compared with the Commonwealth's average density of 179 persons per square mile, which is far higher than the U.S. average of 80.

Why does density matter? Because it enables large numbers of people to live or work within walking or bicycling distance of a transit station. Low density rates force transit systems into an unhappy tradeoff: Either they maintain numerous stations along their routes, which slows travel speeds considerably, or -- for the sake of greater speed -- they maintain just a few stations separated by large distances. The latter option not only makes use of the system inconvenient to most potential passengers, it also requires them to drive to the stations -- which largely defeats the point.

. . .

Advocates of rail don't envision a subway system running from Danville to D.C., of course. They favor something more like an expanded version of the Virginia Railway Express (VRE), which runs from Fredericksburg to the District. But the federally subsidized VRE charges $229 per month to transport someone from Fredericksburg to Crystal City in Alexandria -- and the trip takes an hour and a half. Only a tiny fraction of commuters find the VRE practical and cost-effective.

The VRE estimates that about 100 of its regular riders to D.C. are Richmonders who board at Fredericksburg. Other Richmonders travel to the District by vanpool, and still others who drive might take the VRE if it had a station here. Yet the cost of extending the VRE to Richmond likely would exceed by orders of magnitude the cost of schlepping commuters to Fredericksburg by express bus -- a possibility recently raised by the GRTC.

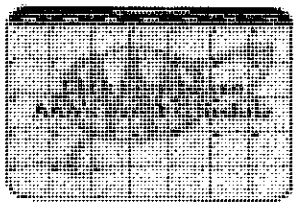
. . .

But even if a few thousand people a day used express train service between Richmond and D.C., that would do next to nothing to alleviate the state's transportation problem, of which I-95 traffic constitutes only a tiny fraction.

Traffic in Northern Virginia is congested because people are traveling from Fairfax to Arlington, from Arlington to Alexandria, from Alexandria to Springfield. In Richmond people want to get from Short Pump to downtown, or from downtown to Courthouse Road, or from Courthouse Road to the Showplace in Mechanicsville. Mass transit for metro D.C. doesn't work in less-dense Northern Virginia. It certainly wouldn't work here in Richmond, where the diffuse population would make the system hugely inconvenient to use -- or astronomically expensive.

Why hasn't Virginia embraced mass transit? Not because citizens harbor an irrational animosity against it. They just are insufficiently dense.

Gas Watcher's Guide
Your Driving Costs
Vacation Planning
AAA History



Your Driving Costs

Ever wonder how much you're really paying to drive your car every year?

$7,967

That's how much a person driving a medium sedan 15,000 miles a year can expect to pay, excluding loan payments.

In coming up with the estimates below, AAA figures in average fuel, routine maintenance, tires, insurance, license and registration, loan finance charges and depreciation costs. Fuel prices are based on late-2005 national averages.

AAA has been conducting this annual analysis since 1950. That year, driving a car 10,000 miles annually cost 9 cents a mile, and gasoline sold for 27 cents per gallon.

Composite national average cost per-mile for 2006: 52.2 cents

See below chart for a more detailed breakdown by miles driven and vehicle type.

With **Your Driving Costs**, AAA brings motorists the tools and advice they need to estimate their operating and ownership costs to get a better understanding of the total impact of their vehicles. The annual guide includes a worksheet for figuring your own costs.

For more information on **Your Driving Costs**, please contact your local **AAA Club**.

How Much Does It Cost to Drive?			
2006 Vehicle	**10,000 Miles/Year**	**15,000 Miles/Year**	**20,000 Miles/Year**
Small Sedan*	50.5 cents	41.7 cents	37.6 cents
Medium Sedan*	62.4 cents	53.1 cents	48.8 cents
Large Sedan*	72.9 cents	61.9 cents	56.5 cents

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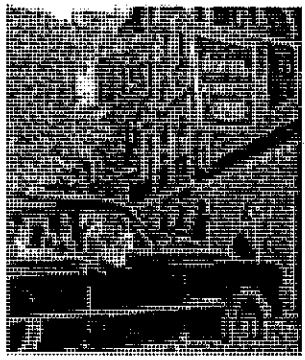
Did You Know?



Since 1937, AAA field inspectors have been reviewing and reporting on hotels, motels and restaurants. Their reports form the basis for AAA's Diamond Rating System and TourBook guide listings.

See Also

* **Gas Watcher's Guide**

Utility Vehicle*	79.0 cents	65.4 cents	58.9 cents
Minivan*	71.3 cents	59.2 cents	53.5 cents

Fuel costs based on the late-2005 average gas price of $2.405 per gallon.

***Small Sedan** - Chevrolet Cobalt, Ford Focus, Honda Civic, Nissan Sentra and Toyota Corolla.*
***Medium Sedan** - Chevrolet Impala, Ford Fusion, Honda Accord, Nissan Altima and Toyota Camry.*
***Large Sedan** - Buick Lucerne, Chrylser 300, Ford Five Hundred, Nissan Maxima and Toyota Avalon.*

Because it incorporates significant changes to driving cost calculations -- most notably the averaging of costs for multiples top-selling vehicles in each size/type category -- this edition of Your Driving Costs *is not comparable to previous editions. The changes in methodolgy are designed to provide more accurate driving costs and better reflect current consumer vehicle purchasing habits.*

Read more about:

- **Gas Watcher's Guide**
- **AAA Guide to Vacation Planning**
- **Gas Pains, Then & Now**
- **Car Buying and Maintenance**
- **AAA's Fuel Gauge Web site - Daily fuel prices by state, region and cities.**

Downloads [Total: 2]

2006 Your Driving Costs — **744kb** PDF File
AAA's annual guide gives motorists the tools and advice needed to estimate the operating and ownership costs of their vehicles. Includes a worksheet for figuring your own costs.

2004/2005 Gas Watcher's Guide — **179kb** PDF File
AAA's tips for conserving fuel, saving money and protecting the environment.

2002 National Transit Profile

General Information (Millions)

Service Consumption	
Annual Passenger Miles	45,944.2
Annual Unlinked Trips	9,016.7
Average Weekday Unlinked Trips	33.7
Average Saturday Unlinked Trips	16.1
Average Sunday Unlinked Trips	10.5
Service Supplied	
Annual Vehicle Revenue Miles	3,426.8
Annual Vehicle Revenue Hours	230.2
Vehicles Operated in Maximum Service	91,723
Vehicles Available for Maximum Service	112,181

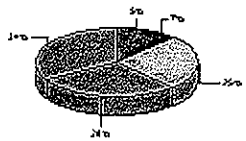
Financial Information (Millions)

Fare Revenues Earned	$8,275.1
Sources of Operating Funds Expended	
Fare Revenues (34%)	8,123.3
Local Funds (28%)	6,873.8
State Funds (25%)	6,112.7
Federal Assistance (5%) (**)	1,302.2
Other Funds (7%)	1,745.5
Total Operating Funds Expended	$24,157.5
Sources of Capital Funds Expended	
Local Funds (46%)	5,635.6
State Funds (12%)	1,432.9
Federal Assistance (41%) (***)	4,993.7
Other Funds (2%)	238.8
Total Capital Funds Expended	$12,300.9

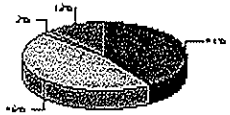
Summary of Operating Expenses (Millions)

Salary, Wages and Benefits	$16,695.2
Materials and Supplies	2,189.4
Purchased Transportation	1,990.3
Other Operating Expenses	2,030.2
Total Operating Expenses	$22,905.1
Reconciling Cash Expenditures	$1,267.5

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Vehicles Operated in Maximum Services and Uses of Capital Funds

	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	45,022	5,441	$1,542.8	$377.8	$748.4	$358.7	$3,027.7
Heavy Rail	8,576	0	$1,423.7	$1,232.5	$1,474.4	$433.5	$4,564.2
Commuter Rail	4,276	630	$589.6	$689.9	$940.7	$151.1	$2,371.2
Demand Response	5,205	15,345	$127.8	$10.9	$22.4	$12.2	$173.3
Light Rail	1,061	15	$226.6	$1,173.3	$256.9	$66.6	$1,723.4
Ferryboat	151	56	$49.1	$1.7	$170.0	51.3	$222.2
Trolleybus	522	0	$93.2	$76.1	$17.7	$0.6	$187.6
Cable Car	26	0	$0.7	$0.8	$0.4	$0.0	$1.9
Vanpool	3,686	761	$9.8	$0.6	$2.4	$1.3	$14.1
Automated Guideway	32	0	$0.9	$4.1	$1.3	$0.3	$6.6
Publico	0	1,372	$0.0	$0.0	$0.0	$0.0	$0.0
Monorail	0	8	$1.0	$0.0	$0.0	$0.0	$1.0
Inclined Plane	6	2	$0.0	$0.1	$0.1	$0.3	$0.4
Alaska Railroad	33	0	$0.2	$4.9	$1.3	$0.3	$6.8
Jitney	4	0	$0.2	$0.0	$0.0	$0.0	$0.2
Total	68,600	23,630	$4,065.7	$3,572.7	$3,636.0	$1,026.2	$12,300.7

Performance Measures

	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlin Passenger T per Veh Revenue H
Bus	$6.8	$86.2	$0.6	$2.4	2.8	
Heavy Rail	$7.1	$143.0	$0.3	$1.6	4.5	
Commuter Rail	$11.6	$366.8	$0.3	$7.2	1.6	
Demand Response	$3.1	$45.7	$2.5	$20.8	0.1	
Light Rail	$13.0	$199.1	$0.5	$2.3	5.6	
Ferryboat	$116.8	$963.9	$1.0	$6.2	18.8	1
Trolleybus	$14.0	$104.2	$1.0	$1.6	8.7	
Cable Car	$92.0	$296.4	$4.4	$5.2	17.7	
Vanpool	$0.5	$20.9	$0.1	$3.2	0.2	
Automated Guideway	$17.9	$204.2	$3.9	$4.1	4.3	
Publico	$1.0	$11.6	$0.1	$0.8	1.3	
Monorail	$10.4	$104.8	$1.2	$1.1	9.9	
Inclined Plane	$39.9	$113.7	$3.7	$1.2	32.6	
Alaska Railroad	$17.0	$349.0	$0.9	$19.5	0.9	
Jitney	$10.9	$55.6	$1.3	$2.0	5.4	

Modal Characteristics

	Operating Expenses (Millions)	Fare Revenues (Millions)	Uses of Capital Funds (Millions)	Annual Passenger Miles (Millions)	Annual Vehicle Revenue Miles (Millions)	Annual Unlinked Trips (Millions)	Annual Vehicle Revenue Hours (Millions)	Fixed Guideway Directional Route Miles (*)	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Perc Spa
Bus	$12,585.7	$3,731.3	$3,027.7	19,526.8	1,863.8	5,267.5	146.0	2,699.9	60,615	7.0	50,163	1.6	
Heavy Rail	$4,267.5	$2,492.5	$4,564.2	13,663.2	603.5	2,688.0	29.8	1,571.9	10,849	20.0	8,576	1.6	
Commuter Rail	$2,994.7	$1,448.5	$2,371.2	9,449.8	259.1	414.1	8.2	6,830.5	5,631	22.0	4,906	2.3	
Demand Response	$1,635.7	$184.7	$173.3	651.0	525.2	78.8	35.8	N/A	24,875	3.4	20,373	N/A	
Light Rail	$778.3	$226.1	$1,723.4	1,431.7	60.0	336.5	3.9	959.7	1,448	16.1	1,076	1.6	
Ferryboat	$314.1	$63.1	$222.2	301.4	2.7	50.4	0.3	513.4	220	22.7	181	1.9	
Trolleybus	$186.6	$59.6	$187.6	187.8	13.3	116.0	1.8	467.8	616	15.4	522	1.4	
Cable Car	$40.2	$11.1	$1.9	9.2	0.4	7.7	0.1	8.8	40	92.8	26	1.4	
Vanpool	$38.6	$26.7	$14.1	455.1	70.6	12.2	1.8	N/A	4,881	2.9	4,443	N/A	
Automated Guideway	$31.9	$1.5	$6.6	8.3	1.8	7.7	0.2	16.8	45	11.7	32	1.1	
Publico	$25.8	$25.6	$0.0	205.5	26.1	33.7	2.2	N/A	2,845	N/A	1,372	N/A	
Monorail	$2.2	$2.5	$1.0	1.8	0.2	2.0	0.0	1.8	8	40.0	8	1.0	
Inclined Plane	$2.1	$2.7	$0.4	0.6	0.1	1.7	0.0	2.8	8	72.5	8	1.0	
Alaska Railroad	$1.7	$0.7	$6.8	1.8	0.1	0.1	0.0	92.4	92	22.8	33	1.0	
Jitney	$0.3	$0.1	$0.2	0.2	0.0	0.1	0.0	N/A	8	5.7	4	N/A	
Total	$22,905.1	$8,275.1	$12,300.7	45,944.2	3,426.8	9,016.7	230.2	13,165.9	112,181		91,723		

(*) Includes some double-counting for bus mode. These are the fixed-guideway miles at the agency's fiscal year end for all levels of service (A through F).
(**) Includes Federal capital funds used to pay for operating expenses. (***) Includes capital funds used to pay for Capital projects.

SCHOOLS OF THOUGHT

In Some Policy Debates, the Numbers Can Drive You Crazy

A. BARTON HINKLE

• • •

In public policy, some issues can be resolved simply by resorting to numbers. Police lineups provide a perfect example: Experiments can determine whether witnesses pick the actual perpetrator more often out of simultaneous lineups (in which photos of several suspects are shown to the witness all at once) or sequential lineups (in which he views suspect photos one at a time). Once you know which method works better, the debate is over. Everyone agrees on the goal; the only question is how best to get there.

Sometimes numbers don't matter at all. That's especially true concerning the basket of issues that make up the culture wars — abortion, homosexuality, etc. — in which, at bottom, people disagree about the primary goal. (Is it, say, protecting individual female autonomy, or protecting the unborn?)

Debating is such great fun because people with deep-seated convictions persist in pretending as though empirical evidence swings much weight in settling philosophical differences. *E.g.*, supporters and opponents of abortion rights go around and around over whether abortion correlates with breast cancer. But supporters won't change their view that a woman has a right to control her own body even if there is a correlation — and opponents won't change their view that abortion stops a beating heart even if there isn't.

Most issues consist of a thoroughly enjoyable muddle of empirical and philosophical questions. But even those that seem empirically straightforward quickly can get tangled up if you pick at the right (or wrong) thread.

Take transportation.

TAKE, EVEN, a very small question about transportation: Which costs more — traveling one mile by train or one mile by car?

There are two schools of thought. Fans of public transit say rail travel costs less. Public transit's skeptics say car travel costs less. Who's right depends on how you count.

A few weeks ago these pages cited figures of 21 cents per mile for car travel, including the costs of road construction. Rail advocates objected and demanded to know the source, which was a chapter in *21st Century Highways: Innovative Solutions to America's Transportation Needs*, produced by The Heritage Foundation. The source raised eyebrows, as they say; the sense was that anything from Heritage could be dismissed out of hand because Heritage has an agenda (which it does). But casual dismissal is a mistake, for three reasons.

First, Heritage — or, say, the liberal Brookings Institution — is not run by amateurs. The policy wonks know their stuff; they live and breathe and actually *enjoy* dissecting issues such as comparative per-passenger travel costs. Second, disliking someone isn't the same as disproving what they say. If the Yankees beat the Mets, hearing George Bush or Hillary Clinton report the news does not mean the Yankees actually lost. And third, precisely because think tanks elicit skepticism, they have good reason to be able to back up what they say.

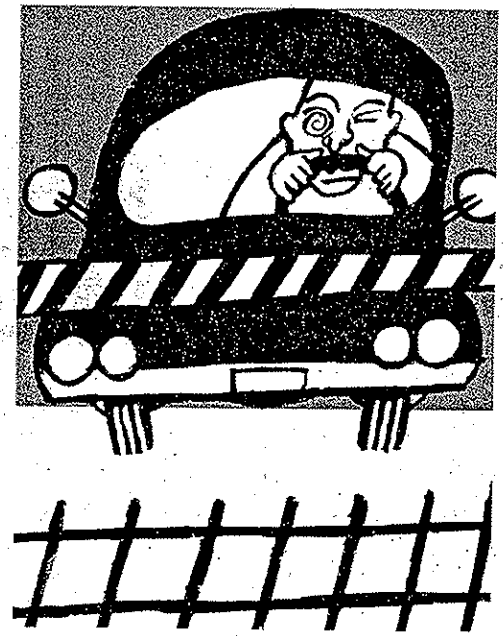
Nevertheless Wendell Cox, the author of the chapter in question, was kind enough to provide his methodology, which seems clear enough (but, please, don't fall asleep): From the Bureau of Transportation Statistics he took the total expenditures in 2004 on user-operated transportation nationwide, in current dollars ($939.8 billion), and divided it by the number of person-miles traveled in 2004 by two-axle, four-wheeled vehicles (4.452 trillion). Result: 21 cents per mile.

RUBBISH, SAY rail advocates who contend car travel costs a lot more. They cite figures from AAA, which are markedly higher: 62 cents per mile for a vehicle driven 10,000 miles a year.

The car club says its methodology for estimating annual driving costs is "proprietary," but the details it does disclose seem to inflate its figures. It counts costs only for the first five years of ownership of a new car — by far the most expensive years. *E.g.*, AAA estimates financing costs based on a five-year loan at 6 percent interest, with 10 percent down, which works out to about $4,100 a year for the first five years for a car costing 20 grand — and $0 per year for every year afterward. Yet most people keep their cars beyond five years. Indeed, Cox notes the average age of the vehicle fleet in the U.S. is almost 10 years.

What's more — to get really granular — insurance costs likely are lower than AAA's estimate. Maintenance costs might be higher, but many drivers don't buy the comprehensive extended warranty AAA includes in its cost estimates. And Cox's stats from the BTS include actual figures (not hypothetical estimates) for insurance premiums, tires, tubes, accessories, parts, and so on — as well as the capital costs for highway infrastructure.

We still haven't touched the rail side of the question (big surprise: cost-per-passenger-mile estimates vary widely), or externalities such as pollution, or the marginal gains to be had from an additional dollar invested in a system that's highly developed (roads) *vs.* one invested in a system with lots of room for growth (rail).



In public policy, some issues can be resolved simply by resorting to numbers. The hard part is figuring out *which* numbers.

Richmond Times Dispatch Sunday August 13, 2006

N NEED OF INVESTMENT

Public Transit Saves Commuters Time, Money

LYNCHBURG.

What if I told you there was a product that could save you time and money, reduce pollution, and improve your overall quality f life for about $1.50 a day?

Sound too good to be true? It's not. It's your lo-al public transit system.

Despite all these benefits and 176 million annual ansit passenger trips throughout the Common-wealth, Virginians have never really had the kind of public transit system they deserve: an interconnected, seamless transportation network that is well-funded, convenient, and easily accessible. With adequate investment in public transit, Virginia's transportation problems would become far more manageable.

JACK HELLEWELL

Here's why:

(1) *Public transit reduces congestion, and saves time and oney.* Public transit reduces traffic congestion: A ll bus takes 45-60 cars off the road; a full rail car kes 200 cars off the road.

According to the Texas Transportation Insti-te (TTI), people who use public transit on a reg-ar basis save an average of 84 hours per year in mmuting time. That's similar to getting home al-ost a half-hour early every day — time that can spent with your family. Bus and train commut-s can read a book or newspaper on the way to d from work. And they arrive less stressed be-use they leave the driving to the experts.

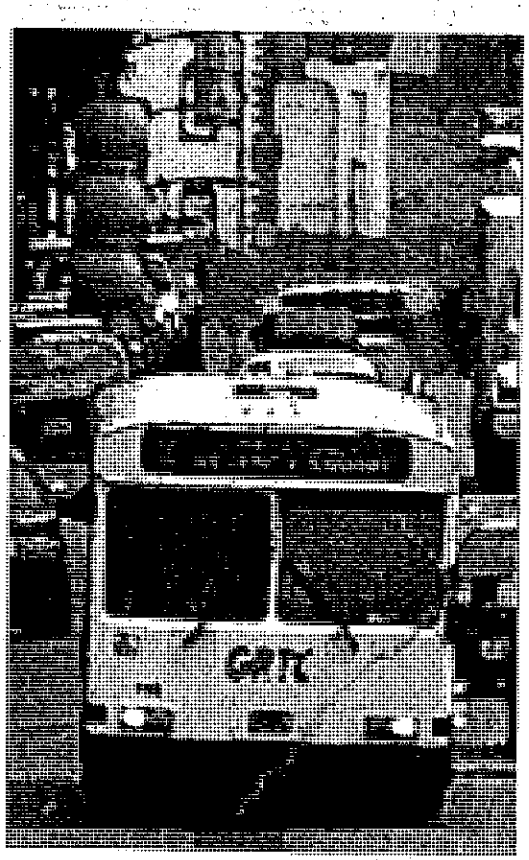
TTI estimates that in Northern Virginia, 30 million is saved annually in congestion costs e to public transit investments. That's a savings about $200 per person. Traffic congestion costs chmond residents an average of $300 a year — at's almost $1.20 each workday and is just like a x. That's why more Virginians are choosing tran-to avoid this *congestion tax.*

(2) *Public transit saves energy and reduces pol-tion.* Public transit lowers fuel consumption, ereby reducing our dependence on foreign oil. If u own a car that gets 20 miles to a gallon, and u commute 30 miles round trip to work 230 days ear, you save about 345 gallons of fuel — or ,035 annually (at $3 per gallon) — plus wear d tear on the vehicle and parking costs. And wer cars on the road means less pollution.

(3) *Public transit provides a big return on tax-payer investment.* Public transit systems operate efficiently with maximum value for taxpayer dollars. According to AAA, owning a Honda Accord costs roughly 62 cents per mile — not including the hidden costs of building and maintaining roads. But, according to the National Transit Database, the cost per passenger mile on public transit is 30 cents — half as much as driving a car!

Transit as a Public Service

Despite these compelling facts, some may argue that public transit isn't profitable and doesn't serve everyone, so it's not a priority. That's wrong. Public transit is a public service (such as police, fire, or even public libraries) from which we all benefit. Let's face it: *You* may not use these services, but *someone* does. We *all* benefit from these services directly or indirectly.



TIMES-DISPATCH

(4) *Public transit + Smart land use = Livable Communities.* Transit plays an important role in supporting desirable development and revitalization of both older urban areas and suburban communities. By being less dependent on cars and fostering walkable, town-like development, everybody wins.

For example, by clustering development within a quarter of a mile of Metrorail stations, Arlington has preserved neighborhoods and managed congestion, and captures 60 percent of its property-tax revenues from the 8 percent of the county's property that is located around the stations. The Virginia Railway Express is also serving as a magnet for people-friendly development. Developing along light-rail and bus routes can provide similar benefits.

(5) *Transit ridership surges statewide, and demand is high for GRTC service.* Statewide, transi ridership continues to grow. The GRTC transit system has seen a systemwide increase in ridership of nearly 10 percent since last year. Routes such as the Richmond-Petersburg Express have seen ridership skyrocket, up 63 percent from the previous year. Ridership on GRTC's U.S. 360, Commonwealth 20 Express has increased 127 per cent since operations began just seven months ag More suburban commuters are saving money and time by using public transit.

Investment is needed now. As fuel prices continue to rise, Virginians are looking for alternatives to triple-digit increases in gasoline prices. Our legislators have a lot of reasons to provide ad ditional dedicated funding for convenient, accessi ble transportation options so that Virginians are not *forced* to drive.

Options Other Than Roads

For the past 50 years, Virginia's highway syste has been the priority for transportation dollars. Now, with increasing congestion, fuel costs, and growth, it's time to develop the true potential of public transit.

With a special General Assembly session on transportation planned for this fall, it's time to pa attention to the *facts*. It's time to invest in public transit so Virginians can get the transportation choices they need and deserve.

■ *Jack Hellewell is the president of the Virginia Transit Association and the chairman of the board of the Greater Lynchburg Transit Compan*

Rail Transit Operating and Maintenance Costs Are Much Less Than the Cost of Personal Automobiles

Here are the facts...

Rail transit costs:

The National Transit Database/Federal Transit Administration reports that the cost per passenger mile in 2004 (the most recent year available) was $0.3 for nationwide heavy rail systems (subways like Metrorail).[1]

Automobile costs:

The U.S. Bureau of Transportation Statistics states that the cost of owning and operating an automobile, as of 2004, is $0.53 cents per mile.[2]

This federal auto cost calculation is supported by the American Automobile Association (AAA) which reports the cost of owning and operating a Honda Accord is $0.63 per mile as of 2004.

The Internal Revenue Service allows $0.445 per mile for personal auto tax deductions.

Conclusion:

In reality, automobiles cost about twice as much as transit, no matter how you slice it.[3]

By investing in transit there are additional savings (using Northern Virginia as an example)....

- Congestion savings of $5.33 per transit trip in Northern Virginia.[4]
- Air quality improvement valued at $3.68 per trip.[5]
- Fuel savings of $1.05 per trip.[6]
- Induced economic activity of $6.98 per trip.[7]
- These additional savings provided $17.05 of net return on investment per transit trip in Northern Virginia in FY2005.
- By spending $242 per person to cover the costs of providing public transit, we earned the equivalent of $1,289 per person in transit benefits in Northern Virginia. Thus, net returns on investments in transit for the overall population in Northern Virginia were $1,047 per person.[8]

Trust your source.

The U.S. government, the public transportation industry, the American Automobile Association (AAA) and the IRS.

Texas Transportation Institute

APTA

AAA

IRS
Department of the Treasury
Internal Revenue Service

Please contact the Virginia Transit Association for more information at: www.vatransit.com

Official Data Sources

[1] NTD 2004 Transit Profile http://www.ntdprogram.com/ntdprogram/pubs/national_profile/2004NationalProfile.pdf

[2] www.bts.gov/publications/transportation_statistics_annual_report/2005/html/chapter_02/figure_07_02.html

[3] The auto costs do include depreciation on the vehicles. The U.S. government's transit costs do not include vehicle costs. Adding average annual transit vehicle investments would result in an increase in the transit cost of only about one or two cents per passenger-mile and would not alter the conclusion. None of the auto figures include the costs of maintaining roads while the transit amount does include transit maintenance. Highway construction and maintenance costs would add about five-cents per passenger mile to the auto cost.

[4] Texas Transportation Institute estimates $667 per person congestion costs with transit lowering the amount by a third from $995 in the Washington D.C. metropolitan region.

[5] American Public Transportation Association (APTA) and the Metropolitan Washington Council of Governments (MWCOG): Transit saved 8,322 tons in Northern Virginia in FY2005 using APTA's per rider factor of 76 pounds per rider per year at $57,000 per ton using MWCOG's average cost of air pollution reductions for transit TERMS.

[6] American Public Transportation Association: Transit saved 60 million gallons in FY2005 in Northern Virginia using APTA's per rider factor of 273 gallons per ride per year @ assumed $2.25 per gallon.

[7] American Public Transportation Association: Factor is $6.00 in activity per $1 of transit investment. Only the approximate capital portion of the $508 million transit expenditure is considered "investment" ($150 million).

[8] Source: NVTC using data from DRPT and individual transit systems.

Northern Virginia Transportation Commission

AGENDA ITEM #9

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube, Adam McGavock and Kala Quintana

DATE: September 28, 2006

SUBJECT: FY 2006 Transit Ridership and Trends in Northern Virginia.

Attached are tables reporting FY 2006 transit ridership in Northern Virginia. Also provided are comparisons to FY 2005 and FY 2002. Very positive growth has been achieved. These newsworthy findings have been provided to the media in the attached release. Staff will present the highlights for your information.

AWARD WINNER NVTC APTA 1996

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PRESS RELEASE

For Immediate Release
September 26, 2006

Contact: Kala Quintana
703/ 524-3322 ext. 104
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kala@nvtdc.org

ANNUAL TRANSIT RIDERSHIP IN NORTHERN VIRGINIA UP 17 PERCENT SINCE FY 2002

MOST NORTHERN VIRGINIA SYSTEMS SHOW DOUBLE DIGIT INCREASES IN RIDERSHIP GROWTH IN THE PAST YEAR

Arlington, VA – The Northern Virginia Transportation Commission (NVTC) reports that transit ridership is up across the region. For the past four years, and especially in the last year, transit passenger trips have been on the rise in Northern Virginia. From Loudoun County to Arlington County, area residents are choosing to take transit over automobiles to and from work and play.

From FY 2005 to FY 2006, transit ridership in Northern Virginia on the regional Metro and VRE systems and several local bus systems grew sharply to over 137 million trips, up seven percent from 129 million trips. Since FY 2002, growth has totaled 17 percent.

On the local bus systems alone, in FY 2002, the total number of passenger trips on Fairfax Connector, Alexandria DASH, PRTC OmniRide and OmniLink, City of Fairfax CUE, Arlington ART, and Loudoun County's LC Transit was 12.5 million. In FY 2006, the total number of passenger trips on the same systems was 18.2 million. That's an increase of 46 percent in just four years.

During the same four years, Metrorail and Metrobus ridership in Northern Virginia grew by 13 percent and VRE ridership jumped 33 percent.

##MORE##

"We're heartened, though certainly not surprised by these numbers," said NVTC Chairman and Fairfax County Board of Supervisors Chairman Gerry Connolly. "These figures underscore the need to give our residents choices to get where they're going. In Northern Virginia we recognize the value that public transportation adds to our region. But without sufficient and reliable funding for transportation, including public transportation, we will not be able to make enhancements to our transportation network to give residents more and better choices. The General Assembly must recognize that investments in our transportation network pay off," said Connolly.

From FY 2005 to FY 2006, nearly all of the Northern Virginia transit systems saw double digit gains in ridership:

- Fairfax Connector 12 %
- PRTC Omni Ride Bus 15 %
- Arlington ART 17 %
- Loudoun County Transit 17 %
- PRTC Omni Link Bus 21 %

More modest ridership gains were realized by Alexandria DASH at seven percent, Metrorail and Metrobus at six percent, and Fairfax CUE at two percent. VRE ridership declined three percent.

"We've been telling our friends in Richmond that our transportation network is suffering from overcrowding," said Connolly. "We are bursting at the seams. We hope that when the General Assembly meets for the special session for transportation this week, they will recognize both the statewide and our unique regional needs.

"NVTC has determined that if the state met its existing statutory target, transit assistance throughout the commonwealth would grow by a factor of three (to $357 million from $129 million in FY 2007). That missing state money would buy a lot of needed buses and railcars," Connolly concluded.

For more information contact the Northern Virginia Transportation Commission by going to www.thinkoutsidethecar.org.

NVTC is *the* leading source of information about public transportation issues in Northern Virginia. NVTC is a regional agency with the mission of managing traffic congestion, restoring clean air, boosting the economy and improving the quality of life for all of Northern Virginia's citizens through effective public transit and ridesharing networks. NVTC includes the counties of Arlington, Fairfax and Loudoun and the cities of Alexandria, Fairfax and Falls Church covering over 1,000 square miles with a population of 1.6 million. The agency manages over $120 million of state and federal grant funds each year for public transit and serves as a forum for its board of 20 state and local elected officials to resolve issues involving public transit and ridesharing. For information about NVTC, please visit www.thinkoutsidethecar.org or call 703-524-3322.

NVTC

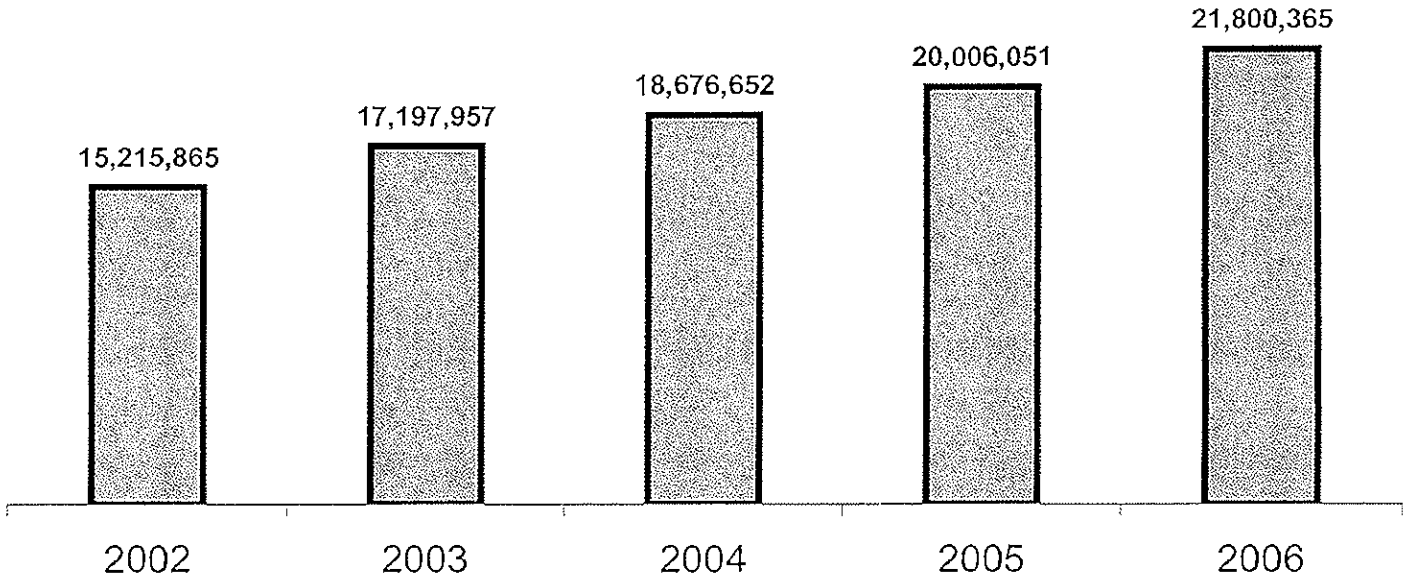
NORTHERN VIRGINIA ANNUAL TRANSIT RIDERSHIP, FY 2005 - FY 2006

Transit Provider	FY 2005 Passenger Trips	FY 2006 Passenger Trips	Ridership Growth (FY2005-2006)
Metrorail (Northern Virginia)	89,624,272	94,642,466	6%
Metrobus (Northern Virginia)	19,314,871	20,899,080	8%
Fairfax Connector	8,474,143	9,529,056	12%
Virginia Railway Express	3,745,382	3,640,000	-3%
Alexandria DASH Bus	3,323,021	3,556,486	7%
PRTC OMNI Link Bus	694,367	843,407	21%
PRTC OMNI Ride Bus	1,398,026	1,608,583	15%
City of Fairfax CUE Bus	1,068,492	1,093,926	2%
Arlington Transit	788,854	926,574	17%
Loudoun County Transit	513,766	602,333	17%
TOTAL	128,945,194	137,341,911	7%

FY 2002 - FY 2006 Ridership Growth on Local Transit Systems in Northern Virginia

Transit Provider	FY 2002 Passenger Trips	FY 2003 Passenger Trips	FY 2004 Passenger Trips	FY 2005 Passenger Trips	FY 2006 Passenger Trips
Fairfax Connector	6,831,313	7,595,138	7,990,825	8,474,143	9,529,056
Virginia Railway Express	2,735,025	3,179,957	3,645,434	3,745,382	3,640,000
Alexandria DASH Bus	2,736,719	2,986,631	3,131,284	3,323,021	3,556,486
PRTC OMNI Ride Bus	938,778	1,182,996	1,251,316	1,398,026	1,608,583
City of Fairfax CUE Bus	919,877	925,000	985,500	1,068,492	1,093,926
Arlington Transit	251,869	397,001	674,806	788,854	926,574
PRTC OMNI Link Bus	590,182	649,405	604,586	694,367	843,407
Loudoun County Transit	212,102	281,829	392,901	513,766	602,333
TOTAL	15,215,865	17,197,957	18,676,652	20,006,051	21,800,365

Ridership on local transit systems in Northern Virginia has increased **43%** since 2002!



FY 2002 - FY 2006 Ridership Growth on Transit Systems in Northern Virginia

Transit Provider	FY 2002 Passenger Trips	FY 2003 Passenger Trips	FY 2004 Passenger Trips	FY 2005 Passenger Trips	FY 2006 Passenger Trips
Metrorail (Northern Virginia)	80,008,842	83,529,741	87,817,948	89,624,272	94,642,466
Metrobus (Northern Virginia)	21,781,277	20,855,658	19,190,908	19,314,871	20,899,080
Fairfax Connector	6,831,313	7,595,138	7,990,825	8,474,143	9,529,056
Virginia Railway Express	2,735,025	3,179,957	3,645,434	3,745,382	3,640,000
Alexandria DASH Bus	2,736,719	2,986,631	3,131,284	3,323,021	3,556,486
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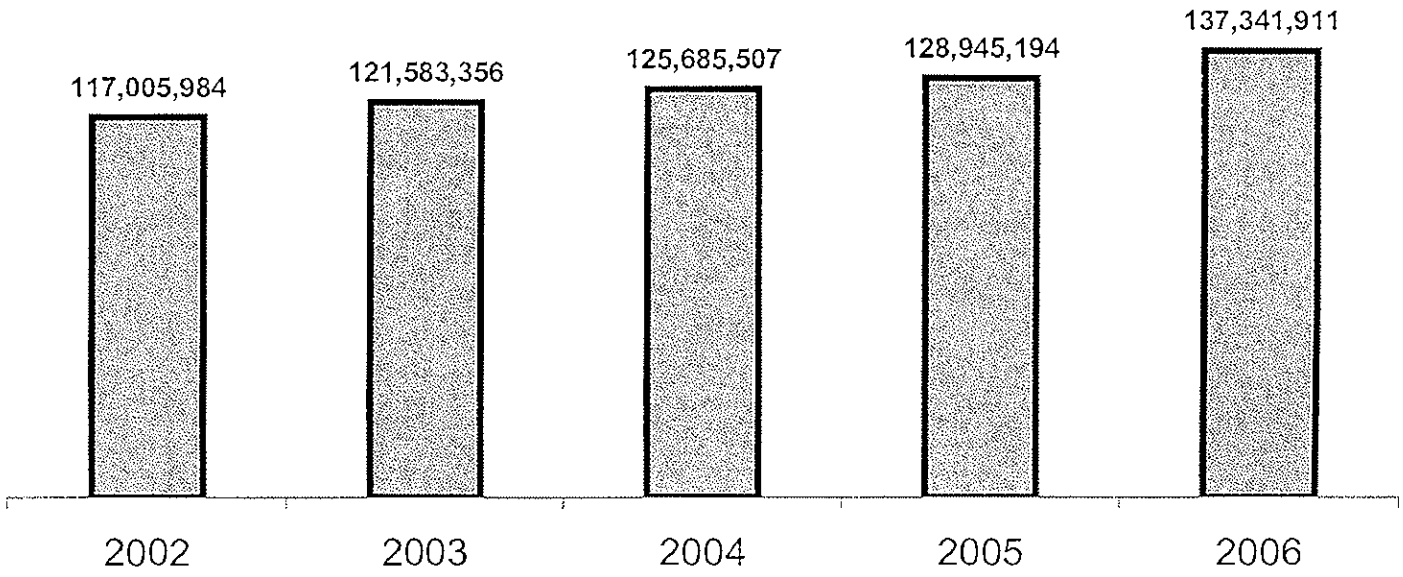
Arlington Transit	251,869	397,001	674,806	788,854	926,574
PRTC OMNI Link Bus	590,182	649,405	604,586	694,367	843,407
Loudoun County Transit	212,102	281,829	392,901	513,766	602,333
TOTAL	117,005,984	121,583,356	125,685,507	128,945,194	137,341,911

Transit ridership in Northern Virginia has increased **17%** since 2002!



Northern Virginia Transportation Commission

AGENDA ITEM #10

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube

DATE: September 28, 2006

SUBJECT: Congestion Mitigation Demonstration.

At its September 7th meeting, the commission heard a presentation from U.S. DOT Assistant Secretary Tyler Duvall. The commission asked its staff to consider this proposal and report back at the October 5th NVTC meeting. The attached discussion paper summarizes the program Mr. Duvall presented. On September 19, 2006, NVTC's Management Advisory Committee met with three USDOT representatives to learn more about the program and consider next steps.

A Federal Register notice is anticipated by mid-October soliciting requests for federal funding. As explained in the discussion paper, NVTC staff is suggesting that local transportation staff, with careful coordination with TPB's Value Pricing Task Force and VDOT, consider whether to develop a Northern Virginia grant proposal that could be used to gather more information about the potential success of the type of demonstration described by Mr. Duvall. **Without objection, NVTC staff will proceed as suggested in the discussion paper.**

As shown in the attached materials, TPB's Value Pricing Task Force was created in 2003 following a regional conference. The task force is currently chaired by Carol Petzold of the Maryland House. Members include NVTC Commissioners Cathy Hudgins and Chris Zimmerman. Ex officio members include two USDOT staff members who met with NVTC's MAC group. Among other activities, this group has received from TPB staff "An Analysis of a Regional System of Variably Priced Lanes in the Washington Region—Initial Results." TPB staff is assisting VDOT in evaluating the Beltway and I-95/395 corridors and is conducting the Regional Mobility and Accessibility Study featuring scenarios for regional variably priced lanes and transit sensitivity analyses.

TPB has also prepared a grant application supported by VDOT, and submitted it to USDOT's Value Pricing Pilot Program for a $300,000 regional

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value pricing study.

However, the USDOT representatives have emphasized that this TPB grant (and possibly another directly to VDOT) are for long-term applications primarily on newly built facilities. The new emphasis of the expanded USDOT program is for more extensive, immediate applications on existing transportation facilities with greatly improved transit services providing a fundamental foundation. Apparently this is why USDOT has reached out to Northern Virginia to seek sponsors for projects to be funded under the new program.

Northern Virginia Transportation Commission

CONSIDERATION OF A PROPOSED CONGESTION MANAGEMENT DEMONSTRATION IN NORTHERN VIRGINIA

--September 19, 2006--

AWARD WINNER NVTC APTA 1996

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BACKGROUND

Assistant U.S. Secretary of Transportation Tyler Duvall has met with several state and local elected officials in Virginia to describe USDOT's interest in a congestion management demonstration in Northern Virginia involving road pricing and other elements. After Mr. Duvall's presentation to NVTC on September 7, 2006, the commission asked staff to consider the proposal and report back at the October 5th NVTC meeting. NVTC and local staff then met with representatives from the office of the Secretary of Transportation, FHWA and FTA on September 19th.

USDOT has conducted a Value Pricing Pilot Program for several years with $10 million annually funding approximately half million dollar grants to states for planning. This program focused on pricing for newly built facilities over the long term. USDOT has now begun a major initiative to partner with urban areas to promote and test the benefits of congestion pricing on a much larger scale with a new focus on existing facilities in the short term.

The Bush Administration has requested $100 million in its budget proposal for the new program and envisions one to five grants in the next year. Urban Partnership Agreements would be negotiated with local governments and the private sector in those areas chosen to implement these pricing strategies involving the use of new technologies. Specific performance objectives would be included. Additional components of these agreements will be new or expanded bus rapid transit services, expanded telecommuting/flexible work scheduling and expedited completion of key road capacity projects.

USDOT expects the benefits to include reduced congestion as road prices varying by time of day and congestion levels on specific facilities cause residents to alter their trip-making behavior and turn to alternatives such as transit and telework. The revenues from the congestion fees will finance improvements to the road and transit networks although it is essential that transit improvements are available before the start of the demonstration.

Successful examples of this approach include Stockholm and London, as well as SR-91 in Los Angeles. USDOT has provided grants to several locations to begin to study and implement these congestion pricing demonstrations including $1 million for the San Francisco Bay area.

USDOT will soon solicit additional grant requests for the new program and suggests that Northern Virginia may wish to apply. Federal officials have suggested that several other federal inducements are possible, including funding through USDOT's value pricing pilot program and other federal sources, environmental streamlining and technical expertise. Local match could be provided through staff hours and/or toll credits (costs of HOT lane development applied as "soft match" for other federal projects).

POSSIBLE LOCATIONS

Several planned or ongoing projects may have potential to be included in such a demonstration:

1. I-95/395 and Beltway HOT lanes;
2. Arlington/Fairfax counties light rail on Columbia Pike;
3. Transit way on Route 1 from Alexandria to Crystal City;
4. BRT on Route 1 in Fairfax County;
5. Responding to BRAC employment growth/congestion around Ft. Belvoir/EPG;
6. Wilson Bridge;
7. Entire Beltway in Virginia;
8. Cordon line around Northern Virginia core;
9. GW Parkway;
10. I-66.

POTENTIAL PAY OFF

Initial order of magnitude modeling results provided by USDOT show potential increases in vehicle peak period throughput, average travel speed and daily time savings on selected corridors using congestion pricing. Also, with congestion charges of $1 to $2.30 on the GW Parkway, I-66, I-95 and I-495, average daily toll revenues could approach $357,200 or almost $90 million annually.

To achieve this result, USDOT estimates that $34 million of capital investment would be needed and $13 million of annual operating costs incurred.

Benefits for transit systems and their riders would include travel time savings, increases in ridership, faster trips and greatly expanded levels of service financed by revenues from the congestion charges.

Details of USDOT modeling results have been requested by NVTC staff.

POLITICAL ISSUES

USDOT argues that tangible improvements in commuting, increased transportation revenues and improved transit systems resulting from this demonstration will quickly win over skeptics (as occurred in London and Stockholm). In contrast to fixed toll facilities which could cause diversion to nearby streets and roads, facilities with peak congestion changes combined with greatly expanded transit and telework opportunities would not cause such diversion. Voters will soon recognize and appreciate quality of life

enhancements. USDOT suggested the demonstration could occur in phases with opportunities for voter confirmation before the changes become permanent.

Some local officials point out that a Republican administration is proposing that Democratic local leaders impose these charges on their constituents, with many local elected officials facing elections in 2007. They fear that diversion of traffic onto parallel streets away from priced facilities will induce voter wrath. Some believe that the Virginia General Assembly may be further encouraged to avoid providing new transportation revenues if this demonstration goes forward.

Other concerns include a fear that revenues would be diverted from Northern Virginia to other parts of the commonwealth, that insufficient transit operating funds will be forthcoming and that planning for this project could interfere with delicate negotiations ongoing with private firms proposing to build, operate and maintain HOT lanes on the Beltway and I-95/395.

TPB has a Value Pricing Task Force and TPB staff is engaged in analyzing various value pricing scenarios for the entire region. TPB, supported by VDOT, has also prepared an application to USDOT's Value Pricing Program for a $300,000 study. That grant has been awarded. USDOT staff encouraged Northern Virginia to prepare and submit its own proposals for a feasibility study and subsequent demonstration because they believe the TPB Task Force is focused on newly built facilities over the long term while the new program is focused on existing facilities in the immediate term.

Notwithstanding these concerns, it should prove to be acceptable for local staff to continue discussions with USDOT staff while gathering more information.

NEXT STEPS

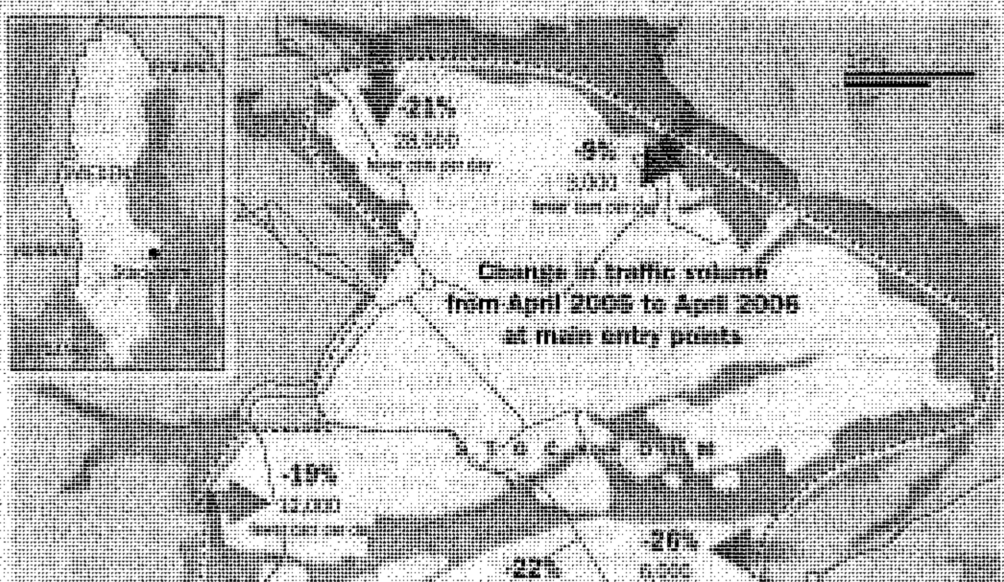
1. Establish a volunteer staff task force from NVTA/NVTC jurisdictions to review TPB Value Pricing Task Force materials and consider whether a separate study for Northern Virginia is warranted (October).
2. Staff task force meetings (October/November).
3. With the concurrence of local and state officials, staff recommendations regarding potential grant applications would go to NVTC (December 7) and/or NVTA (December 14) for action.
4. If the grant application is submitted and approved, consultants would work with staff over the next few months to identify and prioritize potential pricing corridors/cordons; quantify costs and benefits; examine funding sources; develop public outreach strategies; propose efficient institutional arrangements; and search for fatal flaws. Otherwise, Northern Virginia could continue its involvement exclusively through TPB's Value Pricing Task Force.

Stockholm's Syndrome

Cameras and sensors monitor traffic in Stockholm late last fall, in preparation for the trial taxing system.

Hostages to Traffic, Swedes Will Vote on High-Tech Plan To Untangle Snarls With Tolls

By Leila Abboud And Jenny Clevstrom



Soren Astrom, a 40-year-old advertising executive in Stockholm, spent the first half of this year working later than usual, beginning his drive home after 6:30 p.m. each night. But it wasn't his boss keeping him chained to his desk. He was avoiding the extra tolls charged to drivers using city streets during peak hours.

From January through July, Stockholm tested one of the world's most sophisticated traffic-management systems as part of a plan to reduce gridlock, lower smog levels and improve quality of life in the city. Unlike most other traffic-control plans in place in cities such as London and Rome, Stockholm used a dynamic-pricing system in which drivers were charged different amounts depending on the time of day. If Mr. Astrom, for example, left the city center at the busiest time of the afternoon rush, from 4 to 5:29, he would have paid the equivalent of $2.76. But by waiting until 6:30 p.m., he traveled toll-free. "People changed their habits," he said.

The project is essentially a giant behavior-control experiment designed to distribute traffic more efficiently throughout the day and to spur more people to take public transportation. The approach, known as "congestion pricing," first gained attention in the 1950s through work by Nobel-prize winning economist William Vickrey. He theorized that billing drivers for driving at peak hours would give them an incentive to modify their routines. Because even small declines in the volume of cars on the road can have a huge impact on the flow of traffic, some economists believe pricing could eliminate some of the worst snarls.

The Stockholm system, implemented by In-

Please Turn to Page B8, Column 1

Will Stockholm Traffic Take Its Toll?

Continued From Page B1

ternational Business Machines Corp. in a contract with the Swedish national government, used small transponder boxes, laser detectors and a network of cameras to track the path of every car in the city.

Each time a car passed through one of 23 tolling points, the system identified the car either from its transponder or by reading its license plate. It then checked it against vehicle-registration information and calculated the appropriate fee depending on the time of day and location. Drivers using a windshield-mounted transponder, similar to the E-ZPass in the U.S., had the tolls deducted automatically from their bank accounts.

The Stockholm plan is an experiment in democracy as well as technology. One of its key elements, say urban planners, is how the city government is getting drivers to back the program. Now that the trial period has ended, the city has scheduled a referendum next month to let residents decide whether to continue the system. If the referendum fails, city officials promise to scrap the $525 million project. But they hope it will pass, and will lead to reduced congestion and smog. A poll done in June found that 52% of voters favor the plan.

Urban planners and city officials from as far away as Bangkok and New York traveled to Stockholm during the trial to review how it might be adapted to their own cities. Dublin and San Francisco are planning similar projects, and Prague and Copenhagen have the plan under consideration.

Preventing traffic tie-ups is one of the great urban puzzles of physics and economics. Solving it is more than an academic question; the time people spend stuck in traffic is essentially wasted economic productivity. "We'd love to see a Stockholm-style demonstration project in the U.S.," said Tyler Duvall, the assistant secretary for policy at the U.S. Department of Transportation.

Mr. Duvall said the referendum approach might help implement an effort in the U.S., where higher tolls are seen as politically unpalatable. "I think people would be willing to pay more if they could see that congestion was meaningfully reduced and that their quality of life improved," he said.

During the Stockholm trial, the city collected data on how the system affected air quality, parking and bus ridership. The results showed that traffic passing over the cordon decreased 22%, while traffic accidents involving injuries fell by 5% to 10%. Exhaust emissions, including carbon dioxide and particles, decreased by 14% in the inner city and by 2% to 3% in Stockholm County.

Greater Stockholm has fewer than two million people. It is made up of an archipelago of islands connected by several bridges, with a single road encircling the center. That makes the central area prone to traffic jams, despite an extensive public-transportation system.

Before the trial, a drive into the city during morning rush hour used to take almost triple the time of a nonpeak trip. By the end of trial, the morning rush was just over double the time of an off-peak ride.

The Stockholm trial produced another insight into a vexing traffic-reduction programs: getting people to use public transportation. Before the trial began, Stockholm spent about $180 million on improvements to public transportation. It bought about 200 new buses, and added rush-hour trains, express bus routes and more park-and-ride lots. But the changes had little impact on the number of people who left their private cars at home. In spring 2006, however, during the trial, use of all forms of public transportation jumped 6% and ridership on inner-city bus routes rose 9%, compared with a year earlier.

During the city's trial program, commuters' use of all forms of public transportation jumped 6% and ridership on inner-city bus routes rose 9%, compared with a year earlier.

In the trial, about half of the drivers opted for the transponders; cameras checked the others' license plates. People without transponders also could pay at convenience stores, which were connected to the network. Anyone trying to evade payment had their bill sent to the Swedish tax authorities for collection. Taxis, cars licensed in foreign countries and environment-friendly cars were exempt.

Putting the system in place took four months. Construction teams fanned out at night to build 23 metal archways over the roads at each charging point. The cameras and lasers had to be perfectly calibrated to identify cars as they sped by. "You have a few milliseconds to identify each car," said Johan Westman, a technical architect at IBM who worked on the project.

Mr. Westman worried that the system wouldn't be able to identify cars in the harsh Stockholm winters because of all the salt, snow and dirt on the roads and vehicles. But the trial period went smoothly and the cameras functioned well in the winter months. IBM's customer-service center, which anticipated 30,000 calls a day, fielded just 2,000 a day; and few appeals of charges were filed to the tax authorities.

Some Stockholmers argue that the whole plan to reduce emissions can backfire. Lars-Inge Svensson changed the route he drove to his job at the postal service to avoid two tolling points. His new way to work was three miles longer, but he avoided about $8.40 in tolls. "I let out the same amount of exhaust fumes, or more, but at different locations," said Mr. Svensson.

Some of the biggest beneficiaries, however, weren't drivers, but cyclists and bus riders. Astrid Ericsson, a 32-year-old who lives in the city center, said her 35-minute bicycle ride to work in the morning was much less stressful during the trial. She found fewer cars and more bikes on her route. On rainy days, she took the bus, which got to the office 15 minutes faster than usual. "I will vote for it," she said of the referendum.

If Stockholm residents vote against the referendum, it could set back efforts to try congestion pricing elsewhere. "Sweden is a pretty environmentally oriented place and it has good public transport," said Hani Mahmassani, professor of transportation engineering at the University of Maryland. "If congestion pricing isn't accepted by people there, many other places will balk."

Transportation

TPB Task Force on Value Pricing for Transportation - Description

After the successful TPB-sponsored conference " Value Pricing for Transportation in the Washington Region " held on June 4, 2003, the TPB established a task force to examine how value pricing could benefit the Washington region.

On April 20, 2005, the TPB approved Goals for a Regional System of Variably Priced Lanes created by the Task Force.

Members

- Chair: Carol Petzold - Maryland House
- Catherine Hudgins - Fairfax County
- Marsha Kaiser --Maryland Department of Transportation (MDOT)
- Michael Knapp --Montgomery County
- Phil Mendelson -- District of Columbia
- Michelle Pourciau -- District Department of Transportation (DDOT)
- Jo Anne Sorenson --Virginia Department of Transportation (VDOT)
- Edward Thomas --Washington Metropolitan Area Transit Authority (WMATA)
- Christopher Zimmerman- Arlington County

Ex-Officio Members

- Patrick DeCorla-Souza, U.S. DOT, Federal Highway Adminstration
- Thomas McNamara, U.S. DOT, Office of the Secretary

Meetings

There are currently no task force meetings scheduled.

For More Information

Contact Michael Eichler -- (202) 962 - 3763.

Web Links

Virginia DOT Capital Beltway HOT Lanes
http://www.virginiadot.org/projects/ppta-defaultHOTLANESCapitalBeltway-proposals.asp

I-95/I-395 HOT Lanes Proposal
http://www.virginiadot.org/business/ppta-I-95HotLanes.asp

Maryland Express Toll Lanes Initiative
http://www.mdot.state.md.us/Express%20Toll%20Lanes/Express%20Toll%20Lanes%20Index

FHWA Guide for HOT Lane Development
http://www.itsdocs.fhwa.dot.gov/JPODOCS/REPTS_TE/13668.html

Value Pricing Homepage from the University of Minnesota
http://www.hhh.umn.edu/centers/slp/projects/conpric/index.htm

FHWA Value Pricing Pilot Program
http://www.fhwa.dot.gov/policy/otps/valuepricing.htm

Goals for a Regional System of Variably-Priced Lanes
TPB Task Force on Value Pricing for Transportation

As the Washington region moves forward with plans to develop variably-priced lanes, it is anticipated that a system of variably-priced lanes will be implemented in phases, likely with one corridor or segment at a time. The following goals can help guide the regional development of variably-priced lanes that work together as a multi-modal system, while addressing the special policy and operational issues raised by the multi-jurisdictional nature of this area.

1. Operations, enforcement, reciprocity, technology, and toll-setting policies should be coordinated to ensure seamless connections between jurisdictional boundaries. The region should explore options for accommodating different eligibility requirements in different parts of the system of variably-priced lanes without inconvenience to the users.

2. The variably-priced lanes should be managed so that reasonably free-flowing conditions are maintained.

3. Electronic toll collection devices should be integrated and interoperable among the District of Columbia, Maryland and Virginia, and should work with other multi-state electronic toll collection systems, such as E-Z Pass℠.

4. To ensure safety and to maintain speeds of variably-priced lanes on high-speed facilities, one lane with a wide shoulder consistent with applicable FHWA guidelines should be provided at a minimum. Optimally, two lanes should be provided in each direction (or two lanes in the peak direction by means of reversible lanes) where possible.

5. Given the significant peak-hour congestion in the Washington area, transit bus service should be an integral part of a system of variably-priced lanes, beginning with project planning and design, in order to move the maximum number of people, not just the maximum number of vehicles.

6. Transit buses should have reasonably free-flowing and direct access to variably-priced lanes from major activity centers, key rail stations, and park-and-ride lots, so that transit buses do not have to cross several congested general purpose lanes.

7. Transit buses using the variably-priced lanes should have clearly designated and accessible stops at activity centers or park-and-ride lots, and signal priority or dedicated bus lanes to ensure efficient access to and from activity centers.

8. The region urges that the Congress and the Federal Transit Administration (FTA) recognize variably-priced lanes as fixed guideway miles so that federal transit funding does not decrease as a result of implementing variably-priced lanes.

9. The Washington region currently has approximately 200 miles of HOV lanes and a significant number of carpoolers, vanpoolers and other HOV-eligible vehicles. If the introduction of variably-priced lanes changes the eligibility policies for use of existing HOV facilities, transitional policies and sunset provisions should be set and clearly stated for all the users.

10. As individual phases of a system of variably-priced lanes are implemented, users of the lanes should be able to make connections throughout the region with minimal inconvenience or disruption.

11. Toll revenues from variably-priced lane projects may finance construction, service debt, and pay for operation and maintenance of the priced lanes. Should toll lanes operate at a revenue surplus, consideration should be given to enhancing transit services.

Northern Virginia Transportation Commission

AGENDA ITEM #11

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube

DATE: September 28, 2006

SUBJECT: Metro Items.

A. Correspondence.

Attached for your information is a letter from NVTC's Chairman Connolly to Gladys Mack, Chair of the Metro Board, that was authorized at the commission's September 7th meeting. Mrs. Mack replied and suggested that arrangements should be made with NVTC's Metro Board members for the entire Metro Board to participate. Also attached are several articles relevant to the recruiting process for a permanent General Manager (the subject of NVTC's previous correspondence with Mrs. Mack).

Also attached are NVTC letters to Senators Warner and Allen seeking Senate action on dedicated federal funding for Metro.

Finally, a communication from a Metro customer is attached in which concerns are expressed about the effectiveness of SmarTrip cards.

B. Allocation of New Metro Railcars.

The Metro Board has agreed to a procedure to allocate new railcars among its various lines. The procedure seeks to balance peak loads. As described in the attachment, 50 new cars are being introduced to service, with 10 as spares, 12 to the Red Line, 10 each to the Orange and Green Lines and four each to the Yellow and Blue Lines. These are the first of 184 new cars expected in the next two years.

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(A)

September 21, 2006

RECEIVED
SEP 25 2006

The Honorable Gerald E. Connolly, Chairman
Northern Virginia Transportation Commission
4350 N. Fairfax Drive, Suite 720
Arlington, VA 22203

Dear Mr. Connolly:

Thank you for your September 8, 2006 letter regarding a meeting to discuss various issues relating to Metro and the Northern Virginia Transportation Commission (NVTC). I appreciate your response to my July 26 letter, and also your support of the process the Washington Metropolitan Area Transit Authority's (WMATA) Board of Directors has outlined for its search for a permanent General Manager.

Thank you for extending an invitation to come before the NVTC to discuss matters that are important to Metro, Northern Virginia and the betterment of the entire National Capital Region. As Chair of the WMATA Board of Directors, I accept the invitation and will extend it to the full Board. As you know, my colleagues and I are committed to working cooperatively and welcome this opportunity. We will work though NVTC representatives on the WMATA Board to determine a mutually agreeable date and time.

Sincerely,

Gladys W. Mack
Chair

cc: WMATA Board of Directors

Washington
Metropolitan Area
Transit Authority

600 Fifth Street, NW
Washington, DC 20001
202/962-1234

By Metrorail:
Judiciary Square—Red Line
Gallery Place-Chinatown—
Red, Green and
Yellow Lines
By Metrobus:
Routes D1, D3, D6, P6,
70, 71, 80, X2

*A District of Columbia,
Maryland and Virginia
Transit Partnership*

Northern Virginia Transportation Commission NVTC

September 8, 2006

Gladys W. Mack
Chair, WMATA Board of Directors
600 Fifth Street, NW
Washington, D.C. 20001

Dear Chair Mack:

Thank you for your July 26, 2006 letter acknowledging the Northern Virginia Transportation Commission's resolution to establish criteria pertaining to a national search for a permanent WMATA General Manager.

We were pleased to learn from you that on July 20, 2006 the WMATA Board resolved to begin such a search and that Mr. Tangherlini, interim General Manager, will be one of the candidates vying for this high profile, regional position.

NVTC appreciates your invitation to meet with the WMATA Board and entertain a dialogue to discuss and exchange views regarding common regional transportation interests.

Virginia's WMATA Board representatives, Hon. T. Dana Kauffman and Hon. Chris Zimmerman, as well as alternates Hon. William D. Euille and Hon. Catherine Hudgins, are well aware of NVTC's positions and the requirements desired for this position. We have full faith in their ability to participate in the selection process and represent Virginia's interests in this matter. Therefore, we do not believe that a meeting with the full WMATA Board is necessary at this time.

We would, however, enjoy an opportunity for you to meet with us to discuss Metro matters of mutual interest. Mr. Tangherlini was our guest at an earlier meeting and our members found his presentation and responses to our questions to be very informative. If your schedule permits we would be pleased to welcome you here on the evening of October 5th or November 2nd. Our staff will contact you to follow up.

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Again, we appreciate your willingness to fulfill the original agreement for the WMATA Board to conduct a national search and we look forward to learning more about the candidates and the search as information becomes available.

Sincerely,

Gerald E. Connolly
Chairman

Northern Virginia Transportation Commission

September 7, 2006

The Honorable John Warner
U.S. Senate
Washington D.C. 20510

Dear Senator Warner:

At its September 7, 2006 meeting, the Northern Virginia Transportation Commission voted unanimously to contact you to request your help in obtaining additional federal funding for the Washington Metropolitan Area Transit Authority (WMATA).

The National Capital Transportation Amendments Act of 2006, passed by the House July 17, 2006, has been referred to the Senate Committee on Homeland Security and Government Affairs. The legislation authorizes $1.5 billion in federal funds to protect the significant public investment in WMATA.

We urge you to request that the Homeland Security and Government Affairs Committee take up this important legislation as soon as possible. The region has achieved momentum on the issue of dedicated funding for WMATA, which will be lost if the Congress does not complete action on this legislation before the end of the 109th Congress.

A unique federal/regional partnership created WMATA in 1966, primarily to serve the federal government. Today, the federal government is the single largest beneficiary of WMATA's transit system. Nearly half of all Metrorail stations are located at federal facilities, over 40% of peak ridership consists of federal employees, and 10% of daily ridership uses stations next to the U.S. Capitol and the Pentagon. A safe, secure, and reliable Metro system is a critical component for ensuring the continuity of federal government operations during an elevated security alert level or actual emergency. Federal emergency evacuation and recovery plans rely heavily on Metro, as reflected in the role Metro played on

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September 11th in moving individuals out of core areas when the streets were gridlocked.

Metro is an integral part of the region's transportation network. The Metro system transports 1.2 million customers on an average weekday (750,000 on Metrorail and 450,000 on Metrobus). According to the Texas Transportation Institute (TTI), the Washington D.C. region is the third most congested area in the nation, behind only Los Angeles and San Francisco. Without Metro, the region would likely be first. In fact, TTI reports that past investment in effective transit in our region results in congestion savings of about a billion dollars a year.

The National Capital Transportation Amendments Act of 2006 will enable Metro to buy enough rail cars to provide 250,000 more average weekday Metrorail trips—a 1/3 increase in capacity. More Metro railcars can help move the federal workforce and those doing business with the federal government, millions of tourists who visit the nation's capital each year, and reduce congestion on the region's network of roads.

In Virginia, Metrorail and Metrobus provide a combined 110 million trips annually. Higher gas prices are costing Northern Virginia's citizens $400 million more than last year, which is the equivalent of a tax paid to big oil companies and oil producing nations with no corresponding revenues to invest in Metro. In addition to saving fuel, Metro also helps clean our air and provides access to jobs.

During floor debate in 1979, former Maryland Senator Charles Mathias said: "The Metrorail system...represents a political miracle in regional cooperation which has been forged to bring rapid rail transit to the Nation's Capital." Metro has a history of regional cooperation that still exists today. The National Capital Transportation Amendments Act of 2006 represents a valuable reinvestment in infrastructure critical to the continuity of operations of the federal government. Please help us to keep the momentum and actively support this legislation.

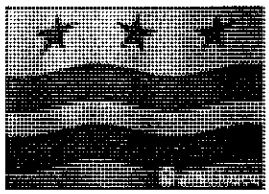
Sincerely,

Gerald Connolly
Chairman

From ABC 7 News:

Metro's Interim Chief May Consider Post with D.C.

Location: WASHINGTON
Posted: September 19, 2006 7:48 AM EST
URL: http://www.wjla.com/news/stories/0906/362098.html



WASHINGTON (AP) - Metro's interim General Manager Dan Tangherlini says he will consider taking the position of city administrator in D.C. if it's offered to him.

Democratic mayoral nominee Adrian Fenty says he has spoken with Tangherlini about the position. But he won't be making any formal job offers until after the general election in November.

Tangherlini is a former director of the D.C. Department of Transportation and has served as Metro's interim chief since early this year.

Metro's board is conducting a national search for a permanent general manager and is considering Tangherlini. The board is expected to make a decision after interviewing several candidates early next month.

Tangherlini says he would only consider the city administrator position if he's not hired for the top Metro post.

Current city administrator Robert Bobb is running for school board president.

Information from: The Washington Times

previous page

Rick Taube

From: Scott Kalkwarf
Sent: Wednesday, September 20, 2006 9:17 AM
To: Rick Taube
Cc: Adam McGavock
Subject: FW: Concerns About Metro

-----Original Message-----
From: Jenny V. Whitmer [mailto:scruffula@yahoo.com]
Sent: Tuesday, September 19, 2006 9:45 PM
To: nvtc
Subject: Concerns About Metro

Commission Members,

I recently sent the comments below to the Metro Transit Authority. It is a small issue - Smart Trip Cards seem like a good idea, but in practice are horrible. I share this experience with you because if people don't speak up, then those in a position to make changes for the better don't realize there is a problem.

Thank you,

Jenny Whitmer

Recently, I have experienced a high level of frustration riding the Metro. In six trips over three weeks, twice I have been unable to get my car out of the parking lot due to problems with my Smart Trip card.

I don't have to ride Metro; it costs more to ride the Metro than to drive, actually. I take Metro from Dunn Loring to Arlington for evening classes to avoid traffic and spend some time reading. Those are my incentives to ride. My recent experience and past problems with Metro have convinced me that it's now more frustrating than driving. More frustrating and more expensive than driving? I have no rational reason to ride Metro.

Traffic congestion, public transportation, and environmental concerns are important issues that Metro is designed to address. If citizens who don't need public transportation want to participate in the system, then they'll do it for the other two reasons - to avoid traffic and protect the environment. However, if riding Metro is more of a hassle then sitting in traffic, only one reason is left. If feelings for environmental protection are not strong enough, then riders choose not to participate in the Metro system and aggravate the traffic congestion problem.

Metro can increase its ability to ease traffic in Northern Virginia by being more convenient. Just make

sure that the Smart Trip cards work and people can get their cars out of the parking lots!

Sincerely,

Jenny V. Whitmer

B

Washington Metropolitan Area Transportation Authority
Board Action/Information Summary

☒ Action	MEAD Number:	Resolution:
☐ Information	99651	☐ Yes ☒ No

PURPOSE

The objective of this action item is to discuss overall deployment strategies for the entire 6000 series rail car deployment and to initiate a Board approved deployment plan for the first 50 of the 6000 series rail cars available for deployment in December 2006.

DESCRIPTION

The 6000 series rail car procurement contains a base buy of 62 cars plus an option for 122 rail cars. The expected delivery of the first 6 cars is in September 2006, a total of 50 rail cars by December 2006 and the remainder of the 6000 series by December 2008.

This action is for the deployment of the first 50 rail cars, which will be used to respond to overcrowding.

This document presents the service options for the deployment of rail cars to address ridership demands and improve reliability in the system. These service options that the Board has been previously briefed on include 8-car train operations, continued elimination of 4-car trains, minor headway adjustments, eliminating the remaining turnbacks, the Blue Line split and express trains. The deployment of 184 6000 series rail cars represents a 20% increase in our rail car fleet over the next 2 – 3 years.

Below are various service strategies for the remaining 134 rail cars.

<u>8-Car Train Operation (Board Adopted Strategy for Growth)</u>
The use of 8-car trains relieves severe overcrowding and keeps pace with ridership growth.

<u>Elimination of 4 Car Trains in the Peak (Board Adopted Strategy for Growth)</u>
Currently there are twelve 4-car trains during the peak period. This strategy would require 28 additional cars and would ease crowding.

Ridership and the number of rail cars are counted twice per month at 9 locations where maximum loads occur and a Passenger per Car (PPC) is calculated for each location.

The following chart displays the impact of the deployment and the equalization of Passengers Per Car (PPC). The AM peak hour Maximum (Max) Load Point ridership is based on Spring 2006 ridership data.

Line/From	Max Load Peak Hour Ridership	Actual Cars per Peak Hour	Present PPC - Prior to New Cars	Proposed Deployment of 50 Cars	PPC After Deployment
Red/Glenmont	13,533	140	97	6	93
Red/Shady Grove	13,100	138	95	6	91
Yellow/Huntington	5,567	62	90	4	84
Green/Branch Avenue	7,700	76	101	10	90
Green/Greenbelt	5,100	62	82	0	82
Blue/Franc-Springfield	4,633	52	89	4	83
Blue/Largo	4,267	52	82	0	82
Orange/Vienna	11,133	110	101	10	93
Orange/ New Carrollton	5,767	68	85	0	85
Total	70,800	760	93.2*	40**	88.5*

Notes:

* System wide Passengers Per Car (PPC)

** Does not include the 10 cars for spares

Accomplishments

- Relieve Overcrowding: Decrease PPC by 5% from 93.2 to 88.5
- Reduce Number of 4-car Trains by 5 (2 Yellow, 2 Blue, 1 Orange)
- Increase Number of 8-car Trains from 6 to 22 or 17% of Peak Period Trains

washingtonpost.com

Red Line to Gain Most From First 50 New Cars

Six to Be in Service by Month's End

By Lena H. Sun
Washington Post Staff Writer
Friday, September 8, 2006; B03

Riders on the Red, Orange and Green lines will receive the most relief from crowded trains under a plan approved yesterday that would put 50 new rail cars in service by the end of the year.

The plan, approved by a Metro board committee, gives more cars to each of the lines, with the most going to the busiest routes: 12 to the Red Line and 10 each to the Orange and Green lines. The Blue and Yellow lines would each receive four new cars. Ten will be reserved as spares for when trains break down.

Unlike in the past, when such decisions sparked intense debate among members fighting for better service for their jurisdictions, board members praised yesterday's agreement as fair.

"All of us would like to have more cars, and all of us would like to have more cars now," said Gordon Linton, who represents Maryland on the board. "It becomes difficult to satisfy everybody in the room."

The new cars are the first of 184 that are expected to arrive during the next two years to ease crowding and improve service reliability on a system that is adding riders by the tens of thousands. Rail ridership increased 5.5 percent in the past year and jumped nearly 16 percent in the past five years. Average weekday ridership was 724,000 in the spring and grew to 745,321 in June and 747,329 in July.

The cars were allocated according to which lines have the biggest crowds during the morning rush. On the Orange and Green lines, for example, Metro officials found that an average of 101 people were jammed into cars between 7:30 and 8:30 a.m. Depending on the model, the cars have between 66 and 80 seats.

The new rail cars are also designed to ease crowding, with clearer paths to the center of cars and away from doors, where passengers tend to bunch.

Six of the cars, in a blue and burgundy color scheme, are to come online at the end of this month and will be added to the Red, Orange and Green lines. Riders on those lines are likely to see a single six-car train converted to an eight-car train during peak hours. The new cars will be phased into service gradually, so passengers aren't likely to see a noticeable easing of crowds until December, when all 50 cars are supposed to be added, Metro officials say.

Metro initially had expected to have twice that number in service by the end of the year, but production

was delayed four to five weeks after cracks were found in a critical component.

Officials say that once Metro receives the remaining 134 cars by December 2008, they hope to boost capacity and improve reliability with several new strategies for the peak hours.

Northern Virginia Transportation Commission

AGENDA ITEM #12

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube

DATE: September 28, 2006

SUBJECT: Regional Transportation Items.

A. Installation of SmarTrip Fareboxes at DASH.

At long last SmarTrip equipped fareboxes are scheduled for limited installation and testing on five DASH buses around the date of NVTC's October meeting. Staff will provide an up-to-the-minute report.

B. New Census Bureau Release on D.C. Metro Area Commuting.

On September 21st the Washington Post showed a trend of increasing use of single-occupant vehicles between 1990 and 2005, relying on Census Bureau findings (attached). As of 2005, the national average was 77 percent of commuters driving alone. All of Northern Virginia's jurisdictions are less than that average, except Loudoun County. Since 1990, percentages have increased slightly in several Northern Virginia jurisdictions, including Alexandria (59 percent in 1990 and 65 percent in 2005), Arlington (50 and 55 percent, respectively) and Fairfax County (71 and 73 percent, respectively). Since transit is enjoying a resurgence in ridership over the past several years, the growth described is at least partially due to the time periods selected.

The Census Bureau released another report (excerpts also attached) describing commuting times as of 2003. These data show that the average commute is taking longer, with the current average in this region of 33 minutes one way to work. The nationwide average, as of 2003, was 24.3 minutes. Virginia as a whole ranks 9th among the states at 25.8 minutes. Among U.S. counties, Prince William ranks 5th at 36.4 minutes and Fairfax County 21st at 30.7 minutes. In Prince William County, 4.5 percent of workers 16 years and over traveled 90 minutes or more one-way to work.

AWARD WINNER NVTC APTA 1996

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@nvtdc.org ● Website www.thinkoutsidethecar.org

C. Virginia AARP Forum on Senior Mobility.

Jana Lynott is an invited speaker at the statewide AARP forum to be held in Richmond on October 30-31, 2006. See the attachment.

D. VTA Fall Conference.

VTA's fall conference is scheduled for November 1st in Richmond.

E. Tour of Northern Virginia Transit Facilities.

NVTC staff is taking the lead in arranging a tour for new DRPT Director Tucker and other senior state transportation officials. The tentative schedule/program will be provided and commissioners will be asked to participate to the extent your schedules permit. The format will be similar to the successful tour last fall for several members of the General Assembly.

F. Final Approval of NVTA'S 2030 Plan.

The attachment describes a well-attended press conference to announce and celebrate the final approval of the plan. NVTC staff was instrumental in arranging the media event. NVTC's Jana Lynott received a plaque from NVTA in honor of her dedicated management of the plan. It will be on display in NVTC's conference room.

EXAMINER.COM

B

LOCAL

D.C.-area commutes are getting worse

Christy Goodman, The Examiner
Aug 31, 2006 5:00 AM (5 hrs ago)
Current rank: # **56** of 4,821 articles

WASHINGTON - The region's roads are at capacity and more and more drivers are being added to the system, creating major problems for commuters now and in the future.

"We have a new Wilson Bridge and a new Mixing Bowl, but in terms of capacity, we just haven't added capacity," AAA Mid-Atlantic spokesman John Townsend said Wednesday. "The population keeps going up and we have run out of capacity."

Even the area's planned road projects can't keep up. By the year 2030, the amount of vehicles on area roads will increase by 118 percent, but new lane miles built will only increase by 13 percent, Townsend said, citing a regional Transportation Planning Board study.

"We are behind, literally, the eight ball," he said.

The average one-way commute for people living in region is about 33 minutes, according to newly released 2005 statistics from the U.S. Census Bureau. Average commutes from Virginia's Stafford County and Maryland's Calvert County, for example, run about 40 minutes.

But that's just an average. Because the roads already are so congested, inclement weather or any traffic incident can cause daily commute times to "vary greatly from day to day. That is the real killer," said Ron Kirby, a regional transportation planner.

And as more and more people get on the roads, the chances of collisions and other incidents that create road hazards rise, Kirby said.

Transportation agencies have been focusing on faster removal of fender benders and broken-down vehicles on major arteries because they can lead to major backups.

Kirby says better traffic engineering is necessary to make sure exit ramps, merge lanes and traffic signals won't cause significant delays. Kirby mentioned the ramp from the Beltway to westbound Dulles Toll Road that created a parking lot every morning until it was expanded.

"When traffic is growing like it is, we have to watch out for things that are okay now, but won't be in two years," Kirby said.

cgoodman@dcexaminer.com
Examiner

U.S. Census Bureau News
U.S. Department of Commerce · Washington, D.C. 20233

FOR IMMEDIATE RELEASE
WEDNESDAY, MARCH 30, 2005

Stephen Buckner/Joanna Gonzalez
Public Information Office
(301) 763-3691/457-3620 (fax)
(301) 457-1037 (TDD)
e-mail: <pio@census.gov>

CB05-AC.02

Ranking tables [PDFs]:
State | County | Place
Extreme Commutes
Photos
Press Kit

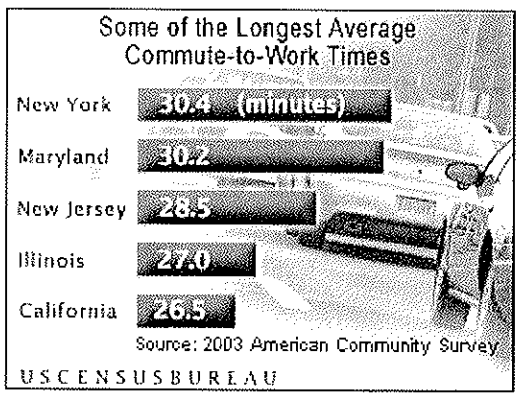
Americans Spend More Than 100 Hours Commuting to Work Each Year, Census Bureau Reports

New York and Maryland Residents Face Most Time Traveling to Work

Americans spend more than 100 hours commuting to work each year, according to American Community Survey (ACS) data released today by the U.S. Census Bureau. This exceeds the two weeks of vacation time (80 hours) frequently taken by workers over the course of a year. For the nation as a whole, the average daily commute to work lasted about 24.3 minutes in 2003.

"This annual information on commuters and their work trips and other transportation-related data will help local, regional and state agencies maintain, improve, plan and develop the nation's transportation systems," said Census Bureau Director Louis Kincannon. "American Community Survey data will provide valuable assistance to agencies offering housing, education and other public services as well."

Based on a ranking of states with the longest average commute-to-work times, the ACS showed that New York (30.4 minutes) and Maryland (30.2 minutes) residents spent the most time traveling to their jobs. New Jersey (28.5 minutes), Illinois (27.0 minutes) and California (26.5 minutes) were also among states with some of the longest one-way commute times. States with some of the lowest average commute times included South Dakota (15.2 minutes), North Dakota (15.4 minutes), Nebraska (16.5 minutes) and Montana (16.9 minutes). (See state rankings [PDF].)



Of the 231 counties with populations of 250,000 or more covered by the ACS, Queens (41.7 minutes), Richmond (41.3 minutes), Bronx (40.8 minutes) and Kings (39.7 minutes) – four of the five counties that comprise New York City – experienced the longest average commute-to-work times. Additionally, workers living in Prince William County, Va. (36.4 minutes); and Prince George's

County, Md. (35.5 minutes); – suburban counties located within the Washington, D.C. metro area – also faced some of the longest commutes. (See county rankings [PDF].)

In a ranking of large cities (with populations of 250,000 or more), New York (38.3 minutes); Chicago (33.2 minutes); Newark, N.J. (31.5 minutes); Riverside, Calif. (31.2 minutes); Philadelphia (29.4 minutes); and Los Angeles (29.0 minutes) had among the nation's highest average commute times. Among the 10 cities with the highest average commuting times, New York and Baltimore lay claim to having the highest percentage of people with "extreme" commutes; 5.6 percent of their commuters spent 90 or more minutes getting to work. People with extreme commutes were also heavily concentrated in Newark, N.J. (5.2 percent); Riverside, Calif. (5.0 percent); Los Angeles (3.0 percent); Philadelphia (2.9 percent); and Chicago (2.5 percent). Nationally, just 2.0 percent of workers faced extreme commutes to their jobs. (See extreme commutes rankings [PDF].)

In contrast, workers in several cities are fortunate enough to experience relatively short commute times, including Corpus Christi, Texas (16.1 minutes); Wichita, Kan. (16.3 minutes); Tulsa, Okla. (17.1 minutes); and Omaha, Neb. (17.3 minutes). (See city rankings [PDF].)

Other highlights:

- Chicago; Riverside, Calif.; and Los Angeles were the only cities among those with the highest average travel times to work that are not located on the East Coast.

- Among the 10 counties with the highest average commuting times, the highest percentages of extreme commuters were found in the New York City metro area: Richmond, N.Y. (11.8 percent); Orange, N.Y. (10.0 percent); Queens, N.Y. (7.1 percent); Bronx, N.Y. (6.9 percent); Nassau, N.Y., (6.6 percent); and Kings, N.Y. (5.0).

- Among the 10 states with the highest average commuting times, the highest percentages of their workers commuting 90 or more minutes to their job were found in New York (4.3 percent), New Jersey (4.0 percent) and Maryland (3.2 percent).

The new ACS is the cornerstone of the government's effort to keep pace with the country's ever-increasing demands for timely and relevant population and housing data. Being mailed to about 250,000 (roughly 1-in-480) addresses a month nationwide, the ACS will provide current demographic, housing, social and economic information about America's communities every year — information previously available only once every 10 years.

-X-

The American Community Survey data are based on responses from a sample of households across the nation. The estimates and rankings may vary from the actual values because of sampling or nonsampling variations. The statistical statements have undergone testing, and comparisons are significant at the 90-percent confidence level. Additional information and data profiles for the nation, states, counties and places may be accessed at <http://www.census.gov/acs> or <http://factfinder.census.gov>.

Source: U.S. Census Bureau | Public Information Office | (301) 763-3030 | Last Revised: March 23, 2006

Average Travel Time to Work of Workers 16 Years and Over Who Did Not Work at Home (Minutes)

U S C E N S U S B U R E A U
American Community Survey 2003

Workers 16 Years and Over Who Did Not Work at Home

Rank	State	Average	Lower Bound	Upper Bound
	United States	**24.3**	**24.2**	**24.4**
1	New York	30.4	30.1	30.7
2	Maryland	30.2	29.7	30.7
3	New Jersey	28.5	28.1	28.9
4	District of Columbia	28.4	27.7	29.1
5	Illinois	27.0	26.6	27.5
6	California	26.5	26.1	27.0
7	Georgia	26.1	25.2	27.0
8	Massachusetts	26.0	25.6	26.4
9	Virginia	25.8	25.2	26.4
10	Florida	24.8	24.4	25.1
10	Washington	24.8	24.0	25.7
12	West Virginia	24.7	24.1	25.4
13	New Hampshire	24.6	24.0	25.2
14	Hawaii	24.5	23.6	25.5
15	Pennsylvania	23.8	23.4	24.1
16	Texas	23.7	23.4	24.0
17	Connecticut	23.6	23.1	24.1
18	Arizona	23.4	22.5	24.3
18	Tennessee	23.4	21.8	25.0
20	Louisiana	23.3	22.7	23.9
20	Missouri	23.3	22.5	24.1
22	North Carolina	23.2	22.7	23.6
23	South Carolina	23.0	21.7	24.3
24	Colorado	22.9	22.2	23.6
25	Alabama	22.7	22.3	23.0
25	Michigan	22.7	22.2	23.2
27	Maine	22.6	21.9	23.4
28	Delaware	22.5	22.0	23.0
29	Kentucky	22.1	21.2	23.0
29	Ohio	22.1	21.7	22.4
31	Nevada	21.8	21.2	22.5
31	Rhode Island	21.8	21.3	22.4
33	Minnesota	21.7	20.7	22.7
34	Mississippi	21.6	20.6	22.6
35	Indiana	21.2	20.7	21.8
36	Oregon	21.0	20.3	21.8
37	Wisconsin	20.4	20.0	20.7
38	Vermont	20.3	19.9	20.8
39	Arkansas	19.9	19.3	20.5
40	Utah	19.7	18.9	20.5
41	Idaho	19.5	18.7	20.2
42	New Mexico	19.4	18.5	20.3
43	Oklahoma	19.1	18.8	19.5
44	Alaska	18.9	18.1	19.6
45	Iowa	18.1	17.4	18.8
46	Kansas	17.5	16.6	18.4
46	Wyoming	17.5	16.7	18.3
48	Montana	16.9	16.4	17.4
49	Nebraska	16.5	16.1	17.0
50	North Dakota	15.4	14.5	16.4
51	South Dakota	15.2	14.8	15.6

Source: U.S. Census Bureau, 2003 American Community Survey

The table above shows the margin of error, represented by the lower and upper bounds of the 90-percent confidence interval. The confidence interval gives a range of values likely to include the population true value. The smaller the confidence interval the more precise the estimate of the characteristic of interest.

An 'N' entry in the estimate, lower bound, and upper bound columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

Average Travel Time to Work of Workers 16 Years and Over Who Did Not Work at Home (Minutes)

USCENSUSBUREAU
American Community Survey 2003

Workers 16 Years and Over Who Did Not Work at Home

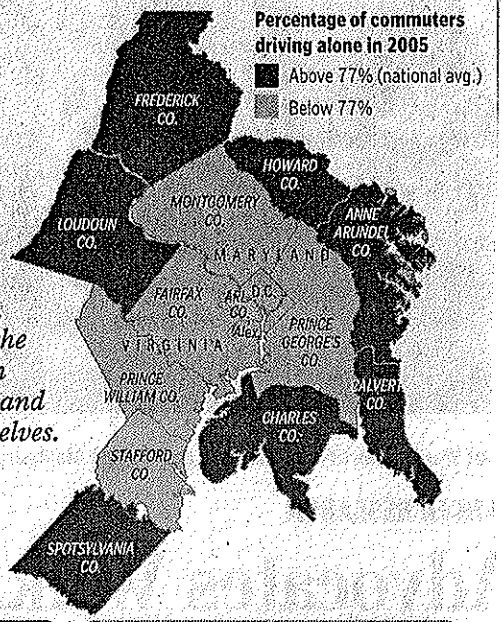
Rank	County	Average	Lower Bound	Upper Bound
1	Queens County, NY	41.7	40.7	42.7
2	Richmond County, NY	41.3	38.9	43.8
3	Bronx County, NY	40.8	40.1	41.5
4	Kings County, NY	39.7	38.7	40.6
5	Prince William County, VA	36.4	34.6	38.2
6	Prince George's County, MD	35.5	34.3	36.8
7	McHenry County, IL	35.1	32.9	37.3
8	Nassau County, NY	33.2	32.1	34.3
9	Orange County, NY	32.5	29.0	36.0
10	Contra Costa County, CA	32.1	30.9	33.2
10	Will County, IL	32.1	30.6	33.6
10	Montgomery County, MD	32.1	31.1	33.1
13	Middlesex County, NJ	31.9	30.6	33.2
14	Monmouth County, NJ	31.8	30.2	33.4
15	Rockland County, NY	31.4	30.4	32.4
16	Dutchess County, NY	31.2	29.2	33.2
17	Ocean County, NJ	31.0	29.1	32.9
18	Riverside County, CA	30.8	29.5	32.2
18	Gwinnett County, GA	30.8	29.7	31.9
18	Cook County, IL	30.8	30.3	31.2
21	Westchester County, NY	30.7	29.4	31.9
21	Fairfax County, VA	30.7	29.9	31.5
23	Solano County, CA	30.6	28.1	33.1
23	Plymouth County, MA	30.6	29.2	32.0
25	Essex County, NJ	30.2	28.4	32.0
26	Cobb County, GA	30.1	28.9	31.4
26	Lake County, IL	30.1	29.6	30.7
28	Howard County, MD	30.0	28.5	31.4
28	Fort Bend County, TX	30.0	28.6	31.3
30	New York County, NY	29.8	28.9	30.7
31	Philadelphia County, PA	29.4	28.5	30.3
31	Montgomery County, TX	29.4	27.5	31.3
33	Santa Cruz County, CA	29.3	26.6	32.0
33	Suffolk County, NY	29.3	28.0	30.6
35	Miami-Dade County, FL	29.0	28.2	29.7
35	Baltimore city, MD	29.0	26.8	31.2
37	Hudson County, NJ	28.9	27.4	30.3
37	Pierce County, WA	28.9	27.6	30.2
39	Los Angeles County, CA	28.7	28.3	29.1
39	Clayton County, GA	28.7	26.6	30.9
39	Norfolk County, MA	28.7	27.4	30.0
42	Morris County, NJ	28.6	27.0	30.3
43	San Francisco County, CA	28.5	28.0	29.0
43	Pasco County, FL	28.5	26.6	30.4
45	District of Columbia, DC	28.4	27.7	29.1
45	Snohomish County, WA	28.4	27.0	29.8
47	DeKalb County, GA	28.3	27.1	29.5
47	Bergen County, NJ	28.3	27.0	29.6
49	San Bernardino County, CA	28.1	27.1	29.1
49	Rockingham County, NH	28.1	26.8	29.5
51	Somerset County, NJ	28.0	26.1	30.0
52	Anne Arundel County, MD	27.7	26.5	28.8
53	Kane County, IL	27.6	26.3	29.0
54	Alameda County, CA	27.2	26.4	28.0
55	Middlesex County, MA	27.1	26.4	27.9

Page Three

THE METROPOLIST

Commute Alone? You're Not the Only One

There are times when the parameters of our civilization seem to be defined by lists of facts and numbers. How many? How much? How often? Halfway between each official U.S. Census, the federal nose counters do something they call the American Community Survey. This is the first in an occasional Metropolist feature looking at bits and pieces of what the 2005 survey tells us about ourselves.



Local counties ranked by percentage of total commuters driving alone in 2005

Above national average for that year
Equal to or below national average for that year

	2005			1990		
	Drive alone	Percent of total	Rank	Drive alone*	Percent of total	Rank
United States	*102,458,267*	*77%*	.	*84,215,298*	*73%*	.
Spotsylvania County	45,974	80	1	21,270	72	7
Howard County	113,265	80	2	88,901	81	1
Anne Arundel County	203,403	80	3	180,538	77	3
Frederick County	91,462	79	4	58,955	73	5
Charles County	57,047	79	5	39,369	73	6
Loudoun County	106,695	79	6	39,118	78	2
Calvert County	36,608	78	7	19,482	73	4
Stafford County	44,366	76	8	22,281	68	11
Fairfax County	382,168	73	9	342,202	71	8
Prince William County	127,870	70	10	85,981	70	9
Montgomery County	313,537	67	11	291,140	68	10
Alexandria	49,885	65	12	42,442	59	13
Prince George's County	260,932	64	13	264,620	64	12
Arlington County	62,102	55	14	54,769	50	14
District of Columbia	93,803	38	15	106,694	35	15

SOURCES: U.S. Census, American Community Survey

*Estimate

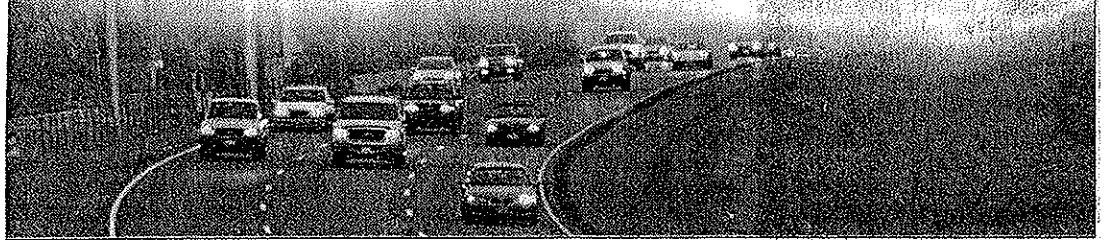


PHOTO BY TRACY A. WOODWARD; GRAPHIC BY LAURA STANTON AND APRIL UMMINGER — THE WASHINGTON POST

AARP is a nonprofit, nonpartisan membership organization that helps people 50+ have independence, choice and control in ways that are beneficial and affordable to them and society as a whole. We produce *AARP The Magazine*, published bimonthly; *AARP Bulletin*, our monthly newspaper; *AARP Segunda Juventud*, our bimonthly magazine in Spanish and English; *NRTA Live & Learn*, our quarterly newsletter for 50+ educators; and our website, AARP.org. AARP Foundation is an affiliated charity that provides security, protection, and empowerment to older persons in need with support from thousands of volunteers, donors, and sponsors. We have staffed offices in all 50 states, the District of Columbia, Puerto Rico, and the U.S. Virgin Islands.

AARP Virginia

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toll-free 888-687-2277
877-434-7598 TTY
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Permit No. 8236
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AARP Virginia

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NORTHERN VIRGINIA TRANSPORTATI
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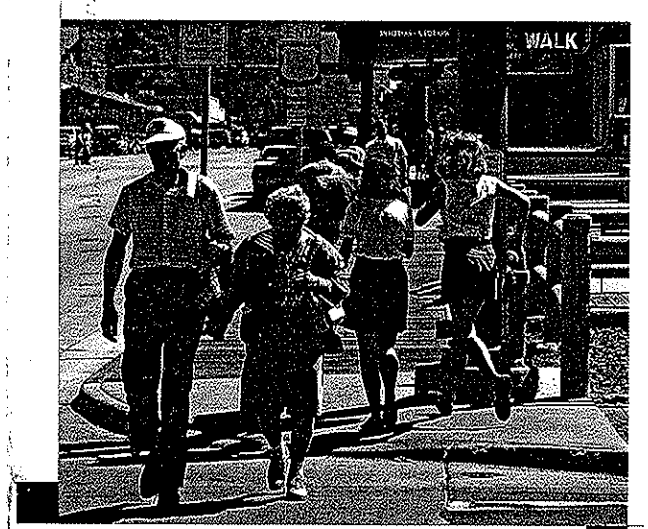
4350 FAIRFAX DR STE 720
ARLINGTON VA 22203-1620

22203+1620 C019

AARP Mobility Forum

Exploring Mobility Options for Older Virginians

Registration and Program Information



October 30-31, 2006

Sheraton Richmond West Hotel
Richmond, Virginia

AARP Virginia

AARP Virginia, the Virginia Secretariat of Transportation, and the Virginia Comissioner of Aging invite you to a forum focusing on Mobility Options for Older Virginians.

Forum Goals

> Start a statewide dialogue on senior mobility issues in the Commonwealth.

> Educate stakeholders about the impact of aging on transportation accessibility.

> Build awareness of transportation and mobility options (or lack of) at the community level.

> Provide best practices from across the U.S. and the Commonwealth.

Who Should Attend

> Community, land use, and transportation planners

> Transportation providers

> Elected officials

> Policy makers

> Nonprofit service providers

> Transportation and aging professionals

> Community leaders

> Concerned citizens and others interested in livable communities and mobility options

Why You Should Attend

Affordable, easy-to-use, and flexible transportation options are essential for maintaining independence, choice, and control in our communities. Economic vitality depends in large part on transportation connecting individuals to jobs, goods, and services. With the aging of the Baby Boom Generation, we all need to understand how older people connect with their communities, what the transportation challenges are for many as they age, and how to expand and improve the mobility that transportation options can provide.

Agenda

Monday, October 30, 2006

10:00 a.m. - 12 noon
Registration

12:00 noon
Lunch and Welcome

1:00 p.m. - 5:00 p.m.

Plenary sessions covering topics such as:

> Mobility Challenges of an Aging Population in Virginia

> Understanding the Consumer Perspective

> Mobility, Livable Communities, and Healthy Aging

5:30 p.m. - 6:30 p.m.
Networking reception

6:30 p.m. - 8:00 p.m.
Dinner with keynote speaker

Keynote speakers include:

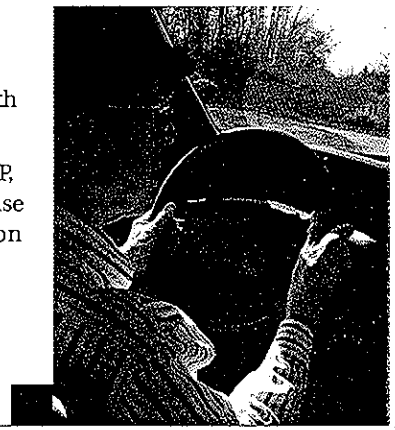
The Honorable **Timothy Kaine**, Governor, Commonwealth of Virginia

Elinor Ginzler, Director, Livable Communities, Office of Social Impact, AARP

The Honorable **Ralph Davis**, Deputy Secretary of Transportation, Commonwealth of Virginia

The Honorable **Julie Christopher**, Commissioner of the Department for the Aging, Commonwealth of Virginia

Chris Kochtitzky, MSP, The Centers for Disease Control and Prevention



Tuesday, October 31, 2006

7:30 a.m. - 4:30 p.m.

Tuesday Plenary Sessions:

Leaders from other states will provide examples of what works successfully in their local communities

> Public Transit Travel Training

> The Mobility Environment: Community Infrastructure and Services That Work

> Land Use and Transportation Planning

Tuesday Afternoon Workshops:

Peers from across the Commonwealth will lead workshops that highlight great examples of what is working in our local communities.

Plan to bring more than one individual from your organization or company since participants will choose two of the following workshop areas to attend:

> Safe Driving for Seniors

> Overcoming Mobility Challenges in Rural Communities

> Public Transit Travel Training

> Land Use and Transportation Planning

> Volunteer Driver Programs

> Transportation Coordination

> Understanding SAFETEA-LU: The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

Check our website (www.aarp.org/va) regularly for speaker updates.

NVTA TransAction 2030
Press Conference

Dunn Loring Metro Station

September 15, 2006

8:00 am

Media Coverage

At Dunn Loring Metro

- WTOP – Hank Silverberg (did an advance story which ran in prime drive time Friday AM)
- Washington Post -- Amy Gardner & Bob Thomson (Dr. Gridlock)
- WJLA Channel 7/8 - Matt Brock
- WUSA Channel 9 -- Peggy Fox
- Fox Channel 5 - John Henrihan
- WAMU - Sidsel Overgaard
- DC/ Washington Examiner – Dave and Jason
- Connection Newspapers -- Ari Cetron

In Richmond with Chris Zimmerman

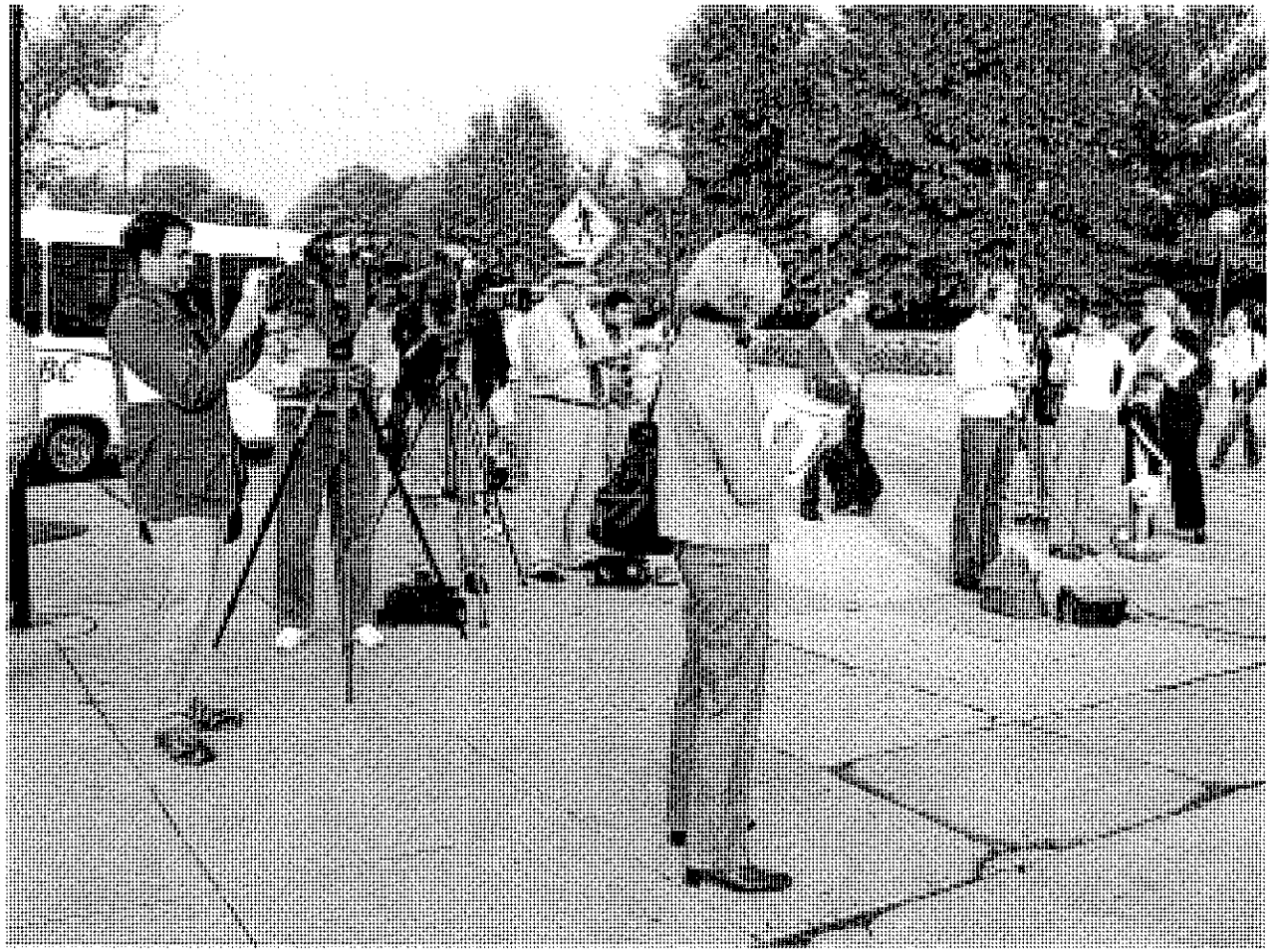
- Fredericksburg Freelance Star; Daily Press, Virginian Pilot, Washington post, Richmond Times Dispatch.

Follow-up coverage

- 9/18 -Washington Post radio 107.7 FM – "Mornings with Moss" (Zimmerman & Nohe)
- 9/ 21 - NewsTalk8 with Bruce DePuyt (Nohe)

Local Leaders Address the Press

The Media



“We need additional funding now.”

Northern Virginia Transportation Commission

AGENDA ITEM #13

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Scott Kalkwarf and Colethia Quarles

DATE: September 28, 2006

SUBJECT: NVTC Financial Items for August, 2006.

Reports are attached for your information.

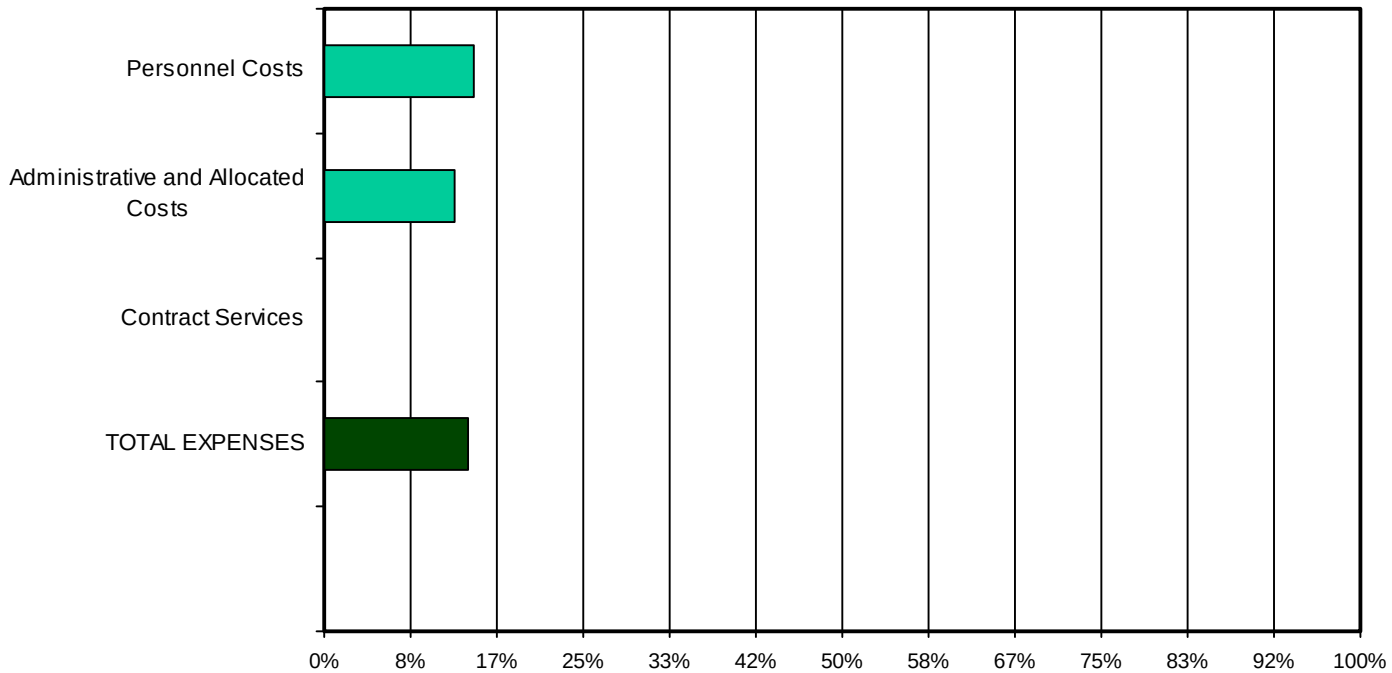
4350 N. Fairfax Drive ● Suite 720 ● Arlington, Virginia 22203
Tel (703) 524-3322 ● Fax (703) 524-1756 ● TDD (800) 828-1120 ● VA Relay Service
E-mail nvtc@nvtdc.org ● Website www.thinkoutsidethecar.org

Northern Virginia Transportation Commission

Financial Reports

August, 2006

Percentage of FY 2007 NVTC Administrative Budget Used
August, 2006
(Target 16.67% or less)



Note: Refer to pages 2 and 3 for details

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

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
Personnel Costs					
Salaries	$ 47,386.81	$ 95,639.89	$ 649,150.00	$ 553,510.11	85.3%
Temporary Employee Services	-	-	1,000.00	1,000.00	100.0%
Total Personnel Costs	47,386.81	95,639.89	650,150.00	554,510.11	85.3%
Benefits					
Employer's Contributions:					
FICA	3,453.69	6,909.24	45,700.00	38,790.76	84.9%
Group Health Insurance	2,974.66	8,182.41	70,500.00	62,317.59	88.4%
Retirement	3,890.75	7,781.50	49,500.00	41,718.50	84.3%
Workmans & Unemployment Compensation	-	990.00	4,250.00	3,260.00	76.7%
Life Insurance	273.72	547.44	3,500.00	2,952.56	84.4%
Long Term Disability Insurance	274.75	549.40	4,400.00	3,850.60	87.5%
Total Benefit Costs	10,867.57	24,959.99	177,850.00	152,890.01	86.0%
Administrative Costs					
Commissioners Per Diem	-	750.00	21,700.00	20,950.00	96.5%
Rents:	*14,623.00*	*29,225.20*	*174,400.00*	*145,174.80*	*83.2%*
Office Rent	13,483.00	26,845.20	162,900.00	136,054.80	83.5%
Parking	1,140.00	2,380.00	11,500.00	9,120.00	79.3%
Insurance:	-	*400.00*	*4,900.00*	*4,500.00*	*91.8%*
Public Official Bonds	-	400.00	3,200.00	2,800.00	87.5%
Liability and Property	-	-	1,700.00	1,700.00	100.0%
Travel:	*1,410.80*	*1,744.68*	*22,950.00*	*21,205.32*	*92.4%*
Conference Registration	1,315.00	1,315.00	2,000.00	685.00	34.3%
Conference Travel	68.20	143.96	5,000.00	4,856.04	97.1%
Local Meetings & Related Expenses	27.60	285.72	12,200.00	11,914.28	97.7%
Training & Professional Development	-	-	3,750.00	3,750.00	100.0%
Communication:	*540.35*	*1,589.19*	*10,600.00*	*9,010.81*	*85.0%*
Postage	28.00	628.00	4,600.00	3,972.00	86.3%
Telephone - LD	58.55	58.55	1,300.00	1,241.45	95.5%
Telephone - Local	453.80	902.64	4,700.00	3,797.36	80.8%
Publications & Supplies	*644.79*	*1,208.81*	*29,800.00*	*28,591.19*	*95.9%*
Office Supplies	80.77	80.77	4,300.00	4,219.23	98.1%
Duplication	564.02	1,128.04	15,500.00	14,371.96	92.7%
Public Information	-	-	10,000.00	10,000.00	100.0%

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

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
Operations:	*130.00*	*621.47*	*23,800.00*	*23,178.53*	*97.4%*
Furniture and Equipment	-	-	7,800.00	7,800.00	100.0%
Repairs and Maintenance	130.00	130.00	1,000.00	870.00	87.0%
Computers	-	491.47	15,000.00	14,508.53	96.7%
Other General and Administrative	*649.94*	*1,782.50*	*6,400.00*	*4,617.50*	*72.1%*
Subscriptions	-	-	400.00	400.00	100.0%
Memberships	382.00	1,343.00	1,400.00	57.00	4.1%
Fees and Miscellaneous	267.94	439.50	2,800.00	2,360.50	84.3%
Advertising (Personnel/Procurement)	-	-	1,800.00	1,800.00	100.0%
40th Anniversary	-	-	-	-	0
Total Administrative Costs	17,998.88	37,321.85	294,550.00	257,228.15	87.3%
Contracting Services					
Auditing	-	-	16,200.00	16,200.00	100.0%
Consultants - Technical	-	-	1,000.00	1,000.00	100.0%
Legal	-	-	1,000.00	1,000.00	100.0%
Total Contract Services	-	-	18,200.00	18,200.00	100.0%
Total Gross G&A Expenses	$ 76,253.26	$ 157,921.73	$ 1,140,750.00	$ 982,828.27	86.2%

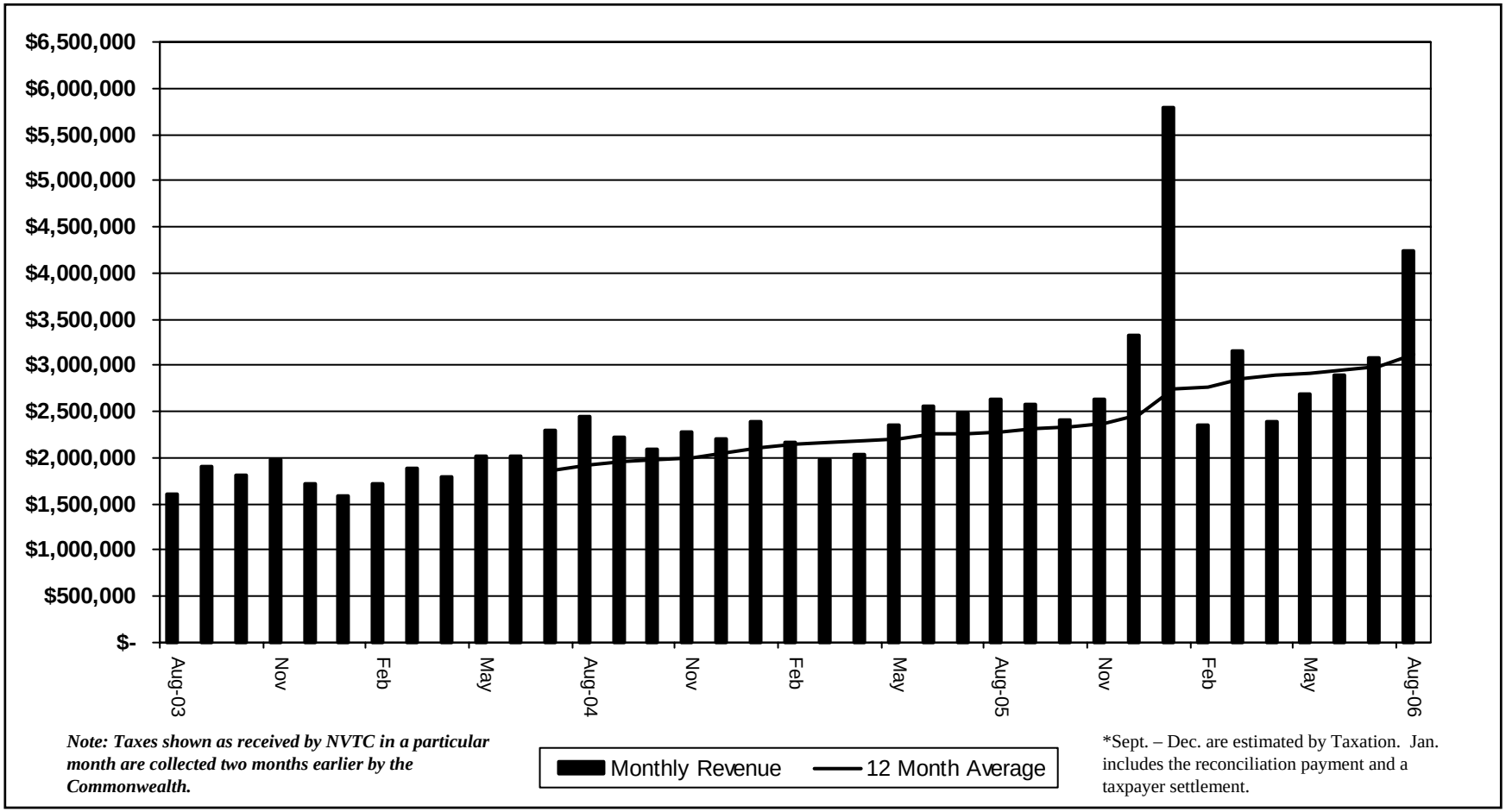
NVTC
RECEIPTS and DISBURSEMENTS
August, 2006

Date	Payer/ Payee	Purpose	Wachovia (Checking)	Wachovia (Savings)	VA LGIP G&A / Project	VA LGIP Trusts
	RECEIPTS					
3	DRPT	Capital grants receipt			$ 622,828.00	
3	FTA	SmarTrip grant receipt			4,090.00	
11	VRE	Staff support		7,340.63		
11	Staff	Expense reimbursement		15.44		
14	DRPT	SmarTrip grant receipt			971.00	
17	Dept. of Taxation	Motor Vehicle Fuels Sales tax receipt				4,241,460.16
24	DRPT	FTM/Admin grant receipt				5,000,608.00
25	DRPT	FTM/Admin grant receipt			590,750.00	4,343,551.00
25	DRPT	FTM/Admin grant receipt				4,934,301.00
31	Banks	August investment income		1,114.81	2,723.62	304,549.37
			-	8,470.88	1,221,362.62	18,824,469.53
	DISBURSEMENTS					
1-31	Various	NVTC project and administration	(70,437.14)			
1	IBI Group	SmarTrip consulting	(5,112.00)			
8	Fairfax County	Other capital				(668,921.00)
10	City of Fairfax	Other operating				(146,221.05)
18	Redmon Group	E-Schedule updates	(1,030.00)			
23	City of Fairfax	Other operating				(484,041.00)
31	Wachovia Bank	August service fees	(78.44)	(30.32)		
			(76,657.58)	(30.32)	-	(1,299,183.05)
	TRANSFERS					
25	Transfer	LGIP to checking	45,000.00		(45,000.00)	
			45,000.00	-	(45,000.00)	-
	NET INCREASE (DECREASE) FOR MONTH		$ (31,657.58)	$ 8,440.56	$ 1,176,362.62	$ 17,525,286.48

NVTC
INVESTMENT REPORT
August, 2006

Type	Rate	Balance 7/31/2006	Increase (Decrease)	Balance 8/31/2006	NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund
Cash Deposits							
Wachovia: NVTC Checking	N/A	$ 70,412.87	$ (31,657.58)	$ 38,755.29	$ 38,755.29	$ -	$ -
Wachovia: NVTC Savings	4.70%	281,185.70	8,440.56	289,626.26	289,626.26	-	-
Investments - State Pool							
Nations Bank - LGIP	5.26%	63,383,228.74	18,701,649.10	82,084,877.84	1,031,185.04	53,642,673.44	27,411,019.36
		$ 63,734,827.31	$ 19,854,794.70	$ 82,413,259.39	$ 1,359,566.59	$ 53,642,673.44	$ 27,411,019.36

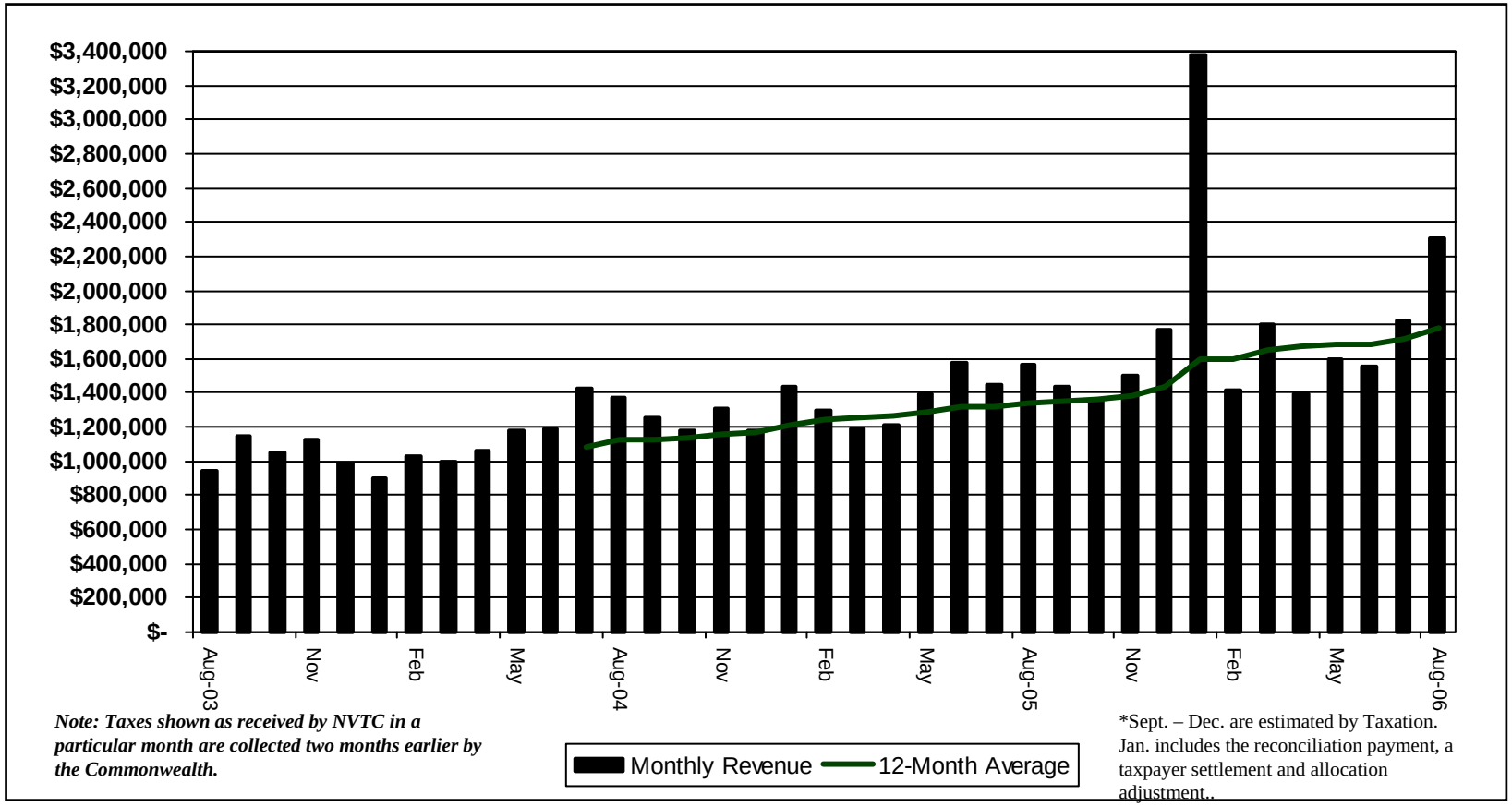
NVTC MONTHLY GAS TAX REVENUE
ALL JURISDICTIONS
FISCAL YEARS 2004-2007



Note: Taxes shown as received by NVTC in a particular month are collected two months earlier by the Commonwealth.

*Sept. – Dec. are estimated by Taxation. Jan. includes the reconciliation payment and a taxpayer settlement.

NVTC MONTHLY GAS TAX REVENUE
FAIRFAX COUNTY
FISCAL YEARS 2004-2007



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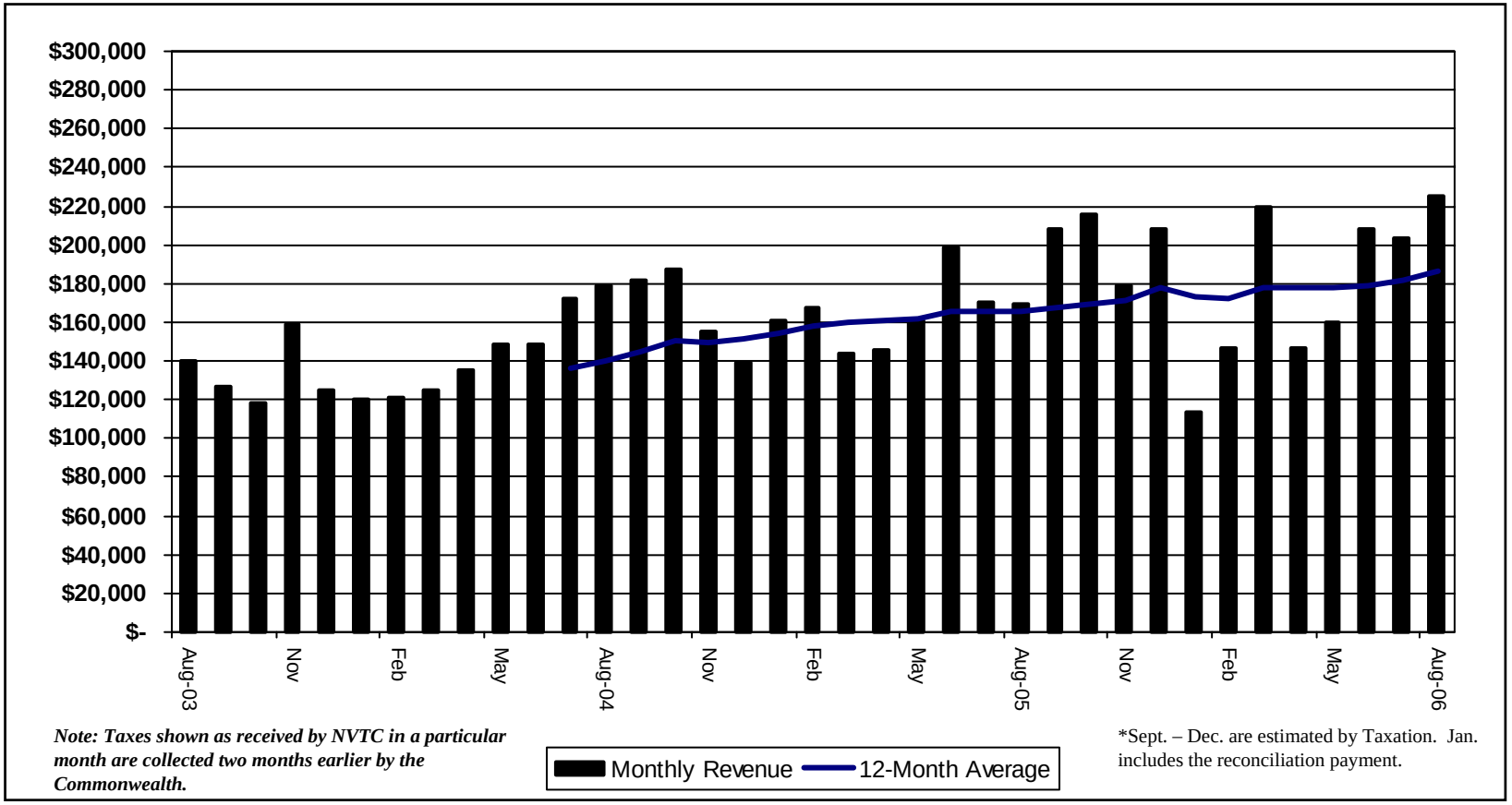
NVTC MONTHLY GAS TAX REVENUE
CITY OF ALEXANDRIA
FISCAL YEARS 2004-2007



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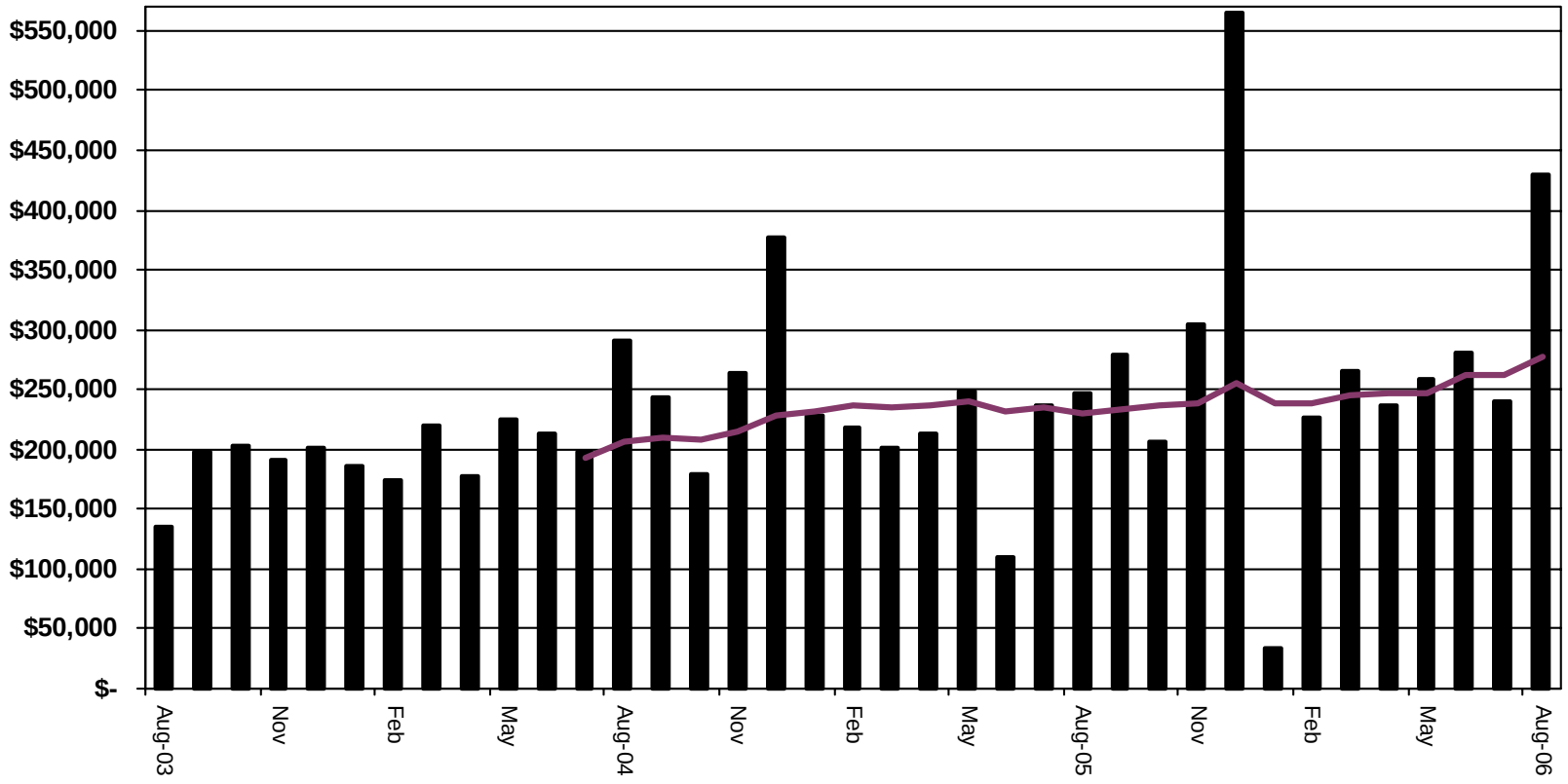
NVTC MONTHLY GAS TAX REVENUE
ARLINGTON COUNTY
FISCAL YEARS 2004-2007



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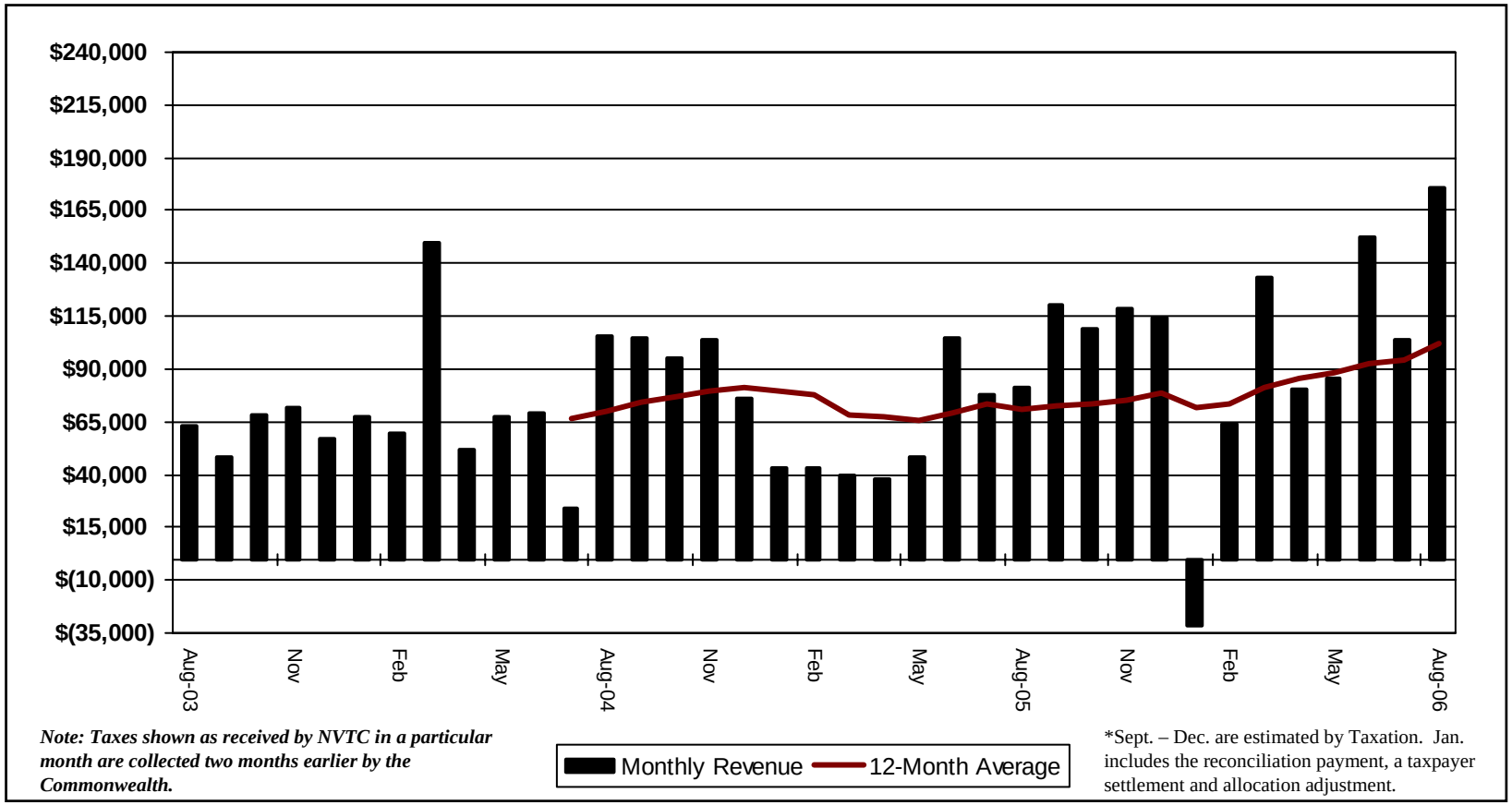
NVTC MONTHLY GAS TAX REVENUE
CITY OF FAIRFAX
FISCAL YEARS 2004-2007



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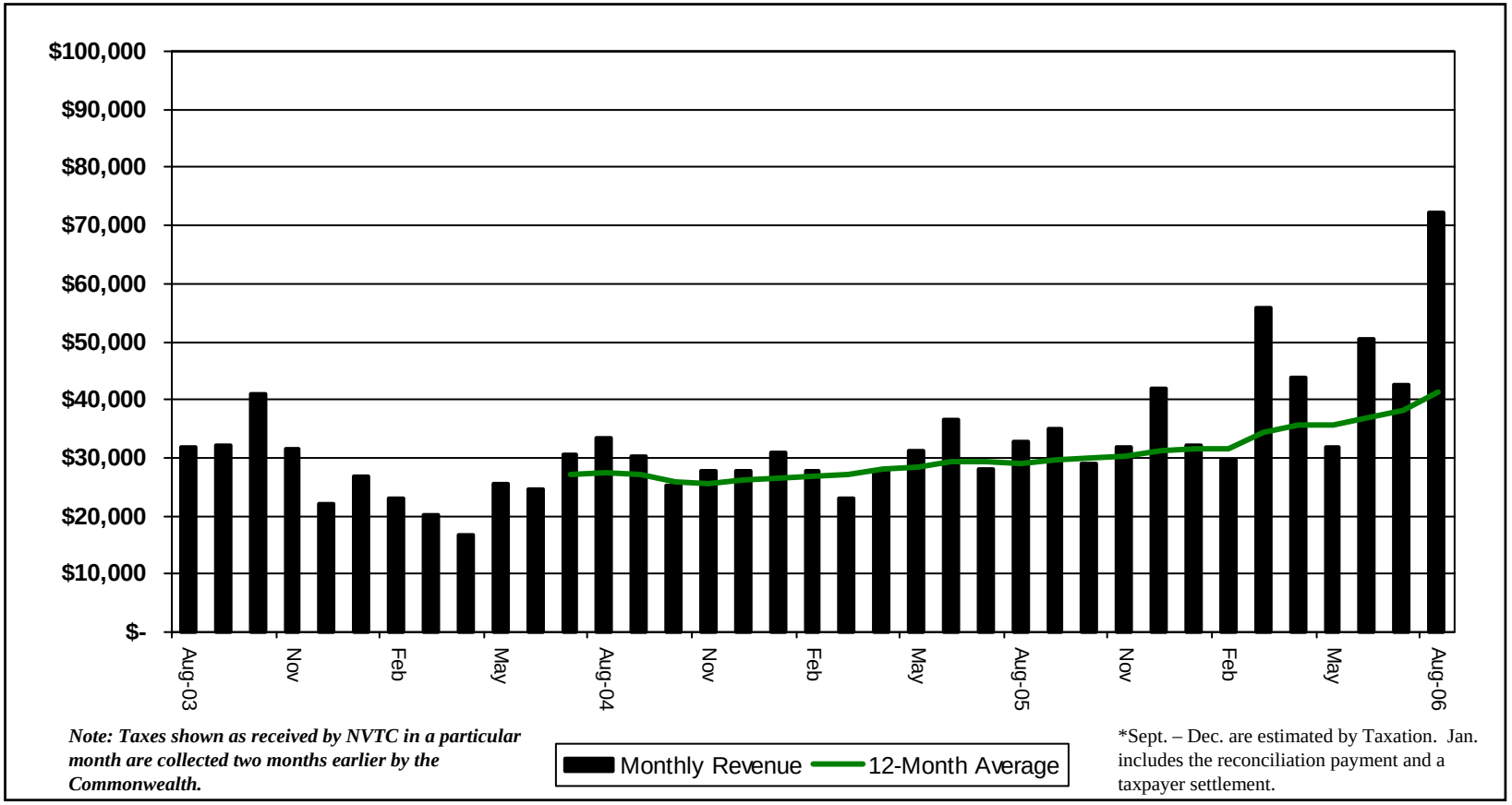
NVTC MONTHLY GAS TAX REVENUE
CITY OF FALLS CHURCH
FISCAL YEARS 2004-2007



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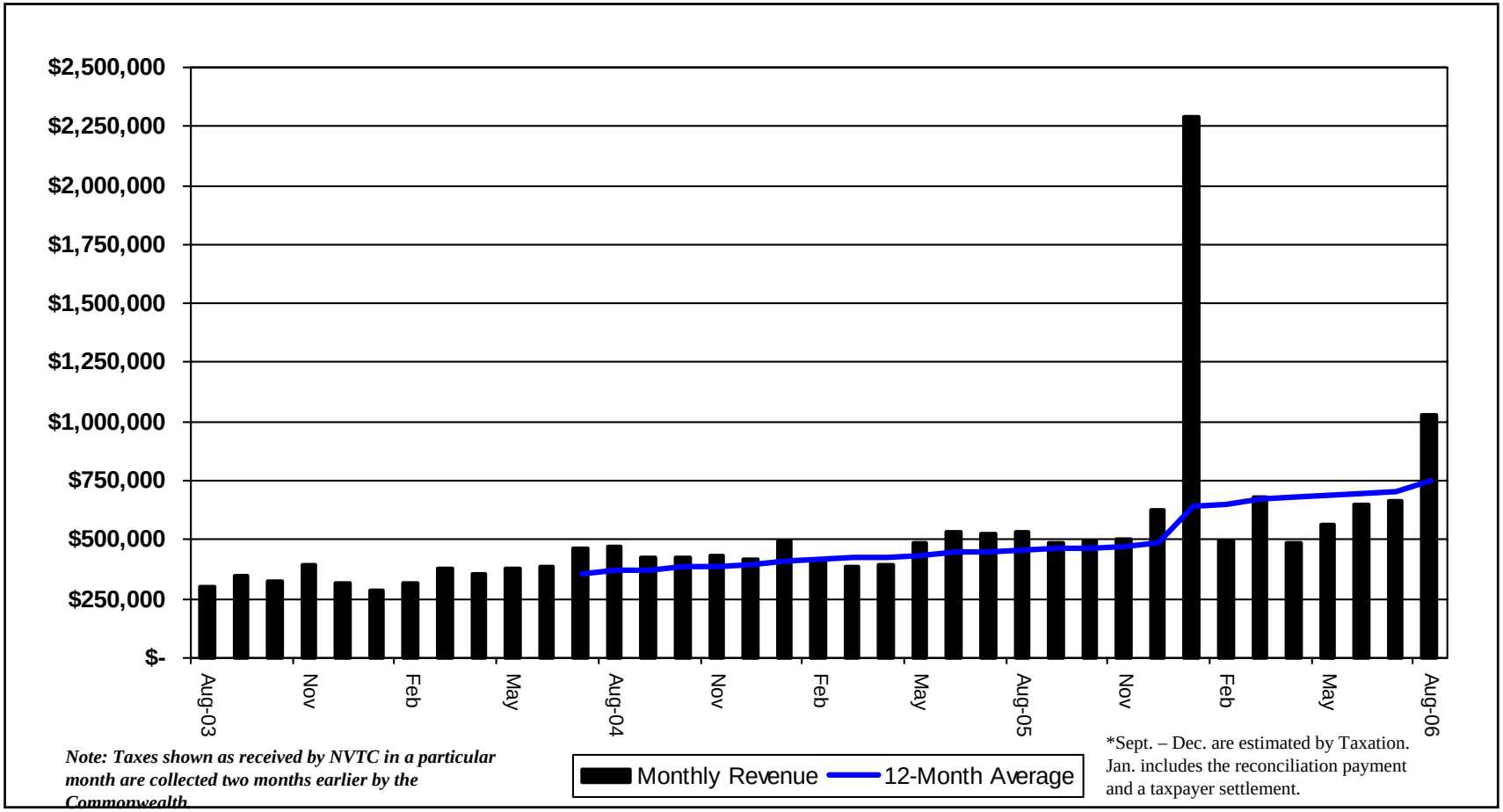
NVTC MONTHLY GAS TAX REVENUE
LOUDOUN COUNTY
FISCAL YEARS 2004-2007



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AGENDA ITEM #14

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube

DATE: September 28, 2006

SUBJECT: Closed Session for Personnel Item.

To enter closed session:

Pursuant to the Virginia Freedom of Information Act (Section 2.2-3711A (1) of the Code of Virginia), the Northern Virginia Transportation Commission authorizes discussion in closed session regarding a personnel matter.

Following the closed session:

The Northern Virginia Transportation Commission certifies that, to the best of each member's knowledge and with no individual member dissenting, at the just concluded closed session:

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

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

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