

NVTC COMMISSION MEETING THURSDAY, SEPTEMBER 7, 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.

Matthew Tucker, Director of the Virginia Department of Rail and Public Transportation will be joining NVTC as a new commissioner.

<u>Recommended Action:</u> Chairman Connolly will administer the oath of office.

2. Minutes of NVTC Meeting of July 6, 2006.

Recommended Action: Approval.

3. Legislative Items.

- A. Delegate Dave Albo will report on his bill to provide regional funding of transportation in Northern Virginia including \$50 million annually for Metro and \$20 million for VRE.
- B. NVTC staff has prepared a new resource that shows in tables and maps the additional state transit formula funding by state legislative district that would be realized if the General Assembly met its statutory target of 95% of eligible transit operating and capital costs.
- C. NVTC staff has prepared responses to a hostile editorial in the Richmond Times Dispatch and met with that newspaper's editorial board in an effort to set the record straight.



D. Staff has prepared draft letters to Senators Allen and Warner urging the Senate Homeland Security Committee to act promptly on Rep. Davis's bill to provide \$1.5 billion of federal assistance to WMATA.

<u>Recommended Action</u>: Authorize Chairman Connolly to send the letters to the Senators.

4. Preliminary FY 2008 NVTC Administrative Budget and Performance Objectives.

The preliminary budget would increase total expenditures by 5 percent while holding local funding constant. A total of 20 performance measures are included covering all of NVTC's functions.

<u>Recommended Action:</u> Authorize NVTC's executive director to forward the preliminary budget to NVTC's jurisdictions for use in planning their local budgets.

5. VRE Items.

- A. Report from the VRE Operations Board and VRE Chief Executive Officer (with minutes of the VRE Board meeting of August 18, 2006)—Information Item.
- B. VRE Ridership—<u>Information Item.</u>
- C. Status of Procurement of 50 Railcars—<u>Information Item.</u>
- D. Broad Run Maintenance Facilities—Action Item/Resolution #2031.
- E. Renew Contract for Banking Services and Line of Credit—<u>Action Item/Resolution #2032.</u>
- F. Option for Facilities Maintenance—Action Item/Resolution #2033.
- G. MOU with Fairfax County for Burke Centre—<u>Action Item/Resolution</u> #2034.
- H. Referral of FY 2008 Draft Budget to Jurisdictions—<u>Action</u> Item/Resolution #2035.
- I. Agreement with DRPT for L'Enfant Storage Track—<u>Action Item/Resolution #2036.</u>

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

Alexandria and Fairfax County staff have asked NVTC staff to apply for earmarked federal funds. In Alexandria the project is to determine the benefits for transit of applying new technologies made possible by citywide internet access (wi-fi). In Fairfax County the project is to improve bus service in the Route 1 corridor.

Recommended Action: Approve Resolution #2037, which authorizes NVTC's executive director to apply for the funds and complete all required certifications. Also, it authorizes NVTC staff to add managing the Alexandria project to the commission's work program. Also, it provides a means to protect NVTC against the unlikely event of a 13(c) labor protection claim.

7. 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.

8. Metro Items.

- A. Recruitment of General Manager.
- B. Metro Advertising at Gas Stations.
- C. Extended Phone and Internet Access.
- D. Consideration of Tunnel Under Tysons Corner on Metrorail to Dulles Project.

Recommended Action: Authorize Chairman Connolly to send a reply to WMATA Chair Gladys Mack regarding the recruitment of a General Manager.

9. Status Report on FAMPO Formula Funding Issue.

The commission acted at its July meeting to oppose efforts to divert some federal transit funding to the Fredericksburg area. Staff will provide an update.

Discussion Item.

10. Modeling Transit System Improvements to Accommodate Growth at Fort Belvoir.

Delegate May has provided state funding for state of the art modeling. NVTC staff compiled a list of available resources to assist in that effort.

Discussion Item.

11. Regional Transportation Items.

- A. Citizen Letters to NVTC.
- B. Status of TransAction 2030 Transportation Plan.
- C. Congestion Pricing Pilot Project.

Presentation Item.

12. NVTC Financial Items for June and July, 2006.

Reports are provided.

Information Item.

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



AGENDA ITEM # 1

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube

DATE: August 31, 2006

SUBJECT: Oath of Office for New NVTC Commissioner.

Chairman Connolly will administer the following oath to Matthew O. Tucker, Director of the Virginia Department of Rail and Public Transportation.

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.





AGENDA ITEM #2

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

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Connolly at 8:06 P.M.

Members Present

Sharon Bulova **Gerald Connolly** Adam Ebbin William D. Euille Paul Ferguson Jay Fisette Catherine M. Hudgins Tanya Husick (DRPT) Dana Kauffman Dan Maller (Alternate, City of Falls Church) Joe May Elaine McConnell Tom Rust Scott Silverthorne Paul Smedberg (Alternate, City of Alexandria) Christopher Zimmerman

Members Absent

David Albo
Eugene Delgaudio
Jeannemarie Devolites Davis
Ludwig Gaines
David F. Snyder
Mary Margaret Whipple

Staff Present

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



New NVTC Alternate Commissioner

Chairman Connolly welcomed Dan Maller, who is replacing Robin Gardner as an alternate commissioner for the city of Falls Church.

Minutes of NVTC Meeting of June 1, 2006

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

Update on NVTC Projects

NVTC staff provided a PowerPoint presentation describing progress since the beginning of the year on major NVTC projects. Mr. McGavock stated that using a \$198,000 grant from DRPT, NVTC has contracted with IBI Group to develop an inexpensive bus arrival system called MARTHA (Multi-User Accessible Real-Time Harmonic Algorithm). This system will be an inexpensive way for riders to access real-time bus arrival information. It will be simple, easy to use, and cost effective. It will also eliminate the proprietary issues that are common when dealing with contractors and vendors. The MARTHA system will require an inexpensive computer (approximately \$500) and a cell phone (approximately \$50) on each bus.

Mr. Smedberg asked if this technology would work with the displays and signs at the bus stops. Mr. McGavock replied that it could be modified to provide information directly to the signs and displays, but there would be more substantial costs. In response to a question from Chairman Connolly, Mr. McGavock stated that this technology allows riders to call by phone to receive real-time information. The service demonstration project should begin in December, 2006 on the Falls Church bus system known as GEORGE.

Ms. Lynott reported that the Senior Mobility Study has received much interest from this region, as well as outside the region. A senior policy researcher at AARP has suggested that the study may convince AARP as an organization to get involved in more local level advocacy for land use planning.

Ms. Lynott stated that NVTA is expected to formally approve the Transaction 2030 Plan on July 13, 2006. Chairman Connolly stated that this work will hopefully guide General Assembly members into a better understanding of the transportation needs of Northern Virginia. This process was the first time the region worked together to prioritize projects. This plan has been unanimously adopted by all the jurisdictions.

Ms. Lynott stated that the next steps for the Transit Emergency Preparedness Plans include finalizing the summary document and "marketing" the plans to management to ensure implementation. Mr. Fisette stated that it would be beneficial for the Emergency Preparedness Council have a briefing on this plan.

Ms. Quintana reported that the Redmon Group is under contract to provide electronic schedules suitable to download to web enabled cell phones and hand-held computers, which allow riders to access up to the minute schedules anytime, anywhere. The annual cost for this project is \$16,000 to provide all of Northern Virginia's transit schedules. Daily E-schedule usage is up 34 percent from the same period last year. NVTC will conduct a marketing campaign to enhance awareness of the E-schedule, with the target of increasing usage by 15 percent.

Ms. Quintana stated that NVTC organized media events in Richmond and Prince William County to highlight the need for dedicated funding for Metro and to encourage the General Assembly to take action by allowing local governments to impose a ¼ cent sales tax increase. Chairman Connolly thanked Delegates Rust, Albo, Ebbin and May, as well as Senators Devolites Davis and Whipple for their assistance in getting legislation drafted.

In response to a question from Mr. Kauffman, Mr. Taube reported that Congressman Davis succeeded in adding an amendment by unanimous consent to H.R. 4761 to provide \$150 million annually from federal FY 2007-2016 for appropriations to WMATA for "capital and preventative maintenance" projects included in the approved Capital Improvement Program. Congressman Davis still intends to bring H.R. 3496, his original Metro funding authorization bill, to the House for consideration.

Mr. Kalkwarf reported that the preliminary FY 2007 Subsidy Allocation Model (SAM) allocation formula has been completed allocating an estimated \$109 million in revenue, compared with \$120 million in FY 2006. Chairman Connolly observed that local governments are bearing the lion's share of transportation costs in the region. Mr. Kalkwarf also reported that he continues to monitor gas tax collections and recently discovered approximately \$400,000 of incorrectly allocated revenue. This has been reconciled and corrected by the Department of Taxation. For FY 2005 NVTC received a clear audit opinion, clean compliance letters, no audit adjustments, and no management letter comments. The FY 2006 audit will be presented at the November 2006 commission meeting.

Ms. Rodgers reviewed the Code Red Free Bus Fare Program. There are sufficient funds to cover 14 Code Red days. Also, NVTC obtained grant funding from VDOT for MWCOG to add an extra day of screen line counting on I-66 at Glebe Road for the A.M. peak period. Initial findings show six out of 10 inbound A.M. peak period travelers in the I-66 corridor are using transit or HOV for their eastbound travels. This is the only program in Northern Virginia providing

statistically significant corridor mode share measures which are essential data to guide future allocations of limited resources.

Mr. Taube reported that he has spent considerable time on examining VRE governance issues, including devising a more equitable subsidy allocation formula, at the direction of the VRE Operations Board subcommittee. The next staff report to the subcommittee is scheduled for July 28th. The target for VRE Board action is fall, 2006, to permit any required legislation to go to the 2007 General Assembly. Mrs. Bulova, Mr. Kauffman and Mrs. McConnell all serve on this subcommittee.

Mr. Taube reviewed the work that has been done on legislative outreach to promote dedicated funding for Metro. Also, specific performance objectives for financial functions were implemented in NVTC's approved FY 2007 budget and will be extended to the entire organization in the FY 2008 budget. For FY 2006, he anticipates a favorable variance of about \$80,000 or seven percent of NVTC's \$1.1 million administrative budget, which can be carried over to help fund the next budget.

NVTC State Aid Contract for FY 2007

Mr. Taube explained that each year DRPT sends a standard contract to NVTC in order to provide state aid. Considering all state aid programs, NVTC will manage \$94.3 million in FY 2007. If the General Assembly ultimately provides more transportation funding, NVTC staff anticipates a future contract amendment from DRPT. Currently, the shortfall for NVTC in the standard transit assistance program for FY 2007 is \$158.6 million, reflective of an abysmal 22 percent capital matching ratio. This is the additional amount that would be received by NVTC if the commonwealth met its statutory target of 95 percent of eligible capital and operating expenses net of federal aid and fares. Last year, the shortfall was "only" \$75 million or half as great as for FY 2007. Chairman Connolly observed that in Maryland most of these costs are borne by the state, while in Virginia they are largely borne by the local governments.

Mr. Euille moved, with a second by Mr. Silverthorne, to authorize NVTC's executive director to execute the FY 2007 state aid contract. The vote in favor was cast by commissioners Bulova, Connolly, Ebbin, Euille, Fisette, Hudgins, Husick, Kauffman, Maller, May, McConnell, Rust, Silverthorne, Smedberg and Zimmerman.

VRE Items

Report from the VRE Operations Board and VRE Chief Executive Officer. Mrs. Bulova urged commissioners to read the minutes of the June 16, 2006 VRE Operations Board meeting.

Status of FAMPO Request for a Share of Section 5307 Formula Funds. Mr. Taube explained that the Metropolitan Planning Organization in the Fredericksburg area (known as FAMPO) is seeking to negotiate with the MPO for the Washington D.C. area (TPB) to capture a portion of federal formula transit funding now provided to WMATA. The northern portion of Stafford County was recently added to the Washington D.C. urbanized area as a result of the 2000 census. About \$150,000 annually is earned through the population factor of the federal formula as it applies to the northern portion of Stafford County. If the population density factor is also considered, that annual amount jumps to about \$250,000.

Mr. Taube explained that while this amount of funding might not in itself seem too significant, two additional considerations make this matter quite serious. First, if FAMPO is successful in capturing this funding from WMATA, other jurisdictions may seek to do the same. If Loudoun and Prince William counties and other non-Metro compact members of TPB demanded a portion of Section 5307 funding to go directly to them (or for projects in their jurisdictions), about \$1.6 to \$2.5 million annually is at stake. Second, in the future, HOT lanes will add new fixed guideway miles (another factor in the Section 5307 formula) which could increase significantly the formula amount going to TPB and WMATA generated by non-WMATA Compact members of TPB.

Mr. Taube stated that another related issue is whether FAMPO should receive the formula earnings for the VRE track miles located in the FAMPO territory. Currently all such earnings are provided to VRE in their entirety. VRE then determines how to spend these funds in support of its capital projects. FAMPO would like not only to receive a portion of the VRE formula earnings but also determine how they are spent.

Mr. Taube stated that FAMPO conducted a workshop on these subjects on June 19th and may vote to adopt a formal position as early as July. FAMPO's attorney is advising an aggressive strategy, including litigation if necessary, since he interprets regulatory language as favoring FAMPO's request and insists that FTA should act to favor FAMPO. Other legal staff dispute this assertion. FTA seems to be saying that it is up to TPB and FAMPO to decide. TPB staff is working with the NVTA Interim Technical Committee to review forecasts of formula earnings and ridership on WMATA by residents of jurisdictions outside the transit zone.

Chairman Connolly stated that NVTA is scheduled to meet on July 13th and should be briefed on this issue. Mrs. Bulova observed that FAMPO and Stafford County are not playing regionally and are essentially cutting off a piece of the federal funding pie.

Mrs. Bulova moved, with a second by Mrs. McConnell, that NVTC take a position strongly opposing the redistribution of Section 5307 formula funds. The vote in favor was cast by commissioners Bulova, Connolly, Ebbin, Euille, Fisette,

Hudgins, Husick, Kauffman, Maller, May, McConnell, Rust, Silverthorne, Smedberg and Zimmerman.

Status of Procurement of 50 Railcars. Mr. Zehner stated that the FRA loan committee met on June 27th and 28th and recommended a zero percent risk premium for VRE's loan. However, OMB asked for additional time to consider this. Sumitomo agreed to extend the railcar option deadline to July 10, 2006. Mr. Zehner stated that he is hopeful that a decision on the risk premium will be made soon. In response to a question from Mr. Euille, Mr. Zehner explained that VRE is the first commuter rail entity to apply for this type of loan.

Mr. Ferguson arrived at 9:00 P.M.

Extension of Operating/Access Agreements with Norfolk Southern and CSXT. Mrs. Bulova explained that VRE staff has been unable to reach agreement on the required amount of liability insurance coverage for both Operating/Access Agreements with Norfolk Southern and CSXT. Therefore, the Operations Board recommends commission approval of Resolution #2029 and #2030, which would authorize VRE's Chief Executive Officer to execute contract extensions with Norfolk Southern (Resolution #2029) and CSXT (Resolution #2030) through January 31, 2007. During the extension period, all existing contract terms will remain in effect.

Mrs. Bulova moved, with a second by Mrs. McConnell, to approve Resolution #2029 and #2030. The vote in favor was cast by commissioners Bulova, Connolly, Ebbin, Euille, Ferguson, Fisette, Hudgins, Husick, Kauffman, Maller, May, McConnell, Rust, Silverthorne, Smedberg and Zimmerman. (Copies of the resolutions are attached.)

Legislative Items

Delegate Rust reported that the General Assembly has passed a FY 2007 budget and returned to Richmond on June 28th to act on Governor Kaine's response. Plans for a special session on transportation, perhaps in September, are pending. The budget includes \$339 million of General Funds for transportation, but removes specific earmarks for transit projects, including \$15 million for VRE railcars and \$20 million for WMATA. Those projects are eligible for funding from the \$339 million, however.

Delegate Rust also reported that a group of Northern Virginia General Assembly members met with the business community to discuss legislative issues. He is cautiously optimistic that there could be support from the business community. Mr. Euille suggested that General Assembly members do a similar outreach to the elected officials. Chairman Connolly agreed and stated that local officials need to understand and support these legislative efforts. Delegate Rust agreed that it is very important to have their support. It will also need to be a bipartisan effort. Delegate May observed that timing will also be critical.

Mr. Fisette asked, what are the greatest challenges to overcome before the Special Session? Delegate Rust stated that there still is not total consensus among the Northern Virginia delegation.

Mr. Fisette stated that there is an issue of the leverage of other funding, since the District of Columbia stepped up and identified dedicated funding, while Maryland has agreed to look at this issue during next year's legislative session. He asked if Tidewater was an issue and Delegate May replied that Tidewater would use a different revenue source.

Metro Items

<u>WMATA General Manager</u>. Chairman Connolly reported that NVTC notified the WMATA Board that NVTC formally desires as a region that there be a formal search process for a General Manager.

Approval of FY 2007 Operating Budget and FY 2007-12 Capital Improvement Program. The WMATA Board approved a \$1.9 billion operating and capital budget for FY 2007. The budget includes \$734.5 million in capital improvements, the majority of which will go towards 122 new railcars, 185 new buses and elevator and escalator overhauls.

Metro Access Best Practices Report. The WMATA Board created an Ad Hoc Committee to study the challenges of the program and develop solutions. In June, the Ad Hoc Committee reported back to the WMATA Board with a list of 11 recommendations to improve the MetroAccess service. The Board approved the implementation of the first six recommendations from the Ad Hoc Committee Report, which do not have an associated cost impact. The WMATA Board has agreed to hire a paratransit expert to investigate the cost of implementing the other recommendations.

<u>Entertainment in Rail Stations</u>. WMATA is considering a proposal to allow musicians and other entertainers to perform inside Metrorail stations. The goal would be to improve the overall experience for persons riding the Metrorail system, and to make the Metro into a destination, and not simply a means to a destination.

Regional Software Maintenance Agreement for SmarTrip Fareboxes. Upon completion of negotiations with the contractor, WMATA staff has authorized and released the SmarTrip Regional Software Maintenance Agreement for review and ratification by participating jurisdictions. Once WMATA has received concurrence from each of the regional partners, WMATA staff will issue a Notice to Proceed to the contractor, which will be another step towards regional smartcard interoperability.

Regional Transportation Items

<u>U.S. DOT Congestion Initiative</u>. USDOT has launched a new initiative to focus its resources on traffic jams on highways and at ports and airports. Partnership agreements will be signed with communities to demonstrate new techniques to relieve congestion and state legislation will be encouraged to provide private sector investment incentives.

<u>Car Sharing Improvements</u>. Mr. Taube reported that increased demand has led Arlington County to expand its car sharing program with Zipcar. Ten cars are being added at five new locations. A survey showed 60 percent of customers postponed purchasing a vehicle because of car sharing.

Contactless Credit Cards—The Next Step in Regional Fare Payment? Mr. Taube stated that with the increasing popularity of contactless bank and credit cards, transit systems are already hearing from their customers, wondering why they cannot simply use their bank card at the faregate, rather than using a transit fare card. Unfortunately, it is not quite so simple, since there are several issues that would need to be resolved, including transaction time, transaction history, and how to deal with massive numbers of small dollar transactions.

NVTC Financial Items for May, 2006

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

Other NVTC Business

Mrs. McConnell stated that it would be beneficial to have a briefing on the BRAC Commission at a future meeting, since providing transit to Ft. Belvoir will need to be addressed. Chairman Connolly stated that the commonwealth has said it will not provide funding assistance.

Mr. Taube reminded commissioners that there is no August meeting.

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Without objection, Chairman Connolly adjourned the meeting at 9:30 P.M.

Approved this 7th day of September, 2006.

Gerald E. Connolly

Chairman

William D. Euille Secretary-Treasurer



RESOLUTION #2029

SUBJECT: Extend Operating/Access Agreement with Norfolk Southern.

WHEREAS: The commissions currently have an Operating/Access Agreement with Norfolk Southern for the Manassas to Washington corridor, with said agreement ending on July 31, 2006;

WHEREAS: VRE staff has reached an agreement in principle on many substantive items relating to a new agreement;

WHEREAS: The purpose of an extension to January 31, 2006 is to allow time to negotiate and resolve outstanding insurance issues; and

WHEREAS: Necessary funding has been incorporated into the FY 2007 VRE budget to allow VRE to continue its operation over Norfolk Southern tracks via this contact extension.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to execute an extension of the Operating/Access Agreement with Norfolk Southern through January 31, 2007.

Approved this 6th day of July, 2006.

William Euille

Secretary-Treasurer



Gerald Connolly

Chairman



RESOLUTION #2030

SUBJECT: Extend Operating/Access Agreement with CSXT.

WHEREAS: The commissions currently have an amended Operating/Access Agreement with CSXT for the Fredericksburg to Washington corridor, with said agreement ending on July 31, 2006;

WHEREAS: VRE staff is currently engaged in discussions with CSXT concerning a new agreement and does not anticipate conclusion of these discussions prior to the expiration of amended Operating/Access Agreement;

WHEREAS: The purpose of this extension to January 31, 2007 is to allow time to negotiate and resolve outstanding insurance issues; and

WHEREAS: Necessary funding has been incorporated into the FY 2007 VRE budget to allow VRE to continue its operation over CSXT tracks via this contact extension.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to execute an extension of the Operating/Access Agreement with CSXT through January 31, 2007.

Approved this 6th day of July, 2006.

William Euille

Secretary-Treasurer



Gerald Connolly

Chairman



AGENDA ITEM #3

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube and Kala Quintana

DATE: August 31, 2006

SUBJECT: Legislative Items.

- A. Delegate Dave Albo will report 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. Co-patrons of this bill and NVTC's other General Assembly members will be asked to review prospects for the anticipated special session beginning September 25th. Several relevant articles are attached. Other bills will also be discussed, including Delegate Frederick's HB5030 that would dedicate a quarter-cent of the existing sales taxes collected in NVTC's five Metro jurisdictions for Metro funding if required by law to match federal funds.
- B. 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. Without objection, NVTC staff will work with the jurisdictions' legislative liaisons and the Virginia Transit Association to help make the case for more transit funding.
- C. 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.

D. Regarding dedicated funding for Metro, NVTC staff has prepared the attached letter 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.

The commission is asked to authorize its chairman to sign and send the attached letters.

How to keep our money here



Del. Dave Albo

Northern Virginia needs \$400-500 million per year in additional transportation funding, and, as I see it, during the legislature's Special Transportation Session in September, there are three ways to raise the money: (1) get Richmond to send \$400 million more to us, (2) allow us to keep \$400 million of what we already send to Richmond or (3) raise \$400 million.

(1.) Get Richmond to send more money. This is exactly what every local

delegate and senator has been trying to do. However, we have been blocked by southern Virginia at every turn. The simple fact is that

us, at least they can allow us to keep some of the money we

Northern Virginia has 25 percent of the state's population, and, therefore, we have 25 percent of the votes. And, as I learned in Fairfax County public schools, 75 beats 25 every time.

Don't get me wrong; we will never stop fighting for the region, but, to think that during this special session 25 will suddenly beat 75, is just not achievable. Thus, at this point in Virginia's history, we are at a crossroads. We can whine and cry about our situation and not build a single new road, or we can solve problems. I always choose to solve problems.

(2.) Let us keep \$400 million of the money we are already sending to Richmond. A number of my Republican colleagues in the House have joined me in exploring two approaches to deliver more transportation money to Northern Virginia. Our first solution is a bill that allows the region to keep \$400 million of the taxes we already pay. If Richmond will not help

send.

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Do not get our proposals confused with other bills that send your money to Richmond and then disburse it according to a formula that essentially charges you to fix roads in Bristol, Danville and other southside towns. Our money stays in Northern Virginia:



(3.) Raise money here if and only if Richmond never touches it. If Richmond will not let us simply keep more of the money we send, then we propose our second approach, which raises funds in Northern Virginia under three nonnegotiable rules: 100 percent of the money stays here, Northern Virginia controls the money, and the region does not pay more to build other people's roads. This plan charges fees on those who contribute to our transportation problems. It hits the 80,000 people moving into Virginia every year (an initial registration fee of .75 percent on the value of all cars), developers (\$5,000 for every new singlefamily house, \$4,000 for town houses and \$3,000 for multifamily units), commercial office owners (an extra 30 cents per \$100 of assessed value), and tourists (5 percent on hotels; 2 percent on rental cars). And then it asks, 'If all these people and businesses are paying, are you willing to do your part by paying \$30 a year more to register your car?" If you are, we can raise \$400-500 million a year.

Do not get our proposals confused with other bills that send your money to Richmond and then disburse it according to a formula that essentially charges you to fix roads in Bristol, Danville and other southside towns. Our money

stays in Northern Virginia!

If you are not one of those who choose to do nothing and, instead, want a solution that has a chance of becoming reality, I would love your help in bringing \$400-500 million in new road and rail money to Northern Virginia.

Dave Albo, a Republican from Springfield, represents the 42nd District in the Virginia House of Delegates.

Fairlax County Times (7/6/06) A-4

House Backs \$1.5 Billion For Metro -- With a Hitch

D.C., Md. and Va. Must Match Amount

By Lena H. Sun Washington Post Staff Writer Tuesday, July 18, 2006; A01

The House of Representatives passed legislation yesterday that would commit \$1.5 billion over 10 years to improve the Metro transit system as long as the District, Maryland and Virginia guarantee to match that money. The vote was 242 to 120, just exceeding the needed two-thirds majority.

The measure, part of a plan to keep trains, tracks, stations and buses in good repair and increase federal oversight, now goes to the Senate, where Rep. Thomas M. Davis III (R-Va.), sponsor of the House bill, said he hopes passage will be "less of a problem."

"Metro is central to all of the federal activities," Davis said. "In many ways, Metro is the lifeblood of the federal government. Federal workers make up more than half of rush-hour subway riders, and more than 50 federal agencies are located adjacent to subway stations."

The funds would come from federal revenue from offshore drilling operations.

But the federal money, which no other transit system in the country would receive and which Metro says it deserves because of its unique role in carrying federal workers and visitors in the nation's capital, is contingent on a \$1.5 billion match from the District, Maryland and Virginia. The regional jurisdictions have to create a major, dedicated source of money for Metro -- such as a portion of a sales tax earmarked for transit -- to cover their share of capital and operational expenses.

The District has approved a measure to dedicate 0.5 percent of city sales tax revenue to Metro, but efforts to establish a stable funding source for the transit authority failed in the Maryland and Virginia legislatures. The Maryland General Assembly is not scheduled to meet again this year, but Virginia's is likely to reconvene this fall to renew its contentious debate on transportation financing.

Davis said he hoped that yesterday's actions will increase the pressure on Maryland and Virginia legislators. "We have a lot of people who don't like spending money on mass transit," he said.

Supporters of the effort say the funding is needed to ensure the future of the nation's second-busiest rail system and fifth-busiest bus system, which are vital to the region's economy. But the task represented significant political challenges for legislators this spring.

Gladys Mack, who chairs Metro's board of directors, welcomed the House vote.

"We are pleased that Mr. Davis and the Congress recognize the importance of a healthy Metro to the workings of the federal government, both on an everyday basis and in an emergency," she said in a statement.

Fiscal conservatives objected to the measure.

"At a time when our nation is engaged in a war against terrorism abroad and faces a growing fiscal crisis at home, the federal government should not be handing a \$1.5 billion bailout to the DC Metro System," Rep. Jeb Hensarling (R-Tex.) said in a statement on his Web site. He chairs the Republican Study Committee's budget and spending task force.

In yesterday's vote, 158 Democrats and 83 Republicans supported the bill; 111 Republicans and 9 Democrats voted against, including Roscoe G. Bartlett (R-Md.), Eric I. Cantor (R-Va.) and Jo Ann S. Davis (R-Va.).

Because the bill did not pass under an expedited procedure earlier in the day, it required a two-thirds majority on the House floor.

By itself, the bill that passed yesterday would not commit any money to the Metro system. The money for Metro was secured through a provision Davis added last month to another House bill that would devote a portion of revenue from offshore drilling to Metro's revitalization.

Both bills still must be voted on by the Senate.

The bill passed yesterday would also require the appointment of an inspector general and add four federal members -- two voting and two alternate -- to Metro's 12-member board of directors. Metro has already established and funded a position for an inspector general, and members said they hope to have one in place by October.

Since the creation of the transit authority in the 1960s, it has relied on money from the federal government, from 10 governments in the Washington area and from its fareboxes.

Metro increased fares in 2003 and 2004 and regularly goes to the local governments for money to meet its budget. For years, Metro's leaders have appealed to local governments to provide a steady, consistent flow of money so the transit system will not have to compete with other public needs, such as education.

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SIT Dead Yet?

for roads is still under consideration. Plan to raise taxes in Northern Virginia to pay

BY ARI CETRON CAZETTE PACKET

stantial new funding for transportation an agreement which would provide for subginia General Assembly was unable to reach ave Albo is growing increas-ingly frustrated with the months of wrangling, the Virgovernment's attitude. After

the severe traffic congestion common to this region, Albo said, and so they are not will-Republican delegate from the Springfield out of its problems. "They call it a Commonwealth. It's not. I think it's a rip-off ing to raise taxes to help Northern Virginia wealth for Northern Virginia," said Albo, Other parts of the state do not suffer from

Virginia, which would help to fund transcans, is to create local taxes in Northern group of other Northern Virginia Republi-The solution, according to Albo and a

other portation construction locally.
The group, lead by Albo and Del. Tom these would not actually involve raising taxes but would instead mandate that a 31) has proposed three options. Two of McQuigg (R-51) and Scott Lingamfelter (R-Rust (R-86), and including Dels. Joe May (R-33), Vince Callahan (R-34), Michelle tax for one option and income tax for the portion of existing taxes – the recordation – would remain in Northern Virginia

legislators from other disappear from Richmond. would be unwilling to see the tax dollars Neither is likely to pass, Albo said, since gislators from other parts of the state

authority to increase a set of taxes, but then mandate that the revenue generated by these taxes be given to the Northern Virtransportation needs. Since the money would never go to Richmond, there is no way for the General Assembly to take a porginia Transportation Authority. The Authority would then spend the money on local package of taxes, but to do it locally. plan Albo envisions would give localities A more viable option would be to raise a The

to receive funding for projects. The locali-ties included are Arlington, Fairfax, age of tax increases would not be eligible Loudoun and Prince William counties, and Localities which do not adopt the pack-

the towns and cities within the area.

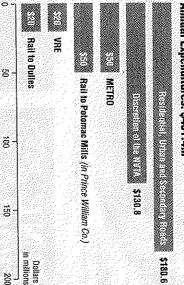
room, impact fees would be in addition to at proffered improvements. Combined, this properties, and an impact fee on new home als, a 30 cent surcharge added to the property taxes of commercial and industrial area) five percent additional on hotels per car (either buying it new or moving to the tax paid the first time someone registers a The proposed taxes include: an increase of \$30 for registering a car, a 0.75 percent projected to generate \$451 million annuper condo or apartment. The development construction of \$5,000 per single two percent additional on car rentuction of \$5,000 per single family \$4,000 per townhouse and \$3,000 to any d, this is

Metro (or a similar system) to Potomac Mills in Prince William County.

million per year on the second phase of ex-tending Rail to Dulles Airport. However, Albo said that provision was put in before there was a deal to have the Metropolitan Washington Airports Authority take over construction and funding for the line, and may be removed. The bill currently calls for spending \$20

total money collected be spent on improvements to smaller neighborhood roads, and The bill mandates that 40 percent of the

Annual Expenditures: \$451.4M



of the existing recordation locally, although Albo says this portion, at least, will have a erate up to \$578 million. dation tax included, the region could gen very difficult time passing. With the recor-The bill also envisions keeping 10 cents

ter chance in the special session, however, since there was no agreement on new fundlar bill during the regular session which was referendum in 2002, had introduced a simivoted down. He thinks it might stand a bet-Albo, who had supported the half-cent

gni not going to get any roads, or I can try to build you some roads," he said. "I can cry and be a martyr and you guys are are too high, but he sees few alternatives Albo says he does and stressed that he thinks taxes not like the tax in-

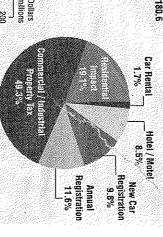
"Certainly it makes sense to target the areas with the biggest needs," said Stewart Schwartz of the Coalition for Smarter

ROADS ARE NOT the sole focus of the million each year be given to Metro. This plan. The bill source needed to secure a potential \$1 bilwould represent the dedicated funding lion in federal funding being proposed by mandates that the first \$50

Beginning in 2012, \$50 million annually would go toward funding the expansion of U.S Rep. Tom Davis (R-11).

The next \$20 million would go to VRE.

Funding Sources Concrate 451.4M



GRAPHIC BY LAURENCE FOONG/GAZETTE PACKET

includes a set of specific small projects that must be built first. [see sidebar]

The balance is largely left to the Northern Virginia Transportation Authority to has an identified funding source) about \$30 billion (about \$16 billion of that transportation projects which will cost spend on their 2030 plan, a regional list of

ing that it focuses too much on expanding highways and not enough on altering land use patterns and encouraging alternative Schwartz criticized the 2030 plan, not-

If the contractors do good work, they can be hired again, but they are to remain wholly private companies. "The whole purpose is we're not beginning another VDOT," Albo said. modes of transportation.
The bill further mandates that the author-

in September to address transportation, many of the problems which plagued the issue during the regular session remain. "It's difficult to be optimistic about its ONE OF THE major obstacles to the plan will be Richmond politics. Although the General Assembly will likely begin meeting

Moran chairs the Democratic caucus in the House of Delegates. chances," said Del. Brian Moran (D-46)

The Governor, State Senators

SEE TAXES, PAGE 45

Caxes for Transporation Still Being Considered

egates all proposed raising some taxes to about its chances, Moran does not dismiss the idea. "We welcome any and all plans," provide funding. Although not optomistic parties and Democrats in the House of Del

surplus as evidence that there was no need But House Republicans refused to inmany citing the state's \$1 billion budget crease taxes during the regular session.

to much said Sen. Jeannemarie Devolites ust over \$100 million of the surplus, spread over two years. And if the region is willing But the surplus wouldn't actually amount Davis (R-34). Northern Virginia would see to make the commitment of \$50 million per

year to Metro, almost nothing is left for new

Devolites Davis and others also point to mates, in that year, VDOT will only have the year 2010. According to budget estienough money for maintenance, and nothing for new construction.

find some new funding sources. "It's do it now, or do it three years from now," she At that point, the state will be forced to

While she thinks that regional plans for Northern Virginia and Hampton Roads could pass, they may run into other prob-Some members might not be willing to accept a regional plan, reasoning that it would make people from those regions less likely to support a statewide plan in future years. lems in the Senate, Devolites Davis said.

Commonwealth. "They call it a But she points out that the proposed regional plan will not provide all the necessary funding

its formal introduction.

It's not. I think it's a rip-off wealth for support a statewide and a statewide plan "Of course we would could help to make up

the difference.

Gov. Tim Kaine (D) would be unlikely to supplan," she said.

port a solely regional solution, said spokesperson Kevin Hall. "He could be supportive of regional pieces so long as it is part of a statewide fix," Hall said.

For now, Albo, Rust and the others are ways they might improve the hill prior to engaged in listening to area residents about

that they would pay a Some in the business ry to include a provision community have said disproportionate share, and that is something Albo said. He may also that the money from imwhich may be addressed. Northern Virginia."

imity to the development where it was generated.

pact fees be used in prox-

— Dave Albo

posed to the idea. "I want to hear from you - unless you're going to tell me you're not But Albo cautions that while he welcomes "constructive criticism" he is not interested in hearing from people who are simply op-

erated from a half-cent sales tax increase. Voters was formed by the General Assembly in 2002 to The Northern Virginia Transportation Authority administer the funds which would have been genrejected the increase

gion. The legislation which created the Authority The Authority is charged with developing a transportation plan for the Northern Virginia Realso granted it the power to implement the transportation plan it develops.

iected half-cent was identified. Therefore, the However, no funding source, other than the re-Authority has not had money to implement its plan.

Albo's Taxes

The proposed taxes include: an increase of \$30 for registering a car, a 0.75 percent tax paid the first time someone registers a car (either buying it new or moving to the area) five percent on hotels, two percent on car rentals, a 30 cent surcharge added to the property taxes of commercial and industrial properties, and an impact fee on new home construction of \$5,000 per single family home, \$4,000 per townhouse and \$3,000 per condo or apartment. Combined, this is projected to generate \$451 million annually.





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



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

Fredericksburg

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

	House		Virginia Railway	Greater Richmond	Fredericksburg Regional	
	District	Delegate	Express (3,654,324)	Transit Company (12,816,419)	Transit (289,864)	Total
L	28	Howell, W	\$7,444,913		\$1,482,484	\$8,927,397
[6]	54	Orrock			\$1,482,484	\$1,482,484
οT	88	Cole	\$7,444,913		\$1,482,484	\$8,927,397
	97	Peace		\$12,944,287	\$1,482,484	\$14,426,771
βt	28	Howell, W	\$428,654		\$1,025,650	\$1,454,304
rite	54	Orrock			\$1,025,650	\$1,025,650
Jəc	88	Cole	\$428,654		\$1,025,650	\$1,454,304
10	97	Peace		\$11,633,279	\$1,025,650	\$12,658,929
	28	Howell, W	\$7,016,259		\$456,834	\$7,473,093
etio	54	Orrock			\$456,834	\$456,834
jec	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			Williamsburg Area	
	District	Delegate	Hampton Roads Transit (23,714,106)	Transport (527,427)	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
Total	84	laquinto	\$22,500,101		\$22,500,101
2	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.

1	House			Williamsburg Area	
	District	Delegate	Hampton Roads Transit (23,714,106)	Transport (527,427)	Total
	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
ρ	83	Wardrup	\$12,104,191		\$12,104,191
Operating	84	laquinto	\$12,104,191		\$12,104,191
)er	85	Tata	\$12,104,191		\$12,104,191
Ö	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, 1 04,191	\$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			Williamsburg Area	
	District	Delegate	Hampton Roads Transit (23,714,106)	Transport (527,427)	Total
	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
1 1	82	Purkey	\$10,395,910		\$10,395,910
$I_{-}I$	83	Wardrup	\$10,395,910		\$10,395,910
Capital	84	laquinto	\$10,395,910		\$10,395,910
l ä	85	Tata	\$10,395,910		\$10,395,910
$I^{}$	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	
	92	Ward	\$10,395,910		\$10,395,910
li	93	Hamilton	\$10,395,910		\$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

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

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

								Potomac and		
					Fairfax	Loudoun		Kappanannock Transportation	virginia Railwav	
House		ART	CUE	DASH	Connector	Transit	WMATA	Commission	Express	
District	Delegate	(425,174)	(1,053,312)	(3,378,735)	(8,474,143)	-	(108,995,687)	(2,086,691)	(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. Huli			\$2,097,220	\$38,197,253		\$98,962,940	\$11,763,582	\$7,444,913	\$158,465,908
38	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
20	TBD							\$11,763,582	\$7,444,913	\$19,208,495
51	Michele B. McQuigg							\$11,763,582		\$11,763,582
55	Jeffery M. Frederick							\$11,763,582	\$7,444,913	\$19,208,495
53	James M. Scott				\$38,197,253	51,191,943	\$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
98	Thomas Davis Rust				\$38,197,253	\$1,191,943	\$98,962,940		-	\$138,352,136
88	Mark L. Cofe								\$7,444,913	\$7,444,913
(FY 2005	(FY 2005 Ridership)									

Northern Virginia HOUSE Additional Operating Funds for EV 2007 if the Commonwealth Meets its 95% Statutory Target.

					Loudoun		Rappahannock	Viroinia	
				Fairfax	County		Transportation	Railway	
House	ART	CUE	DASH	Connector	Transit	WMATA	Commission	Express	1000
13 Robert G. Marshall	(1111/121)	(2) edgeoda)	(octiototo)	(01.11.11.10)	\$869,212	(topiopologi)	\$5,113,378	(i madinasis)	\$5,982,590
Τ								\$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		776,078		\$4,762,594		\$65,224,058	\$5,113,378		\$75,171,007
Robert D. Huil			\$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. Ebbín	\$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.

						unoprio I		Potomac and Rappahannock	Viroinia	
					Fairfax	County		Transportation	Railway	
House		ART	CUE	DASH	Connector	Transit	WWATA	Commission	Express	
District	Delegate	(425,174)	(1,053,312)	(3,378,735)	(8,474,143)	(515,430)	(108,995,687)	(2,086,691)	(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			I				\$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
19	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)	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		ART		DASH	Fairfax Connector	Loudoun County Transit	WMATA	Potomac and Rappahannock Transportation Commission	Virginia Railway Express	
District 27	Delegate Russell Potts Jr.	(425,174)	(1,053,312)	(3,378,735)	(8,474,143)	(515,430) \$1,191,943	(108,995,687)	(2,086,091)	(3,034,524)	10æ1 \$1,191,943
78	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	ween	\$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.

		FOX	Ē	#3VG	Fairfax	Loudoun County	Marka	Rappahannock Transportation	Virginia Railway	
District	Delegate	(425,174)	(1,053,312)	(1,053,312) (3,378,735)	(8,474,143)	(515,430)	(108,995,687)	(2,086,691)	(3,654,324)	Total
27	Russell Potts Jr.					\$869,212				\$869,212
28	John H. Chichester							\$5,113,378	\$428,654	\$5,542,032
58	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	\$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
33	Jay O'Brien				\$4,762,594		\$65,224,058	\$5,113,378	\$428,654	\$75,528,684
/EV 2005	EV 2005 Didorebia)									

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

					Fairfax	Loudoun County		Potomac and Rappahannock Transportation	Virginia Railway	
Senate		ART	CUE	DASH	Connector	Transit	WWATA	Commission	Express	
District	Delegate	(425,174)	(1,053,312)	(3,378,735)	(8,474,143)	(515,430)	(108,995,687)	(2,086,691)	(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
59	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	FY 2005 Ridership)									

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

					Endoninte burn Deniens	City of Dotorching	
	nouse District	: Delegate	Greater Richinoriu Transit Company (12,816,419)	Jaunt, Inc. (269,687)	Transit (289,864)	(472,800)	Total
	56	anis	\$12,944,287	\$780,735			\$13,725,022
	62	hgram	\$12,944,287				\$12,944,287
	63	Bince				\$1,753,114	\$1,753,114
	99	CoxK				\$1,753,114	\$1,753,114
	89	Waddell	\$12,944,287				\$12,944,287
lst	69	FI. F	\$12,944,287				\$12,944,287
οΤ	70	dnes, D	\$12,944,287				\$12,944,287
	7.1	McClellan	\$12,944,287				\$12,944,287
	72	Reid	\$12,944,287				\$12,944,287
	73	OBnnon	\$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
	56	anis	\$11,633,279	\$709,779			\$12,343,058
	62	hgram	\$11,633,279				\$11,633,279
	63	Bnce				\$752,284	\$752,284
	99	CoxK				\$752,284	\$752,284
βι	89	Waddell	\$11,633,279				\$11,633,279
atir	69	BHI, F	\$11,633,279				\$11,633,279
oer	70	dnes, D	\$11,633,279				\$11,633,279
О	71	McClellan	\$11,633,279				\$11,633,279
	72	Reid	\$11,633,279				\$11,633,279
	73	OBnnon	\$11,633,279				\$11,633,279
	74	McEachin	\$11,633,279				\$11,633,279
	62	Pace	\$11,633,279		\$1,025,650		\$12,658,929
	56	anis	\$1,311,008	\$70,956			\$1,381,964
	62	hgram	\$1,311,008				\$1,311,008
	63	Brice				\$1,000,830	\$1,000,830
	99	CoxK				\$1,000,830	\$1,000,830
I	89	Waddell	\$1,311,008				\$1,311,008
stic	69	BHI, F	\$1,311,008				\$1,311,008
de C	70	dnes, D	\$1,311,008				\$1,311,008
)	71	McClellan	\$1,311,008				\$1,311,008
	72	Reid	\$1,311,008				\$1,311,008
	73	OBnnon	\$1,311,008				\$1,311,008
	74	McEachin	\$1,311,008				\$1,311,008
	26	Bace	\$1,311,008		\$456,834		\$1,767,842
(FY	2005 Ri	(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	Statutory 1		Greater Roanoke	
	District	Delegate	Backsburg Transit (2,396,205)	Transit Company (1,965,277)	Total
	7	Nutter	\$2,026,261		\$2,026,261
_	8	Griffith, M		\$1,369,281	\$1,369,281
otal	11	Ware		\$1,369,281	\$1,369,281
Τ	12	Shuler	\$2,026,261		\$2,026,261
	17	Fralin		\$1,369,281	\$1,369,281
	7	Nutter	\$1,901,628		\$1,901,628
Operating	8	Griffith, M		\$1,215,687	\$1,215,687
era!	11	Ware		\$1,215,687	\$1,215,687
မှ	12	Shuler	\$1,901,628		\$1,901,628
L	17	Fralin		\$1,215,687	\$1,215,687
	7	Nutter	\$124,633		\$124,633
<u>_</u>	8	Griffith, M		\$153,594	\$153,594
Capital	11	Ware		\$153,594	\$153,594
ű	12	Shuler	\$124,633		\$124,633
	17	Fralin		\$153,594	\$153,594

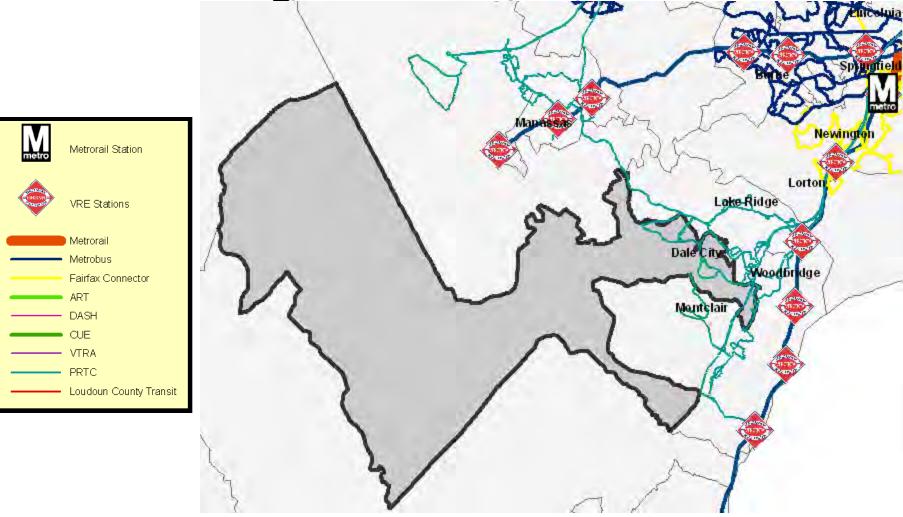
(FY 2005 Ridership)

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.

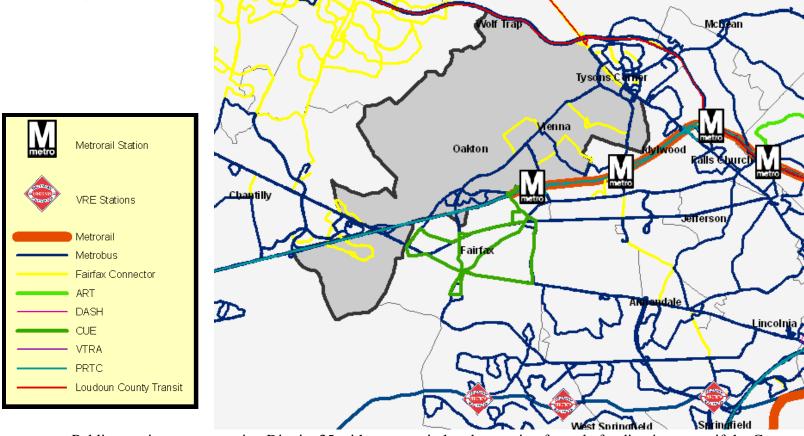
Scott L. Lingamfelter (31)



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

System (FY 2005 Ridership)	Capital	Operating	Total
PRTC (2,086,691)	\$6,650,204	\$5,113,378	\$11,763,582
VRE (3,654,324)	\$7,016,259	\$428,654	\$7,44,913

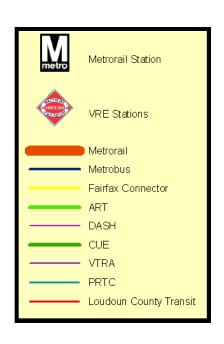
Stephen C. Shannon (35)

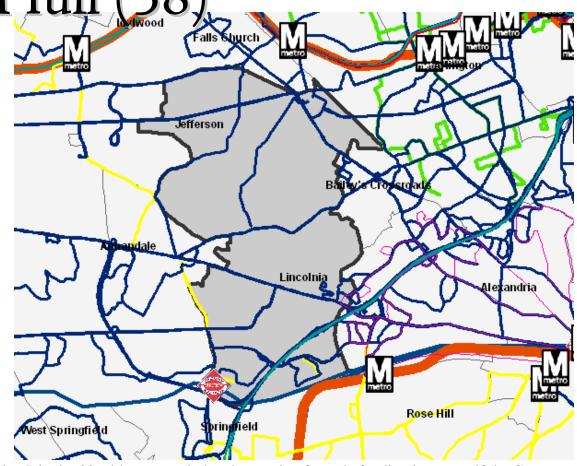


Public transit systems serving District 35 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA (108,995,687)	\$33,738,882	\$65,224,058	\$98,962,940
Fairfax Connector (8,474,143)	\$33,434,659	\$4,762,594	\$38,197,253
CUE (1,053,321)	\$21,900	\$70,977	\$92,877
PRTC (2,086,691)	\$6,650,204	\$5,113,378	\$11,763,582
LCT (515,430)	\$322,731	\$869,212	\$1,191,943

Robert D. Hull (38)

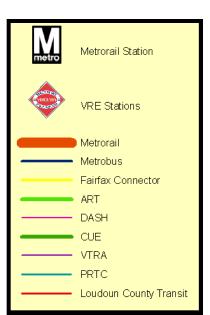


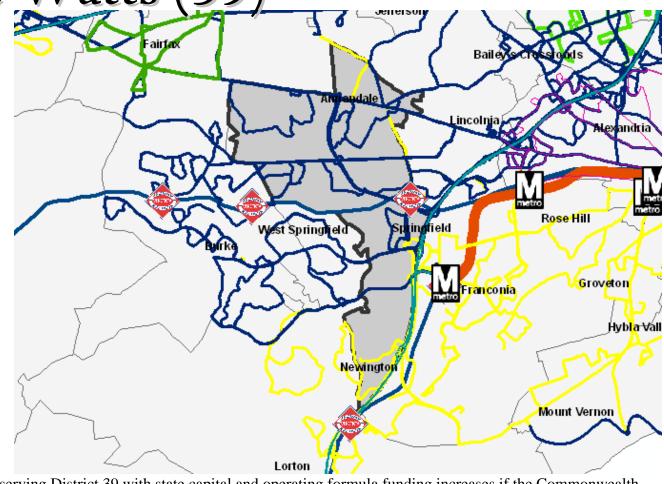


Public transit systems serving District 38 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA (108,995,687)	\$33,738,882	\$65,224,058	\$98,962,940
Fairfax Connector (8,474,143)	\$33,434,659	\$4,762,594	\$38,197,253
DASH (3,378,735)	\$1,156,320	\$940,900	\$2,097,220
PRTC (2,086,691)	\$6,650,204	\$5,113,378	\$11,763,582
VRE (3,654,324)	\$7,016,259	\$428,654	\$7,44,913

Vivian E. Watts (39)

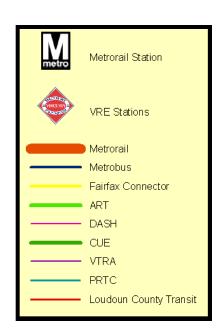


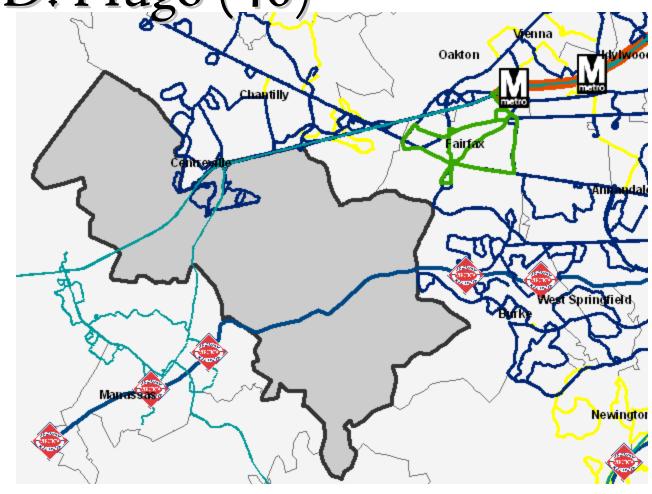


Public transit systems serving District 39 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA (108,995,687)	\$33,738,882	\$65,224,058	\$98,962,940
Fairfax Connector (8,474,143)	\$33,434,659	\$4,762,594	\$38,197,253
PRTC (2,086,691)	\$6,650,204	\$5,113,378	\$11,763,582
VRE (3,654,324)	\$7,016,259	\$428,654	\$7,44,913

Timothy D. Hugo (40)

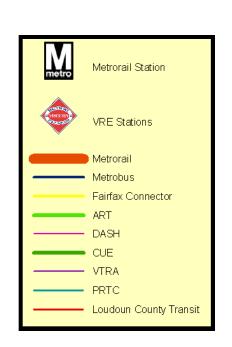




Public transit systems serving District 40 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA (108,995,687)	\$33,738,882	\$65,224,058	\$98,962,940
PRTC (2,086,691)	\$6,650,204	\$5,113,378	\$11,763,582
VRE (3,654,324)	\$7,016,259	\$428,654	\$7,44,913

Jeffery M. Frederick (52)

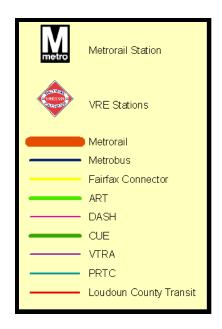


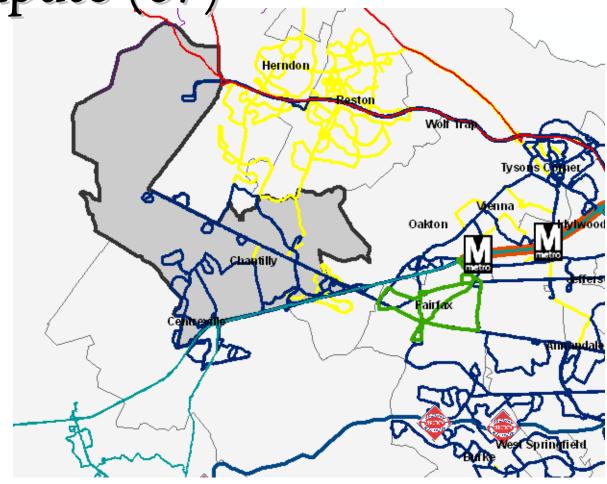


Public transit systems serving District 52 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
PRTC (2,086,691)	\$6,650,204	\$5,113,378	\$11,763,582
VRE (3,654,324)	\$7,016,259	\$428,654	\$7,44,913

Charles Caputo (67)

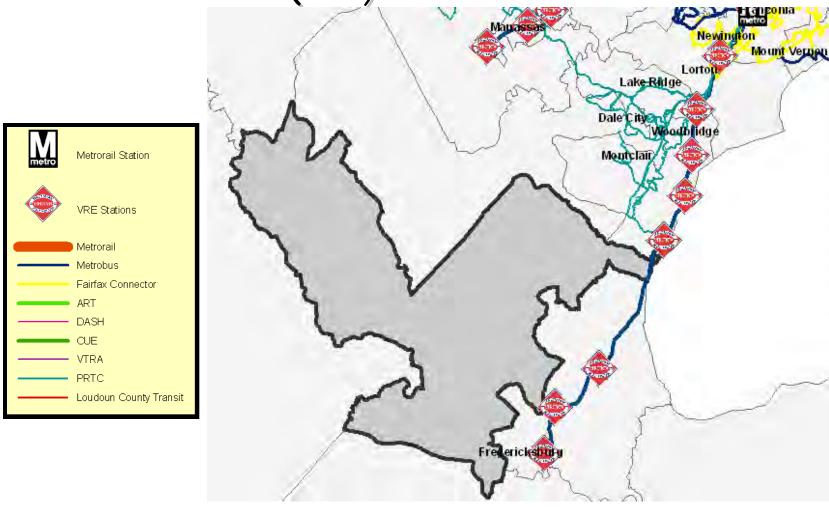




Public transit systems serving District 67 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA (108,995,687)	\$33,738,882	\$65,224,058	\$98,962,940
Fairfax Connector (8,474,143)	\$33,434,659	\$4,762,594	\$38,197,253
PRTC (2,086,691)	\$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 (FY 2005 Ridership)	Capital	Operating	Total
VRE (3,654,324)	\$7,016,259	\$428,654	\$7,44,913



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.

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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.

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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



Home » On the Road » Energy/Gas Prices » Your Driving Costs

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**.

Н	low Much Does	It Cost to Dri	ve?
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

Printer-Friendly



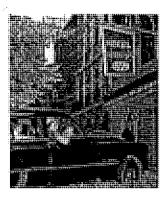
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Did You Know?



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



4WD Sport Utility Vehicle*	1	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
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2006 Your Driving Costs

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

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2004/2005 Gas Watcher's Guide

AAA's tips for conserving fuel, saving money and protecting the environment.

179kb

PDF File

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2002 National Transit Profile

General Information (Millions)		Financial Information (Millions)		Summary of Operating Expenses		Sources of Operating Funds	Sources of Capital Funds
Service Consumption		Fare Revenues Earned	58,275.1	(Millions)		Expended	Expended
Annual Passenger Miles	45,944.2	Sources of Operating Funds Expended		Salary, Wages and Benefits	\$16,695.2		
Annual Uninked Trips	9,016.7	Fare Revenues (34%)	8,123.3	Materials and Supplies	2,189.4	<i>g</i> .	R.
Average Weekday Unlinked Trips	33.7	Local Funds (28%)	6,873.8	Purchased Transportation	1,990.3	John and	
Average Saturday Unlinked Trips	16.1	State Funds (25%)	6,112.7	Other Operating Expenses	2,030.2		
Average Sunday Unlinked Trips	10.5	Federal Assistance (5%) (**)	1,302.2	Total Operating Expenses	\$22,905.1		7
		Other Funds (7%)	1,745.5				
Service Supplied		Total Operating Funds Expended	\$24,157.5	Reconciling Cash Expenditures	\$1,267.5		- 45°
Annual Vahicle Revenue Miles	3,426.8	Sources of Capital Funds Expended				3	
Annual Vehicle Revenue Hours	230.2	Local Funds (46%)	5,635.6				
Vehicles Operated in Maximum Service	91,723	State Funds (12%)	1,432.9				
Vehicles Available for Maximum Service	112,181	Federal Assistance (41%) (***)	4,993.7				
		Other Funds (2%)	238.8				
		Total Capital Funds Expended	\$12,300.9				

	1
Funds	
Capital	
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Maximum	
2.	
Operated	
Vehicles	

Performance Measures

								Operating	Operating	Operating		Unitaked	Unlinked
				Systems	Facilities			Expense	Exponso	Expense	Expense	Passenger Trips	Passenger Trips
	Directly	Purchased	Revenue	and	pue			per Vehicle	per Vehicle	per Passenger		per Vehicle	per Vehicle
	Operated	Transportation	Vehicles	Guideways	Stations	Other	Total	Revenue Mile	Revenue Hour	Mile	Passenger Trip	Revenue Mile	Revenue Hour
Bus	45,022	5,441	\$1,542.8	8377.8	\$748.4	\$358.7	\$3,027.7	8.98	\$86.2	9.08	\$2.4	2.8	36.
Heavy Rail	8,576	0	\$1,423.7	\$1,232.5	\$1,474,4	\$433.5	\$4,564.2	\$7.1	5143.0	\$0.3	81.6	4.5	.06
Commuter Rail	4,276	630	\$589.6	\$689.9	\$340.7	\$151.1	\$2,371.2	\$11.6	\$386.8	\$0.3	\$7.2	9.1	:05
Demand Response	5,205	15,345	\$127.8	\$10.9	\$22.4	\$12.2	\$173.3	\$3.1	\$45.7	\$2.5	\$20.8	0,1	2,7
Light Rail	1.061	5	\$226.6	\$1,173.3	\$256.9	\$56.6	\$1,723.4	\$13.0	\$199.1	\$0.5	\$2.3	9'9	.98
Ferryboat	151	26	\$49.1	21.7	\$170.0	\$1.3	\$222.2	\$116.8	8963.9	S1.0	292	18.8	154.7
Trolleybus	522	D	\$93.2	\$76.1	\$17.7	\$0.6	\$187.6	\$14.0	5104.2	\$1.0	51.6	8.7	64.8
Cable Car	26	0	20.7	80.8	\$0.4	\$0.0	\$1.9	892.0	\$296.4	4.4 <u>2</u>	\$5.2	17.7	57.0
Vanpool	3,686	761	8.68	\$0.6	\$2.4	S1.3	\$14.1	50.5	\$20.9	\$0.1	\$3.2	0.2	6.6
Automated Guideway	32	0	6.0\$	¥	\$1.3	80.3	86.6	817.9	\$204.2	83.9	54.1	4,3	49.3
Publico	0	1,372	20.0	80.0	S0.0	80.0	80.0	\$1.0	\$11.6	\$0.1	80.8	£,	15.1
Monorail	0	80	\$1.0	80.0	S0.0	\$0.0	\$1.0	\$10.4	\$104.8	51.2	51.1	6.6	99.1
Inclined Plane	9	2	80.0	50.1	\$0.1	\$0.3	\$0.4	838.9	\$113,7	\$3.7	\$1.2	32.6	92.8
Alaska Railroad	33	0	\$0.2	3	\$1.3	\$0,3	\$6.8	\$17.0	\$349.0	\$0.9	\$19.5	6.0	17.5
Jitney	4	0	S0.2	80.0	\$0.0	20.0	\$0.2	\$10.9	9258	\$1.3	\$2.0	5,4	27.4
Total	68,600	23,630	\$4,065.7	\$3,572.7	\$3,636.0	\$1,026.2	\$12,300.7						

					Annual		Annual						
			Uses of	Annual	Vehicle	Annual	Vehicle	Fixed	Vehicles		Vehicles		
	Operating	Fare	Capital	Passenger	Revenue	Unlinked	Revenue	Guideway	Available for	Average	Operated in		
	Expenses	Revenues	Funds	Miles	Miles	Trips	Hours	Directional	Maximum	Fleet Age in	Maximum	Peak to	Percent
	(Millions)	(Millions)	(Millions)	(Millions)	(Millions)	(Millions)	(Midions)	Route Miles (*)	Service	Years	Service	Base Ratio	Spares
Bus	\$12,585.7	\$3,731.3	53,027.7	19,526.8	1,863.8	5,267.5	146.0	2,699.9	60,615	7.0	50,163	1.6	21%
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	27%
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	15%
Demand Response	\$1,635.7	\$184.7	\$173.3	651.0	525.2	78.8	35.8	A/N	24,875	3,4	20,373	A/N	22%
Ught Rail	\$778.3	\$226.1	\$1,723.4	1,431.7	60.0	336.5	3.9	7.656	1,448	16.1	1,076	1,6	35%
Ferryboat	\$314.1	\$63.1	\$222.2	301.4	2.7	\$0.4	0.3	513.4	220	22.7	181	1.9	22%
Trolleybus	\$186.6	\$59.6	\$187.6	187.8	13.3	116.0	*	467.8	616	15.4	275	4.4	18%
Cable Car	\$40.2	\$11.1	\$1.9	9.2	0.4	7.7	0.1	8.8	04	92.8	56	4.	54%
Vanpool	\$38.6	\$26,7	S14.1	455.1	70.6	12.2	1.8	A/N	4,881	2.9	4,443	A/N	10%
Automated Guideway	\$31.9	\$1.5	\$6.6	8.3	1.8	7.7	0.2	16.8	45	11.7	32	1.1	41%
Publico	\$25.8	\$25.6	80.0	205.5	26.1	33.7	2.2	N/A	2,845	N/A	1,372	Α'N	107%
Monorail	\$2.2	\$2.5	S1.0	1.8	0.2	2.0	0.0	1.8	80	40.0	80	0.1	%0
Inclined Plane	\$2.1	\$2.7	S0.4	9.0	0.1	1.7	0.0	2.8	89	72.5	80	1,0	%0
Alaska Railroad	51.7	20.7	8.98	 	0,1	0.1	0.0	92.4	35	22.8	SS	1.0	179%
Jilney	80.3	SO.1	\$0.2	0.2	0.0	0.1	0.0	A/A	80	5.7	4	N/A	100%
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 (4 through F).
(**) Includes Federal capital funds used to pay for operating expenses.
(***) Includes Federal capital funds used to pay for operating expenses.

Comme Keyword: opinion FirmesDispatch.com

SCHOOLS OF THOUGHT

In Some Policy Debates, the Numbers Can Drive You Crazy

n public policy, some issues can be resolved simply by resorting to numbers. Police lineups provide a perfect example: Experiments can detor more often out of simultaneous lineups (in termine whether witnesses pick the actual perpetra-

agrees on the goal; the only quessequential lineups (in which he which photos of several suspects Once you know which method works better, the debate is over. Everyone are shown to the witness all at once) views suspect photos one at a time). tion is how best to get there.

4. BARTON Sometimes numbers don't matter at all. That's especially true con-cerning the basket of issues that make up the culture wars — abor-₽. | homosexuality, etc.

Z Z

goal. (Is it, say, protecting individual female autonwhich, at bottom, people disagree about the primary omy, or protecting the unborn?)

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

muddle of empirical and philosophical questions. But Most issues consist of a thoroughly enjoyable

even those that seem empirically straightforward quickly can get tangled up if you pick at the right (or wrong) thread.

Take transportation.

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

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

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

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

Nevertheless Wendell Cox, the author of the chap-ter in question, was kind enough to provide his meth-

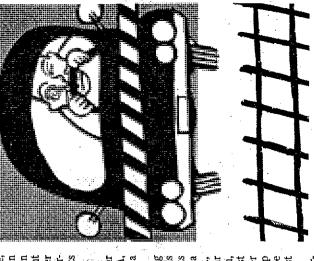
odology, which seems clear enough (but, please, don't fall asleep): From the Bureau of Transportation Statistics he took the total expenditures in 2004 on wheeled vehicles (4.452 trillion). Result: 21 cents user-operated transportation nationwide, in сurrent dollars (\$939.8 billion), and divided it by the number of person-miles traveled in 2004 by two-axle, four-

travel costs a lot more. They cite figures from AAA, which are markedly higher: 62 cents per mile for a RUBBISH, SAY rail advocates who contend car 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 year for every year afterward. Yet most people keep costs only for the first five years of ownership of a their cars beyond five years. Indeed, Cox notes the average age of the vehicle fleet in the U.S. is almost 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 new car — by far the most expensive years. E.g.,

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 ques-



vary widely), or externalities such as pollution, or tion (big surprise: cost-per-passenger-mile estimates the marginal gains to be had from an additional dolar invested in a system that's highly developed (roads) vs. one invested in a system with lots of room for growth (rail).

ply by resorting to numbers. The hard part is figur-In public policy, some issues can be resolved siming out which numbers.

IN NEED OF INVESTMENT

Public Transit Saves Commuters Time, Money

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

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

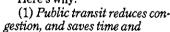
Despite all these benefits and 176 million annual transit passenger trips throughout the Common-

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.

Here's why:

Jack

HELLEWELL



money. Public transit reduces traffic congestion: A full bus takes 45-60 cars off the road; a full rail car takes 200 cars off the road.

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

TTI estimates that in Northern Virginia, \$330 million is saved annually in congestion costs due to public transit investments. That's a savings of about \$200 per person. Traffic congestion costs Richmond residents an average of \$300 a year — that's almost \$1.20 each workday and is just like a tax. That's why more Virginians are choosing transit to avoid this congestion tax.

(2) Public transit saves energy and reduces pollution. Public transit lowers fuel consumption, thereby reducing our dependence on foreign oil. If you own a car that gets 20 miles to a gallon, and you commute 30 miles round trip to work 230 days a year, you save about 345 gallons of fuel — or \$1,035 annually (at \$3 per gallon) — plus wear and tear on the vehicle and parking costs. And fewer 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-DISPATCI

(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, transit 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 ago 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, accessible 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 Congun





September 7, 2006

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City of Falls Church

Hon. David F. Snyder

Loudoun County

Hon. Eugene Delgaudio

Virginia Department of Rall and Public Transportation

Matthew O. Tucker

Virginia General Assembly

Sen. Jeannemarle Devolites Davis

Sen. Mary Margaret Whipple

Del, David B. Albo

Del. Adam P. Ebbin

Del. Joe T. May

Del. Thomas D. Rust

Executive Director

Richard K. Taube

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

Mr. John Warner Page 2 September 7, 2006

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



September 7, 2006

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Hon, Gerald E. Connolly

Vice Chairman

Hon, David F. Snyder

Secretary/Treasurer

Hon, William D. Euille

Commissioners:

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Sincerely,

Gerald Connolly Chairman

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Some Maryland officials have argued that the state already has dedicated funding for transportation in the state -- an assertion that was questioned by a Government Accountability Office study calling for stronger legislation to match the federal offer. The General Assembly adjourned after agreeing only to study the issue of providing funds specifically for Metro, and not even considering the need to increase transit funding more broadly.

decade.

Virginia's lawmakers, while still in session, are stuck in neutral

In Opinions

New Corporate Power

they will need to put aside state politics and focus on what the most

economically vital areas of their states will need over the next

» Sebastian Mallaby | in defense of their bottom lines firms like Wal-Mart, Starbucks and BP are tackling issues that governments won't touch



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as they debate how to enact a statewide transportation funding plan. Less-developed Virginia communities are demanding equal treatment with wealthier, more congested Northern Virginia. The General Assembly will meet again in the fall to face the issue.

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Meanwhile, Metro is the only major transit system in the nation that lacks a significant dedicated source of funding and, as a result, faces deficits of hundreds of millions of dollars over the next several years.

The region's demographic clock is ticking: Between 2005 and 2030 the area is projected to add 1.2 million new jobs and 1.6 million more people, forcing it to absorb three times the population of the District. A strong and reliable Metro system is critical for managing this growth.

The time has come for Maryland, Virginia and the U.S. Senate to join the House and the District as regional partners on this very important issue. We need action in Annapolis and Richmond, and we need it now.

-- Michael Knapp

Rockville

-- Gerald E. Connolly

Fairfax

Michael Knapp is chairman of the National Capital Region Transportation Planning Board and a member of the Montgomery County Council. Gerald E. Connolly is chairman of the Fairfax County Board of Supervisors.

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.. Before Disaster Strikes

Sunday, August 6, 2006; Page B08

In 2005 a blue-ribbon panel analyzed the issue of dedicated funding for the Washington Metropolitan Area Transit Authority. The report emphasized Metro as an integral component of the region's transportation network, substantially expanding the local tax base and serving as part of the region's security system. The report also confirmed that the federal government gains the most from Metro's existence.

Yet the panel also found a growing shortfall of revenue to support the operating and capital needs of Metro. Success in increasing ridership, which Metro has done, means that more equipment, more upgrades and more service are needed. As the former head of the Metropolitan Transit Authority in New York, I know firsthand the importance of investing in the infrastructure of our transit systems, and the consequences of failure. System performance when I joined MTA was deplorable, with subway cars breaking down every 6,000 miles. Beginning steps of rebuilding brought this number to 60,000, and, after years of fleet replacement, new cars are averaging 200,000 miles. Metro's goal should be to avoid the depths that lack of investment can bring, even as their leadership strives to offer service at the highest levels that can be attained.

To meet this challenge at Metro, the panel recommended that the federal government and area jurisdictions work together to develop a dedicated funding source. Such a source would not only address the revenue shortfall but also would enable Metro to put in place a stable capital investment plan.

I applaud Rep. Thomas M.

In Opinions

New Corporate Power

» Sebastian Mallaby | In defense of their bottom lines, firms like Wal-Mart, Starbucks and BP are tackling issues that governments won't touch.



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OPINIONS SECTION: Toles, Editorials

... Before Disaster Strikes

Page Z OI Z

Davis III (R-Va.) and Congress for understanding the importance of a vibrant Metro system to the workings of the federal government and for realizing that Metro's growth SAVE & SHARE

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and success are straining its aging infrastructure. Legislation to ensure a \$1.5 billion federal investment in Metro, to be matched by dedicated funds from Maryland, Virginia and the District, is a necessary step if we are to preserve and enhance a transit system that serves the nation's capital.

-- Mortimer L. Downey

Vienna

The writer is a former U.S. deputy secretary of transportation and served as staff director of the Metropolitan Washington Council of Governments' Metro funding panel.

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AGENDA ITEM #4

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube and Scott Kalkwarf

DATE: August 31, 2006

SUBJECT: Preliminary FY 2008 NVTC Administrative Budget and

Performance Objectives.

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 be able to discuss this budget again in January, 2007 and act on the final version in February, 2007. This recommended preliminary budget has been discussed in detail with local staff.

The budget would increase NVTC's total expenditures for FY 2008 by 5.0 percent, compared to the approved budget for FY 2007. Salaries and employee benefits comprise about three-quarters of the \$1.2 million budget, and this category of expenses would increase by 6.8 percent. This increase reflects an anticipated average performance-based salary increase of 5.0 percent. It is the commission's policy not to provide cost-of-living increases. Also included is the cost of a full-time employee added to staff in FY 2006 but not fully reflected in the FY 2007 budget.

Another major cost increase is rent (up 6.0 percent) which is a requirement of NVTC's office lease. Auditing is up 22% (due to the need for a pension audit every other year). We included \$5,000 in the budget to cover almost half the cost of replacing NVTC's telephone system in FY 2009. The balance would be budgeted in FY 2009 at which time the system would be a decade old.

In the FY 2008 budget, additional cost savings would be achieved in health insurance, travel and duplicating (a result of leasing a more cost-efficient copier). The net increase in cost categories other than employee salaries/benefits would be only 0.2%.



As usual, the preliminary budget would be funded primarily from the state transit program. Local contributions would be held constant (at \$310,000) with shares for each jurisdiction, as required by state statutes, based on assistance to be received from NVTC in FY 2007. The need for external funding is reduced by the use of unspent funds from previous years (\$83,000 is available to be applied to FY 2008).

The preliminary budget also shows the results of performance objectives included in the approved FY 2007 budget as applied to NVTC's financial management functions. These results are very favorable. For FY 2008, performance objectives are also recommended for NVTC's financial management, planning, project management, public outreach and legislative functions.



PRELIMINARY BUDGET

FISCAL YEAR 2008

(July 1, 2007 – June 30, 2008)

September 7, 2006

NORTHERN VIRGINIA TRANSPORTATION COMMISSION BUDGETED FISCAL YEAR 2008 REVENUE PRELIMINARY

		FY 2006 <u>Actual</u>	Approved Budget FY 2007	Preliminary Budget FY 2008	FY 2008-2007 Budget Increase (Decrease)	Percentage <u>Change</u>
1	Commonwealth of Virginia	\$ 602,185	\$ 590,750	\$ 718,350	\$ 127,600	21.6%
2	Alexandria	47,780	42,408	39,498	(2,910)	-6.9%
3	Arlington	73,323	66,091	63,653	(2,438)	-3.7%
4	City of Fairfax	6,196	7,174	6,857	(317)	-4.4%
5	Fairfax County	164,683	174,674	175,638	964	0.6%
6	Falls Church	3,197	3,581	3,533	(48)	-1.3%
7	Loudoun	14,821	16,073	20,821	4,748	29.5%
	Total Local Jurisdictions	310,000	310,000	310,000		0.0%
8	Total Commonwealth of Virginia and Local Jurisdictions (Note 1)	912,185	900,750	1,028,350	127,600	14.2%
9	Interest Earned	16,359	8,000	12,000	4,000	50.0%
10	Project Chargebacks (Note 2)	80,000	88,000	75,000	(13,000)	-14.8%
11	Project Grant Billings	7,444	-	-	-	0.0%
12	Appropriated Surplus (Note 3)	21,878	144,000	83,000	(61,000)	-42.4%
	Total Revenue	\$ 1,037,866	\$ 1,140,750	\$ 1,198,350	\$ 57,600	5.0%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION SCHEDULE OF FISCAL YEAR 2008 EXPENDITURES PRELIMINARY

Processor Proc			۲	KELIMINA	AK I					
Salaries (Note 4) \$627,474 \$649,150 \$701,400 \$52,250 \$8.0%						Budget		Budget	Increase	_
Total Personnel Costs		Personnel Costs	_				_			
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6 Retirement (Note 6) 48,467 49,500 56,200 6,700 13,5% 7 Workmans & Unemployment Compensation 3,517 4,250 3,400 (850) 2,00% 8 Life Insurance 3,388 3,500 3,750 250 7,1% 9 Long Term Disability Insurance 3,154 4,400 4,450 50 1,1% Total Benefit Costs 143,515 177,850 182,450 4,600 2,6% Administrative Costs 14,450 21,700 18,400 (3,300) -15,2% Rents: 166,693 174,400 184,950 10,550 6,0% 11 Office Rent (Note 8) 155,223 162,900 173,050 10,150 6,2% 12 Parking / Metrochek 11,470 11,500 11,900 400 3,5% Insurance: 3,930 4,900 4,400 (500) 10,2% 13 Public Official Bonds 1,999 3,200 2,600 (600) 10,2% 14 Liability and Property 1,931 1,700 1,800	4	FICA		42,676		45,700		48,900	3,200	7.0%
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B Life Insurance	6	Retirement (Note 6)		48,467		49,500		56,200	6,700	13.5%
Description Property Proper	7	Workmans & Unemployment Compensation		3,517		4,250		3,400	(850)	-20.0%
Total Benefit Costs	8	Life Insurance		3,388		3,500		3,750	250	7.1%
Administrative Costs 14,450	9	Long Term Disability Insurance		3,154		4,400		4,450	50	1.1%
Commissioners Per Diem (Note 7)		Total Benefit Costs		143,515		177,850		182,450	4,600	2.6%
Commissioners Per Diem (Note 7)										
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Qperations: 12,612 23,800 25,650 1,850 7.8% 25 Furniture and Equipment (Capital) (Note 13) 4,096 7,800 12,650 4,850 62.2% 26 Repairs and Maintenance 749 1,000 1,000 - 0.0% 27 Computer Operations (Note 14) 7,767 15,000 12,000 (3,000) -20.0% Other General and Administrative 6,749 6,400 6,800 400 6.3% 28 Subscriptions 468 400 400 - 0.0% 29 Memberships 2,007 1,400 1,700 300 21.4% 30 Fees and Miscellaneous 2,819 2,800 2,900 100 3.6% 31 Advertising (Personnel/Procurement) (Note 15 1,455 1,800 1,800 - 0.0% Total Administrative Costs 247,252 294,550 291,800 (2,750) -0.9% 32 Auditing (Note 16) 19,625 16,200 19,700	22			4,698		4,300		4,500	200	4.7%
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28 Subscriptions 468 400 400 - 0.0% 29 Memberships 2,007 1,400 1,700 300 21.4% 30 Fees and Miscellaneous 2,819 2,800 2,900 100 3.6% 31 Advertising (Personnel/Procurement) (Note 15 1,455 1,800 1,800 - 0.0% Contracting Services 32 Auditing (Note 16) 19,625 16,200 19,700 3,500 21.6% 33 Consultants - Technical - 1,000 1,000 - 0.0% 34 Legal - 1,000 1,000 - 0.0% Total Contract Services 19,625 18,200 21,700 3,500 19.2%		Other Consul and Administrative		6.740		6 400		6 000	400	6 20/
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Total Contract Services 19,625 18,200 21,700 3,500 19.2%				-					-	
Total Operating Program \$1,037,866 \$1,140,750 \$1,198,350 \$57,600 5.0%		Total Contract Services		19,625					3,500	
		Total Operating Program	\$1,	,037,866	\$ ^	1,140,750	\$ ^	1,198,350	\$ 57,600	5.0%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION Explanatory Notes to Preliminary Fiscal Year 2008 Budget

1. Commonwealth of Virginia and Local Jurisdictional Contributions

Each NVTC jurisdiction is assigned a share of the local portion of NVTC's administrative budget based on its share of revenue received by NVTC on behalf of jurisdictions from all sources in the previous year. This procedure is required by state statute and results in changes in contributions from one year to another that vary for each jurisdiction depending on relative shares of revenue received. The allocation in this FY 08 budget is based on the FY 07 Subsidy Allocation Model.

2. Project Chargebacks

This line consists primarily of charges for NVTC staff support for the VRE project and reimbursed from VRE's budget.

3. Appropriated Surplus

Included as a source of revenue in the FY 08 budget is a projected excess accumulated surplus that is available to offset the proposed operating budget expenses. This surplus is in excess of the commission's anticipated minimum operating requirements.

4. Salaries

Salaries for fiscal year 2008 are budgeted to include merit increases for the existing staff. Step increases for merit incentive raises are included up to 5%, but no cost of living adjustments are provided. Each 1% of merit increases costs approximately \$6,700. Merit increases within the budget amount are awarded at the discretion of the executive director. The FY 08 budget includes nine regular staff positions, which is unchanged from the FY 07 approved budget.

5. Group Health Insurance

Health insurance group policy rates remained about constant from the previous policy period ending April 30, 2005. The constant rates are a reflection of a lowered group expense ratio, a decrease in the average age of participants, offset by increasing health care costs. Changes in employee participation levels are the other factor impacting the overall expense realized by the Commission. Prior experience over the past several years however indicates cost increases of as much as 31 percent annually. The FY 2008 budget includes a provision for increasing rates while using the current policy period rates as the base.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION Explanatory Notes to Preliminary Fiscal Year 2008 Budget

6. Retirement

Employer pension contributions show a slight increase from the FY 07 budget due primarily to anticipated salary increases. The calculations for the target benefit plan are based on actuarial formulas using the budgeted salaries levels for FY 08.

7. Commissioners' Per Diem

The FY 2008 budget is based upon the regular meeting schedule, and includes per diems at the statutory rate of \$200 for senators and delegates, and \$50 for all other commissioners.

8. Office Rent

The administrative office lease was renewed during fiscal year 2001 for the period January 2001 through December 2010. Rent expense is budgeted based upon the fixed costs of the lease, with a provision for increases in common area expenses due to rising costs.

9. Local Meetings and Related Expenses

NVTC hosts numerous regional meetings for the benefit of member jurisdictions. Costs of accommodating numerous meetings are the largest component of this line item, which also includes the costs of NVTC staff traveling to meetings elsewhere in the region.

10. Training and Professional Development

Actual expenditures fluctuate with the changing needs of staff. While FY 06 expenditures were below the budgeted level, a provision is maintained in the FY 08 budget for future staff training.

11. Duplication and Paper

Duplication costs are budgeted based upon a five-year lease and maintenance contract entered into during FY 2006. The duplication expenses of paper and staples, which are not included in the contract, have been budgeted based upon estimated usage levels.

12. Public Information

Public information includes the cost of various public outreach projects.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION Explanatory Notes to Preliminary Fiscal Year 2008 Budget

13. Furniture and Equipment

This budget category provides for the replacement and acquisition of office furniture and equipment, including computer hardware. It is expected that during FY 2008, computer hardware will need to be replaced or upgraded to support the operations of the commission. The FY 2008 budget also includes one-half the expected cost of replacing the present phone system, which is anticipated to take place during FY 2009.

14. Computer Operating Expense

Computer operating expenses include outside network consulting and services, software upgrades and supplies, and web hosting fees.

15. Advertising (Personnel/Procurement)

The FY 08 budget includes a provision for personnel and procurement advertising. An average of prior year costs was used to develop the budgeted amount as this category fluctuates from year to year.

16. Auditing

The FY 08 budget includes auditing fees according to the five-year contract with the present auditors plus a small contingency for additional services. The budgeted increase from FY 07 to FY 08 is the result of the bi-annual pension plan audit included in FY 07, plus cost increases included in the contract.

APPENDIX 1

PERFORMANCE BUDGET FOR NVTC'S FINANCIAL MANAGEMENT FUNCTION

September 7, 2006

For NVTC's conversion to full performance budgeting, a special pro-forma fund has been created to include the costs and revenues attributable to NVTC's financial management function. NVTC's Director of Finance and Administration and Assistant Financial Officer devote 100 percent of their efforts to this function. NVTC's Executive Director allocates a quarter of his time to this work. While NVTC's two secretaries and two senior planners/project managers spend about five percent each on invoice processing and grant billing procedures, those activities are considered as part of the "planning, project management and public outreach" function shown in Appendix 2.

Regarding other expenses, it is assumed that a corresponding share of all other budget line items are attributable to this function. The same assumption is made for revenues. The attached Table 1 lists the derived costs and revenues for the commission's financial management function for FY 2008.

Table 2 lists 12 performance measures by category, with results for FY 2006 actual, as well as for the FY 2007 budget if known at this time. Each year more results will be calculated to provide a historical record and establish favorable (or unfavorable) trends.

TABLE 1

Northern Virginia Transportation Commission
Pro Forma Financial Management Fund

	FY 2006 Actual	FY 2007 Approved Budget	FY 2008 Budget
<u>Expenditures</u>			
Personnel	\$192,500	\$195,200	\$215,300
Benefits 3	46,300	51,700	54,100
Administrative Costs 4	75,900	88,600	89,500
Contracting Services	19,600	16,800	20,300
Total	\$334,300	\$352,300	\$379,200
Revenues 5			
Total	\$334,300	\$352,300	\$379,200

Notes:

- 1. Includes all salaries of the Director of Finance and Administration and the Assistant Controller and a quarter of the salary of the Executive Director.
- 2. Includes benefits of the above three positions.
- 3. Includes the same share of administrative costs as of salaries/benefits.
- 4. Includes the entire cost of NVTC auditors and a proportion of legal and technical consultants.
- 5. Assumes the same share of revenues as of expenses.

TABLE 2

NVTC PERFORMANCE BUDGET MEASURES--Financial Management Function--

		FY 2006 Actual_	FY 2007 Budget	FY 2008 Budget
Performance Measure				
Input:				
1. Maintain tight budget controls to keep NVTC's total local contributions to NVTC's budget to no more than \$310,000 annually.	5	Yes \$310,000	Yes \$310,000	Yes \$310,000
2. Effectively manage trust fund assets at a ratio of at least \$35 million per full time equivalent financial management employee.	t	Yes \$42M		
Output:				
3. Produce acceptable state aid grant application for WMATA, local bus so and VRE each year (total least \$140 million) by the state deadline (currently February 1st).	ystems aling at e	Yes \$252M		
4. Produce a preliminary allocation of anticipated fiscal year revenues and expenses (totaling at lea million) for each NVTC jurisdiction by June 1 st c each year using NVTC's subsidy allocation mode complete the final project by September 1 st .	d ast \$80 of s el and	Yes \$112M	Yes \$109M	

Efficiency:			
 Effectively manage trust fund assets and grant revenues contracted at an administrative cost ratio of no more than \$0.005 per \$1 of assets and revenues. 	Yes \$0.004		
6. By careful monitoring of Department of Taxation expenses and proactive work with the department's field auditors, seek to maintain the ratio of administrative costs passed through to NVTC at or below 0.3 percent of total motor fuel tax revenues (currently approaching \$36 million annually) credited to NVTC.	Yes 0.2%		
 Effectively manage NVTC's employee flexible benefits program in house at an annual savings of at least \$100 per employee compared to outside management. 	Yes \$118	Yes \$118	Yes \$118
 Co-own at least \$168 million of VRE assets at a management fee to VRE of no more than \$0.0005 per dollar of assets. 	Yes \$0.0004		
Service Quality:			
 In each annual audit, no subsidy allocation or trust fund audit adjustments required by auditors as well as no material deficiencies in internal controls and no related material management letter comments. 	Yes		

FY 2007

Budget_

FY 2008

Budget_

FY 2006

Actual_

FY 2006	FY 2007	FY 2008
Actual_	Budget_	Budget_

10. All trust fund grant reimbursement requests from jurisdictions with proper documentation processed within five working days in order to maximize investment earnings and cash flow.

Yes

Outcome:

11. 100% timely subsidy payments to WMATA on behalf of jurisdictions to avoid any late payment penalties.

Yes

12. Working with NVTC's jurisdictions, achieve 100% of grant funds billed with no material lapsed funds returned to granting agencies.

No (\$55,700 lapsed in bus shelter grant)

APPENDIX 2

PERFORMANCE BUDGET FOR NVTC'S PLANNING, PROJECT MANAGEMENT AND PUBLIC OUTREACH FUNCTIONS

September 7, 2006

For NVTC's conversion to full performance budgeting, a special pro-forma fund has been created to include the costs and revenues attributable to NVTC's planning, project management and public outreach functions. NVTC's Executive Director allocates three-quarters of his time to this work. NVTC's two secretaries; three directors of planning, projects and public outreach; and one research assistant are included.

Regarding other expenses, it is assumed that a corresponding share of all other budget line items are attributable to this function. The same assumption is made for revenues. The attached Table 1 lists the derived costs and revenues for the commission's planning, project management and public outreach functions for FY 2008.

Table 2 lists <u>8</u> performance measures by category, with results for FY 2006 actual and FY 2007 budget if known at this time. Each year more results will be calculated to provide a historical record and establish favorable (or unfavorable) trends.

TABLE 1

Northern Virginia Transportation Commission

Pro Forma Planning, Project Management, Public Outreach Fund

	FY 2006 Actual	FY 2007 Approved Budget	FY 2008 Budget
<u>Expenditures</u>			
Personnel	\$434,900	\$454,900	\$487,100
Benefits 3	97,200	126,100	128,400
Administrative Costs 4	171,400	206,000	202,200
Contracting Services	0	1,400	1,400
Total	\$703,500	\$788,400	\$819,100
Revenues 5			
Total	\$703,500	\$788,400	\$819,100

Notes:

- 1. Includes all salaries of NVTC employees except the Director of Finance and Administration, Assistant Controller and a quarter of the salary of the Executive Director.
- 2. Includes benefits as in Note 1.
- 3. Includes the same share of administrative costs as of salaries/benefits.
- 4. Includes the remainder of legal and technical consulting not allocated to the financial management function.
- 5. Assumes the same share of revenues as expenses.

TABLE 2

NVTC PERFORMANCE BUDGET MEASURES --Planning, Project Management and Public Outreach Functions--

FY 2006	FY 2007	FY 2008
Actual_	Budget_	Budget_

Performance Measure

Input:

 Actively manage five or more grant-funded projects with average annual revenues of at least \$100,000 per project.

Yes. Nine projects averaging \$109,417.

Output:

- Through effective outreach, increase hits on electronic schedules web page by at least 15% to average over 9,800 per day (from 8,600 per day currently).
- Increase hits on NVTC's web page by at least 10% to average over 1,000 unique visitors per month (from 900 unique visitors per month currently).

Efficiency:

4. By assisting Northern Virginia jurisdictions in meeting annual deadlines for NTD reporting, achieve \$6.0 million or more in additional FTA formula funds for WMATA per \$190,000 of state grant funds spent on data collection.

Yes. \$5.3 million per \$160,000.

5. By using NVTC's research assistant's skills in web management and GIS mapping, save at least \$50 per hour of paid consulting time totaling \$48,750 annually, net of software and other administrative costs.

 FY 2006
 FY 2007
 FY 2008

 Actual
 Budget
 Budget

Service Quality:

6. Respond to 100% of public, board members and jurisdictional staff inquiries within 48 hours during the work week using mail, phone and e-mail logs (with subsequent follow up for more information if necessary).

7. Post 100% of NVTC meeting materials and approved reports on NVTC website within 24-hours of releasing to board members or approval by the board.

Outcome:

8. Complete acceptable final reports and close out project grants with no lapsed funds for Senior Mobility Phase 2, MARTHA (real-time bus arrival algorithm), hydrogen-bus demonstration and SmarTrip fareboxes.



AGENDA ITEM #3

NVTC's PRELIMINARY FY 2008 ADMINISTRATIVE BUDGET

-September 7, 2006-



RECOMMENDED ACTION



Action is requested to authorize forwarding the preliminary budget to the jurisdictions for planning their local budgets.



TOTAL EXPENSES



FY 2006 Actual	FY 2007 Budget	FY 2008 Preliminary Budget	%Change FY2008/2007
\$1,037,866	\$1,140,750	\$1,198,350	5.0%



COST DRIVERS



Personnel: Up 6.8%(\$56,850)--75% of total

budget. 5% average performance-based

salary increase. No cost-of-living

adjustment. Converted intern to full time

position in FY 2006.

Rent: Up 6.0%(\$10,550).

Auditing: Up 22% (\$3,500).

Equipment: Up 62.2% (\$4,850)—Almost half the cost of replacing NVTC's telephone

system in FY 2009 after 10-years.



TOTAL REVENUES



	FY 2006 Actual	FY 2007 Budget	FY 2008 Preliminary Budget	%Change FY2008/2007
Commonwealth	\$602,185	\$590,750	\$718,350	21.6%
Local Jurisdictions	\$310,000	\$310,000	\$310,000	0
Other (Interest, Projects)	\$103,803	\$96,000	\$87,000	(-9.4%)
Appropriated Surplus	\$21,878	\$144,000	\$83,000	(-42.4%)
Total	\$1,037,866	\$1,140,750	\$1,198,350	5.0%



PERFORMANCE BUDGETING FOR NVTC



Categories of Measures:

- Input--budget or actual expenditures per employee.
- 2) **Output**--amount of accomplishment.
- 3) **Efficiency**--cost per unit of accomplishment.
- 4) **Service quality**--degree of satisfaction, accuracy or timeliness.
- 5) Outcome--percent of objective achieved.



PRO FORMA FINANCIAL MANAGEMENT FUND



FY 2008

Preliminary

Budget

Personnel: \$215,300

Benefits: 54,100

Administrative Costs: 89,500

Contracted Services: 20,300

Total \$379,200

[31.6% of NVTC's total budget]

NVTC FINANCIAL MANAGEMENT PERFORMANCE MEASURES FOR FY 2008 AND ACTUAL EXPERIENCE FOR FY 2005/06

Target Measure for FY 2008

Measure Applied to Actual:

Input:

- Maintain tight budget controls to keep NVTC's total local contributions to NVTC's budget to no more than \$310,000 annually.
- 2. Effectively manage trust fund assets at a ratio of at least \$35 million per full time equivalent financial management employee.

Yes

FY 2005

Yes

\$310,000

\$310,000

FY 2006

Yes Yes

\$38M \$42M





Target Measure for FY 2008

Measure Applied to Actual:

Output:

- 3. Produce acceptable state aid grant applications for WMATA, local bus systems and VRE each year (totaling at least \$140 million) by the state deadline (currently February 1st).
- 4. Produce a preliminary allocation of anticipated fiscal year revenues and expenses (totaling at least \$80 million) for each NVTC jurisdiction by June 1st of each year using NVTC's subsidy allocation model and complete the final projection by September 1st.

Yes

res

\$161M

FY 2005

Yes

\$252M

FY 2006

Yes Yes

\$97M \$112M





Target Measure for FY 2008

Measure Applied to Actual:

FY 2006

Efficiency:

5. Effectively manage trust fund assets and grant revenues contracted at an administrative cost ratio of no more than \$0.005 per \$1 of assets and revenues.

Yes Yes \$0.004 0.004

FY 2005

6. By careful monitoring of Yes Yes

Department of Taxation expenses 0.2% 0.2%

and proactive work with the department's field auditors, seek to maintain the ratio of administrative costs passed through to NVTC at or below 0.3 percent of total motor fuel tax revenues (currently approaching \$36

million annually) credited to NVTC.





Target Measure for FY 2008

Measure Applied to Actual:

Efficiency:

7. Effectively manage NVTC's employee flexible benefits program in house at an annual savings of at least \$100 per employee compared to outside management.

NA

FY 2005

\$118

Yes

FY 2006

8. Co-own at least \$168 million of VRE assets at a management fee to VRE of no more than \$0.0005 per dollar of assets.

Yes Yes

\$0.0005 \$0.0004





Target Measure for FY 2008

Measure Applied to Actual:

<u>FY 2005</u> <u>FY 2006</u>

Service Quality:

 In each annual audit, no subsidy allocation or trust fund audit adjustments required by auditors as well as no material deficiencies in internal controls and no related material management letter comments. Yes Yes

10. All trust fund grant reimbursement requests from jurisdictions with proper documentation processed within five working days in order to maximize investment earnings and cash flow.

Yes Yes





Target Measure for FY 2008

Measure Applied to Actual:

FY 2005 FY 2006

Outcome:

11. 100% timely subsidy payments to WMATA on behalf of jurisdictions to avoid any late payment penalties.

Yes

12. Working with NVTC's jurisdictions, achieve 100% of grant funds billed with no material lapsed funds to close out returned to granting agencies.

Almost Yes. No. \$55,700 \$689 lapsed lapsed in state to close out grant for bus two grants shelters

Yes



PRO FORMA FUND FOR PLANNING, PROJECT MANAGEMENT AND PUBLIC OUTREACH



FY 2008

Preliminary

Budget

Personnel: \$487,100

Benefits: 128,400

Administrative Costs: 202,200

Contracted Services: 1,400

Total \$819,100

[68.4% of NVTC's total budget]





Target Measure for FY 2008

Measure Applied to Actual:

FY 2006

Input:

 Actively manage five or more grant contracts with average annual revenues of at least \$100,000 per project.

Yes. Nine Projects averaging \$109,417.





Target Measure for FY 2008

Measure Applied to Actual:

FY 2006

Output:

- Through effective outreach, increase hits on electronic schedules web page by at least 15% to average over 9,800 per day (from 8,600 per day currently).
- Increase hits on NVTC's web page by at least 10% to average over 1,000 unique visitors per month (from 900 unique visitors per month currently).





Target Measure for FY 2008

Measure Applied to Actual:

FY 2006

Efficiency:

- 4. By assisting Northern Virginia jurisdictions in meeting annual deadlines for NTD reporting, achieve \$6.0 million or more in additional FTA formula funds for WMATA per \$190,000 of state grant funds spent on data collection.
- 5. By using NVTC's research assistant's skills in web management and GIS mapping, save at least \$50 per hour of paid consulting time totaling \$48,750 annually, net of software and other administrative costs.

Yes. \$5.3 million per \$160,000.





Target Measure for FY 2008

Measure Applied to Actual:

FY 2006

Service Quality:

- 6. Respond to 100% of public, board members and jurisdictional staff inquiries within 48 hours during the work week using mail, phone and e-mail logs (with subsequent follow up for more information if necessary).
- 7. Post 100% of NVTC meeting materials and approved reports within 24-hours of releasing to board members or approval by the board.

N.A.





Target Measure for FY 2008

Measure Applied to Actual:

FY 2006

Outcome:

 Complete acceptable final reports and close out project grants with no lapsed funds for Senior Mobility Phase 2, MARTHA (real-time bus arrival algorithm), hydrogen-bus demonstration and SmarTrip fareboxes.



AGENDA ITEM #5

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube

DATE: August 31, 2006

SUBJECT: VRE Items.

- A. Report from the VRE Operations Board and VRE Chief Executive Officer—Information Item.
- B. VRE Ridership—<u>Information Item.</u>
- C. Status of Procurement of 50 Railcars—Information Item.
- D. Broad Run Maintenance Facilities—Action Item/Resolution #2031.
- E. Renew Contract for Banking Services and Line of Credit—<u>Action Item/Resolution #2032.</u>
- F. Option for Facilities Maintenance—Action Item/Resolution #2030.
- G. MOU with Fairfax County for Burke Centre Parking—<u>Action</u> Item/Resolution #2034.
- H. Referral of FY 2008 Draft VRE Budget to the Jurisdictions—<u>Action</u> Item/Resolution #2035.
- I. Agreement with DRPT for L'Enfant Storage Track—<u>Action Item/Resolution #2036.</u>



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

Minutes are attached from the VRE Operations Board meeting of August 18, 2006. Also attached are a report from VRE's CEO and ridership and on-time performance data.



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

> 1500 King Street, Suite 202 Alexandria, VA 22314-2730 (703) 684 - 1001 FAX: (703) 684 - 1313 Web Site: www.vre.org

MINUTES

VRE OPERATIONS BOARD MEETING
PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA
AUGUST 18, 2006

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

MEMBERS ABSENT	JURISDICTION
Sharon Bulova (NVTC)	Fairfax County
Elaine McConnell (NVTC)	Fairfax County

ALTERNATES PRESENT	JURISDICTION
Wally Covington (PRTC)	Prince William County
William Greenup (PRTC)	VHSRDC
John D. Jenkins (PRTC)	Prince William County
Christopher Zimmerman (NVTC)	Arlington County

ALTERNATES ABSENT	JURISDICTION
Hilda Barg (PRTC)	Prince William County

STAFF AND GENERAL PUBLIC

Omar Arouna - VRE

April Maguigad - VRE

George Billmyer – citizen
Donna Boxer – VRE
Rick Canizales – Prince William DOT
Sue Faulkner – Stafford County
Anna Gotthardt – VRE
Al Harf – PRTC staff
Christine Hoeffner – VRE
Michael Karlik – citizen
Ann King – VRE
Bob Liebbrandt – Prince William County
Steve MacIsaac – VRE counsel

Sirel Mouchantaf – VRE
Dick Peacock – citizen
Lloyd Robinson – FAMPO
Mark Roeber – VRE
Brett Shorter – VRE
George Schwartz – Stafford County

Dave Snyder – VRE Jennifer Straub – VRE Bob Sullivan – CSX

Jay Westbrook – CSX

Carl Winstead – Fairfax County Dale Zehner – VRE

** Delineates arrival following the commencement of the Board meeting. Notation of

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

Approval of the Agenda – 3

Mr. Zehner explained that the agenda has been amended at the request of Mr. Gibbons to add "Information Item 10C: Amtrak Contract" to the agenda. Also, the Closed Session is not needed.

Mr. Covington moved, with a second by Mr. Waldron, to approve the amended agenda. The vote in favor was cast by Board Members Caddigan, Covington, Gibbons, Kauffman, Tobias, Waldron and Zimmerman.

Minutes of the June 16, 2006, VRE Operations Board Meeting – 4

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

<u>Chairman's Comments – 5</u>

Chairman Caddigan welcomed Jay Westbrook from CSX and invited him to return for the September meeting to make a presentation. She also acknowledged George Schwartz from Stafford County.

Chief Executive Officer's Report – 6

Mr. Zehner announced that April Maguigad has been promoted to Manager of Customer Communications. He reported that on-time performance has been unacceptable and average daily ridership is down and he will be discussing this issue later in the agenda. Overall on-time performance averaged 54 percent for July (Manassas 60% and Fredericksburg 47%). Ridership is down 3.3 percent compared to the whole year, but down six percent from June. In response to a question from Mr. Zimmerman, Mr. Zehner explained that the definition of on-time performance is that a train is considered late if it is later than six minutes to its end destination. Mr. Zimmerman asked if there has been any examination of the correlation of the impact on ridership where the significant delays are occurring. Mr. Zehner stated that this has been looked at for each rail line, but not for individual stations.

[Mr. Jenkins arrived at 9:37 A.M.]

Mr. Zehner announced that the General Assembly is expected to meet in mid-September for a transportation session. VRE is still seeking \$15 million for railcars and other funding in several bills.

Mr. Zehner announced that VRE has locked in fixed prices on fuel for about a third of its fuel needs for the next three months. Staff is continuing to look for cost savings for fuel purchases.

VRE Riders' Comments – 7

Mr. Billmyer commended VRE for its good safety procedures. He stated that it's his opinion that the problem with passenger rail throughout this country is that there is no infrastructure. Passenger rail infrastructure should be financed by the federal government and supported by the freight industry. High speed rail and low speed rail should not operate on the same rail line. There are states, such as New Mexico, Florida and New York, that are looking at purchasing sections of rail tracks, which could be a trend for the future. He stated that the government should be involved in the financing of a Washington-Richmond freight rail bypass.

Mr. Peacock observed that other freight railroads do not have the same heat restriction policies that CSX imposes. He stated that after the track work is completed on the CSX line, CSX should hire a consultant to look at a reasonable heat restriction policy. If the heat issue is not dealt with, VRE's performance every summer will suffer. He also reported that VRE's vending machines are not working very well, including the touch screens at the Manassas station. Mr. Peacock also suggested that VRE needs to put up more signs directing people to the stations, particularly at the intersection of Manassas Drive and Centreville Road in both directions. Signage in Fairfax County also needs to be improved. He also observed that VRE has had a number of engine failures recently and asked if there were regular maintenance problems and if routine maintenance needs to be done more frequently.

Consent Agenda – 8

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

Resolution #8A-08-2006: Authorization to Amend a Task Order for the Variable Message Sign Replacement Program.

Resolution #8B-08-2006: Authorization to Issue a Task Order to DMJM Harris for the Design of a VHF Two-Way Radio System.

<u>Resolution #8C-08-2006</u>: Authorization to Issue a Task Order for Locomotive Traction Interlock Work.

Resolution #8D-08-2006: Authorization to Issue a Task Order for 184-Day Periodic Inspections for VRE Cars.

<u>Resolution #8E-08-2006</u>: Authorization to Issue a Task Order for Modifications to VRE's Locomotives.

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

Referral of Preliminary FY 2008 VRE Operating and Capital Budget to the Commissions – 9A

Mr. Zehner explained that the Operations Board is being asked to authorize him to refer the Preliminary FY 2008 VRE Operating and Capital Budget to the Commissions for their consideration, and that the Commissions, in turn, refer these recommendations to the jurisdictions for their review and comment. Resolution #9A-08-2006 would accomplish this. This preliminary budget is \$69.3 million with \$9.4 million currently unfunded (assuming no increase to local subsidy or fares). VRE will submit a balanced budget to the jurisdictions in November so that it can be evaluated prior to its submission to the Operations Board in December.

Ms. Boxer, VRE's Chief Financial Officer, gave a presentation on the budget. She explained that budgeting for FY 2008 has been significantly more difficult than in previous years due to a large increase in the required contribution to the insurance trust fund. The \$9.4 million currently unfunded is due primarily to increased cost of insurance, reduced state funding, increased fuel costs and decrease in ridership. Board Members talked about insurance as it related to a large-scale catastrophic incident, such as terrorism. Mr. Greenup observed that the railroads require VRE to carry \$250 million in terrorism insurance and he asked what the railroads themselves carry in insurance. Mr. MacIsaac stated that the railroads probably carry more than \$250 million. Mr. Gibbons requested that Jay Westbrook from CSX determine the amount of insurance they carry prior to the meeting in September.

Ms. Boxer reported that the CAO Task Force is expected to meet in early September and will consider different budget options, including delaying or reducing the capital program, delaying the rebuilding of the insurance trust fund, reviewing service levels and expenses, and seeking funding at the state transportation session.

Mr. Greenup asked what steps VRE is taking to prepare for the state transportation session. Mr. Roeber stated that VRE has been working to gain unified support from other areas of the state. In response to a question from Mr. Greenup, Mr. Roeber replied that VRE staff is working closely with jurisdictional staff on this issue. Mr. Greenup made the recommendation that a rail summit meeting be convened in Virginia. He stated that it is important to show a united effort. He reassured Mr. Westbrook (CSX) that this would also benefit freight railroads.

Mr. Zimmerman stated that it is important to have a strategy on how to address the \$9.4 million shortfall. It is also important to develop a ridership strategy and a federal strategy to lobby at the state and federal level. He stated that this information would be helpful to have for the September Commissions meetings. Mr. Kauffman observed that improvements to the rail right-of-ways benefit VRE as well as the freight railroads and it would be beneficial to include freight railroads in the lobbying strategy. Mr. Gibbons observed that it is important to get the confidence of the riders back quickly or otherwise VRE could be in trouble. He stated that it is important to figure out what it will take to get things back on track and on-time. Mr. Covington asked for more information on rider costs and the effect of losing ridership.

Mr. Jenkins moved, with a second by Mr. Kauffman, to approve Resolution #9A-08-2006. The vote in favor was cast by Board Members Caddigan, Covington, Gibbons, Kauffman, Tobias, Waldron and Zimmerman.

<u>Authorization to Issue a Task Order for Design and Limited Construction Support</u> Services for the Broad Run Maintenance Facilities Project – 9B

Mr. Zehner reported that Resolution #9B-08-2006 would recommend that the Commissions authorize VRE's CEO to issue a task order to Parson Brinckerhoff (PB) for design and limited construction support services for the Broad Run Maintenance Facilities project, in an amount not to exceed \$697,170, plus a 10 percent contingency of \$69,717, for a total amount not to exceed \$766,887.

The task order would include detailed design and development plans and specifications to construct a locomotive maintenance building, track expansion, and either a train wash facility, a warehouse facility or both within the existing yard area. The design is expected to take less than a year to complete. This task order also includes limited construction support services that will continue through the construction of the facility. Once the task order has been completed, VRE staff will return to the Board to obtain authorization to issue a solicitation to procure a contractor to construct the facilities.

Mr. Covington moved, with a second by Mr. Jenkins, to approve Resolution #9B-08-2006. The vote in favor was cast by Board Members Caddigan, Covington, Gibbons, Kauffman, Tobias, Waldron and Zimmerman.

<u>Authorization to Issue a Task Order for Locomotive Top Deck Rebuild Work – 9C</u>

Mr. Zehner stated that Resolution #9C-08-2006 would authorize VRE's CEO to issue a task order to Transportation Technologies, Inc. (TTI) to perform top deck locomotive rebuild work on two locomotives in an amount not to exceed \$378,080, plus a contingency of \$25,000, for a total of \$403,080.

Mr. Gibbons moved, with a second by Mr. Jenkins, to approve the resolution.

Mr. Gibbons stated that Secretary of Transportation Pierce Homer is concerned about locomotives. Mr. Kauffman asked if the reliability of the locomotives has improved because of the rebuild work being done. Mr. Zehner replied that only one locomotive is being rebuilt at one time. In response to a question from Mr. Kauffman, Mr. Zehner stated that these locomotives will be saleable.

The Board then voted on the motion and it passed. The vote in favor was cast by Board Members Caddigan, Covington, Gibbons, Kauffman, Tobias, Waldron and Zimmerman.

Authorization to Renew Contract for Banking Services and Line of Credit - 9D

Mr. Zehner stated that the Operations Board is being asked to recommend that the Commissions authorize a renewal of the banking services and line of credit agreements with SunTrust Bank. Resolution #9D-08-2006 would accomplish this. In response to a question from Mr. Zimmerman, Ms. Boxer explained that there is a per transaction bank fee, which totals somewhere in the range of \$15,000 - \$20,000 annually.

Mr. Zimmerman moved, with a second by Mr. Kauffman, to approve Resolution #9C-08-2006. The vote in favor was cast by Board Members Caddigan, Covington, Gibbons, Kauffman, Tobias, Waldron and Zimmerman.

<u>Authorization to Utilize the Reserve Fund – 9E</u>

Mr. Zehner explained that the VRE Operations Board is being asked to approve Resolution #9E-08-2006, which would authorize the use of the Reserve Fund in an amount of up to \$1.75 million to provide the 20 percent match for the initial payment to Sumitomo for the exercise of the option for 50 additional railcars. The Reserve Fund will be replenished when the financing agreement with the FRA is completed and loan funds can be disbursed.

In response to a question from Mr. Gibbons, Mr. Zehner explained that VRE's loan from FRA under the Railroad Rehabilitation & Improvement Financing (RRIF) program was approved in July 2006 but all the necessary documents will not be completed prior to making the initial payment to Sumitomo. State funds will be used for the bulk of the payment. In response to a question from Mr. Zimmerman, Mr. Zehner stated that the loan documents should be completed within a month and then the reserve can be replenished.

Mr. Zimmerman moved, with a second by Mr. Kauffman, to approve Resolution #9E-08-2006. The vote in favor was cast by Board Members Caddigan, Covington, Gibbons, Kauffman, Tobias, Waldron and Zimmerman.

<u>Authorization to Issue a Task Order for Public Address (PA) Modifications to VRE</u> Gallery Cars – 9F

Mr. Zehner reported that the VRE Operations Board is being asked to authorize VRE's CEO to issue a task order to STV, Inc. for the modification of VRE Gallery cars in the amount of \$114,396, plus a contingency of \$5,000, for a total amount not to exceed \$119,396. He explained that the new cab cars will include a Passenger Emergency Intercom (PEI) function that allows a passenger in distress to announce his location and situation throughout the train, taking priority over any normal PA announcements. Without modification to the existing Gallery cars, this feature would only work in the new cars.

In response to a question from Mr. Covington, Mr. Zehner stated that it is expected that VRE will use the Gallery cars for at least three or four more years.

Mr. Zimmerman moved, with a second by Mr. Kauffman, to approve Resolution #9F-08-2006. The vote in favor was cast by Board Members Caddigan, Covington, Gibbons, Kauffman, Tobias, Waldron and Zimmerman.

<u>Authorization to Exercise Second-Year Option of Facilities Maintenance Services</u> <u>Contract – 9G</u>

Mr. Zehner reported that Resolution #9G-08-2006 would recommend that the Commissions authorize the VRE CEO to exercise the second-year option of the facilities maintenance contract with NV Enterprises Inc., in an amount not to exceed \$2.5 million.

Mr. Jenkins moved, with a second by Mr. Kauffman, to approve Resolution #9G-08-2006. The vote in favor was cast by Board Members Caddigan, Covington, Gibbons, Kauffman, Tobias, Waldron and Zimmerman.

<u>Authorization to Enter into a MOU with Fairfax County for Burke Centre Grant Funding – 9H</u>

Mr. Zehner stated that the Operations Board is being asked to recommend that the Commissions authorize him to enter into an agreement with Fairfax County to apply for grant funds on their behalf for design and construction of the Burke Centre VRE station parking facility in an amount not to exceed \$5,571,000. Resolution #9H-08-2006 would accomplish this.

Mr. Zehner explained that over the last several years Fairfax County has worked to assemble over \$28 million for a parking expansion project at the Burke Centre VRE station, which will provide over 1,500 parking spaces. A construction contract is

expected to be awarded in September 2006. Fairfax County is responsible for contracting for environmental study, design, and construction of the parking facility as well as managing this work. VRE staff has and will continue to serve on all procurement selection committees as well as help to ensure federal grant compliance for the project.

Mr. Zehner explained that VRE would apply, on Fairfax County's behalf, for over \$5.5 million in grant funding from FTA which would be combined with other state and federal funds obtained by Fairfax County for the project. Fairfax County is contributing all required local match and any additional funds needed would be secured by Fairfax County prior to execution of a construction contract. Fairfax County will be responsible for the operation of the parking facility, including routine maintenance, such as snow and trash removal, and long term capital maintenance. Before making any significant changes to the operation and/or maintenance, the County would consult with VRE.

Mr. Kauffman moved, with a second by Mr. Jenkins, to approve Resolution #9H-08-2006. The vote in favor was cast by Board Members Caddigan, Covington, Gibbons, Kauffman, Tobias, Waldron and Zimmerman.

<u>Authorization to Enter into a MOU with VDRPT for Construction of L-Enfant Storage</u> <u>Track – 9I</u>

Mr. Zehner stated that the Operations Board is being asked to approve Resolution #9I-08-2006 which would recommend that the Commissions authorize VRE's CEO to enter into an agreement with VDRPT for construction of the L'Enfant storage track project in an amount not to exceed \$830,000. VRE received \$830,000 from the Department of Homeland Security for a storage track project adjacent to the L'Enfant station. Currently during the mid-day, VRE trains are stored at the Washington Union Terminal and each of these trains must travel through the First Street tunnel in order to reach points south. In the event of an evacuation, this tunnel will likely be closed to train traffic, preventing trains from leaving Union Station. VRE subsequently developed the L'Enfant storage track project to 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.

Mr. Zehner then reviewed potential issues relating to this project. Two trains (one from each line) would need to terminate service at L'Enfant and move off to the storage track. This solution would provide VRE with additional mid-day storage. In response to a question from Mr. Gibbons, Mr. Zehner explained that it would not be possible for the trains to terminate at Union Station and then return to L'Enfant for storage because of train congestion. The trains that would be selected to be stored at L'Enfant would be trains with passengers least affected by the early termination. Since VRE trains from both lines operate through L'Enfant every 10-15 minutes at peak periods, those passengers needing to get to Union Station could reboard the next train. Mr. Zimmerman stated that he presumes that schedules would reflect any changes. Mr. Zehner stated that VRE would also save an additional \$100,000 annually from access costs from the two trains terminating before the Washington Union Terminal. Mr.

Gibbons asked for more information about why it is not possible for these trains to go to Union Station and then back to L'Enfant Station for mid-day storage.

Mr. Zimmerman moved, with a second by Mr. Jenkins, to approve Resolution #9I-08-2006. The vote in favor was cast by Board Members Caddigan, Covington, Gibbons, Kauffman, Tobias, Waldron and Zimmerman.

Ridership Presentation – 10A

Mr. Zehner gave a presentation on ridership trends, on-time performance and the strategies for improvement. He stated that riders are frustrated with on-time performance and VRE staff is frustrated with how to solve the problem. Mr. Zehner reviewed the major causes for delays, which are heat restrictions, flood restrictions, switch and signal problems, dispatching and track work. The solution is more capacity, which means more track.

Mr. Zehner has met with Jay Westbrook (CSX) and Mark Owen (Norfolk Southern) to discuss these problems and they are committed to help. Mr. Zehner is scheduled to meet with the Chief Operating Officer of CSX and the Executive Vice President of Operations for Norfolk Southern in the very near future. Mr. Zehner reviewed the steps that are being taken for improvement, including Train Masters on both lines who will start riding VRE trains, retraining crews, and adjusting freight schedules. There is also talk of moving CSX dispatching to Baltimore for more local control. However, Mr. Westbrook has cautioned VRE that initially there might not be experienced dispatchers at the location. CSX is looking at this issue. VRE staff is also looking at adjusting its timetable/schedule. Staff is also looking at ways to minimize delays during major track work, including bus bridges or a temporary cessation of VRE service to give CSX more time to finish the track work. There is a price to pay (delays) for additional capacity (third track). Mr. Zehner also discussed issues concerning equipment and communication with the passengers. VRE will begin a media campaign after on-time performance is improved and the Operations Board will be asked to meet with the riders.

[Mr. Jenkins and Mr. Waldron left during the presentation at 11:10 A.M. and 11:15 A.M., respectively.]

Mr. Zehner stated that on-time performance has improved slightly over the last 15 days. VRE staff and the railroads are committed to making improvements and he expects that on-time performance will continue to improve by the next Board meeting.

Mr. Kauffman observed that the state has made major investments to improving the rail line and while VRE's number of trains has remained the same, he asked if CSX has added more freight volume, which could be a contributing factor to VRE delays. He also asked if CSX is willing to acknowledge the need for them to adjust their freight volume until VRE can realize some return on the state's investment. Mr. Zehner agreed that there needs to be public benefit as a result of public funds being spent to improve a

private railroad. The completion of the Quantico Bridge project in Spring 2007 should substantially increase on-time performance on the Fredericksburg Line. Mr. Snyder stated that as the result of Mr. Zehner's pressure, CSX did recognize that there are more freight trains and that some are interfering with VRE service. CSX has now assigned a superintendent to look at adjusting coal train schedules. Mr. Kauffman suggested communicating with VRE riders about these steps VRE is taking to resolve the on-time performance issues.

Mr. Gibbons suggested including a VDRPT staff member to accompany Mr. Zehner when he meets with the railroad officials. Mr. Covington expressed his concern regarding long-term ridership on the Manassas Line. He observed that the Manassas/Manassas Park area has an aging population with a lot of baby boomers retiring in the near future, which may result in a decline in VRE ridership. Therefore, it is important for VRE to add the Gainesville/Haymarket station as soon as possible.

<u>Update From the June Meeting – 10B</u>

Mr. Harf reported that the Washington D.C. urbanized area MPO (TPB), the Fredericksburg urbanized area MPO (FAMPO), and the Commonwealth of Virginia have been working toward a resolution for the past few months. The FAMPO Technical Committee has reached consensus on the issues and will make a recommendation to the FAMPO Policy Board on August 21, 2006. The FAMPO Technical Committee is recommending that the VRE formula funding arrangement remain unchanged.

Amtrak Contract -- 10C

Mr. Gibbons asked staff to brief the Operations Board at the next meeting regarding the terms and scope of the VRE contract with Amtrak.

Adjournment

Approved this 15th day of September 2006.

Maureen Caddigan Chairman	_
Doug Waldron Secretary	_

CERTIFICATION

This certification hereby acknowledges that the minutes for the August 18, 2006 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

Rhonda Gilchest

Rhonda Gilchrest



CHIEF EXECUTIVE OFFICER'S REPORT

August 2006

50 NEW RAILCAR OPTION

On July 26, VRE received notification from FRA that OMB approved a credit risk premium of 1.88% or \$1.081,000 for the \$57.5 million we intend to borrow for the purchase of 50 railcars. The cars will be delivered beginning in December of 2007. The new cars are based on the design of the 11 cab cars already ordered, the first of which will enter service in January of 2007. The 50 car order is made up of:

- 20 couch cars (without restrooms) with 144 seats
- 20 conch rankers (with ADA accessible bathrooms) with 132 sents
- 10 cab railcars (with ADA accessible bathrooms) with 123 sents

Each of the bi-level cars will be equipped with more specious 2-2 seating in the lower level. The cars also will provide passengers with the latest in amenities including push button doors, automated destination signs, automated station stop announcements and state-of-the-art heating and air conditioning systems. This has been a long process with many obstacles and VRE is happy to have met with a successful outcome.

MEET THE MANAGEMENT RESUMES

VRE took a summer vacation from "Mest the Management" but the events will resume in September. The remainder of the schedule is provided below.

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COMMUTER RAIL SAFETY AND SECURITY

On Tuesday, June 13, 2006, staff conducted an "in service" refresher class on Commuter Rail. Safety and Security for the NS/CSXT joint railroad class at the Prince William County Police Training Center in Nokesville, VA. A power point presentation was conducted, along with a question and answer session.

On Wednesday, June 14, 2006, utilizing a special VEE train, a hands-on training season was conducted for the same group of officers and included multiple round trips between Manassas and Clifton. In addition to being briefed on the operation of the equipment, training was provided on responding to a crime or accident involving VEE trains.

BURKE CENTRE PARKING GARAGE GROUNDEREAKING

On Saturday, July 29, at 1:00pm, a groundbreaking ceremony was held at the Burke Centre VRE Station. Fairfax County Supervisor Sparon Bulova hosted the event and welcomed everyone in attendance. Remarks were made by the I-forneyable Thomas M. Davis from Virginia's 11* Compressional District of the U.S. House of Representatives, along with Supervisor Elaine McCompell, VRE's CEO Dale Zehrus, and Fairfax County Department of Transportation Director, Kathy Ichter. The architecture of the garage will feature brick facades, decorative planters, and a clock tower. The attractive design was coordinated among tederal and county agencies, VDOT, VRE staff, the local Burke community, and VRE commuters. The 328.6 million protect will have 1,290 apaces and the adjacent surface lot will have 225 spaces.

NEW THREE PANEL DIRECTURIES AT STATIONS

VRE station signage will get a face-lift this month. New three/four-panel poster directories have been delivered and will replace the I4-year-old directories that were installed at the start of service in 1992. These displays will house the fare and schedule posters, the VRE system maps, and VRE Updates. Look for these directions to be installed by the end of August, beginning with the inversatations.

STATION IDENTIFICATION

New station identification signs are being added to the existing signage at all VRE stations. ADA requires that station identification signs be visible from all interior train windows. Because of VRE's bi-level cars, two rows of signs must be posted at all VRE stations. Staff is in the process of ordering additional signs which will be installed this fall.

TRACK WORK

C5x the replacement work began on July 25°. The his team is replacing approximately 1,500 lies per night, which amounts to approximately 7.5 miles per night. Crews are working Sunday through Wednesday after VRE service and will replace more than 50,000 ties in total. The majority of work will be between Alexandria and Rippon (an area not worked on last year). Some slow orders may result while the new track settles into place.

IVEE FY 2007 Passenger Total (to duta) 1 272 222	
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VRE July Fredericksburg OTP Average 47.7%	
[
VRE July Manassas OTP Average 59.4%	
VRE IULY OVERALL OTP AVERAGE 53 55%	

TEASON	TOTALS	PERCENT
Signal/Switch Fallure	53	19%.
Slow Ordera	25	10.4%
MIW	10	4%
Train Interference	49	18.4%
AMIRAK	6	7%
Foxught	23	7%
VAE	20	7.4%
Mechanical Failure	12	\$19 1711
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PAX Handling	7	30%
Weather	70	24%
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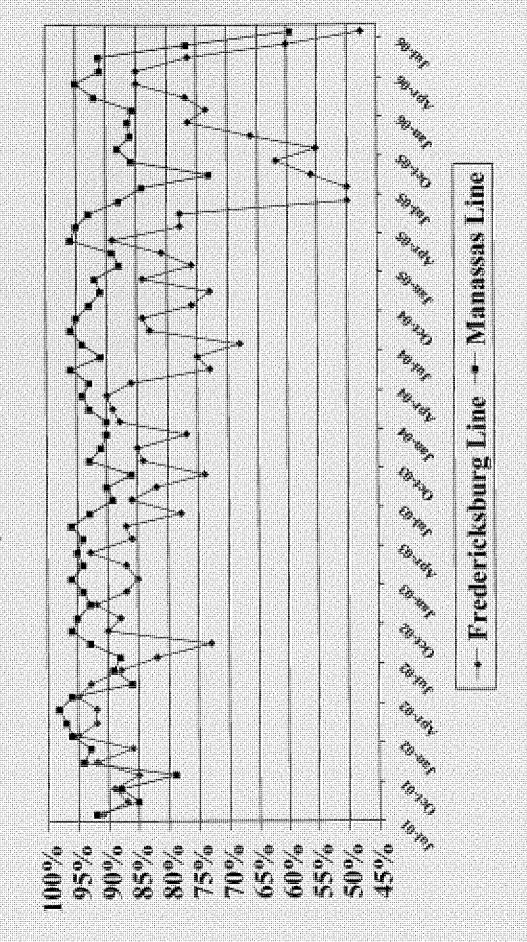
Chief Executive Officer's General Report



AUGUST 2006

As Reported to the VRE Operations Board August 18, 2006

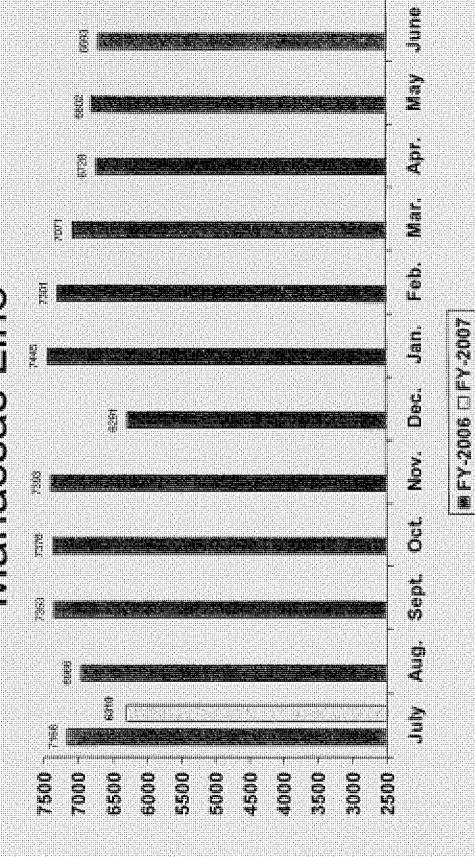
On-Time Performance July 2001 – July 2006



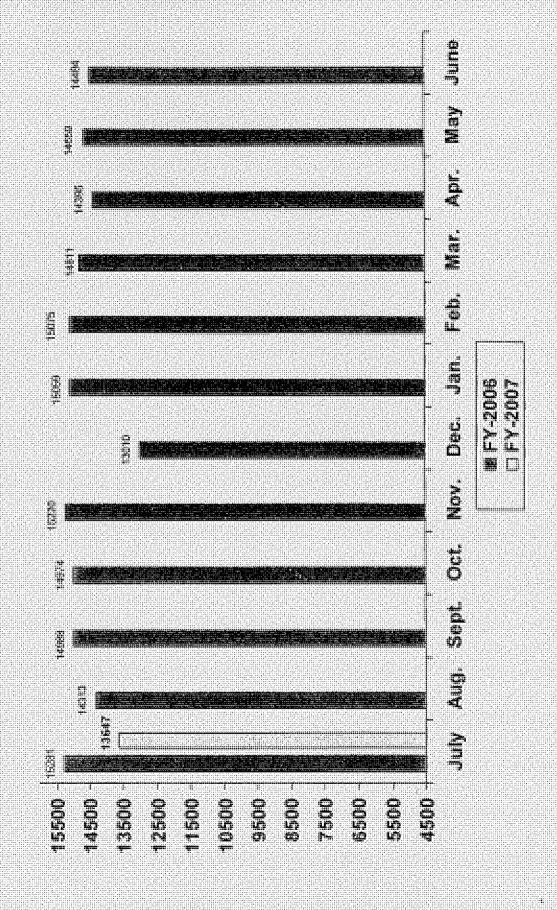
VRE Average Daily Ridership Fredericksburg Line



VRE Average Daily Ridership Manassas Line



VRE Total Average Daily Ridership



VRE Ridership.

Attached is a special report from VRE's CEO on ridership issues. Additional articles and customer emails are also attached.

TO:

MEMBERS OF THE NORTHERN VIRGINIA AND POTOMAC AND

RAPPAHANNOCK TRANSPORTATION COMMISSIONS

FROM:

DALE ZEHNER

DATE:

SEPTEMBER 7, 2006

SUBJECT:

VRE RIDERSHIP

At the August VRE Operations Board meeting, a presentation was given regarding the recent decline in on-time performance (OTP) and subsequent drop in ridership. While the OTP issues have primarily been the result of railroad issues and weather, the annual FY 2006 ridership was down 3.3% (a loss of about 240 riders) from FY 2005. A summary of improvement strategies to improve OTP and increase ridership that have been completed to date as well as future plans are summarized below.

REASON FOR DELAYS

- Extreme Weather June was one of the wettest on record and July one of the hottest. Incurred substantial number of weather related delays and associated slow orders due to heat restrictions and flooding.
- <u>Railroad Operations</u> Significant dispatcher turnover in Jacksonville coupled with signal/switch problems, weather, and tie replacement program caused substantial delays and railroad congestion.

STRATEGY FOR IMPROVEMENT

Strategy for Improvement – Railroads

- Railroad maintenance completed NS and CSX completed tie replacement programs in June and August. Number of associated delays reduced substantially.
- Asked for improvement from railroads CEO visited Norfolk and Jacksonville and met with senior railroad executives, including CSX Chief Operating Officer and NS Executive VP of Operations. Stressed need to improve OTP immediately. Both railroads committed to making improvements.
- Changes Underway
 - Dispatching Assigning senior dispatcher to VRE service area. Division managers are watching territory, adjusting freight schedules, and overseeing train dispatching. Railroads have committed to no delays in the morning. Trainmasters riding trains and considering moving dispatching for the VRE service area to Baltimore from Jacksonville.

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- Changes Underway (continued)
 - Signals/Switches maintainers assigned to key locations and evaluation of all key switches and signals by experts is underway.
 - o Schedule working with railroads/Amtrak to update VRE timetable in October.
- Next Steps –key railroad projects to add capacity underway or about to begin.
 - Quantico Bridge operational in spring 2007.
 - o Third track at L'Enfant station scheduled for spring 2007.
 - o Third track at Franconia Hill in two years.

Strategy for Improvement – Equipment

- Five percent of delays in July were due to equipment but can be lengthy.
- Railcar maintenance being moved to yards.
- Locomotive overhaul program underway.
- Eleven new cab cars begin arriving in January 2007; followed by 50 additional railcars beginning in December 2007.

Strategy for Improvement - Communications

- Launched "Daily Download" provides riders with detailed delay information.
- Meet the Management program beginning again on September 6th.
- Crew training including improved onboard announcements and communications to riders.

Strategy for Improvement - Rider Experience

- OTP improvement strategies provided to riders via on-board newsletter and emails.
- Focused response to Secret Shopper comments and evaluations.
- Revamping and expanding utilization of Rider Advisory Board.
- Media campaign being developed for fall when OTP improves. Will increase VRE name recognition and gain new riders.
- Increased customer/VRE staff interaction put some fun back into VRE.

RESULTS

OTP - Improving

- Average length of delay reduced 34% from July to August.
- Number of 30 minute delays reduced from 43 to 9.
- August to date:
 - Manassas line 87% (July was 59%)
 - Fredericksburg line 58% (July was 48%)
 - System wide 74% (July was 54%)

Ridership – Stable

- Average Daily Ridership, August to date (August historically lower than July due to vacations).
 - Manassas line 6,300 (July was 6,307)
 - Fredericksburg line 7,100 (July was 7,180)
 - System wide 13,400 (July was 13,486)

washingtonpost.com

VRE Repairs, Tardiness Fuel Ridership Drop

Advectisement

By Nick Miroff Washington Post Staff Writer Thursday, August 17, 2006; A01

At a time when authorities are urging increased use of public transportation to reduce congestion, an unexpected loss of Virginia Railway Express riders -- many weary of delays and breakdowns -- is a major setback.

After adding at least 200,000 passenger trips a year since fiscal 2001, the Northern Virginia rail line recorded 120,000 fewer trips from July 2005 to June compared with the previous year, dropping its total to 3.64 million.

Every rider who forsakes a seat on VRE -- which runs two lines, one each from Manassas and Fredericksburg ending at Union Station -- adds to the growing congestion on Washington area roads.

The losses at VRE are "a recipe for horrendous gridlock," said John Townsend, spokesman for AAA Mid-Atlantic, who said he was "astonished and mystified" by the drop in riders. "We already have the third-worst traffic in the nation, and every single car that's added to the equation bogs down the system even more."

In the Interstate 95 corridor -- where the carpool lanes are becoming as choked as the chronically clogged regular lanes, and backups regularly stretch 50 miles -- VRE is called on to provide the only reliable alternative. Even with major traffic relief projects, such as the Springfield interchange, congestion has worsened as more people have moved to the area.

The same is true in the Interstate 66 corridor, where a major widening project near Manassas is underway and another in Arlington is being debated. Neither is expected to end the jams that slow many parts to a crawl.

With gas at \$3 a gallon, other area transit systems have been adding riders by the tens of thousands. Ridership on Maryland's MARC was up nearly 6 percent in the past fiscal year, and Metrorail was up 5.3 percent, breaking records.

Of 15 major commuter rail services in the nation tracked in the first calendar quarter this year by the American Public Transportation Association, VRE was one of only three to lose riders. Its decline was second only to a system in South Florida that had service interruptions linked to track construction.

VRE spokesman Mark Roeber said the dip in ridership is "a hiccup" tied to numerous factors, including agreements with track owners running competing freight service, problems with a bridge near Quantico and the system's service problems. He vowed that "in time we'll have a positive and viable option against any other form of transport."

Ridership fell on both VRE lines in the past year, but the losses -- and problems -- were far more severe on the Fredericksburg line, where on-time performance dropped from 90 percent of trips in 2001 to 69 percent. The causes, beleaguered riders and train officials say, are many.

Some are of the chronic variety: Summer heat restrictions slow trains, leading to congestion. Freight and passenger traffic bottleneck at the Quantico Creek Bridge, where trains share a track. And VRE's aging locomotives-- creaky engines from the 1970s -- break down and strand riders mid-commute.

These complications were compounded by additional problems over the past year. The implementation of a directional signal last August was "disastrous," Roeber said. Rail tie replacement projects held up passenger service. A derailment in January slowed service for days. Heavy rains in June led to full-scale service cancellations and pushed commuters back to their cars.

VRE lost Mark Melnyk in March. He had enough of mornings stuck on the tracks and afternoons when his train didn't show up on time.

So Melnyk turned to the unthinkable: He got back in his car and onto I-95.

Instead of riding free on VRE -- his employer picked up the tab -- he started paying \$300 a month for gas and waking at 4:30 a.m. to try to beat the worst of rush hour.

"At least by driving I know I can get there," said Melnyk, who commutes between Fredericksburg and Fort Belvoir.

The loss of passengers such as Melnyk cost VRE \$500,000 in revenue. Of the agency's \$62.8 million budget for this fiscal year, \$24.8 million is drawn from ticket sales, and \$38 million comes from federal, state and local governments.

VRE's backslide is a sudden derailment to traffic-fighting goals, transportation officials said.

"We invest a lot of time and money into taking people out of their cars and giving them reliable options," said Pierce R. Homer, Virginia secretary of transportation. "When people make a choice to not do that, we have to take a look at the quality and timeliness of our services."

When Homer looks at VRE's service problems, he sees myriad "operational challenges," many of which stem from the complex arrangements needed to make the trains run. The rails are owned by CSX Corp., of Jacksonville, Fla. VRE pays CSX more than \$3.8 million a year for the right to use the tracks, but increased train volume on the two-track corridor means that passenger service can get stuck behind freight cars that are slow, late or stalled.

"It's difficult when you're sitting on a passenger train to see all that freight going by," said Jay Westbrook, a CSX liaison who manages the company's relations with VRE. "But we have a network that extends hundreds of miles in each direction. We make every effort to clear a path" for VRE.

Another frequently mentioned source of VRE frustration is CSX's heat-restriction policy. High summer temperatures can lead to kinks in the steel rails, so train travel is routinely slowed to 40 mph on the Fredericksburg line if the mercury rises above 85 degrees.

"Our heat policy is not to take chances with safety," Westbrook said.

VRE officials said the restrictions are not applied on the Manassas line, most of which is owned by Norfolk Southern Corp. That line had an on-time performance of 86 percent in fiscal 2006 and has remained fairly stable since 2001.

Some riders said passengers systemwide are fed up with VRE's older cars, derisively referred to as "cattle cars" for their rigid seating and metallic interiors. VRE has bought 11 cars that will be added this year and has ordered 50 more that will arrive by December 2008.

VRE officials said a slash in their advertising budget has also affected ridership. And they stopped promoting their service as a superior commuting alternative because, Roeber said, his agency no longer has the confidence to make those claims -- at least until the \$26 million Quantico bridge is completed next year.

"In normal circumstances, we'll beat a car," he said. "But until you see the bridge in place and functioning, you wouldn't see us making any statements that would lend automobile drivers to believe our ride was going to be significantly faster."

When the trains are on time, it's hard to imagine anyone choosing to get behind the wheel. The 7:15 a.m. train Aug. 9, for instance, left Fredericksburg on time and breezed past the backups on I-95, which popped into view from time to time on the train's left side. To the right, riders watched the sun rise over the platinum-colored expanse of the Potomac River. The train reached Union Station eight minutes early.

In the afternoon, the cars were more crowded and the bathrooms dirtier, and the riders seemed much less patient, lining up by the exits. But the 6 p.m. train made it to Fredericksburg on time, 90 minutes after leaving Union Station.

Roeber said VRE is one of the only rail services in the country that provides "free-ride" vouchers to passengers if a train is more than 30 minutes late.

But riders such as Stafford County resident Doug Graham said the vouchers do him little good. "When I try to use up my free-ride certificates, the train is late all over again," said Graham, who has ridden VRE for the past 10 years. "The on-time record is really a killer."

Graham and others on the Aug. 9 Fredericksburg train spoke about their commute with a mix of weariness and resignation, convinced that VRE is still their best option. But a few said they are not so inured to suffering on VRE that they haven't looked at alternatives.

"It's getting to be a tougher and tougher trade-off," said Andrew Johnston, a Fredericksburg resident who has been taking VRE for eight years to his job in Rosslyn. Johnston said getting to work an hour late after a one-way commute of more than three hours is "embarrassing," but he would rather sit through delays in the company of other riders than alone in his car.

Even though he is off VRE, Melnyk isn't much happier. He is on time for work now, but, he said, afternoon I-95 traffic is a "nightmare."

"It's just unbelievable that this situation has gotten so out of hand," Melnyk said. "When you spend an average of four hours a day commuting, how can you have a life?"

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July 26th, 2006

Virginia Railway Express Sees Decline in Ridership

Washington's News, Traffic & Weather

Jul 25th - 3:55pm

WASHINGTON - Despite soaring gas prices and worsening highway congestion, Virginia Railway Express is seeing a drop in daily ridership that it blames on delays caused by track maintenance and heat restrictions.

"It's awful." VRE Chief Executive Officer Dale Zehner told The Washington Times for a story Tuesday. "I'm amazed that it's not worse. For the delays we've had, I would have thought we would have lost more (riders)."

VRE ridership declined about 2 percent, or by about 178 passengers, in the fiscal year that ended June 30 compared to the prior year. That dip is a marked change for VRE, which saw ridership jump an average of 13 percent each year from 2000 to 2005.

The Metro rail system, by comparison, continues to boast some of its highest ridership figures, with the transit agency setting seven of its top 10 ridership days this year.

The decline in daily ridership has cost VRE more than \$1 million in operating revenue and could lead to another fare increase next year, Zehner said. VRE receives half its operating revenue from passenger fares, with the remainder coming from local, state and federal subsidies.

Delays became a problem about a year ago when VRE officials said hot weather forced them to slow trains so operators could detect bends that occur when steel tracks absorb too much heat.

CSX Corp., which owns VRE's Fredericksburg line, places heat restrictions on the tracks it shares with VRE when temperatures hit the mid- to high 80s. Each delay can add up 10 to 20 minutes, VRE spokesman Mark Roeber said.

To make matters worse, CSX started a one-year plan to replace about 33 percent of the Fredericksburg line's railroad ties. Norfolk Southern Corp., which owns VRE's Manassas line, replaced railroad ties on about 20 percent of its tracks, Zehner said.

Passengers also are upset about limited parking at stations. VRE officials said. The railway recently added 285 parking spots at its Broad Run station in Prince William County, but the parking lot is full before the last train leaves at 7:50 a.m., Roeber said.

Tomeeka Fair, 32, of Fredericksburg said she stopped riding VRE in January because of delays.

"It was good until the weather (last summer), and then there would be delays all the time," said Fair, who rarely rides the train now. "On a whole, nobody has good things to say about it."

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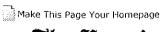
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Online Extra: Inside Columbine

Steve Eldridge: VRE sees recent ridership downturn

PDF | Email

Steve Eldridge, The Examiner Jul 27, 2006 5:00 AM (1 day ago)

Current rank: # 483 of 5,453 articles

WASHINGTON - Contrary to what you might think about high gas prices driving people to use transit options, Virginia Railway Express is seeing a downturn in ridership.

The service blames continuing heat restrictions that add as much as 15 minutes to a trip, but it should be noted that the downturn also comes at a time when new fares have been put into place. It's interesting that the heat restriction updates on the Web site at www.vre.org are more than two weeks old. Is there more here than meets the eye?

The deal with CSX to share tracks seemed like a good idea many, many years ago, but it's obviously an ongoing problem.

Still, is VRE doing what it can to keep riders happy?

Metro woes

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Mass Transit News

Today's top headlines and features for the mass transit professional

www.MassTransilMag.com

USA Bus Charter, Inc. Free Quote, Great Rates, New Buses Reliable Bus Charters, Call Us Now Sue writes: "Yesterday, while waiting in a hot and muggy Metro tunnel for my train, I was casually drinking water from my water bottle. Out of nowhere, this know-it-all passed by and said, 'please don't drink on the Metro.' I'm sorry, but if that includes water, then I won't be riding Metro anymore! I really don't think that Metro officials would consider a closed container of water a violation of their policy. I'd think drinking water would be encouraged to avoid heat exhaustion, etc. Who wants to be stuck in a hot, sticky, smelly, crowded tunnel/train for 30-plus minutes without a sip or two of aqua? Maybe Mr. Know-it-all ought to tag a swig of H2O himself & cool off! Can you confirm Metro's water policy one way or the other?"

Here's the official response: "Please let the writer know that casually drinking water from a water bottle indeed is unlawful in Metrorall stations. This is not a policy, this is a public conduct ordinance [law] of all three jurisdictions in which we serve."

I doubt that too many people are going to get dragged off the platform in shackles for drinking water, but there is no sense in poking the lion through the cage. I would also add that the person who asked Sue not to drink on the Metro was doing something that I wish more riders would or could do, and that's to take pride in the system and take note when rules are being violated.

Bill writes in response to a column from last week where I said it would be nice to see more Metro buses equipped with windows in the back: "I noticed that, like the Circulator buses you have written about, some of the newer Metro buses do have back windows. Bus 2065 is an example. Now if we can just keep some of the hot weather fans from opening the side windows when the bus air conditioning is running, all would be well."

Bill, you and several other readers got it right. I got an e-mail from the media relations office at Metro detailing the manufacturers and the numbers of buses in the fleet that currently have back windows, and there are several hundred of them.

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Rick Taube

From: Scott Kalkwarf

Sent: Monday, August 07, 2006 10:25 AM

To: Rick Taube

Subject: FW: Service issues

----Original Message----

From: Maquigad, April [mailto:amaguigad@vre.org]On Behalf Of Gotrains

Sent: Friday, August 04, 2006 5:12 PM

To: crkscrw@msn.com

Cc: nvtc; omni@OmniRide.com; mcaddigan@pwcqov.org; leedist@fairfaxcounty.gov;

braddock@fairfaxcounty.gov; rgibbons@co.stafford.va.us; krae@drpt.state.va.us; springfield@co.fairfax.va.us;

hbarg@pwcgov.org; wcovington@pwcgov.org; hwgreenup@aol.com; countyboard@co.arlington.va.us

Subject: RE: Service issues

Dear Tracey,

Thank you for writing. Your message was forwarded to us for an answer.

The last month has definitely been one of the most frustrating that we have experienced in a long time. Rest assured, this is not something that we are taking lightly.

We are exploring all of the avenues that are available to us to improve our service. There are two main areas that our service falls into: areas we do not control (i.e., CSX signal and switch problems) and areas we do control (i.e., mechanical problems and dissemination of information). While it is more difficult to effectively make changes in the first area, we are working with CSX to mitigate the signal and switch delays that occur on their tracks.

With that said, we are committed to making noticeable improvements in the areas that we we do control. First, we are closely monitoring our fleet to ensure that mechanical problems are taken care of before they have the chance to occur. Second, we are taking a deeper look into how we communicate with our riders. We know that if our passengers are going to be delayed, the least we can do is keep them informed. These communications come not only from us in the main office (Train Talk, website, phone system) but also from our conductors.

While it is no solace when you have been severely inconvenienced, we are dedicated to bringing you the service you expect and deserve. We are hoping that the trend of the last few days will hold and continue to improve.

We appreciate your continued patience and thank you for riding VRE.

Sincerely,

April Maguigad Manager of Customer Communications

gotrains@vre.org http://www.vre.org phone: (703) 684-1001 fax: (703) 684-1313 ----Original Message----

From: Tracey Kennedy [mailto:crkscrw@msn.com]

Sent: Friday, July 28, 2006 9:29 AM

To: gotrains@vre.org; nvtc@nvtdc.org; omni@OmniRide.com; Caddigan, Maureen S.;

 $lee dist@fairfaxcounty.gov; \ braddock@fairfaxcounty.gov; \ rgibbons@co.stafford.va.us; \ krae@drpt.state.va.us; \ krae$

springfield@co.fairfax.va.us; Barg, Hilda M.; %20wcovington@pwc.gov; hwgreenup@aol.com;

countyboard@co.arlington.va.us; amaguigad@vre.org

Subject: Service issues

Dear VRE

It is difficult to know where to begin in addressing the increasingly deplorable service experienced by Fredericksburg Line passengers. By your own admission, on-time performance is miserable, and in an age of record gas prices, ridership is down. I would suggest to you that service disruptions this week alone will cause it to drop further. As I write this on Friday, August 28, Train 302 is more than one hour late and subsequent trains appear to be stacked up south of Quantico. This, after Wednesday and Thursday afternoon debacles which resulted in delays of one hour and one and one half hours, respectively.

Of course, we all know the drill..."CSX problems." In fact, the drill is so well known that conductors on some trains-yesterday in the rear of the 303 train, for example-don't bother anymore to inform the passengers of the cause of the delay or how long it might be. They briskly walk the aisle handing out free ride certificates then hide out in the rear compartment. I believe that if you asked any rider which they preferred-FRC or information-they'd choose information without fail. Speaking of FRCs, there were passengers on my car yesterday who have been able to ride the entire month of July using only FRCs. I'm guessing that's not good for the bottom line.

I, for one, am tired of the excuses. If CSX is the problem, deal with them in a way they might understand. Passenger rail service is increasingly vital to our region. Federal and State officials have an interest in seeing that their constituents (and employees) have reliable mass transportation options. Indeed, if there were as many lengthy morning delays as there are afternoon, I suspect Federal and private sector employers could persuade VRE and CSX to get their collective acts together (alas, in the afternoons, its just my time that is wasted). If political muscle is what is needed to nudge CSX in the direction of competency, I can assure you that each and every Fredericksburg line rider will back you. If you are unwilling or unable to address the issues, please step aside and make room for those who can.

In the meantime, to help mitigate VRE's drift to CSX's level of incompetence, please trust your passengers enough to provide information on problems as they occur. From conductors to platform announcements to email and website notices (yesterday's issues were never reported and have yet to be acknowledged), these were once a staple of VRE customer service. If this is too much to ask, we'll take our business elsewhere.

Tracey Kennedy 9705 Westerlo Ct. Fredericksburg, VA 22407 540-891-7682

Rick Taube

From: Scott Kalkwarf

Sent: Monday, August 14, 2006 2:00 PM

To: Rick Taube

Subject: FW: On-Time Performance on Fredericksburg VRE Line

----Original Message-----

From: Michael Farren [mailto:webs2011@yahoo.com]

Sent: Monday, August 14, 2006 1:53 PM

To: gotrains@vre.org

Cc: falmouthsupervisor@hotmail.com; rgibbons@mindspring.com; nvtc

Subject: On-Time Performance on Fredericksburg VRE Line

There are several issues that VRE needs to be able to address in addition to their on-time performance such as: Richmond busses adding passengers beginning in the November time-frame as well as Spotsylvania still balking at paying their fair share of the commuter cost, but for now let's address the on-time performance.

I would greatly appreicate it if the VRE can convince CSX that commuters also have a need to be able to arrive to their jobs on-time. CSX is supposed to have a VP to work with VRE to address commuter issues? If so, then why do the commuter lines rate at a lower priority for passing the switches than south-bound garbage trains?

The on-time performance for the VRE has not shown a substantial increase over the last month.

All I see is Mr. Zehner complain how much money he loses out of his operating fund when CSX or VRE has problems with their operations. All the commuters receive is a general letter of how VRE is working hard with CSX to ensure the problems don't occur again and communications are vital and improving. I haven't even received an answer to previous e-mails addressing this issue.

Oh yeah, there is the Free Ride Certificate (FRC) and the complaints that they cost money and rumors of doing away with them. Well, the easiest way to save the money is to be on time and then they don't have to be issued. It seems very ironic that there is a splitting of hairs as to whether the train was 28-29 minutes late vs 30 minutes late. Late is late and late translate to lost money.

However, does anyone care how much money is lost in productivity by the commuters? Many of the commuters have to either work later or take their personal leave to make up for the time. All you have to do is take the average commuter count for any month last year and after determining an average hourly salary, divide it by 60 for the per minute and then multiply it by the number of minutes the train is late. You will find that the numbers grow quite quickly and over the course of the year might very likely tower over the amount VRE is losing in their operating budget.

Bottom line:

- 1. Mass transportation like VRE is vital for Northern Virginia and needs to happen. Busses and vanpools still add to the traffic on I95.
- 2. VRE needs to be able to hold CSX accountable for their mistakes. VRE should not have to pay for CSX mistakes.
- 3. VRE needs to hold more public forums to address the problems and what solutions are going to be

made. Afterall, when a fare increase is requested and granted, which includes a substantial pay raise (5%), the commuters need to be able to see an Return on their Investment.

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"In the fiscal year that ended June 30, ridership declined 2 percent from the previous year ... But in each of the previous four years, ridership increased about 13 percent."

What do you make of that phenomenon? VRE has been one of the great successes in regional transportation. Starting in December 2007, the Northern Virginia commuter train system will be adding 50 new bi-level cars to the service. VRE and MARC in Maryland offer a valuable option for Washington-bound commuters -- and it's not like there are any fewer of them.

During the summer, the freight lines that own some of their tracks <u>order slowdowns</u> for all trains as a safety precaution whenever it gets really hot, as it did this past week. In fact, VRE's Train Talk put out the word again this afternoon:

"Heat Restrictions in Effect Today: With the continued heat wave, heat restrictions are again in effect. On the Fredericksburg line, delays of 10-15 minutes are expected. However, this could be longer if there are additional issues along the way."

That throws off schedules, as does track work and signal problems on the frieght lines. But judging by the number of complaints we get about traffic on I-95, I-66 and I-270, it's hard to believe that commuters are choosing the roads over the rails.

Does anyone know a commuter who stopped using VRE for some reason?

By Robert Thomson | August 4, 2006; 1:34 PM ET | Category: <u>Commuting</u>
Previous: <u>Metro Rail Car Manager Available for Questions</u> | Next: <u>Traffic Changes at Bolling Entrance</u>

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Quick suggestion, Dr. Gridlockcan you link to the original Post article when you reference it? Makes it easier to see the context.
Posted by: Arrrlington August 4, 2006 02:44 PM
rosted by. Anthriggor August 1, 2000 05.11.11.
Arrrlington, Here's the original:
VRE CONTRACT AWARDED
50 Bi-Level Rail Cars to Join Fleet
Virginia Railway Express will add 50 bi-level cars, officials said yesterday after the system's board awarded a \$92.5 million contract to Sumitomo Corp. of America.
The cars will be delivered beginning in December 2007. VRE has a fleet of 86 rail cars and uses
69 to operate the Fredericksburg and Manassas lines. Many of the existing cars are old and need to be replaced, spokesman Mark Roeber said.
When the new equipment is in service, VRE will have 25 percent more seating capacity, he said.
In the fiscal year that ended June 30, ridership declined 2 percent from the previous year, Roeber said. But in each of the previous four years, ridership increased about 13 percent. Lena H. Sun
Posted by: Dr. Gridlock August 4, 2006 02:54 PM
I'd like to see VRE and MARC overlap each other's territory a little bit more than simply sharing Union Station as a terminus Maybe see some VRE trains head toward New Carollton, and better yet, MARC to Pentagon and/or Crystal city. I think if either system could move passengers beyond DC, it would be a good thing.
Posted by: Bill August 4, 2006 03:15 PM
I can't speak for VRE riders since I commute in from Maryland, but I can tell you that I nearly quit
riding MARC last year after becoming frustrated with consistent delays and breakdowns. I'd say out of 10 weekly trips on the Camden Line, at least 4 were disrupted in some way, and during the
hot summer months the speed restrictions due to heat added 20 minutes to my commute.
That kind of unpredictability can be equally as stressful as sitting in traffic, IMO.
Posted by: Tim August 4, 2006 03:50 PM

It hasn't just been the summer heat restrictions that have thrown off the VRE schedule. This has been a constant since the current management took over the line. Check out the article in The Fredericksburg Free Lance-Star from last week.

http://fredericksburg.com/News/FLS/2006/072006/07302006/209218

It's a bit difficult relying on a commuter line that may or may not get you to your job anywhere near on time. Certainly the demand for a marginally timely commuter line is there (last year they had to build an overflow parking lot here at Leeland Road), but the performance is so lousy the regular lot now has open spaces all day.

Posted by: Patrick | August 4, 2006 03:51 PM

I stopped using the VRE in April after one particularly nasty week- when the train was running at least 30 minutes late 4 days in a row! I am now a very happy Omnirider.

Posted by: Maria | August 4, 2006 04:28 PM

Quality and reliability of service are HUGE issues.

Remember that taking the commuter train to work often requires three different modes of transportation: car or bus to the station, transfer (with a wait) to the train itself, and perhaps another transfer (and a wait) to Metro.

For many people, the hassle of driving, even with traffic jams, is not that much greater. If the commuter train (and Metro) don't offer reliable, hassle free service, a lot of people figure that if they're gonna be hassled either way, they'd rather be in the comfort of their own car where they can eat, listen to the radio or CD, and get a one-seat ride from home to the office.

VRE, MARC and Metro managers (and those who fund them) need to be paying attention!

Posted by: Meridian | August 4, 2006 04:38 PM

I gave up riding VRE three years ago. Aside from the reliability issues that others have mentioned, I found VRE to be intolerably uncomfortable for a ride that took too long to begin with. Standing on Metro is more comfortable to me than sitting on the VRE Manassas line, and I suspect there are other VRE riders who feel the same way. I often noticed other riders assuming unusual postures and sitting positions.

Posted by: Dave | August 4, 2006 05:26 PM

I quit a month ago after nearly three years of declining service, lame excuses, and a commute that went over 4 hours three nights in a row. A number of us left at the same time and now are happy Slugs. The only three things that really matter to me on VRE are safety, maintenance and on time service. Fortunately, the first they do well; the second and third are poor and getting worse.

Posted by: Steve | August 4, 2006 05:42 PM

When my wife and I purchased a home, we considered homes near VRE and METRO. When we realized that VRE ran I way only (in to DC in the morning and out of DC in the evening--which brings me to my next point) and the last train out of DC was before 6 pm, we eliminated it from consideration (i now see they now run trains that leave close to, but beofre 7). Basically, if you do not work for uncle sam, VRE is useless as any day you have to stay late (virtually any professional and most congressional staffers face this on a regular basis) you are out of luck.

back then we even asked VRE if it was considering add trains after 7pm and they said they were unprofitable as they had extremely low ridership.

as a new yorker (please, i am not the New Yorker's view of the world poster boy), i was totally amazed by this (and MARC). LIRR, Metro North, and NJ transit run both ways all day and on weekends, you could get from ct to the island or upstate ny to philly (and vice versa) all on regional rail any day of the week.

DC is supposed to be this amzaingly huge metro area, but it basically has virtually no regional rail. and METRO is the worst of both worlds--it has all the inconveniences of a subway and regional rail. but with all its many, many faults it is still better than VRE and MARC.

Posted by: L.I. | August 4, 2006 08:57 PM

You are asking the wrong questions. Try asking, "What is the average age of the riders? What

percentage is 50+?" There is an answer to the 2% in those questions. The question for future declines in ridership is "How many riders changed jobs to ones located closer to home?"

Posted by: Phillip Ramsey | August 4, 2006 10:01 PM

L.I. hits the proverbial nail on the head. I had two colleagues who tried the VRE, but we're attorneys and they found that it was impossible for them to predict whether they'd be able to make the last train. They went back to driving for that reason (but they bought ILEV vehicles).

Posted by: Rich | August 5, 2006 01:58 PM

The improvements at the Springfield Interchange have made the drive much easier for a lot of people. I suspect some of them may have switched from VRE back to their cars for that reason.

Posted by: Jim | August 5, 2006 03:27 PM

I've ridden on the FBurg line for nearly four years from Stafford to Alexandria. I'm seriously considering driving - which I'd never thought I'd do - because of the total unreliability of VRE. The biggest problem I've had is that the management just doesn't care. I've communicated with them over and over to see what they are doing to improve service and rather than answer, they just give excuses as to why the problems aren't their fault. On top of that, they've been raising fares each year for worse and worse service (and they say service would be even worse without the fare increases) so it's not even much of a value. Layer in consistent 1-2 hour delays on top of dramatically rising costs and complete indifference from management, and driving - even on I-95 - seems to be a better option.

Posted by: Mike | August 7, 2006 08:43 AM

When I moved to Woodbridge, I looked into all my commuting options including VRE to Union Station (I work on the Hill) and bus to Springfield metro. The most convienent and cost effective method has consistently been picking up slugs. I can leave my house at 6:00, fet to the Horner Road loat by 6:10, drop off my slugs at L'Enfant about 6:55 and be working out in the staff gym by 7:15. Try doing that on mass transit.

Posted by: Woodbridge Va | August 7, 2006 09:15 AM

Can't speak for VRE, but there seems to be wild variation in OOS on the various MARC lines. I ride the Penn line, opposite rush hour, and I LOVE it. The longest delay I've had is 30 minutes, when the power went out up the NE corridor! But I can definately understand the complaints of it not being accomplating to off-hour schedules. I think the only reason Penn is convinient for me is that the airport makes it economical to run more off-hour trains. But it also sounds like Amtrak does a far better job of providing high quality than CSX is doing. Transit is a self perpetuating system, if there are more often more convinient trains that will bring in more ridership, the higher ridership will increase fares and make it more economical to run more trains, etc Unfortunately, the riders will never be the ones to get the ball rolling and local government farebox return requirements seem to give no breathing room to get the ball rolling. Take Maryland for example...MARC started with a farebox return requirement of 40% I think? And they crushed it, returning almost 60%... so what does the state do? Increases the required return to 50%!!! Instead, they should have used the excess cash flow to provide more service. Even if those new services weren't extensively used immediately, the other more profitable lines could make up the difference until they built up the ridership. Seems like no one thinks that way in Annapolis (or Richmond apparently).

Posted by: PJB | August 7, 2006 11:09 AM

I am a commuter who stopped using VRE. The major reason was because I switched to an alternative schedule and don't have a handy VRE train to take home when I want to go home. But VRE's quality had declined too -- higher costs, crowded trains, and the free EZ bus shuttle to my neighborhood was saddled with some completely rude drivers who didn't know their own policy and would refuse to take people to the station.

Posted by: Fairfax | August 7, 2006 11:38 AM

I rode the VRE a couple of years ago when I lived in Springfield and worked in Alexandria. Since I I was close to a station, I found it very handy. I eventually stopped riding it was very expensive (especially going from Backlick to Alexandria) and it was cheaper for me to take a bus to the metro and ride into Alexandria that way. It was less convenient, but much cheaper. Additionally, I found the afternoon rides dreadful. The cars were always overcrowded and very hot. The Manassas Line always seemed to have the "cattle cars" as I called them. They were narrow and all metal. It always scared me what would happen in those cars if we had an emergency. There would be chaos for sure.

Posted by: KH | August 7, 2006 12:49 PM

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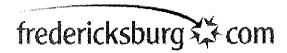
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A capital plan for commuters

July 20, 2006 12:50 am

By KELLY HANNON

A weekday bus service to Fredericksburg could begin as early as November for Richmond-area commuters interested in riding Virginia Railway Express into the Washington area.

Fredericksburg residents bound for Richmond could ride the bus south on its return trip.

Greater Richmond Transit Co. Chief Executive Officer John M. Lewis Jr. sees the service as a natural extension of the system's commuter bus routes between suburban and downtown Richmond.

"It was a pretty clear question, at least to me, asking, 'Can we reach out to Fredericksburg?' especially since VRE comes down that far. That's kind of a hole in the system as we looked at public transportation," Lewis said.

Commuting between capitals

The plan: Two daily buses would carry Richmond-area commuters to Fredericksburg train station to catch the Virginia Rail Express. Reverse commuters could take buses going back.

Who would ride: At least 100 daily VRE passengers come from the Richmond area, More take van pools to Washington.

Projected start: Nov. 1. Cost: To be determined.

SCOTT CARMINE / THE FREE LANCE-STAR

Greater Richmond Transit will seek bids from private companies interested in running the twice-daily commuter buses in late August or early September. The service could start as early as Nov. 1 if a successful bid is received, Lewis said.

It would be considered a GRTC route, even though a private bus would offer the service.

"We just have to install a GRTC fare box," Lewis said.

At least 100 daily Virginia Railway Express riders live in the greater Richmond area. That number reflects only people buying VRE tickets in block, Lewis said, so there could be even more.

Also, there are three van pools that depart Richmond every day for the roughly 200-mile round trip up Interstate 95. One disgorges passengers at the Pentagon, another at the U.S. Army's Fort Myer, and yet another in Washington.

If enough of these commuters rode the bus instead, GRTC could fill two coaches, Lewis said.

The Richmond-to-Fredericksburg bus would stop at the VRE station in downtown Fredericksburg.

Given the scarcity of parking downtown, the bus would probably collect people riding south from Fredericksburg to Richmond at a separate location, Lewis said. The site would depend on where riders could park their cars, he said.

No fare has been set.

The bus service would give the Fredericksburg region another way to travel between the cities, at least during the week.

Currently, Amtrak operates passenger trains between Fredericksburg and Richmond. Greyhound also offers bus service.

Neither service is linked to the VRE train schedule, and Greyhound passengers are dropped off at the city's temporary bus depot on Princess Anne Street, about a mile's walk from the train station. A new, permanent bus station is planned along the U.S. 1 Bypass.

There also is a market for reverse commuters.

At least three van pools travel from Fredericksburg to Richmond each day, said Diana Utz, manager of Rideshare for the Rappahannock Area Development Commission. Rideshare matches commuters with car pools, van pools and other methods of public transit.

More southbound car pools and van pools could exist, they're just not registered with Rideshare, Utz said.

"A lot of those car pools are formed at the workplace," Utz said.

Also, Rideshare's database shows 13 people have requested rides to Richmond through the agency. Again, there could be greater interest, but the individuals have not contacted RADCO, Utz said.

There is no way to know whether Richmond-area commuters would trade a direct drive up I-95 for VRE. The train ride from Fredericksburg to Union Station typically takes an hour and a half.

VRE's monthly on-time performance has improved this spring. Trains were on time 77 percent of the time in May, and 85 percent of the time in March and April. This is a big leap from last fall, when trains in October and November were arriving on time 55 percent and 65 percent of the time, respectively.

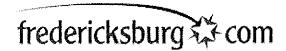
Rising gas prices may encourage people to take the bus even if the ride is longer. GRTC has seen a recent spike in ridership on its commuter buses in the Richmond area, Lewis said.

"It has reached the price level in terms of gas where people are changing their commuter patterns," he said.

Those people continued riding over the winter, when gas prices declined after a rise last fall, he said. They arrived at work at the same time, and didn't have to pay for parking downtown.

"I think they are making the choice to stay with us, once they get into it. It's a pretty good alternative," Lewis said.

To reach KELLY HANNON:540/374-5436



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Long riders

August 2, 2006 12:51 am

Long riders

CALL THE IDEA of the Greater Richmond Transit Company to bus Richmond-area commuters to the Virginia Railway Express station in Fredericksburg--checkered. True, about 100 people now make the drive up from Greater Richmond to the VRE terminus, then continue their travel northward, and making their hard lives easier seems only humane. But is encouraging the use of VRE by residents of nonparticipant jurisdictions wise?

VRE spokesman Mark Roeber says the Richmond bus plan wouldn't cost VRE riders anything and, in fact, could free parking places at the jammed Fredericksburg station. (Most of the Richmond riders now drive solo.) Second, the bus company is pondering a helpful reverse service, offering rides to Fredericksburg-area residents who wish to travel south to the state capital.

Providing options to torturous Interstate 95 travel is a worthy goal. But if the Richmond bus link materializes, perhaps the state should chip in more money to defray the costs of those commuters since their home jurisdictions don't help fund VRE.

Meanwhile, let's not forget the 1,000 or so Spotsylvanians using the system. They should encourage their supervisors to join VRE and pay the county's fair share, and soon.

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Virginia Railway Delay

Northern Virginia commuter rail is losing customers. Dedicated state funding can fix the problem.

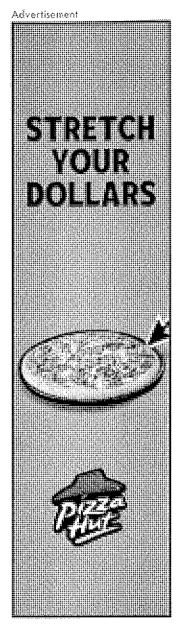
Sunday, August 27, 2006; B06

ADD ANOTHER Northern Virginia transportation problem to the list of issues deserving the General Assembly's attention this year. The Post's Nick Miroff reported this month that the Virginia Railway Express recorded 120,000 fewer trips between July 2005 and June than in the year. This, after consecutive six-figure increases in trips since 2001.

VRE's Fredericksburg line in particular is a mess. Its percentage of on-time trips fell from 90 percent in 2001 to 69 percent this year. For some of VRE's commuters, already putting in 90 minutes or more each way on a normal day, even an extra 10 or 15 minutes is infuriating -- enough, indeed, to persuade thousands to abandon the train to brave the notorious congestion of Interstate 95. Thousands of more trips a year in cars on I-95, of course, worsen traffic.

An unholy confluence of forces led to the delays. The Fredericksburg line uses tracks owned by CSX, a private rail company, so commuter trains have to fight for rail space with freight trains. CSX has limited the speed at which trains can travel on its rails during the summer because high heat can cause kinks in the steel on newly repaired tracks. The commuter rail's aging fleet of locomotives also demands frequent maintenance.

There isn't much more VRE can do about its declining standard of service with the resources it has. It is trying to cut back on maintenance delays by purchasing more rail cars and locomotives, which it says will be ready in 2008. VRE officials have worked with CSX to improve train traffic management on the shared rails, and a VRE spokesman says they will fight to have CSX's heat restrictions slowly lifted as recent track repairs settle and strengthen.



But none of these solutions will fix VRE's fundamental problem of too many trains vying for space on too few tracks. The General Assembly, on the other hand, can fund the improvements VRE requires to provide reliable rail services running into the District. Conveniently, \$20 million of annual revenue for VRE is included in a bill that provides Metro with dedicated funding -- money that is also long overdue -- and imposes appropriate new taxes to pay for both. With the state funds, VRE says it can build a third rail along the Fredericksburg line, provide express train services and run more trains more often on both lines. In other words, VRE can win back its old customers and provide new services that will draw fresh riders -- assuaging the region's vehicular traffic difficulties.

The Senate has already approved the bill. The House of Delegates should pass it promptly -- in a second special session, if one is called. Northern Virginia's commuters must have an attractive alternative to driving, or else I-95 -- and Virginians' quality of life -- will only get worse.

Status of Procurement of 50 VRE Railcars.

As explained in the attached news release, VRE has now successfully executed the option and will receive the cars from Sumitomo Corporation beginning in December, 2007 through December, 2008.



Virginia Railway Express

News Release

Mark Roeber 703-838-5416

August 2006

VRE PURCHASES HIGH CAPACITY RAIL CARS

Action Paves the Way for Next Generation of Rail Service

Alexandria, VA, August 1, 2006 – The VRE Operations Board today took another step toward fulfilling their commitment to improving Virginia Railway Express' core system demands by exercising an option to purchase new high capacity bi-level railcars.

The purchase of 50 bi-level railcars — which will be paid for with funding from the Commonwealth of Virginia, local jurisdictions, FTA and a loan from the FRA — will represent up to a 25 percent increase in seating capacity when all of the new equipment is in service.

"Mass transit is a key component of Virginia's transportation network," said Governor Kaine. "These new bi-level rail cars are an important step in a series of many that we are taking to ease congestion, decrease pollution and improve the quality of life for all of Virginia's citizens."

"This new funding represents great news for commuters in Northern Virginia and other parts of the Commonwealth. These new railcars will encourage more commuters to take the train to work, and should help relieve congestion in the I-95 and I-66 corridors," added Senator Warner.

"This bi-level railcar purchase paves the way for the next generation of capacity improvements as set forth by VRE's strategic plan," said VRE Board Chairwoman Maureen Caddigan. "These new cars are a smarter and more efficient use of existing track space, allowing us to squeeze more seating capacity – and more comfortable seats – into the existing rail infrastructure."

Today, the Board awarded a contract to Sumitomo Corporation of America not to exceed \$92.5 million for the purchase of 50 bi-level railcars. The cars will be delivered to VRE beginning in December of 2007 through December 2008 – timed to meet anticipated ridership growth over the next decade.

The new bi-level cars will provide additional and more comfortable seating:

- o 20 coach cars (without restrooms) with 144 seats
- o 20 coach railcars (with ADA accessible bathrooms) with 132 seats
- o 10 car railcars (with ADA accessible bathrooms) with 123 seats

Each of the bi-level cars will be equipped with more spacious 2-2 seating in the lower level – designed with input from VRE passengers. The cars also will provide passengers with the latest in amenities including push button doors, automated destination signs, automated station stop announcements and state-of-the-art heating and air conditioning systems. All of the cars will be fully compatible with VRE's existing rail fleet, infrastructure, facilities and stations.

VRE is the nation's tenth largest commuter rail system, and the public transportation system provides more than 3.75 million trips per year on two rail lines and 31 commuter rail trains.

Broad Run Maintenance Facilities.

The VRE Operations Board recommends approval of Resolution #2031. This resolution authorizes VRE's CEO to issue a task order to Parsons Brinckerhoff for design and limited construction support services for the Broad Run Maintenance Facilities project. The task order will not exceed \$766,887 (includes a 10 percent contingency). The attachment describes the project in detail. Funds are included in VRE's approved CIP using federal grants.



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 vards:

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	



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:

AUGUST 18, 2006

RE:

AUTHORIZATION TO ISSUE A TASK ORDER FOR DESIGN AND LIMITED CONSTRUCTION SUPPORT SERVICES FOR THE BROAD

RUN MAINTENANCE FACILITIES PROJECT

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to issue a Task Order to Parson Brinckerhoff (PB) for design and limited construction support services for the Broad Run Maintenance Facilities project. This task order is being requested in the amount not to exceed \$697,170, plus 10% contingency of \$69,717, for a total amount not to exceed \$766.887.

BACKGROUND:

The VRE Broad Run storage yard, located at the end of the Manassas line, consists of eight tracks that store six VRE train sets overnight. Due to overcrowding at Washington Union Terminal, VRE has initiated relocation of inspection and some maintenance activities to the outlying yards. This shift was accelerated by the January 2002, Section 238 regulations that requires passenger cars to go through a 184-day inspection, overwhelming existing Amtrak inspection facilities. The initiative to shift more fleet maintenance to outlaying yards was approved by the Operations Board at the June 18, 2004 meeting.

After seeking proposals from two of VRE's GECs, PB was selected to perform the work. This action item will authorize the award of a task order to conduct detailed design and develop plans and specifications to construct a locomotive maintenance building, track

expansion, and either a train wash facility, a warehouse facility or both within the existing yard area. The design is expected to take less than a year to complete. This task order also includes limited construction support services that will continue through the construction of the facility.

Once the task order has been completed, VRE staff will return to the Operations Board to obtain authorization to issue a solicitation to procure a contractor to construct the facilities.

FISCAL IMPACT:

Funds for the project are included in VRE's Capital Improvement Program (CIP) as part of the Broad Run Maintenance Facilities project. Funding is available from FY 2004 and FY 2005 federal grants. The local match is provided using state and local funds.

Renew Contract for Banking Services and Line of Credit.

The VRE Operations Board recommends approval of Resolution #2032. This resolution authorizes VRE's Chief Executive Officer to renew VRE's banking services and line of credit agreements with SunTrust Bank for an additional year. As explained in the attachment, the agreement provides over draft protection up to \$1 million. The initial contract was awarded in July, 2003. After this action, one additional option year remains.



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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AGENDA ITEM 9-D ACTION ITEM

TO:

CHAIRMAN CADDIGAN AND THE VRE OPERATIONS BOARD

FROM:

DALE ZEHNER

DATE:

AUGUST 18, 2006

RE:

AUTHORIZATION TO RENEW CONTRACT FOR BANKING SERVICES

AND LINE OF CREDIT

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize a renewal of the banking services and line of credit agreements with SunTrust Bank.

BACKGROUND:

In July 2003 the Commissions approved a banking services contract with SunTrust Bank, which included a provision for overdraft protection not to exceed \$1 million. The overall banking contract is for three years with two possible one-year extensions. The line of credit, however, must be renewed annually to remain available for use. The last renewal was in October 2005. Staff recommends that the banking services contracts be extended for the first optional year and that the line of credit provision be renewed.

The line of credit is not used unless absolutely necessary. Along with VRE's own operating reserve, these funds can be used to act as a financial bridge during delays in receipt of federal or state grant funds or in specific instances such as the initial drawdown of funds from the recently approved RRIF loan. While individual Operations Board action is not sought for using the line of credit, each request for advance of funds must document the purpose for the advance and the source and timing of repayment, and is approved or disapproved by SunTrust based on this information. There is no extra cost to VRE for having this option available. Interest is based on the prevailing rates at the time of the advance.

FISCAL IMPACT:

Funds are allocated in the FY 2007 budget for banking services costs. Administrative costs for exercising the line of credit are grant reimbursable.

Option for Facilities Maintenance.

The VRE Operations Board recommends approval of Resolution #2033. This resolution authorizes VRE's Chief Executive Officer to execute the second year of the facilities maintenance contract with NV Enterprises, Inc. in an amount not to exceed \$2.5 million. Funding is provided from VRE's approved operating budget (\$1.5 million) and various approved capital projects managed on a task order basis. The duties are described in the attachment.



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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AGENDA ITEM 9-G ACTION ITEM

TO:

CHAIRMAN CADDIGAN AND THE VRE OPERATIONS BOARD

FROM:

DALE ZEHNER

DATE:

AUGUST 18, 2006

RE:

AUTHORIZATION TO EXERCISE SECOND-YEAR OPTION OF

FACILITIES MAINTENANCE SERVICES CONTRACT

RECOMMENDATION:

The VRE Operations Board is recommending that the Commissions authorize the VRE Chief Executive Officer to exercise the second-year option of the facilities maintenance contract with NV Enterprises Inc. in an amount not to exceed \$2,500,000.

BACKGROUND:

In September of 2005, the Operations Board approved the first option year of a 5-year facilities maintenance contract (base year plus four one-year renewable options) with NV Enterprises for facilities maintenance services. The current year of the contract will expire on October 31, 2006 and the next year option must be renewed. Similar to the first option year, an authorization of \$2,500,000 is being requested. While a 2.0 percent increase in general station work expenses is being added to the base contract, no increase to the total annual contract value is being sought.

The facilities budget is financed using both operating and capital funds. The FY 2007/2008 facilities maintenance budget covering this contract includes \$1.5 million in operating funds for general facilities repairs and maintenance. The remaining \$1.0 million is funded through specific capital projects and managed through task orders.

General facilities maintenance includes daily cleaning of the stations and some parking facilities, landscaping and repairs. Previous task order work includes rehabilitation of the Rippon pedestrian overpass and elevator rehab at both Rippon and Franconia Springfield. Examples of upcoming task order work include station painting at four stations, installation of new 3 and 4 panel directories system-wide and installation of an automated station lighting system to reduce electricity consumption.

FISCAL IMPACT

This contract is funded through the facilities line item of the FY 2007/FY 2008 VRE Operating budget and project specific grants in the VRE Capital Budget.

Memorandum of Understanding with Fairfax County for Burke Centre Parking.

The VRE Operations Board recommends approval of Resolution #2034. This resolution authorizes VRE's Chief Executive Officer to execute a memorandum of understanding with Fairfax County to allow VRE to apply for federal grant funds on behalf of the county for the VRE parking facility at the Burke Centre VRE Station. Up to \$5.6 million in federal funds will be requested as part of the \$28 million being assembled by the county for the 1,500 space parking structure. The MOU also sets forth mutual understandings and responsibilities for environmental work, design, and construction. The MOU has been approved by FTA and VRE's legal counsel.



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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AGENDA ITEM 9-H ACTION ITEM

TO:

CHAIRMAN CADDIGAN AND THE VRE OPERATIONS BOARD

FROM:

DALE ZEHNER

DATE:

AUGUST 18, 2006

RE:

AUTHORIZATION TO ENTER INTO A MOU WITH FAIRFAX

COUNTY FOR BURKE CENTRE GRANT FUNDING

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to enter into an agreement with Fairfax County to apply for grant funds on their behalf for design and construction of the Burke Centre VRE station parking facility in an amount not to exceed \$5,571,000.

BACKGROUND:

Over the last several years, Fairfax County has worked to assemble over \$28 million for a parking expansion project at the Burke Centre VRE station. The expansion will provide over 1,500 parking spaces at the site of the existing surface parking lot. Environmental documents were completed in August of 2005 and a public hearing held in October, 2005. A procurement is underway and a construction contract is expected to be awarded in September, 2006.

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

This MOU will allow VRE to apply, on Fairfax County's behalf, for over \$5.5 million in grant funding from the Federal Transit Administration which will be combined with other state and federal funds obtained by Fairfax County for the

project. Fairfax County is contributing all required local match and any additional funds needed would be secured by Fairfax County prior to execution of a construction contract. Fairfax County will be responsible for the operation of the parking facility, including routine maintenance, such as snow and trash removal, and long term capital maintenance. Before making any significant changes to the operation and/or maintenance, Fairfax County will consult with VRE.

In March 2006, the Operations Board approved an MOU but subsequent discussions with FTA and the Department of Labor prevented it from being ratified by the Commissions in April. The issue centered around incompatible language in Fairfax County's labor provisions and those agreed to by PRTC/VRE for the purposes of the earmark. This issue was resolved by allowing PRTC/VRE to amend the grants so that Fairfax County's labor provisions apply to the Burke Centre Parking Garage line item of each grant. The revised MOU has been approved by both FTA and VRE's legal counsel and outlines understandings and responsibilities for each party to facilitate the environmental work, design and construction of the parking facility, as well as ensure that all applicable grant conditions are met. Fairfax County approved the MOU in substantial form on July 10, 2006. A follow-up item will be acted on at the September 11, 2006 Fairfax County Board meeting to include all applicable grants.

FISCAL IMPACT:

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

Item #5H

Referral of FY 2008 Draft VRE Budget to the Jurisdictions.

The VRE Operations Board recommends approval of Resolution #2035. This resolution authorizes staff to send the draft VRE budget for FY 2008 to VRE's member jurisdictions for review and comment. The commissions will be asked in January to adopt and forward to the jurisdictions the final budget. The draft budget is attached.

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.



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





Virginia Railway Express **Operations Board**

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

> **AGENDA ITEM 9-A ACTION ITEM**

TO:

CHAIRMAN CADDIGAN AND THE VRE OPERATIONS BOARD

FROM:

DALE ZEHNER

DATE:

AUGUST 18, 2006

SUBJECT: REFERRAL OF PRELIMINARY FY 2008 VRE OPERATING AND

CAPITAL BUDGET TO THE COMMISSIONS

RECOMMENDATION:

The VRE Operations Board is being asked to authorize the Chief Executive Officer to refer the Preliminary FY 2008 VRE Operating and Capital Budget to the Commissions for their consideration, and that the Commissions, in turn, refer these recommendations to the jurisdictions for their review and comment.

BACKGROUND:

In accordance with the VRE Master Agreement, which outlines the process for annual budget approval, the preliminary FY 2008 VRE Operating and Capital Budget is attached for review. This document follows the adopted guidelines of Board developed in concert with jurisdictional Chief Administrative Officers (CAO). The preliminary FY 2008 Budget is \$69.3M with \$9.4 currently unfunded (assuming no increase to local subsidy or fares); a substantial unfunded amount compared to prior years. VRE will submit a balanced budget to the jurisdictions in November so that it can be evaluated prior to its submission to the Operations Board in December.

The major causes of the current gap between revenue and expenses were outlined in the June budget guidelines and include: required contributions to the insurance fund; fuel cost increases; the uncertainty of state funding amounts; and revised ridership and revenue forecasts. These items are described in more detail below.

The assumptions used in preparing the preliminary draft are as follows:

- 1. Continued operation of the current 30-train service level with contractually set increases in operating expenses of 4% for CSX and Norfolk Southern and an estimated 6% for Amtrak. For FY 2007 the Amtrak increase was estimated at 4%, but the AAR index on which it is based has been increasing at a higher percentage, resulting in \$300,000 of additional projected expenses for FY 2008. No increases in fares or local subsidy are shown at this time.
- 2. Fare revenue of \$21.4M and average daily ridership of 15,200 based on a reassessment of ridership projections. Average daily ridership in FY 2006 was 14,667. (Additional information on revenue and ridership is provided in a separate presentation.)
- 3. Increase in Insurance Trust Fund contributions from \$1,000,000 to \$5,300,000, which reflects a premium cost of \$4.3 and \$1 million to rebuild the trust fund balance, as per the communication from the state Division of Risk Management in March 2006.
- 4. Decrease in state formula funding from a match rate of 30% to a match rate of 23%, in accordance with VDRPT's six-year plan.
- 5. Rise in fuel expenses of approximately \$600,000 to a total of \$3.6 million due to diesel oil price increases and the switch to low sulfur diesel.
- 6. Continued funding of the VRE capital program, which includes mid-day storage, rolling stock modifications, Crossroads Yard expansion and locomotive procurement. It should be noted that without the \$15M in additional state funds for the 50 railcar procurement, a number of these projects will need to be deferred.
- 7. Financing costs for the 50 railcars of \$1.4 million in FY 2008. This amount can be accommodated within the existing federal formula funds. Additional funding from the jurisdictions will not be needed until FY 2009.

The following items are <u>not</u> included in the FY 2008 Operating and Capital Budget:

- 1. No funding is provided for additional train-sets or railcars.
- 2. No change in VRE staffing.
- 3. No provision has been made for possible additional federal formula funding and the accompanying need for a local match for these funds.
- 4. No provision has been made for the impact of additional jurisdictions joining PRTC/NVTC and the possible effect on future subsidy allocations.
- 5. No provision has been made for cost savings that might occur as the result of a transition of coach maintenance functions to the VRE yards.

DISCUSSION:

Budgeting for FY 2008 is significantly more difficult then in previous years due to a large increase in the required contribution to the insurance trust fund, uncertainties in state funding levels, and a reassessment of the ridership projections. In addition, fuel price levels and volatility and contractual increases in operating costs continue to exert an upward pressure on expenses.

The general expense factors that would affect the FY 2008 budget were identified in the FY 2007 six-year plan, but have been exacerbated by subsequent events. The attached chart shows the major variances between the FY 2007 adopted and FY 2008 preliminary budgets.

More clarity will be achieved as we transition to the fall and can better estimate ridership and state transportation funding. In past years, funding shortfalls have been resolved through expense decreases, service reductions, and increases to fare rates and jurisdiction subsidies. For FY 2008, the relationship between fare rates, service and ridership will need to be considered more explicitly.

The factors that affect the FY 2008 preliminary budget will also have an impact in FY 2007. A report on this impact will be brought to the board at the end of the first quarter of the fiscal year.

NEXT STEPS:

As a part of the continuing budget review with the CAO Budget Task Force this fall, additional funding solutions will be explored. The particular areas that will be addressed include:

- A continued assessment of ridership projections based on the impact of efforts to improve on-time performance and other factors.
- A review of potential increases in state operating and capital funding as a result of the Special Legislative Session/Transportation to convene in midto-late September.
- Continued analysis of alternatives to reduce overall cost of operations, including the impact of moving all coach maintenance operations to the VRE yards and reducing mechanical forces. Service reductions will also be considered.
- Analysis of the feasibility of using federal formula funds to defray the impact of operating cost increases.
- The impact of any need for increases in fares and/or local subsidy.
- The impact of additional jurisdictions joining PRTC and the potential affect on local revenue.
- Development of additional preliminary budget options for review by the CAO Budget Task Force as expenses and revenues are adjusted.

The cumulative affect of the above analysis and evaluation will result in a balanced budget in November, which can be evaluated by all jurisdictions prior to submission to the Operations Board in December 2006.

FISCAL IMPACT

The current budget shortfall is estimated at \$9.4M. VRE staff will work with jurisdiction staff to reduce overall operating expenses and/or identify additional funding sources. Additional draft budgets will be formulated during the fall and reviewed with the CAO Budget Task resulting in a balanced budget by November 2006.

Attached are the following:

- FY 2008 Source and Use Statement
- Variances between FY 2007 Budget and FY 2008 Preliminary Budget
- Summary FY 2008 Preliminary Budget

FY08 Proposed Budget

GL Account	FY06 Budget	FY07 Budget	FY08 Operating	FY08 Capital
Operating Revenue:				
Fare Revenue	20,048,500	24,819,701	21,412,369	_
Miscellaneous Revenue	151,200	151,500	151,500	-
Jurisdictional Subsidy	6,878,060	8,802,761	8,802,761	-
Federal/State Subsidy	30,998,545	28,852,283	22,909,008	6,435,522
Reserve	1,289,446	,,		-
Interest Income	305,000	210,000	210,000	-
Total Revenue	59,670,751	62,836,245	53,485,638	6,435,522
Operating Expenses:				
Insurance/Reserve	12,199,539	1,497,338	6,066,559	<u>.</u>
Executive Mgnt and Planning	835,387	759,333	947,230	_
Administration	599,037	745,841	746,232	-
Public Affairs		132,234	148,922	_
Marketing	585,000	640,356	652,079	_
Customer Service	940,598	452,803	782,558	_
Budget and Finance	1,349,776	1,409,034	1,558,115	_
Communication and Info Tech	1,158,513	1,383,208	1,328,081	_
Construction and Cap Proj	746,607	501,632	696,013	-
Facilities Maintenance	1,982,498	2,411,133	2,483,776	-
Purch and Contract Admin	1,902,490	225,428	258,012	~
Equipment Operations	8,509,086	8,519,447	7,536,130	-
Operations and Safety	687,240	787,471	803,675	-
PRTC	206,390	145,900		-
NVTC	80,000		175,000	-
Amtrak		88,000	75,000	•
Norfolk Southern	16,663,873	17,969,000	18,670,000	<u></u>
	2,238,539	2,100,000	2,300,000	•
CSXT	3,692,668	3,875,000	4,000,000	-
Total Operating Expenses	52,474,751	43,643,158	49,227,382	-
CIP Expenditures	7,196,000	8,109,000	-	7,607,000
Debt Service/Depreciation	. ,	11,084,087	12,479,373	-
Total CIP and Other Expenditures	7,196,000	19,193,087	12,479,373	7,607,000
Grand Total Expenses	59,670,751	62,836,245	61,706,755	7,607,000
Unfunded by fund	-	-	(8,221,117)	(1,171,478)
Total Unfunded				(9,392,595)

FY 2008 Proposed Budget

Variance Between Preliminary FY 2008 Budget and FY 2007 Adopted Budget

_	FY07	FY08	Favorable/ (Unfavorable)
Revenue: Fare Revenue	24,819,701	21,412,369	(3,407,332)
Expenses: Insurance Reserve Fuel Contracts: Amtrak (excluding Recapitalization) CSX NS Other Expenses	1,000,000 3,000,000 15,469,000 2,100,000 3,875,000	5,300,000 3,600,000 16,370,000 2,300,000 4,000,000	(4,300,000) (600,000) (901,000) (200,000) (125,000) 140,737
Unfunded		-	(9,392,595)
Projected FY08 unfunded amount in FY0		(5,044,085)	
Increase in unfunded amount	(4,348,510)		

B/10/06

F:\Acct_SBT\Budget Development\FY08\[Variance from FY 2007 Adopted Budget to 2007 Proposed Budget.xis]Variance

		TOTAL	43,160,823	766.559 5,300,000 6,653,785 1,893,231 1,931,357 475,000 76,000 50,000	18,545,932	61,706,755	451,000 332,000 3,318,000	1,206,000	1,000,000	7,607,000	69,313,755	Federal Amt 1,545,086 1,514,585 6,880,000 1,120,000 1,120,000 259,200 259,200 250,000 220,000 98,400 160,000 15,500 161,000 15,500 15,500 15,500 161,000 15,500 15,
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8,600,000	3S E	STATE	63,986	1,530,371 87,089 88,842 21,850 64,400	1,792,552	1,856,538	20,746 15,272 152,628	55,476 13,800	46,000	349,922	2,206,460	
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y riders		EQUIP RENT AND MISC	151,500		0	151,500				0	151,500	- rating Reserve
15,200 average daily riders		INTEREST	210,000		0	210,000				0	210,000	unfunded unfunded Calculated Operating Reserve: 33%
15,200		FARE	21,412,369		0	21,412,369				0	21,412,369	H Workstreet.xis/So
30 trains		USES OF FUNDS	43,160,823	766,559 5,300,000 6,653,785 1,893,231 1,931,357 47,000 76,000 50,000	18,545,932	61,706,755	451,000 332,000 3,318,000	1,206,000	1,000,000	7,697,000	69,313,755	80% 23% 23%
LEVEL OF SERVICE FOR FY 2008		L	Operating Expenses	Non-Operating Expenses: Operating Reserve/Contingiency Insurance Reserve Debt Service (1993 & 1998) Debt Service (Gallery IV) (11 Cabcars) Fare Collection II Office Loan Other (Bad Debt/Admin) Debt Svc (Gallery IV-b) (50 rail cars)	Non-Operating Summary	Total Expenses (Subtotal)	Capial Projects: Facilities in frastructure CrossRoads/Broad Run extension Mid-Day Storage	Rolling stock mods Capital project contingency	WUT project Capital Fleet Expansion - Locomotive	Capitał Project Summary	TOTAL	FYO7 subsidual Ederai Reimbursement rate 80% State Match Reimburs

Item #5I

Agreement with DRPT for L'Enfant Storage Track.

The VRE Operations Board recommends approval of Resolution #2036. This resolution authorizes VRE's Chief Executive Officer, 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. Details are provided in the attachment.



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	





Virginia Railway Express Operations Board

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

AGENDA ITEM 9-I
ACTION ITEM

TO:

CHAIRMAN CADDIGAN AND THE VRE OPERATIONS BOARD

FROM:

DALE ZEHNER

DATE:

AUGUST 18, 2006

RE:

AUTHORIZATION TO ENTER INTO A MOU WITH VDRPT FOR

CONSTRUCTION OF L'ENFANT STORAGE TRACK

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to enter into an agreement with the Virginia Department of Rail and Public Transportation (DRPT) for construction of the L'Enfant storage track project in an amount not to exceed \$830,000.

BACKGROUND:

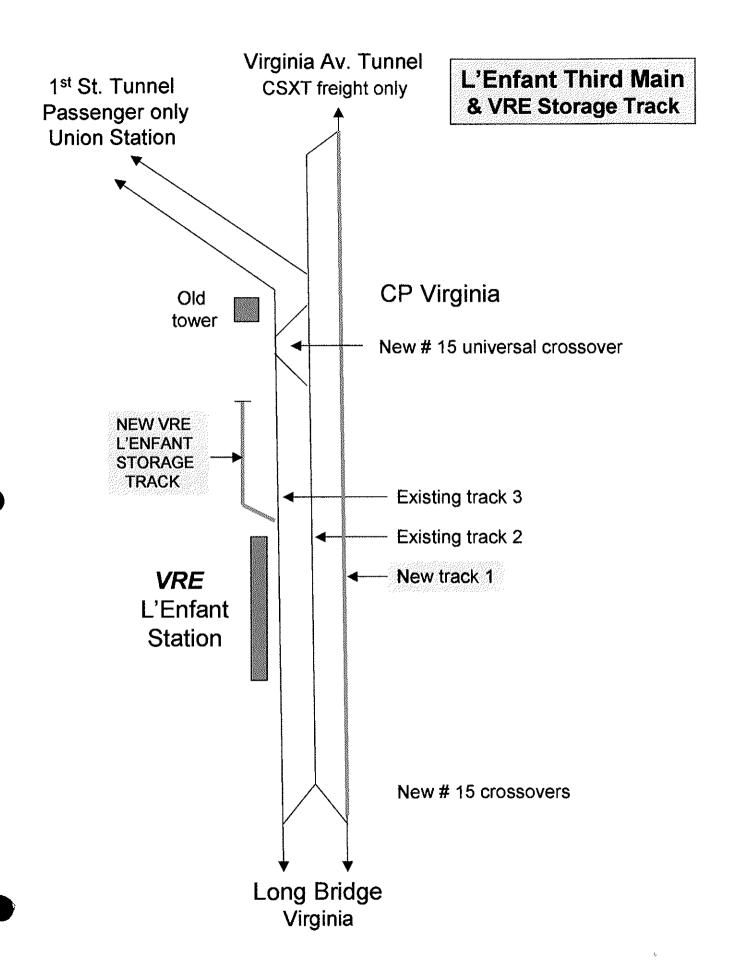
VRE received \$830,000 from the Department of Homeland Security for a storage track project adjacent to the L'Enfant station. Currently, during the mid-day, VRE trains are stored at Washington Union Terminal (WUT) and each of these trains must travel through the First Street tunnel in order to reach points south. In the event of an evacuation, this tunnel will likely be closed to train traffic, preventing trains from leaving WUT. VRE subsequently developed the L'Enfant storage track project to 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.

The DRPT has entered into a contract with CSX to complete a third track from 14th Street SW to the Virginia Avenue tunnel in Washington, DC. VRE, DRPT and CSX concurred that the most efficient means of completing the VRE L'Enfant storage track project would be to amend the DRPT and CSX L'Enfant third track project to include the construction of the two storage tracks. As such, DRPT has agreed to amend the construction documents with CSX to include this work and

enter into a MOU with VRE. This MOU would include the process for VRE to pay DRPT for the construction work. Once approved by VRE's legal counsel, VRE's CEO would execute the agreement. Based on the scope of work and schedule provided by CSX/DRPT, construction is expected to begin in October, 2006 and take approximately six months to complete.

FISCAL IMPACT:

This MOU allows the pass through of grant funds from VRE to DRPT to support the L'Enfant Storage track project. The project is funded using a FY 2005 DHS grant and no local match is required.





AGENDA ITEM #6

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube and Adam McGavock

DATE: August 31, 2006

SUBJECT: Authorization to Apply for Federal Grant Funds for Alexandria and

Fairfax County.

The commission is asked to approve Resolution #2037. This resolution authorizes 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.

The resolution also adds these projects to NVTC's work program (in the case of the Alexandria technology demonstration, NVTC staff will manage the project as well as apply for the grant funding).

The Federal Transit Administration (FTA) requires certification by the Department of Labor that NVTC has a labor protection agreement that is satisfactory to organized labor (under Section 13(c) of the Urban Mass Transportation Act, as amended). Theoretically NVTC could be responsible for claims from employees that their conditions of employment have been worsened as a result of the activities funded by the grant, although such claims are exceedingly rare. Accordingly, jurisdiction staff at NVTC's Management Advisory Committee developed the approach that is included in the resolution. The jurisdiction requesting that NVTC apply for the federal funds on its behalf will protect NVTC's other jurisdictions against 13(c) claims by agreeing to provide from state aid held by NVTC whatever claims and related costs may be incurred. Local jurisdiction attorneys have had the opportunity to review this approach and have offered no objections.





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



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 7 th day of September, 2006.		
	Gerald Connolly Chairman	
William Euille Secretary-Treasurer		



AGENDA ITEM #7

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube, Elizabeth Rodgers and Kala Quintana

DATE: August 31, 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 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, both of which have two inbound lanes.



PRESS RELEASE

For Immediate Release September 8, 2006

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

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 – which has the same number of lanes as I-66.

"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 1.5 million. The agency manages over \$150 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

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

Summary

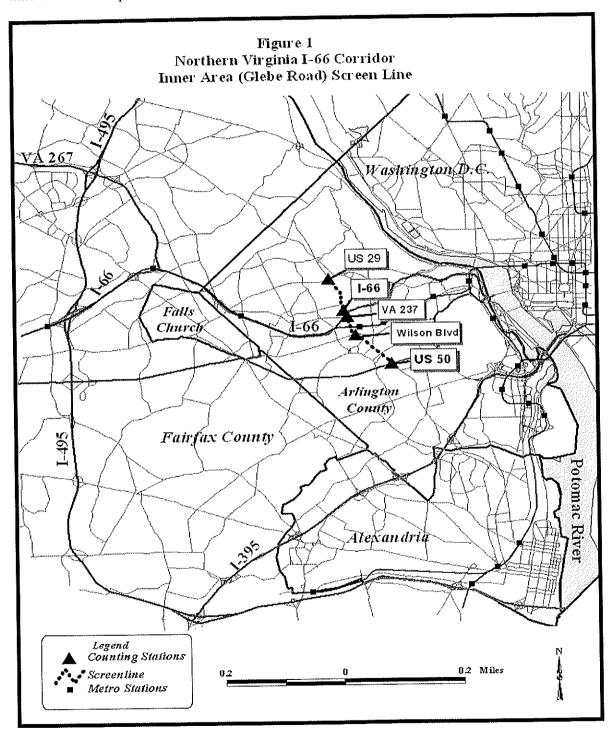
More than 6 out of 10 inbound AM peak period travelers in Northern Virginia's I-66 corridor are using transit or multiple occupant autos and vans for their travel to or through regional core area employment sites in Northern Virginia and the District of Columbia. This remarkable statistic is based on 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 sclected 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.



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	Total	Transit	HOV2+	sov	Percent	Percent	Percent
Period	Persons	Persons	Persons	Persons	Transit	HOV2+	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

			EEV		PRTC			
Time	Total	ART	FFX CONN	LCT	OMNI-	WMATA	WMATA	VRE
Period	Transit	BUS	BUS	BUS	RIDE	BUS	RAIL	RAIL
5:00 - 5:15 AM	224	0	0	0.	0	0	224	0
5:15 - 5:30 AM	132	Ö	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	1 201	,	34	22	16	131	1,260	12
Variation (STD) Percent Variation (CV)	1,381	6 2%	15%	22 2%	6%	14%	6%	0%
Percent variation (CV)	5%	2%	15%	Z%	0%	1476	0%	U76
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	-40		_			440	400	_
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%.

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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	Total HOV2+	HOV2+	Persons b	y I-66 Corri	dor Roadway	Facility
Period	Persons	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	10,054	300	12,370	000	003	2,040
Variation (STD)	697	5	350	96	223	225
Percent Variation (CV)	4%	1%	3%	16%	37%	9%
. Stoom variation (OV)	1,0	170	0,0	.070		
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%

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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	Total SOV	V SOV Persons by I-66 Corridor Roadway Facility					
Period	Persons	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	
	and a constitution of the						
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			455	440		200	
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%.

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Table 5

AM Peak Period Travel in the I-66 Corridor

Total Inbound Passenger Vehicles at the Inner Area (Glebe Road) Screen Line

Time	Total	Passenger Vehicles by I-66 Corridor Roadway				
	Passenger					
Period	Vehicles	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	<u> </u>					40.10:
6:15-9:15 AM	30,497	3,202	10,140	2,576	2,415	12,164
Standard Weekday	500		102	222	16	284
Variation (STD)	599	6	103	222		
Percent Variation (CV)	2%	0%	1%	9%	1%	2%
Dools House						
Peak Hour	40.004	4 222	2 407	4 205	1010	4.007
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
	339	3%	6%	12%	1%	1%
Percent Variation (CV)	3%	5%	0%	12%	1%	j 170

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%.

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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

	Number	Passenger Vehicles					
Roadway Facility	of Inbound Lanes	Person Count	Vehicle Count	Average Occupancy			
US 29	2	3,514	3,202	1.10			
1-66	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	I-66 Corridor Roadway Facility						
	Total	US 29	1-66	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	I-66 Corridor Roadway Facility						
	Total	US 29	1-66	VA 237	Wilson Blv	US 50		
1-Person Autos	75%	92%	43%	89%	88%	90%		
2-Person Autos	23%	7%	50%	10%	1 1 %	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%		

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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 Conclusions¹

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. 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.

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 Between Sycamore St & Fairfax	Tues	9/20/2005	Wed	9/21/2005
I-66 Eastbound.	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 Between George Mason Dr &	Wed	9/14/2005	Thur	9/15/2005
Arlington Boulevard (US 50).	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	Wilson Divid @ Coorgo Mason				
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	Rossiyn - arrive volume	Wed	9/14/2005	Thur	9/15/2005 9/15/2005
DC3W, DC9W, DC10, DC18W	State Department - arrive volume	Wed	9/14/2005	Thur	9/13/2003
PTRC OmniRide					- 1 1
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	16th Ct @ Claha Dd	Tues	0/20/2005	Mad	0/21/2005
ART51, ART52A, ART52B	16th St @ Glebe Rd	Tues	9/20/2005 9/20/2005	Wed Wed	9/21/2005 9/21/2005
ART53A, ART53B ART75A, ART 75B	Williamsburg & N. Glebe Ballston-MU Station	Tues			9/21/2005
	เมลแรเบา"เขาบ วเลแบบ	lues	312012003	vvcu	J/L 1/2000
Virginia Railway Express	(5. 15. 14.	 	0.00.47000=	T-L-	0/45/0005
Manassas Line	(Broad Run, Manassas, Manassas Park, Burke Center, Backlick Rd, Rolling Road,	Wed	9/14/2005	Thur	9/15/2005
	Alexandria Stations) - Boardings and Alightings				



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

August 15, 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

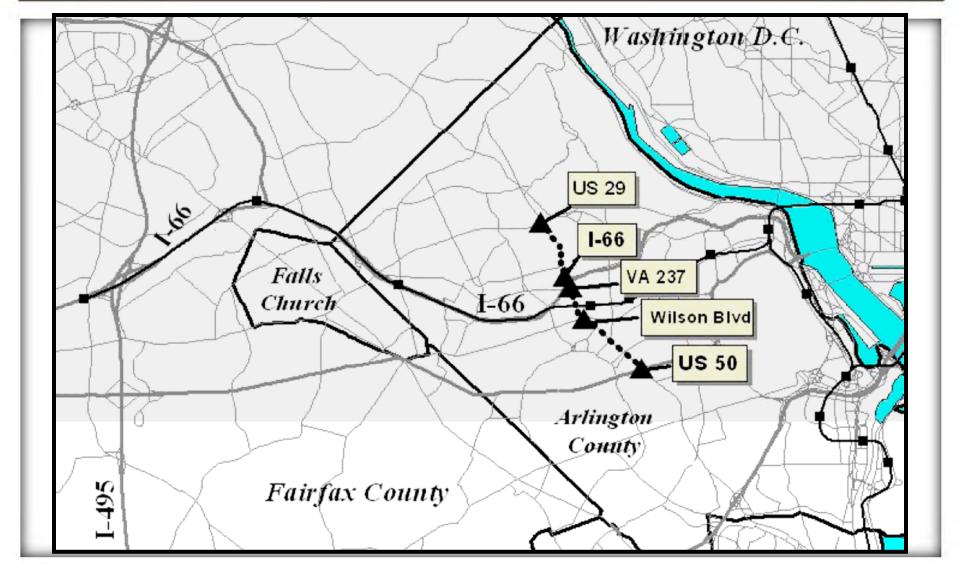


- A transit passenger count was added as a pilot project to the already planned traffic count for VDOT as part of the Northern Virginia HOV Monitoring program in the fall of 2005.
- Due to available resources the project was divided into phases and could be conducted over several fiscal years if the 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

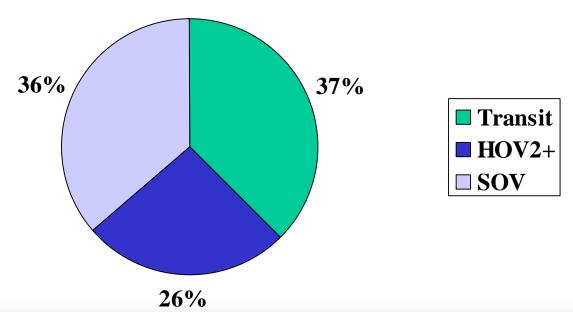


- During the peak period (6:15AM to 9:15AM) approximately 63,000 persons are traveling inbound on the major roads and transit routes in the I-66 corridor crossing the Glebe Road screen line.
- 41% (26,000) of those travelers are crossing the screen line during the peak hour of 7:30AM to 8:30AM.

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.

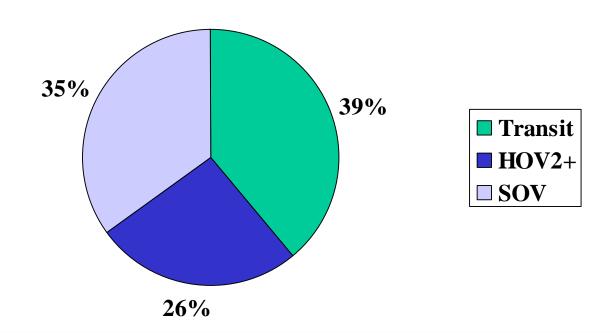




Modal Shares (Peak Hour)



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





Travel by Transit (Rail)

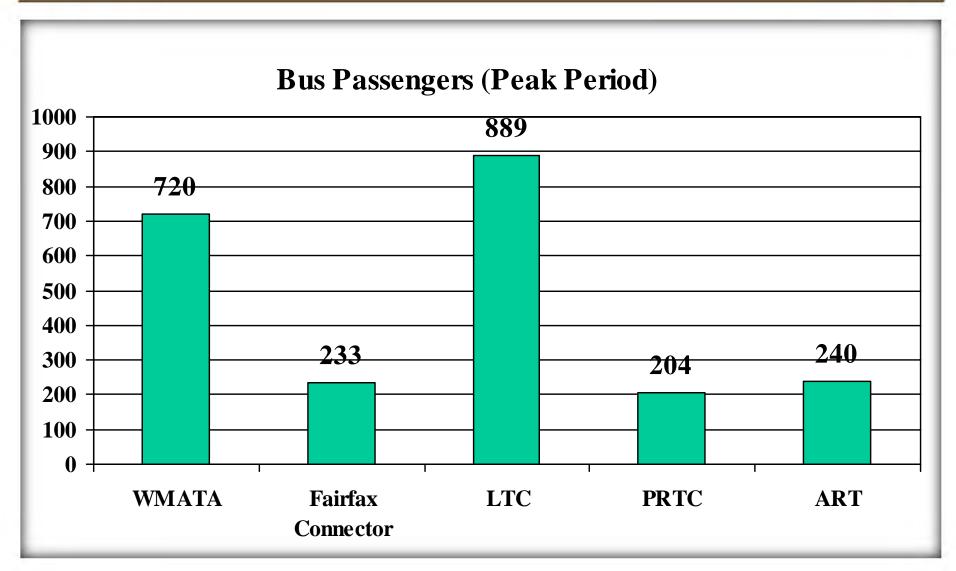


- Approximately 19,000 persons in the I-66 corridor choose Metrorail for their AM peak period travel.
- VRE trains are estimated to serve approximately 2,400 inbound I-66 corridor transit passengers, representing 10% of total AM peak period ridership.



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



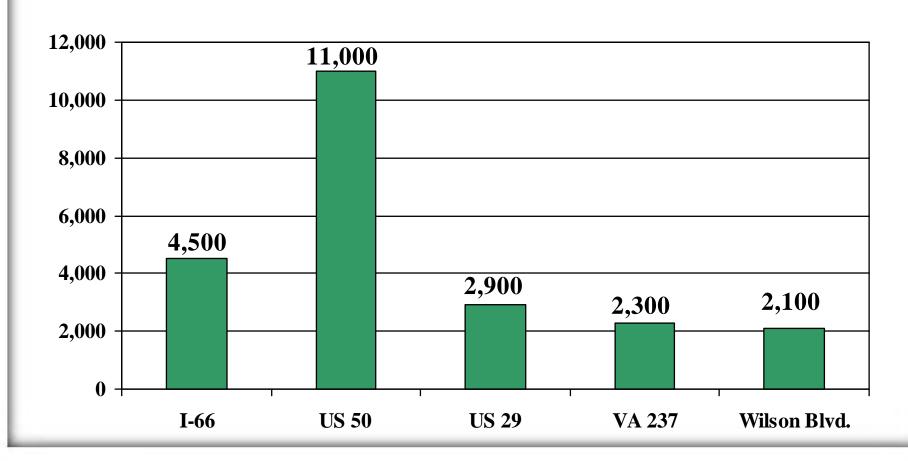
- Approximately 23,000 inbound SOV travelers cross the inner area screen line during the AM peak period.
- 36% of the total AM peak period SOV travel on I-66 at the Glebe Road screen line occurs in the 15 minute period just before and after the restricted period.
- During the restricted period SOV travel on I-66 totals 2,900 persons. (20% of total persons on I-66.)



Travel by SOV



Persons in SOVs during AM Peak Period:

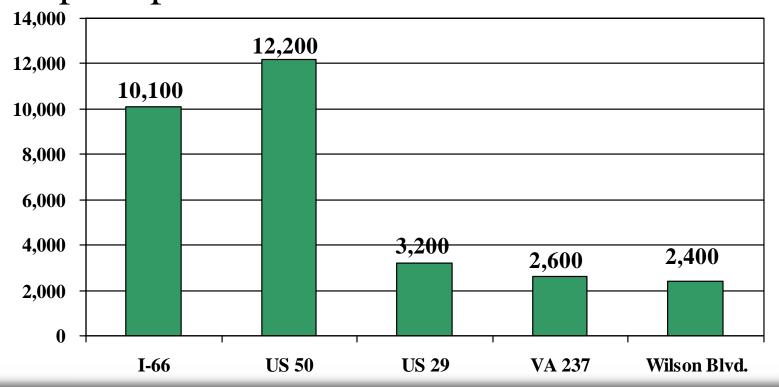




Vehicle Counts



• 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.



AGENDA ITEM #8

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube

DATE: August 31, 2006

SUBJECT: Metro Items.

A. Recruitment of General Manager.

The attached letters and articles describe the status of the recruitment. In her July 26th letter to Chairman Connolly, WMATA Chair Gladys Mack expresses "a desire to meet with NVTC so that we can have a dialogue to exchange views regarding our common regional interests and responsibilities here at WMATA." The proposed response from Chairman Connolly is attached. The commission is asked to authorize Chairman Connolly to send the letter on behalf of NVTC.

B. Metro Advertising at Gas Stations.

The attachment shows the use of "Go Green on Metro" advertisements on gas pumps at 75 area gas stations, including 11 in Virginia. Each advertisement is viewed by an estimated 27,750 persons a month.

C. Extended Phone and Internet Access.

Four giant 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. The attached article explains.

D. <u>Consideration of Tunnel Under Tysons Corner on Metrorail to Dulles Project.</u>

As has been widely reported, an independent engineering group has strongly recommended that a tunnel be built under Tyson's Corner. Governor Kaine and Transportation Secretary Homer are considering the report and are expected to decide soon.



Shortly before the new study was released Representatives Davis and Wolf wrote to the Governor expressing opposition to the tunnel. The current contractors oppose the tunnel also. Articles are attached that describe these events.



September 7, 2006

Chairman

Hon. Gerald E. Connolly

Vice Chairman

Hon. David F. Snyder

Secretary/Treasurer

Hon, William D. Euille

Commissioners:

City of Alexandria

Hon. William D. Euille

Hon, Ludwig Gaines

Arlington County

Hon. Paul Ferguson Hon. Jav Fisette

Hon, Christopher Zimmerman

Fairfax County

Hon, Sharon Bulova

Hon, Gerald E. Connolly

Hon. Catherine Hudgins

Hon, Dana Kauffman

Hon, Elaine McConnell

City of Fairfax

Hon. Scott Silverthorne

City of Falls Church

Hon, David F. Snyder

Loudoun County

Hon. Eugene Delgaudio

Virginia Department of Rail and Public Transportation

Matthew O. Tucker

Virginia General Assembly

Sen. Jeannemarie Devolites Davis

Sen. Mary Margaret Whipple

Del. David B. Albo

Del. Adam P. Ebbin

Del, Joe T, May

Del. Thomas D. Rust

Executive Director

Richard K. Taube

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.

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

July 26, 2006



Chairman Gerald E. Connolly Northern Virginia Transportation Commission 4350 N. Fairfax Drive Arlington, VA 22203 RECEIVED
JUL 27 2006

Dear Chairman Connolly:

This correspondence serves as a follow up to my June 10, 2006 letter which recognized the Northern Virginia Transportation Commission's (NVTC) resolution providing your views on selecting candidates for the position of General Manager of the Washington Metropolitan Area Transit Authority (WMATA).

In that transmittal, I expressed my confidence that the WMATA Board of Directors is committed to selecting a General Manager with outstanding leadership qualities who can serve the entire region. I would also like to inform you officially that the WMATA Board of Directors voted on Thursday, July 20, to conduct a national search for a General Manager and it is our intent to select a candidate within 90 days or less. Mr. Dan Tangherlini, WMATA's Interim General Manager, has indicated that he will be a candidate for the position.

The Board committed to an open process as we search for a new General Manager who is a stellar individual, committed to regionalism, and to providing high quality service to the residents, visitors and tourists of the National Capital Region. I want to express, once again, that the WMATA Board members from the District of Columbia and the state of Maryland look forward to working closely with Virginia Board Members as we undertake this very important process.

At our meeting of July 20, 2006, several Board members expressed a desire to meet with NVTC so that we can have a dialogue to exchange views regarding our common regional interests and responsibilities here at WMATA. We will be in contact with you to establish a mutually convenient time.

If you have questions, please do not hesitate to contact me. You can reach me directly at 202-238-4690, or gmack@upo.org.

Sincerely,

Gladys W. Mack

Chair, WMATA Board of Directors

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
Gailery 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



July 10, 2006

Chairman Gerald Connolly Fairfax County Board of Supervisors 12000 Government Certer Parkway Suite 350 Fairfax, VA 22035

Dear Chairman Connolly:

Thank you for your June 2, 2006 letter forwarding the Northern Virginia Transportation Commission's (NVTC) resolution regarding the appointment of a General Manager for the Washington Metropolitan Area Transit Authority (WMATA).

I am sure I speak for the entire Board when I say that we all share NVTC's desire to select a superior General Manager with outstanding leadership qualities who can serve the entire region. Metro's continued success is vital, not only to Northern Virginia, but to all of our regional citizens. With this in mind, I look forward to working closely with WMATA's Virginia Board Members and the rest of the Board as we make this very important decision for METRO and all of its stakeholders.

Sincerely,

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Gladys W. Mack

Chair, WMATA Board of Directors

LLEWME

cc:

Honorable William Euille Honorable Catherine Hudgins Honorable Dana Kauffman Honorable Chris Zimmerman



Northern Virginia Transportation Commission

June 2, 2006

Chairman Hon, Gerald E, Connolly

Vice Chairman Hon, David F. Snyder

Secretary/Treasurer Hon: William D. Euille

Commissioners:

City of Alexandria Hon: William D. Euille Hon: Ludwig Gaines

Arlington County Hon. Paul Ferguson Hon. Jay Fisette Hon. Christopher Zimmerman

Fairfax County

Hon, Sharon Bulova

Hon, Gerald E. Connolly

Hon, Catherine Hudgins

Hon, Dana Kauffman

Hon, Elaine McConnell

City of Fairlax Hon. Scott Silverthorne

City of Falls Church Hon, David F. Snyder

Loudoun County Hon Eugene Delgaudio

Virginia Department of Rail and Public Transportation Karen Rác

Virginia Gènéral Assembly Sen. Jeannemarie Devolites Davis Sèn. Mary Margaret Whipple Del. David B. Albo Del. Adam P. Ebbín

Executive Director, Richard K., Täube Gladys Mack Chairman WMATA Board of Directors 600 Fifth Street, N.W. Washington, DC 20001

Dear Chairman Mack:

At its meeting of June 1, 2006, the Northern Virginia Transportation Commission unanimously adopted the enclosed resolution. As can be seen, the purpose of Resolution #2028 is to convey the strong and unanimous desire of NVTC that its representatives on the Metro Board do everything in their power to ensure that the Metro Board acts soon to establish the criteria by which it will evaluate applicants for its General Manager position. Following that essential action, the commission urges that a nationwide search be commenced to select the candidate that best meets those criteria. It is our understanding that this was the intention of the Metro Board when it replaced its previous General Manager with the current Interim General Manager.

As you may be aware, NVTC appoints Virginia's representatives to the Metro Board from among its members. At each of our monthly business meetings, NVTC addresses Metro-related issues. The commission has, for example, been a very active advocate for dedicated funding for Metro. Our members, as local and state elected officials, frequently ride Metro, talk with your customers who are our constituents, and sincerely work for the best interests of the regional Metro system.

The economic vitality of Northern Virginia depends on the success of Metro. Therefore, we want to ensure that the most effective leader available from the nationwide talent pool is selected to be the next General Manager. We believe that there must be a process established and followed by the Metro Board to determine the qualifications to be used to select such a leader and then ensure that a thorough and fair search is conducted to identify the best candidate.

This desire by NVTC is without prejudice to the performance of the current Interim General Manger. It is our understanding that he has been offered a year as Interim General Manager to demonstrate his abilities to perform in the best interests of the entire region in this important leadership role. We believe if he is ultimately selected after a full vetting of all candidates meeting the board's criteria, his leadership would be strengthened by such a mandate.

In the meantime, please feel free to contact me with any questions.

Sincerely

Gerald E. Connolly

Chairman

cc: Hon. Bill Euille

Hon: Cathy Hudgins

Hoh. Dana Kauffman

Hon. Chris Zimmerman



RESOLUTION #2028

SUBJECT: Search Criteria for Metro General Manager.

WHEREAS: NVTC appoints Virginia's members of the Board of Directors of the

Washington Metropolitan Area Transit Authority;

WHEREAS: NVTC advocates and obtains funding for a successful regional

Metro system; and

WHEREAS: WMATA has replaced its previous General Manager with an Interim

General Manger who, it is NVTC's understanding, has been offered by the Metro Board a year to demonstrate his abilities to perform in the best interests of the entire region in this important leadership

role.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia

Transportation Commission hereby instructs its Metro Board representatives to actively seek to have that Board identify the criteria it believes best define the desirable qualities of the next

General Manager; and

BE IT FURTHER RESOLVED that based on those leadership qualities the Metro

Board should commence soon a nationwide search to identify the

candidate that best meets its criteria.

Approved this 1st day of June, 2006,

Gerald Connolk

Chairman

William Euille

Secretary-Treasurer



We are happy that the Post's August 3 editorial, "Metropolitics" acknowledges some of the significant improvements the Metro Board and senior staff have rolled out since the paper's exhaustive series on the transit authority a little over a year ago. We also acknowledge the recent successes of Dan Tangherlini, our interim General Manager, and are working with him to bring about even more lasting improvements for our customers.

When we parted company with our former manager and elevated one of our own Metro Board members to interim manager, the Board unanimously agreed to undertake a nationwide search. As we work to secure dedicated funding for our system that's literally struggling with success, we must be able to say to friends and foes alike that we indeed have the absolute best general manager firmly in place to serve the high expectations of our region. Rather than remain in neutral, the Metro Board also unanimously acted to give Dan full rein to bring about improvements as we move forward.

Unfortunately, your editorial misses the point — that Metro must stand by commitments and function smoothly as a regional entity. This isn't about an individual - it's about fulfilling the commitment that we as a Board made to the entire region, customers and non-riding taxpayers alike, to have a full and open competition for this vital regional leadership position. If Mr. Tangherlini is our ultimate choice, he and our region will be the better for it. Let's get on with it!

Dana Kaufmann

Fairfax Board of Supervisors

Cathy Hudgins

Fairfax Board of Supervisors

Chris Zimmerman

Arlington County Board

Bill Euille

Mayor, Alexandria

The writers represent Northern Virginia on the Metro Board

Metropolitics Page 1 of 2

washingtonpost.com

Metropolitics

Forget the search for a new transit chief. The man to get Metro moving is already aboard.

Thursday, August 3, 2006; A26

THERE THEY don't go again: Metro's board of directors, kowtowing to the provincial politics of its members from Virginia, has voted to put the brakes on a swift and logical selection of a general manager, even though someone already is doing the job impressively. Dan Tangherlini, the system's interim general manager since February, has won high praise in short order for weeding out bad middle managers, lifting morale and responding to rider complaints. Maryland and District members of the Metro board are understandably eager to appoint him permanently.



But Virginia's members have been balking because they are concerned that Mr. Tangherlini's chief backing comes from -- shudder -- the District and Maryland. Last month the posturing worriers talked the board into a needless dawdle, launching a "national search" for a general manager, which could take up to three months.

According to Gerald E. Connolly (D), chairman of the Fairfax County Board of Supervisors and the Northern Virginia Transportation Commission, which appoints Virginia's representatives to the board, "Virginia has no beef against Dan Tangherlini. We just don't know him." Five months at the helm of Metro may not reveal all, and Mr. Tangherlini's previous three-plus years as director of the D.C. Transportation Department may not have caught the attention of local officials across the Potomac. Perhaps his earlier duties as acting director of the former division of transportation in the city's Department of Public Works, two years as chief financial officer of the D.C. police department, program analyst in the office of the U.S. secretary of transportation and staffer in the Office of Management and Budget went unnoticed in Virginia government circles.

So far, Mr. Tangherlini has made customer service and the MetroAccess system top priorities, and both are showing improvement. Still, Mr. Connolly asks, "Can somebody so long associated with the District, can he rise above a D.C.-centric perspective and be the region's general manager?"

In fact, managing and improving the country's second-busiest subway and fifth-busiest bus system will always be a challenge. Other good candidates may be out there in numbers, but Mr. Tangherlini comes to the job with especially valuable knowledge. Maryland Transportation Secretary Robert L. Flanagan spoke for most of the board when he said, "We'd like to knock the 'interim' off as soon as possible."

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Divided Board Keeps Quest for Metro Chief on Track

D.C.'s Graham, Maneuvering to Have Interim Head Made Permanent, Is Accused of Grandstanding

By Lena H. Sun Washington Post Staff Writer Friday, August 4, 2006; B02

Regional tensions on the Metro board intensified behind closed doors yesterday when a member representing the District tried to halt the search for a new general manager and appoint Dan Tangherlini, the interim executive, to head the transit agency.

The measure was defeated 3 to 2, and the board awarded a \$90,000 contract to New York-based Gilbert Tweed Associates Inc. to perform the search, members said.

District Council member Jim Graham said he wanted to short-circuit the search and name Tangherlini, who has been serving since February, because he "is the best man for the job." Graham also expressed concern that the search could postpone a decision until after Election Day, when a new governor in Maryland could mean new Metro board members who might not support Tangherlini.

"If this decision was to be made squarely on the merits, Tangherlini would be selected and should be selected." Graham said.

The board's two Virginia representatives, who pushed for the national search, accused Graham of grandstanding.

Fairfax County Supervisor T. Dana Kauffman said Graham was engaging in "gamesmanship" and questioned why he was using "a stunt like this" when the board last month decided to proceed with a search.

"I would think Dan's service would shine well when put out there with other folks with many more years of transit experience but not as much imagination," Kauffman said. The process is especially important, he said, at a time when Metro is seeking a dedicated source of federal and local funding.

Kauffman also noted that Graham participated in the meeting via teleconference because he was at Rehoboth Beach.

Arlington County Board Chairman Chris Zimmerman said it was "grossly improper" to discuss the selection process publicly. The board said at the outset that it would conduct a search, and "we're trying to fulfill that commitment," he said. "It's not against Dan."

The board's six voting and six alternate members are appointed by Maryland, the District and Virginia. Some of the Maryland and District members have wanted to appoint Tangherlini permanently, on the

A AFF PERCEN 玉孔 HCHAPP MINCH basis of his job performance. But Virginia officials have balked over concerns that the former head of the District's transportation department is focusing too much on District issues.

Gerald E. Connolly (D), chairman of the Fairfax County Board of Supervisors and the Northern Virginia Transportation Commission, which appoints Virginia's representatives to the Metro board, has said Virginia has no personal "beef" with Tangherlini but questions his ability to have a regional perspective, given his background.

Virginia's members have also been unhappy because of how Tangherlini was chosen to replace thengeneral manager Richard A. White, who was forced out of the job. At the time, Maryland officials threatened to use their jurisdictional veto unless Tangherlini was named interim general manager, board members said.

The board voted 5 to 1 last month, with Graham casting the dissenting vote, to conduct a search and select a candidate within 90 days to head the nation's second-busiest subway and fifth-busiest bus system. That timing would coincide with the November gubernatorial election in Maryland, and if Gov. Robert L. Ehrlich Jr. (R) were to lose, Tangherlini could lose two key supporters.

Maryland's two voting members, Charles Deegan and Raymond Briscuso, were appointed by Ehrlich and favor Tangherlini as a permanent hire.

Deegan, who voted with Graham yesterday, said the agency, particularly employee morale, has had a boost under Tangherlini. "It's like night and day from last year," he said in reference to White's tenure.

Board Chairman Gladys Mack joined the two Virginia members in voting to keep the search process on track. "This is a way not only to look at the candidates around the country but also a way to confirm [Tangherlini's] appropriateness for the job," Mack said.

Mack said that the board discussed criteria for the job and that previous transit agency experience, which Tangherlini lacks, was not made a requirement.

The sixth voting member, Raymond Briscuso, was absent.

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LOCAL

Steve Eldridge: Tangherlini may be Metro's man, but decision must be made

PDF | Email Steve Eldridge, The Examiner Jul 28, 2006 5:00 AM (10 hrs ago)

Current rank: # 77 of 5,262 articles

WASHINGTON - Last week, Metro's board of directors voted to conduct a national search for a general manager. This came shortly after a discussion in this space about the lack of movement on this front and speculation that the move was being held back for specific political reasons. A number of people around the area took me to task for what some of them called "betraying" Metro and its mission.

Let me make it very clear that I, too, think that Interim General Manager Dan Tangherlini is far and away the best candidate. My argument against the process that was taking place was that it created the illusion that the board was not doing what it should do and what it said it would do, officially or not, to shake all the bushes and just make sure that Dan is the man. Let's not forget that when the announcement was made of his assignment to the post in an interim status, I recalled an interview I had with him shortly after he got the job as the District's director of transportation, also in an "acting" status that seemed to last forever. He seemed to have a clear vision and an appreciation for transit and the ways that it could be made better here in Washington. He wanted a return to trolleys in parts of downtown. My recent concerns, where they existed at all, had more to do with the politics than they did with his abilities.

Having Dan go through the process of "interviewing" for the job will make his position much stronger when he finally gets the job permanently, as I have little doubt that he will. Metro needs somebody who can look at the entire Metro system as a living, breathing entity that is part of the many communities that participate in its growth and operation and use it every day. Metro needs this type of leader much more than it needs some old-time transit operator who has been around since the days of horse-drawn trolleys and is afraid to take chances. Metro needs a leader who gets out and actually talks to the employees to find out what they think and what they need to do their jobs better. The challenges and opportunities of transit are greater now than they have been since the 1940s, when the highway systems began chipping away at ridership.

Yes, Dan will need to make peace with the Virginia delegation that feels anxious about his commitment to extending the rail to Dulles and generally increasing the options in their jurisdiction. He will need to make sure that he still has Maryland officials on his side if the current administration isn't re-elected since the current transportation secretary there is such a big advocate for him. He will need to avoid the perception that his loyalty is still with the District representatives when one side is pitted against the other as is inevitable.

Dan Tangherlini is a brilliant transportation theorist who has been thrust into a position that also requires tremendous political skills. Can he handle it? Can he help this system keep a handle on maintaining what it's got, while at the same time it needs to grow bigger? Yes, I think he can. I believe that he ultimately will take the official reins at this very important juncture.

Questions, comments, random musings? Write to Steve@SprawlandCrawl.com.

11

LOCAL TOP NEWS

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Steve Eldridge: Commission demands WMATA fill position with tighter guides

PDF | Email Steve Eldridge, The Examiner

Jul 13, 2006 5:00 AM (3 hrs ago) Current rank: # 88 of 4,197 articles

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REAL ESTATE

Online Extra: Inside Columbine WASHINGTON - Dan Tangherlini oversaw the District's Department of Transportation for almost six years and has been Metro's interim general manager for five months. There are those who think that he should get the job permanently, and there are those who believe that one of the understandings that brought him on board is being violated. The latter tend to concur with an earlier Sprawl and Crawl column that said D.C. was trying to get more control of the board.

The Northern Virginia Transportation Commission feels so strongly that it unanimously passed a June 1 resolution demanding that the WMATA board establish criteria for judging candidates for the position and that a national search start.

The problem is that board chair Gladys Mack has not responded. This has members of the NVTC more than a little upset.

Sources close to the NVTC, speaking on the condition of anonymity: "[Tangherlini's] doing great things but it still doesn't take away the fact that there was an agreement for a national search. Our goal ... is to have the best person in the iob."

Sources close to the NVTC say that Tangherlini seems to be doing a good job but that the might be unable to put aside his D.C. experience and look at things regionally.

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Ironically, it was the threat of a jurisdictional veto from Maryland board members if Tangherlini wasn't given the interim job that moved the motion forward. Even still, there are those close to the proceedings who say that it was District representative Jim Graham who wanted Dick White gone and pushed the issue. An emergency meeting of all 12 board members was held at Graham's office in December to discuss the removal of White. While some members of Maryland's delegation say they don't trust Tangherlini, they acknowledge that he has the support of Maryland Transportation Secretary Robert Flanagan and so they were forced to move forward.

Because of this, the Virginia delegation feels even more concerned about the path that might be taken. Sources say that Virginia is prepared for the District and Maryland to propose significant changes in the funding structure.

They say that they are working hard to come up with dedicated funding sources for Metro but that they are "being railroaded by Maryland and D.C."

HEADLINE HISTORY

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Steve Eldridge: New tax being considered for high maintenance

Steve Eldridge: Metro is finally tuning in to proble: with its radio system

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Steve Eldridge: Tangherlini's future with Metro

PDF | Email

Steve Eldridge, The Examiner
Jul 14, 2006 5:00 AM (5 hrs ago)
Current rank: # **74** of 5,336 articles

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REAL ESTATE

WASHINGTON - There seems to be a consensus that Dan Tangherlini is doing a decent job as interim general manager of Metro. The Examiner has learned that some members of the board were ready to give Tangherlini, the former head of the District's Department of Transportation and a Metro Board member representing the District, a three-year employment contract.

The support for Tangherlini extends to those who represent Virginia on the board (WMATA) that oversees Metro as well as members of the Northern Virginia Transportation Commission. But the members from the commonwealth are growing suspicious that there is a plan to bring Tangherlini on permanently without conducting a national search. Gerry Connolly is the chairman of the NVTC and he wrote a letter to Gladys Mack, the chairman of the WMATA board, spelling out in no uncertain terms how important the NVTC thinks having a national or even an international search is to ensure that the best candidate possible sits in the general manager's seat.

"This isn't personal at all," Connolly says. "However, we're going to insist this be a transparent process. Dan's got to prove he can rise above the parochialism of the past." Of paramount importance to Connolly and the NVTC is support for the rail project to Dulles.

It's been six weeks since Connolly sent that letter to Gladys Mack and he's getting fed up.

Online Extra:
Inside Columbine

"I don't know why she hasn't responded — I'm disappointed. The more this goes on the more the Virginia delegation is going to dig in its heels," he says.

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Less than a week after Connolly sent his letter, Mack and others had prepared a contract that would have guaranteed Tangherlini the job for three years. Sources

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Steve Eldridge: Hot mad about summer traffic

Steve Eldridge: Multi-mill dollar 'Dust Network' not likely to predict accurately

Steve Eldridge: Sobering stats from the Fourth

Steve Eldridge: Study on phones, driving revives debate

who have seen the contract say it was not as generous as the one departed general manager Richard White had, especially in terms of salary and pension,

but that it was substantial. Mack had the votes needed for the board to approve the contract — or so she thought. A phone call the night before the vote from Chris Zimmerman changed Dana Kauffman's vote from a "yes" to a "no." In light of all the movements that were being made by other entities within Northern Virginia, Kauffman says she "was guilty of being asleep at the switch."

He told Mack of the change in his vote and the motion was never brought to a vote.

Some board members quietly say that Tangherlini may have a hard time bringing in qualified staff persons without the assurance that he will be there for an extended period but they admit that this may be an argument that Tangherlini himself has made to the board. Tangherlini just reshuffled the senior staff and saw several leave, which does leave some gaps to fill. There are reports that Tangherlini arbitrarily appointed a new public affairs person, former Channel 4 field reporter Tony Dorsey, saying that Metro needed to have "a more diverse face" to the public. Dorsey has little background in this field but he is apparently friendly with several members of the D.C. delegation and the city government.

Questions, comments, random musings? Write to Steve@SprawlandCrawl.com. Examiner

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washingtonpost.com

Metro Panel Set to Begin National Search for Chief

By Lena H. Sun Washington Post Staff Writer Friday, July 21, 2006; B01

Metro's board of directors voted yesterday to launch a national search for a general manager to head the regional transit agency even as some members said the pursuit could lead them back to Dan Tangherlini, the interim director since February.

Board Chairman Gladys Mack said members chose to cast a wide net to ensure that Metro, the country's second-busiest subway and fifth-busiest bus system, is led by the most qualified chief executive. Mack, who represents the District, said that the board hopes to pick a general manager in 90 days or fewer and that Tangherlini has done an "excellent job" and would make an "excellent candidate."

Maryland and District members have pressed to appoint Tangherlini permanently. But Virginia officials have balked because they are concerned that Tangherlini's chief political backing is from the District and Maryland, said Gerald E. Connolly (D), chairman of the Fairfax County Board of Supervisors and the Northern Virginia Transportation Commission, which appoints Virginia's representatives to the Metro board.

For the past several weeks, jurisdictional politics have deadlocked the board, which is made up of six voting members and six alternates. Maryland, the District and Virginia appoint two voting and two alternate members each.

At a news conference Wednesday announcing increased service on Metro's Red Line, Maryland Transportation Secretary Robert L. Flanagan expressed some frustration at the selection process, saying, "We'd like to knock the 'interim' off as soon as possible."

D.C. Council member Jim Graham (D-Ward 1), who represents the District on the Metro board, said of Tangherlini, "He's been superb."

Arlington County Board Chairman Chris Zimmerman (D), who represents Virginia, said the Metro panel needed to make good on its promise this year to initiate a search and find the best candidate. "We're encouraging the interim general manager to apply as part of that process."

Virginia officials say their stance on Tangherlini, who was the District's transportation director, isn't personal.

"Virginia has no beef against Dan Tangherlini at all," Connolly said. "We just don't know him."

Connolly asked, "Can somebody so long associated with the District, can he rise above a D.C.-centric perspective and be the region's general manager?"

After the board forced then-General Manager Richard A. White to resign in January, Tangherlini was named interim general manager for a year. In addition to heading the D.C. transportation department, Tangherlini, 38, was an alternate board member representing the District.

Virginia's leaders are concerned about protecting plans to build a \$4 billion Metrorail extension to Dulles International Airport. Whoever becomes Metro's general manager needs to be "an enthusiastic cheerleader for the project," help with technical assistance and winning needed federal approvals, and encourage business support, Connolly said. "Then they'll find Virginia quite supportive."

Connolly also said several of Tangherlini's first hires have come from the District government.

The board's decision is also complicated by Maryland's gubernatorial election Nov. 7. If Gov. Robert L. Ehrlich Jr. (R) loses to Baltimore Mayor Martin O'Malley (D), the state's two voting board members would become lame ducks.

The board is likely to choose one of three businesses on retainer with Metro to conduct the search. Mack, who is also an official with a human services agency, said she did not know how much it would cost.

"We are going to pick a solid professional who is acceptable to the region and who will make a commitment to serve the entire region without partisanship," Mack said after the board voted in a closed session.

Tangherlini said he will apply to hold the job permanently.

As the D.C. transportation chief, he worked closely with regional transportation partners after the Sept. 11 attacks to coordinate information-sharing. He also gained regional experience from leading a northeastern state transportation group.

"I can't entirely be judged by people who support my candidacy," Tangherlini said. "I have to be judged on my own actions, and I have been working tirelessly on the Dulles issue to do whatever we can to have [Metro] support it. I do understand the importance to Northern Virginia of that project."

On personnel, he said his interim status has, in some cases, limited his ability to make hires outside of "people I knew who could fill the role." But among his hires, he said, have been a former Arlington County transit official and Fairfax paratransit expert. Executive searches are underway for key positions in procurement and engineering, he said.

In his first five months at Metro, rank-and-file workers say, Tangherlini has boosted morale with visits to rail yards, bus depots and other work sites, something the previous general manager never did.

Board members said Tangherlini, who has made customer service his top priority, has brought them fresh ideas and initiatives, often suggested by customers and employees. These include Metro's recent decisions to allow passengers to use credit cards to pay when exiting parking lots and to improve lighting in the dim underground stations.

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EXAMINER



Metro board begins national search for permanent leader

Mike Rupert, The Examiner Jul 21, 2006 5:00 AM (17 days ago) Current rank: *Not ranked*

WASHINGTON - After months of behind-the-scenes maneuvering, Metro's Board of Directors emerged from a closed-door session Thursday to announce they will begin a national search for a permanent leader. They have opted, at least for now, not to hire the widely lauded current interim chief, Dan Tangherlini.

Board members Charles Deegan, who represents Maryland, and Jim Graham, a D.C. Council member, had both publicly stated their support for Tangherlini and were ready to hire him without the search.

They were on the verge of doing that las month when board members Chris Zimmerman and Dana Kauffman persuaded a majority of the six-member board to endorse a search, according to sources close to Metro. This was the original plan created when Tangherlini replaced ousted general manager Richard White in February.

Both members represent Virginia and were likely swayed by a recent letter sent to Metro's board by the Northern Virginia Transportation

Commission that essentially demanded that a major search take place. The commission appointed Zimmerman and Kauffman to the Metro board.

"I have no candidate," Zimmerman said. "We owe it to the public so they can have confidence in the decision made."

Only Graham voted Thursday against beginning the search, sources said. Kauffman was absent.

Board Chairwoman Gladys Mack said the board will hire a search firm and expects to name a new chief within 90 days. Mack said she could not explain why the board would select a permanent leader nearly four months before Tangherlini's one-year appointment expired on Feb. 14.

"We aren't worried about those details right now," said Mack, who along with Zimmerman said she fully expects Tangherlini, who is paid \$235,000, to apply for the position.

Graham said he is disappointed but respects the decision.

"I have been a big backer of [Tangherlini]," Graham said. "But you never know how someone will work out in a new position. He could have done poorly. He could have been good. But he has proven to be spectacular."

The 38-year-old Tangherlini, former head of the D.C. Department of Transportation, has been dubbed "Mr. Customer Service" after implementing a series of improvements. He showed his tenure was going to have teeth when he announced a major overhaul of the system's long-entrenched bureaucracy last month.

Deegan, who voted to commence the search with some trepidation, said he would not comment on the 90-day time frame but said it didn't matter considering the "leading" candidate.

mrupert@dcexaminer.com

Examiner

Kala Quintana



From:

Lisa Farbstein [lfarbstein@wmata.com]

Sent:

Friday, July 21, 2006 10:36 AM

To:

Lisa Farbstein

Subject:

News from Metro: Metro Advertising at Local Gas Stations



Go Green Bus Ad.pdf (510 KB)

Metro Advertising at Gas Stations Across the Region

Drivers pulling up to gas pumps around the region will receive a reminder that Metro is an environmentally friendly alternative to filling their tanks and emptying their wallets. This week, Metro placed "Go Green on Metro" advertisements on top of gas pumps at 75 area gas stations. (A pdf image of the ads is attached.)

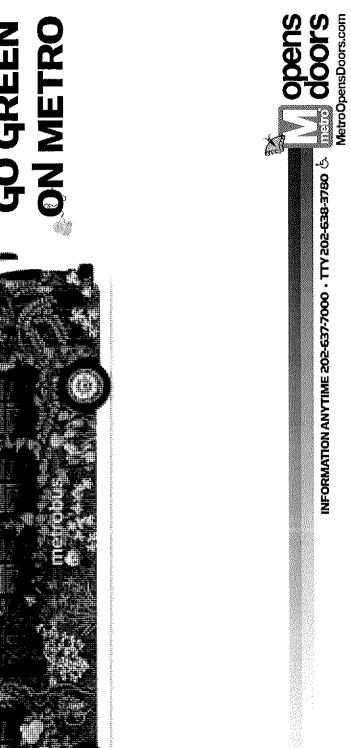
The advertisements feature a picture of a new "Go Green" Metrobus, which runs on compressed natural gas and is wrapped with pictures of outdoor landscapes. This is the first time Metro is advertising at gas stations.

The campaign will run for two months at 38 gas stations in Maryland, 11 in Virginia and 26 in the District. Each advertisement will be viewed by an average of 27,750 customers each month.

Lisa Farbstein Director of Media Relations (Acting), 2G-04 Washington Metropolitan Area Transit Authority 600 Fifth Street, NW Washington, DC 20001 (202) 962-1051

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LOCAL



(Brig Cabe/Examiner)

Larry King uses his cell phone on a Metro Blue Line train. Sprint-Nextel, T-Mobile, Cingular and Verizon will provide expanded cell phone and wireless Internet within Metro tunnels, stations and bus stops.

forces to land a lucrative contract to revamp and expand phone, Internet and other communication services across the Metro system, officials said Tuesday.

If the proposal is successful, wireless phone and wireless Internet devices from the four companies — Sprint-Nextel, T-Mobile, Cingular and Verizon — and others would function at station platforms, tunnels

WASHINGTON - The nation's four largest

wireless phone service providers are joining

Phone giants join forces to

land Metro communications

and bus stops throughout the region, according to sources close to negotiations between the companies.

contract

Mike Rupert, The Examiner

Jul 19, 2006 5:00 AM (4 hrs ago) Current rank: # **5** of 6,456 articles

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The deal, if approved, could bring in tens of millions in new revenue to Metro from ad sales and revenue-sharing deals without any cost to the transit agency.

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Only Verizon customers currently have service in underground stations and tunnels because of a 1993 agreement that gave Verizon exclusive rights to the tunnels in exchange for installing an emergency radio system for the transit agency. Other providers could access the network if they paid a portion of the estimated \$20 million Verizon spent to install the system, Verizon officials said.

Verizon will pay Metro an average of \$42,000 a year for exclusive rights to provide service in the tunnels through 2009, according to a copy of the contract obtained by The Examiner. Experts said Metro could be raking in at least \$15 million annually by adding other providers.

The four companies jointly submitted an "Expression of Interest" to Metro officials earlier this year, the sources

said. The submission stems from a symposium held in February to discuss a comprehensive overhaul of Metro's archaic communications systems. Since the symposium, 16 "teams" have shown interest and Metro already has met with four to discuss plans further, a top Metro official said. Metro Project Manager Jonathan Wyner said he could not disclose names of the companies.

Metro would like to have wireless "hot spots" at 20,000 locations across the 106-mile rail system and at bus shelters across the region, new video monitors on trains and buses, and better electronic platform signs. These systems would be linked to a \$20 million replacement of Metro's decades-old phone system.

HEADLINE HISTO

Phone giants join foliand Metro communicontract

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Metro rushing to rep damaged escalators

	agreement on Tuesday, but did say Verizon remains interested in "providing our current service and broadening the range of services we can provide."
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Verizon Wireless spokesman John Johnson said he could not confirm or deny any

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EDITORIALS

Editorial: Don't give Metro the 'largest earmark in history'

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The Washington DC Examiner Newspaper, The Examiner

Jul 19, 2006 5:00 AM (2 days ago)

Current rank: # 183 of 6,693 articles

WASHINGTON - Rep. Tom Davis, R-Va., has convinced the House of Representatives to approve the "largest earmark in history." That's how the Maryland Public Policy Institute describes his \$1.5 billion, 10-year federal bailout for Metro, to be paid for with revenues generated by offshore oil drilling. This proposal, which just made it over the required two-thirds majority by one vote, is wrong on so many counts that it's hard to know where to start, but here are three points to open the discussion.

Let's begin with the totally regressive, even elitist, nature of the new spending that would be authorized by the Davis earmark. A big chunk of Metro's customers live in Davis' district, especially in Fairfax County. The median household income there is twice the national average, \$88,133 to \$44,684, according to U.S. Census Bureau data. Does Davis really think the daily commuting costs of people making twice the national median household income should be subsidized by hard-working middle- and lower-middle-class taxpayers?

Second, it's not just the inequity at the federal level involved with the Davis proposal. What the Davis bill refers to as a "dedicated funding source," the rest of the world calls a "tax." And indeed if the Davis Metro bailout bill becomes law, local governments throughout Metro's service area in the Washington region will have to raise taxes or divert existing spending to pay their mandated share of new Metro funding. Since fewer than 1-in-10 Washington region commuters use Metro, approval of the Davis proposal would create the same inequity at the local level as the federal level. Middle- and lower-middle class taxpayers would be forced to subsidize commuting costs of much more affluent Metro riders.

Third, Davis seeks to justify his Metro bailout by arguing the system "is essential for the continued and effective performance of the functions of the federal government?" But as MPPI notes, Metro is anything but effective:

"Unreliable and poorly run, the system is subject to frequent shutdowns and service interruptions due to equipment failure, bad weather, suicides, driver error and passenger medical emergencies. In mid-June heavy rain and wind caused the shut down of two of its five routes, significant delays on the other three and the complete shutdown of the two commuter rail lines serving suburban Virginia."

Even Metro acknowledged during that June crisis that it is of dubious value in moving the federal work force to and from work, noting that "delays could be less severe if large numbers of them take advantage of the unscheduled leave option and stay home."

Here's a better idea: Stop subsidizing the waste and mismanagement inherent in an obsolete 1950s mass transportation concept, and force Metro to cut costs, become more efficient and undertake a crash course to learn how transit systems around the country are using competitive contracting to ease burdens on taxpayers while improving service to customers.

Examiner

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EXAMINER

LETTERS TO THE EDITOR

Letters: July 27, 2006

The Examiner

3ul 27, 2006 5:00 AM (11 days ago)
Current rank: # 1,542 of 4,232 articles

WASHINGTON -

Funding Metro is a good investment for the federal government

Re: "Don't give Metro the 'largest earmark in history' " editorial, July 19

It is a journalistic travesty that The Examiner decided to re-write poorly reasoned press releases and masquerade them as editorials. Your editorial is based entirely — and indeed quotes at length — from a piece that originated with the Heritage Foundation, written by an author who never met a transit system he didn't want to kill. The end result was an editorial that betrayed a stunning ignorance of my Metro legislation, the legislative process and the importance of Metro to the federal government and the region as a whole.

This sloppy cut-and-paste job does a disservice to your readers and to those of us who are working to find transportation solutions in a region desperate for them. It's especially disappointing coming from a newspaper distributed primarily to Metro riders. You display a shocking lack of sensitivity to people who suffer every day because governments at the federal, state and local levels have failed to adequately sustain investments in the Metro system.

Calling my legislation an "earmark" and a "federal bailout" for Metro is both incorrect and inflammatory. The legislation approved by the House does not authorize one nickel of federal money.

The money for Metro was approved on June 29, when the House agreed to take a small portion of offshore drilling royalties and dedicate them to Metro for the next 10 years. That was possible because of the work my Government Reform Committee has done in recovering additional royalty payments the Clinton administration failed to identify or collect. Nothing was "earmarked." Instead, a fiscally responsible source of the funding was identified.

Since 1965, Congress has, on four previous occasions, infused the Metro system with federal funding, recognizing the unique relationship between the federal government and the transit agency responsible for the daily commute of so many federal employees. Each vote illustrates Congress' belief that the nation's capital requires mass transit for the day-to-day operation of the federal government. More than half of Metro's peak-time subway riders are federal employees or contractors, and more than 50 federal offices are located adjacent to subway stations. If Metro were allowed to deteriorate, the ability of the federal government to function would be severely compromised.

My legislation establishes a federal inspector general for Metro, adds new federal representation to the Metro Board (including requiring one member to be a regular subway rider), and requires Virginia, Maryland and the District of Columbia to "dedicate" revenue to match the renewed federal investment. Without my legislation, Metro would have additional money but no additional oversight.

"Dedicated revenue" does not mean the same thing as a "new tax," despite what your outsourced editorial claims. It simply means a stream of money guaranteed to go to Metro every year, which is not subject to the annual budget whims of its member jurisdictions. The legislation leaves it up to them to determine where that money comes from — existing or new revenue — or they can just leave the federal money on the table.

But it is crucial for long-term planning for Metro to have a guaranteed revenue stream. Metro receives just 2 percent of its budget from dedicated

\$

revenue sources — compared to an average of 70 percent for the 25 largest American transit agencies.

In addition, while The Examiner dismisses the fact that 10 percent of Washington area commuters use Metro, that's double the national average. The more relevant figure is the 42 percent of people working in the region's inner core (the District and Arlington) who get to work each day via Metro. Would The Examiner prefer those 300,000 people hop in their cars and further clog our roads?

The long-standing federal investment in Metro is good for the federal government and good for the region. But that's apparently not good enough for The Examiner's editorial board — or whoever is writing your editorials these days.

Editor's Note: Dr. Ron Utt is the individual referenced by Mr. Davis in his first paragraph. Dr. Utt was offered an opportunity to respond to Mr. Davis and will do so at a later date.

Congressman Tom Davis, R-Va. U.S. House of Representatives

Examiner

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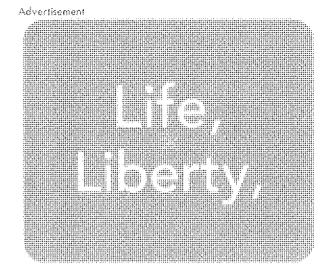
washingtonpost.com

Kaine's Pick Is Said to Be Tunnel For Tysons

Campaign Backers Push Rail Choice

By Alec MacGillis Washington Post Staff Writer Sunday, August 27, 2006; A01

Virginia Gov. Timothy M. Kaine (D) is close to deciding in favor of building a Metrorail extension to Dulles International Airport below ground through Tysons Corner rather than on an elevated track, sources say, despite critics who say it could imperil the entire project.



With the announcement, expected in the next few days, tunnel supporters would have managed in less than a year to overhaul a \$4 billion project that was to begin construction early next year with an elevated track. Among those who have argued most forcefully for a tunnel are two of Kaine's top campaign supporters: WestGroup, the biggest Tysons landowner, and Scott Kasprowicz, a former telecom executive whom Kaine hired this year as a deputy transportation secretary.

Whether to build the four-mile stretch through Tysons below ground has become the defining question for the 23-mile extension, and for Fairfax County. Proponents of a tunnel say it is key to one of the project's main goals: transforming Tysons into a walkable, vibrant downtown. Critics, though, including the project's top congressional sponsors, say the costs of a tunnel and the delays involved in changing the design could doom the rail extension.

Most indications from Richmond suggest that Kaine will endorse the below-ground route, according to contractors, local officials and others involved in the project who spoke on condition of anonymity for fear of upstaging the governor. Last month, a panel of engineers, convened at the state's request, recommended a tunnel, saying its extra cost and time would be worth it because it would benefit Tysons in the long run and cause less traffic disruption during construction.

Going with a tunnel would raise many questions, most notably how to cover the extra cost, which tunnel supporters estimate at \$200 million but which skeptics say would run higher. Options mentioned so far include increasing the special tax that Tysons landowners are paying for the project or raising tolls on the Dulles Toll Road, which are already covering half the project's cost.

The project faces other major hurdles. A new design would have to pass muster with the Federal Transit Administration, which could withdraw the \$900 million it is expected to provide if it deems the project's overall price tag too high. A tunnel design also would have to undergo environmental reviews and engineering design that supporters say would delay the project by a year but others say would take longer. There is the chance of a dispute with the current builders if the state decides to seek another contractor for the Tysons portion of the line.

Moreover, the state must complete the planned hand-over of the project to the Metropolitan Washington Airports Authority, which had been expecting to inherit a plan with an elevated track and has not said publicly whether it supports a tunnel design. And all this would have to be accomplished in an uncertain

political landscape. By going with a tunnel, the state effectively would be overruling the project's main congressional sponsors, Republican Reps. Frank R. Wolf and Thomas M. Davis III, who argue that switching to an underground route carries many risks.

Patricia Nicoson, director of the Dulles Corridor Rail Association, a nonprofit group that supports rail to Dulles, said the most important thing is that everyone will soon know what the design will be.

"The decision will finally be made," she said. "I'm ready to roll up shirtsleeves and make the tunnel happen."

The creation of a "Silver Line" to Dulles, which would be one of Metro's largest expansions in years, is seen as speeding the trip to the airport and easing congestion throughout Tysons and the crowded Dulles corridor. Under the initial plan, the extension was scheduled to reach Tysons by 2011 and Dulles by 2015. Although the state has made all the key decisions until now, it is planning to hand over the project to the airports authority in the coming months. The line would start at the West Falls Church station, have four stops in the Tysons area, pass through Reston and end in Loudoun County just beyond the airport.

Less than a year ago, contractors were advancing plans for a mostly elevated route through Tysons. But Metro officials, who had previously ruled out building a tunnel at Tysons using conventional digging techniques because of the cost, began calling for consideration of a potentially more efficient option: a wide-bore tunneling machine that has been used in Europe and Asia but not the United States.

The project's contractors, a consortium of Bechtel Corp. and Washington Group International, calculated that that technique would still be too expensive. Tunnel supporters, including Fairfax officials and Tysons landowners, nonetheless persuaded state officials to take a closer look at the below-ground option. Wolf and Davis, key backers of the rail extension, warned that a switch to a tunnel could imperil crucial federal funding. But the engineering panel enlisted by the state endorsed a below-ground route.

Davis reiterated his concerns yesterday. "I don't think there are any guarantees that the FTA will approve the project," he said. "I don't think they can make this thing bulletproof." The congressman said he is expecting a call from Kaine in the next couple of days to address his and Wolf's concerns.

"We'd rather have a tunnel," Davis said. "The question is, what additional risks are you undertaking by doing this at the last minute?"

In recent months, the tunnel advocacy of WestGroup and Kasprowicz has been pivotal, say those involved in the project.

WestGroup officials argue that building underground would enhance their urban-style redevelopment plans and would help transform the rest of Tysons. A tunnel would not permit added zoning density but would allow landowners to build closer to the line's route.

Last month, the company privately promoted a bid from a group of contractors who say they can build a tunnel, along with the rest of the line from West Falls Church through the Tysons area, for much less than the Bechtel team is proposing. In a July 24 letter to Kaine, WestGroup's president and chief executive, Gerald T. Halpin, said the rival proposal was "highly credible" and would "be resoundingly welcomed by the community, could be built without tearing Tysons to pieces in the process, and would be a superior result lasting generations." His letter included a list of estimated costs from the companies and a timeline that showed the project would be set back only about a year.

One week later, the engineering panel endorsed the tunnel, saying the rival bid helped persuade it that a tunnel would be affordable, even as critics said the proposal lacked detail and guarantees.

WestGroup and its president have donated heavily to local and state candidates -- more than \$1 million in the past decade -- with Kaine receiving particularly strong support. Since 2004, the company has given about \$175,000 to Kaine and state Democratic political action committees, most of it an "in-kind" contribution of office space, records show. Since 2001, Halpin has given \$150,000 to Kaine and \$75,000 to Democratic PACs.

Kaine has received tens of thousands more from another company Halpin founded, World Resources, and from other WestGroup executives. And World Resources, Halpin and WestGroup employees have in recent years given thousands to Fairfax Board of Supervisors Chairman Gerald E. Connolly (D), another key tunnel supporter.

WestGroup executive Mark C. Lowham said Kaine's decision on a tunnel should not be a reflection of his support from the company.

It "will stand on its own merits," he said. "We've attempted to make the case for the tunnel to the governor and . . . other political leaders because we believe it's in the best interests of the community."

Driving the push toward a tunnel within the administration has been Kasprowicz, a former board member of the Piedmont Environmental Council, a group that advocates growth near transit stations. The Loudoun resident sold Texel, a voice and data communications company he founded, in 1998. Since then, he has managed several properties he owns, including an office building near the planned rail line in Reston.

Records show he has contributed about \$163,000 to Kaine since 2001. Nearly all of that, Kasprowicz said, was an in-kind contribution, flying Kaine across the state in his helicopter or in an airplane he has access to. He said his contributions have nothing to do with Kaine's move toward a tunnel. Kaine, he says, simply shares the same beliefs: that transportation decisions should be made with land-use impacts in mind, and vice versa.

Kaine spokesman Kevin Hall would not confirm that a decision has been made on a tunnel and said that neither WestGroup's nor Kasprowicz's past support was a factor in Kaine's thinking. "The contributions have absolutely no impact," he said. "What we are concerned about is the viability of a vibrant community and region and its critical infrastructure."

Other companies involved in the project are also prodigious donors, although not to Kaine. Bechtel has given about \$350,000 to national parties in the past four years, and Washington Group International has given \$4,000 to Connolly since the 2003 election.

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AGENDA ITEM #9

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube

DATE: August 31, 2006

SUBJECT: Status Report on FAMPO Funding Issue.

As discussed in detail at the July 6th NVTC meeting, some members of the Fredericksburg Area Metropolitan Planning Organization are seeking to capture some federal transit formula funding at the expense of WMATA and VRE. NVTC acted to oppose these efforts and the commission's views are articulated in the attached letter from Chairman Connolly to NVTA Chairman Snyder.

Since the commission acted, the Stafford County Board of Supervisors has held a work session on this subject and, according to PRTC's Al Harf--who is a member of FAMPO--there are strong indications that FAMPO will formally adopt a position that does not change current practices with respect to VRE but does continue to pursue the capture of population and population density-related earnings attributable to north Stafford County.

Facts of interest in this dispute include:

- 1) If FAMPO were to receive north Stafford's population/population density earnings of about \$225,000 annually, there would be a risk that Prince William County and others would do the same, resulting in a loss of Metro funding of as much as \$2.5 million annually in Virginia alone.
- 2) Metro survey data show that ridership of 3,416 from Stafford, Spotsylvania and Fredericksburg is about a half percent of Metrorail's total daily ridership of 625,000 as of FY 2002. A half percent of Metro's total local subsidy of about \$420 million (excluding Metrobus operations) for FY 2007 is \$2.1 million. In practice, Metro's subsidies are shared among the Authority's member jurisdictions using various formula factors in addition to relative ridership, but the point is that currently those jurisdictions that do not subsidize Metro are getting a good deal compliments of WMATA's jurisdictions.



- 3) FTA's administrative rules for its 5307 formula program make clear that no change in shares of formula funding can occur without WMATA's approval and WMATA would have no incentive to approve the change being sought by FAMPO, especially since WMATA's Board has approved a resolution pledging these formula funds as a condition of qualifying for a federal TIFIA loan.
- 4) While FTA has directed TPB to coordinate with FAMPO on these concerns, the extensive level of discussion that has occurred and is ongoing among jurisdictions and agencies on this subject, as well as NVTC's action and the potential action of NVTA, would appear to easily satisfy this requirement.



July 31, 2006

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Vice Chairman

Hon. David F. Snyder

Secretary/Treasurer

Hon, William D. Euille

Commissioners:

City of Alexandria

Hon, William D. Euille

Hon. Ludwig Gaines

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Fairfax County

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Del. Joe T. May

Del. Thomas D. Rust

Executive Director

Richard K. Taube

David F. Snyder Chairman Northern Virginia Transportation Authority c/o Northern Virginia Regional Commission 3060 Williams Drive, Suite 510 Fairfax, VA 22031

Dear Chairman Snyder:

At its meeting of July 6, 2006 the Northern Virginia Transportation Commission unanimously adopted a resolution opposing proposals to divert scarce federal transit formula funding (Section 5307) to the Fredericksburg area from WMATA. We request that the Northern Virginia Transportation Authority consider NVTC's action when NVTA takes a position on this issue.

Within the Fredericksburg Area Metropolitan Planning Organization (FAMPO), some are advocating the capture of formula funds generated by the population and population density of north Stafford County, which is within the Washington Urbanized Area. Such funds are currently estimated to be about \$225,000 annually and to accede to these demands would set a dangerous precedent. If other Northern Virginia jurisdictions not currently paying directly for WMATA also were to claim a portion of these funds, about \$1.6 to \$2.5 million annually that currently goes directly to WMATA could be diverted. Every federal dollar lost in this way by WMATA would ultimately come out of the pockets of local property tax payers in NVTC's jurisdictions.

Another important reason that NVTC opposes these FAMPO proposals is the effort to divert a portion of the \$6 million of annual federal formula funds now received directly by the Virginia Railway Express (VRE). Currently the VRE Board and NVTC and PRTC determine how to use these funds to meet VRE's system wide needs as expressed in approved Capital Improvement Plans. Some are advocating that FAMPO should receive a portion of these funds and itself determine how to spend those funds. The result would balkanize VRE's essential capital program. That's no way to run a railroad. And in the future, as HOT lanes are added which are counted as fixed guideway miles in the federal formula, these diverted amounts may be much larger.

Mr. David Snyder Page 2 July 31, 2006

We understand that NVTA's Interim Technical Committee is developing a staff recommendation on this issue for consideration by NVTA and eventually by the Transportation Planning Board of the National Capital Area. We recognize the adverse implications for WMATA, VRE and NVTC's local governments of these unwise proposals and advocate a strong stand against them.

Please feel free to contact me or NVTC's Executive Director, Rick Taube, with any questions.

Sincerely,

Gerald Connolly

Chairman

CC:

Hon. Sharon Bulova

Hon, William Euille

Hon. Catherine Hudgins

Hon. Dana Kauffman

Hon. Elaine McConnell

Hon. Chris Zimmerman

Dan Tangherlini

Shiva Pant

Dale Zehner

Al Harf

Mark Gibb

Tom Beisiadny



AGENDA ITEM #10

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube

DATE: August 31, 2006

SUBJECT: Modeling Transit System Improvements to Accommodate Growth

at Fort Belvoir.

Delegate Joe May provided a state budgetary earmark 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. He asked NVTC staff to help identify individuals and resources that might assist VMASC in its modeling effort.

The attachment is provided for your information. Any additions would be welcomed. VMASC will convene a meeting of interested individuals in Northern Virginia on September 7th.

With the recent release of the U.S. Army's preferred site plan and the beginning of preparation of the EIS, the significant transportation needs and lack of identified funding sources are alarming.





Modeling an Improved Transportation Network to Accommodate Growth at Fort Belvoir

The Base Realignment and Closure Commission (BRAC) has set in motion an increase in employment at Fort Belvoir in Fairfax County. By September, 2011 an additional 22,000 personnel are expected. Delegate Joe May has earmarked significant state funding for the Virginia Modeling, Analysis and Simulation Center (VMASC) at Old Dominion University (ODU) to apply advanced military-style modeling to help design an effective transportation system to accommodate this growth. The state budget provides \$400,000 annually for two years for this purpose with a target completion date of November, 2007. For further information about the VMASC effort, contact John Sokolowski (757-686-6215 and jsokolow@odu.edu).

Several resources are available to help in this modeling effort to determine transportation impacts and optimal system design:

1) Metropolitan Washington Area Council of Governments (MWCOG)

Contact: Ron Kirby, Directory of Transportation Planning Telephone: 202-962-3310 Email: rkirby@mwcog.org

Contact: Paul Desjardin, Chief of Housing and Planning Telephone: 202-962-3293 Email: pdesjardin@mwcog.org

Web address: www.mwcog.org/news/press/detail.asp?NEWS-ID=158

MWCOG has produced a demographic study showing origins and destinations of current and projected employees and their commuting patterns. For example, while 60% of current employees arrive from the south, in the future only 40% are expected to do so (19,000 of 46,000).

The report is titled: <u>COG/TPB Regional Analysis: Impacts of the U.S. Department of Defense (DOD) Base Realignment and Closure (BRAC) Recommendations for the Metropolitan Washington Region (July 6, 2005).</u> COG staff and the Center for Regional Analysis at George Mason University performed the analysis.

2) Belvoir New Vision Planners (BNVP)

Contact: BRAC Implementation Team Leader Lee Marshall

Telephone: 1-877-BNV-2424 Email: info@belvoirnewvision.com

Website: www.belvoirnewvision.com



BNVP is a partnership of PBS & J and Skidmore Owings & Merrill (SOM). They have been retained to perform the planning, engineering and architectural work to accommodate the agencies and commands coming to Ft. Belvoir. BNVP has compiled a lengthy list of stakeholders and says its is working with them to coordinate planning. For example, PBS & J and VHB met with the area's transit systems on June 6, 2006. Among the transit improvements being evaluated are a new station, a transit center near the I-95/Fairfax County Parkway interchange, a DOD-run bus circulator, extending Metro's Blue Line, light-rail on Route 1 from the Huntington Metrorail station and Bus Rapid Transit on Route 1 until light-rail is built. The need for downstream parking expansion at VRE and other park-and-ride facilities was stressed by the transit systems.

The Office of the Assistant Chief of Staff for Installation Management (OACISM) is in charge of the base realignment for the U.S. Army. Mr Keith Eastin is Assistant Secretary of the Army for Installations and Environment. Assistance is provided from the Installation Commander of Ft. Belvoir, Colonel Brian Lauritzen.

BNVP anticipates as many as 30 to 40 percent of future employees are already using nearby transportation facilities, although the need to complete a missing link of the Fairfax County Parkway through the Engineer Proving Ground is an acknowledged issue.

In their draft PowerPoint presentation titled "Fort Belvoir Realignment Plan Planning Strategies" (June 21, 2006), BNVP identifies the need for improving connectivity and suggests strategies that will allow people to "park once." Potential transit stations and transportation centers with parking are also shown for each of three possible development strategies.

On July 27, 2006 the U.S. Army announced that its master planning contractor has recommended a preferred site plan that would concentrate 18,000 new employees at the Engineering Proving Ground rather than at Ft. Belvoir and not utilize a government-owned warehouse near the Franconia-Springfield Metrorail station for a new hospital. The Army will now proceed with a draft Environmental Impact Statement based on this site plan and expects to have the draft available for public comment in January, 2007. Several local officials have questioned that ability of the area's transportation system to accommodate this site plan.

On August 8, 2006 the Washington Post reported that the Army has received an unsolicited proposal for a theme park to surround the museum, which the Army now intends to locate at the Engineer Proving Ground. This decision has also provoked concern on the part of local officials regarding the traffic impacts.

3) Fairfax County Department of Transportation

Contact: Mark Canale

Telephone: 703-324-1177 Email: mark.canale@fairfaxcounty.gov

As a result of BRAC, Ft. Belvoir is required by the county to update the Fort's Master Plan which includes a transportation study. The county itself has updated its own transportation plan, working with consultants Cambridge Systematics, to include improvements at Ft. Belvoir. Suggested projects include bus rapid transit (BRT) and light rail transit (LRT) along Route 1 and extended Metrorail Blue Line service south from the Franconia/Springfield Transportation Center to the Fort along the I-95 corridor.

4) Washington Metropolitan Area Transit Authority (WMATA)

Contact: Robin McElhenney-Smith Contact: John Magarelli Telephone: 202-962-1114 Telephone: 202-962-1357 Email: rmcelhennysmith@wmata.com Email: jmagarelli@wmata.com

Metro completed a 1999 study of extending both the Yellow and Blue Metrorail lines to Ft. Belvoir and its planners are developing cost estimates for Fairfax County. Among the options are an extension of the Blue Line south from the Franconia-Springfield station along the CSXT railroad track and the Fairfax County Parkway. Another option would extend Metrorail west to the Engineer Proving Ground. These might cost \$600 to \$800 million. Another option, running the Yellow Line south from Huntington down Route 1, has no rough cost estimates yet. The Northern Virginia Transportation Authority's (NVTA) 2030 Transportation Plan includes a Metrorail extension south to Woodbridge in Prince William County.

5) Fairfax County Supervisor Dana Kauffman

Lee District

Telephone: 703-971-6262 Email: tkauff@fairfaxcounty.gov

Supervisor Kauffman, his staff and the Transportation Association of Greater Springfield (TAGS) are closely involved in understanding the impacts of and planning for the enhancements at Fort Belvoir.

6) Fairfax County Supervisor Elaine McConnell

Springfield District

Telephone: 703-451-8873 Email: springfield@fairfaxcounty.gov

Supervisor McConnell has been closely involved in planning for developments of the Engineer Proving Ground (EPG) and in exploring suggestions that the Virginia Railway Express commuter rail line develop a spur from its Lorton station across I-95 to EPG.

7) Fairfax County Supervisor Gerry Hyland

Mt. Vernon District

Telephone: 703-780-7518 Email: mtvernon@fairfaxcounty.gov

Supervisor Hyland's district includes the Route 1 Corridor serving the Fort and he has been active in regional discussions about it.

8) Fairfax County Board Chairman Gerry Connolly

Telephone: 703-324-2321 Email: chairman@fairfaxcounty.gov

Chairman Connolly provides leadership for the county on BRAC issues, as well as through chairing NVTC and membership on NVTA and other regional bodies.

9) Northern Virginia Regional Commission (NVRC)

Contact: Jim Van Zee, Director of Regional Planning Services Telephone: 703-642-0700 Email: jvanzee@novaregion.org

NVRC is the state-designated planning district commission for the Northern Virginia region and has extensive demographic databases and mapping tools.

10)TransUrban

Contact: Tim Young, Development Manager

Telephone: 646-278-0868 Email: tyoung@transurban.com

Transurban is the private-sector consortium that is planning and building the I-95 HOT lanes. Its modeling of demand and operations might also be useful for purposes of examining access to Ft. Belvoir and the Engineer Proving Ground.

11) Virginia Department of Transportation

Northern Virginia District Office

Contact: Hari Sripathi, Northern Region Traffic Engineer

Telephone: 703-383-2403 Email: Hari.Sripathi@vdot.virginia.gov

Contact: Bob McDonald, Northern Region Planning Director

Telephone: 703-383-2226 Email: Robert.McDonald@vdot.virginia.gov

VDOT may have modeling results and data to share from analysis of BRAC and/or nearby projects.

12) Northern Virginia Transportation Commission

Contact: Rick Taube, Executive Director

Telephone: 703-524-3322 Email rick@nvtdc.org

NVTC's website (<u>www.thinkoutsidethecar.org</u>) has links to all transit operators in the region as well as performance data. NVTC provides a forum for transit systems to coordinate service and sponsors planning studies.

13) Virginia Railway Express

Contact: Christine Hoeffner

Telephone: 703-684-1001 Email: choeffner@vre.org

Agency has planning/engineering firms under contract. Staff also can engage in potential studies of possible service expansion to cope with BRAC issues.

14) Potomac and Rappahannock Transportation Commission

Contact: Al Harf, Executive Director

Telephone: 703- 580-6121 Email: aharf@OmniRide.com

Agency co-owns VRE and operates bus service that could be tailored to serve the needs of the Fort for commuters from the south and west.

washingtonpost.com

At an Impasse Over Va. Parkway's Missing Link

Disagreement Between State, Army Delays Completion of Key Fairfax Road

By Timothy Dwyer Washington Post Staff Writer Sunday, August 27, 2006; C01

The long-awaited completion of the Fairfax County Parkway is on indefinite hold because of a disagreement between the state of Virginia and the U.S. Army over who should build it.

The problems are related to old ordnance and other debris that need to be removed from a two-mile stretch of highway that runs through the Engineer Proving Ground at Fort Belvoir. The Army expected to finish clearing the site last year, but more contamination was found than expected, and it is now unclear when the cleanup will be done.

Virginia officials said they are prohibited by state law from building the highway until the site is environmentally sound. They will still pay for the road, but they want the Army to build it -- and they want it done soon, before thousands of workers are shifted to the area over the next five years as part of the Defense Department's base realignment and closure (BRAC) plan.

Army officials said they are not normally in the business of building public highways and have countered with a plan they said allows the state to build the road while the cleanup continues.

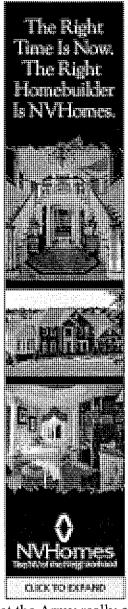
"When the process was started, there was the assumption that the road would be built, just like any other highway project, by VDOT," said Virginia Attorney General Robert F. McDonnell (R). "But over the last year or so, because every variable is controlled by the Army . . . the feeling among the Department of Transportation and the congressional delegation is that the Army really ought

to be the one to do the project."

McDonnell said the state cannot take control of the property from the federal government until the Environmental Protection Agency has approved the cleanup.

"Our lawyers have been meeting regularly with the Army's top counsel," McDonnell said. "We have a cordial relationship. I think it would not be revealing a secret to say they didn't want to build the road because they are busy fighting two wars."

An Army spokesman said the remaining cleanup work could be done while Virginia builds the road. "While this position has not been approved by the EPA, they do not object to the concept," spokesman Dave Foster said.



Advertisement

The two-mile stretch of highway is the last link in a 35-mile parkway that runs from Route 7 in northern Fairfax County to Route 1 in the southeastern section of the county. The first section of the road opened in 1987. Other stretches opened nearly every year after that until 2001. By then, all but the two-mile section was complete.

County officials have said finishing the parkway is one of the most important transportation projects in Northern Virginia because it is a crucial connection to Fort Belvoir, where the Army plans to relocate many of its operations.

"It is going to be a transportation disaster if that parkway is not built before BRAC is to be implemented," said Fairfax County Supervisor Gerald W. Hyland (D-Mount Vernon). "The Army knows it. Fairfax County knows it. The state knows it. We all know it. The money is there. The plan is there. Let's just do it."

The dispute is of such concern that Sen. John W. Warner (R-Va.), chairman of the Senate Armed Services Committee, has met with state and local officials and Army representatives in an effort to resolve it. Warner introduced legislati



AGENDA ITEM #11

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube and Adam McGavock

DATE: August 31, 2006

SUBJECT: Regional Transportation Items.

A. Citizen Letters to NVTC.

Copies of correspondence are attached.

B. Status of TransAction 2030 Transportation Plan.

The Northern Virginia Transportation Authority will be asked to approve the plan on September 14, 2006. All of its member jurisdictions have done so. A press conference is being planned for shortly after the NVTA action.

C. Congestion Pricing Pilot Project.

At NVTC's July meeting, NVTC staff described a U.S. DOT initiative to reduce congestion. Further details will be provided about a possible pilot project in Northern Virginia.



E. L. TENNYSON, P.E. 2233 Abbotsford Dr Vienna, VA 22181-3220

REGISTERED PROFESSIONAL ENGINEER July 7, 2006

(703) 281-7533

The Honorable Geneld E. Cormolly, Chairm Norther Virgini Trambolation Commission 4350 Nora Fairby Driv sith 720 Arlington VA 22203

RECEIVED JUL 1 0 7006

Dea Chairm Countly as Commission.

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It may be that Mr. Gembrill envisioned an acriel roil shottle like Detroit's Sky Train a Mirmi's nubber the Metro Mover. Neither of them on All Worthy of emulation.
Public Transportation

Charina Canadly, NVTC. July 7, 2006 Som Tannyon - Typoli Corne Rev Puzz 2 Because of truck damage to the structure, Detrot cost \$8:55 per preserver - mile to operate in 2004. \$3 is normal. Mismi Got \$2.36 keeper it carried so How rider that they had to make it fee, so the subsidy is jurtilerable. It cooks six to Somen time mue pur personner - mile than our MakoRad. The Maine Meto Mover was built to I will Neto Rail to one down turn Station, but most MethoRus viden preferred to Walk rather than bother with the acriel tram. I have a bower lord tector-than our Metho Bus. We must not repeat Minne's mistable. Danvar also has a downtown shortel land that is girle successful bor they are builded 118 mile of rail times to get perthe down firster at lover Gof. Downtam Donne is Lover, Type, is not. Money is very hard to come by and getting tighter as the federal definish ballons. We wife get on with the most cost-effection solution which to Delles Rail as now designed. Instation may dony us may solution offall. Also in Hon 6 f Lik 6 Hom B Appandix B liste the Operating Subsidy for WMATI (Metro) but does not relate the dollars to valve received. The bus operating subsidy of \$289,302,600 Cours only 450 million personger-miles which a small automobile. Meto Bus is not out of I'm. It is no less efficient Then most other major bus systems, but it is to approxime to expand very much. Metho Rail needs a subsity of only \$ 118,959,700 for 1.6 B12LION passenger-mile, only 7.4 Conta per passinger-mile, one-ninth of the bus cost. We must do more wish Metro Roll 202 Year with bus. The General assembly needs to know her are Cost-effection. With it, but were scale not in compliana with FU Section 130, Fairfax Connector needs "only" 42 contestabled per passinger-mile, still six times Mose than Meto, Rad pur passinger-vnih, but for for less of trafter Savice. We heed much good but sarvice, but we must carefully limit what we think We head. It asts to much for how many we H. We need to som our money by getting more people on vail.

Chairman Growly, NVTC July 7, 2006 From Tennyson - Tyson's Grow Reil - pays The Agenda Itan 2 handed out on the Mid-Year Review of Rogram on MVZ Projects proves the exallent of NVTC programs but there may be an inservable Misunderstanding on page 17 concerning the Orange Line travel volum. Surely, Al 40 m del split is a tremen down amount of travel in a high income auto oriented area, but the 19,000 people orthracted during the AM people is grossly undestated under it epphis only at Glas Road, not to the entire Grange Line. The Orange Line must have how houghly 180,000 weekely process gue with 30% in each people period, That would be 54,000 in the morning people period. Mary and DC probably have half of them so their but be 27,000 in Norther Veryn-not 19,00. We comit be telling short own crowding with number like these. With 108 peak how can one way, And is reasonable spon for 13,00 pm bour, with 10,000 in the second him. 6,500 in the third and 3.500 for the Court peak how, capzorty for 33,000 one-way in the peak Rend, but the trains must run on time to achieve it. With 27,000 perkperiod Croye Lini rider, that is 23,500 outes not on An Granded roads not Wasting guardine or making polletion, or Rolling anyone Theywood need \$432 trille worth of high brise from Gly Parkery spra. We are earning 129 gallow of motor finel per carpite per year with MethoRad MARC me VRE. That on work helf I willed dellar every Your good work has made all of this possible. Most people of not realize that. Some body has to educate them. We need to much better the prograther that we near already dring a Thank you SetCorp



5609 Justis Place Franconia, VA 22310 Phone (Day or Evening) 703-971-4150 29 May 2006 RECEIVED MAY 31 2006

Letters to the Editor The Washington Post 1150 15th St. NW Washington, D.C. 20071

Gentlemen:

The Metrorail Dulles extension routing through the Tysons Corner area is still under discussion due to cost considerations.

One approach--that hasn't been discussed recently--is to link Metrorail to the Tysons area with a rail shuttle service. It is my understanding that this was discussed earlier but was rejected due to local resident objections. This change to a rail shuttle service could result in a more satisfactory solution then either the subway or elevated designs being considered.

The idea is to provide rail shuttle service to the Tysons area from one Metrorail station located within the Dulles Access and Toll Road right-of-way. This would eliminate the four currently proposed Metrorail stations, subway, and/or elevated construction, and related operating expenses. The shuttle will provide a more effective and convenient circulation solution within the Tysons Corner area than the proposed four stations.

From a pedestrian-friendly approach, the current design doesn't appear practicable. The walking distances from the proposed stations appear too long; i.e., in excess of 600 to 1000 feet, to most destinations. To be pedestrian-friendly, this design must meet the needs of Tysons Corner residents, senior citizens, shoppers, workers, and commuters. A-rail circulation system would also provide access between areas isolated by major highways passing through the region. This would help decrease congestion by reducing the need for auto traffic between these isolated areas. The circulation system should be considered an horizontal elevator with a no-fare concept to fully achieve the pedestrian-friendly appeal desired throughout the day and evening by Fairfax County officials.

It is critical that design decisions made now consider long-term needs, not just immediate short-term political and cost considerations.

Sincerely,

John C. Gambrill

Copy to:

Mr. Gerald Connolly, Chairman Fairfax County Board of Supervisors

Lee District Supervisor Dana Kauffman

Tambies

Delegate Mark Sickles

Northern Virginia Transportation Commission



AGENDA ITEM #12

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Scott Kalkwarf and Colethia Quarles

DATE: August 31, 2006

SUBJECT: NVTC Financial Items for June and July, 2006.

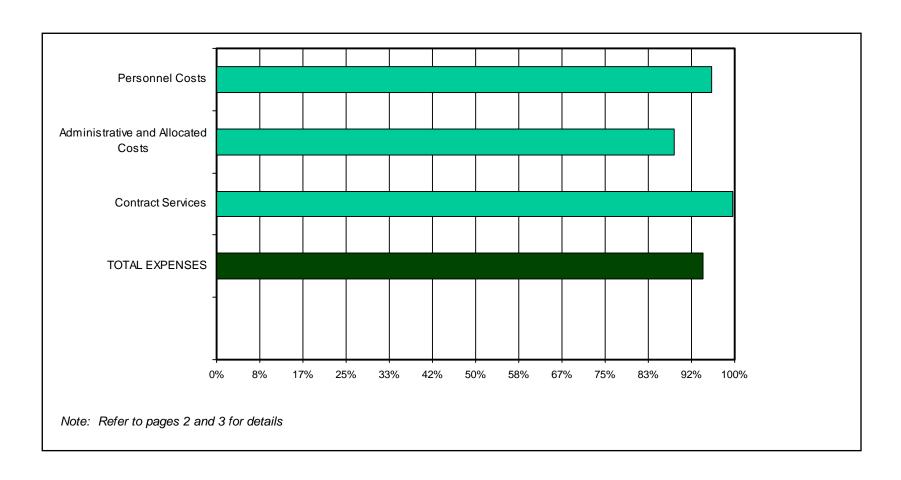
Reports are attached for your information.



Northern Virginia Transportation Commission

Financial Reports
June, 2006

Percentage of FY 2006 NVTC Administrative Budget Used June, 2006 (Target 100% or less)



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

	Current <u>Month</u>	Year <u>To Date</u>	Annual <u>Budget</u>	Balance <u>Available</u>	Balance <u>%</u>
Personnel Costs					
Salaries	\$ 55,079.62	\$ 627,473.69	\$ 612,384.00	\$ (15,089.69)	-2.5%
Temporary Employee Services	 		1,000.00	1,000.00	100.0%
Total Personnel Costs	55,079.62	627,473.69	613,384.00	(14,089.69)	-2.3%
<u>Benefits</u>					
Employer's Contributions:					
FICA	3,480.95	42,675.84	40,869.00	(1,806.84)	-4.4%
Group Health Insurance	(372.60)	42,313.05	92,749.00	50,435.95	54.4%
Retirement	4,029.76	48,467.56	48,800.00	332.44	0.7%
Workmans & Unemployment Compensation	(97.00)	3,516.80	3,000.00	(516.80)	-17.2%
Life Insurance	308.17	3,388.09	3,150.00	(238.09)	-7.6%
Long Term Disability Insurance	274.89	3,153.77	3,902.00	748.23	19.2%
Total Benefit Costs	 7,624.17	143,515.11	192,470.00	48,954.89	25.4%
Administrative Costs					
Commissioners Per Diem	2,400.00	14,450.00	13,800.00	(650.00)	-4.7%
Rents:	12,787.20	166,693.16	167,481.00	787.84	0.5%
Office Rent	12,277.20	155,223.16	156,681.00	1,457.84	0.9%
Parking	510.00	11,470.00	10,800.00	(670.00)	-6.2%
Insurance:	600.00	3,929.80	3,850.00	(79.80)	-2.1%
Public Official Bonds	600.00	1,999.00	2,000.00	1.00	0.1%
Liability and Property	-	1,930.80	1,850.00	(80.80)	-4.4%
Travel:	874.90	11,646.16	23,000.00	11,353.84	49.4%
Conference Registration	(33.50)	1,831.50	2,000.00	168.50	8.4%
Conference Travel	-	2,229.09	5,000.00	2,770.91	55.4%
Local Meetings & Related Expenses	115.58	6,488.75	12,000.00	5,511.25	45.9%
Training & Professional Development	792.82	1,096.82	4,000.00	2,903.18	72.6%
Communication:	1,132.54	10,016.98	12,500.00	2,483.02	19.9%
Postage	152.84	3,717.51	6,000.00	2,282.49	38.0%
Telephone - LD	126.06	1,132.81	1,500.00	367.19	24.5%
Telephone - Local	853.64	5,166.66	5,000.00	(166.66)	-3.3%
Publications & Supplies	2,458.91	21,154.89	29,100.00	7,945.11	27.3%
Office Supplies	746.39	4,697.66	5,000.00	302.34	6.0%
Duplication	1,712.52	12,137.23	14,100.00	1,962.77	13.9%
Public Information	-	4,320.00	10,000.00	5,680.00	56.8%

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

	Current Month	Year To Date	Annual Budget	Balance Available	Balance <u>%</u>
	<u> Montii</u>	10 Date	Duaget	Available	<u>70</u>
Operations:	(275.58)	12,612.04	23,500.00	10,887.96	46.3%
Furniture and Equipment	-	4,095.56	8,000.00	3,904.44	48.8%
Repairs and Maintenance	-	749.00	1,000.00	251.00	25.1%
Computers	(275.58)	7,767.48	14,500.00	6,732.52	46.4%
Other General and Administrative	1,028.81	6,749.30	6,400.00	(349.30)	-5.5%
Subscriptions	468.00	468.00	500.00	32.00	6.4%
Memberships	-	2,007.00	1,300.00	(707.00)	-54.4%
Fees and Miscellaneous	232.13	2,819.25	2,600.00	(219.25)	-8.4%
Advertising (Personnel/Procurement)	328.68	1,455.05	2,000.00	544.95	27.2%
40th Anniversary			<u> </u>		0
Total Administrative Costs	21,006.78	247,252.33	279,631.00	32,378.67	11.6%
Contracting Services					
Auditing	7,750.00	19,625.00	17,700.00	(1,925.00)	-10.9%
Consultants - Technical	-	=	1,000.00	1,000.00	100.0%
Legal	<u> </u>		1,000.00	1,000.00	100.0%
Total Contract Services	7,750.00	19,625.00	19,700.00	75.00	0.4%
Total Gross G&A Expenses	\$ 91,460.57	\$1,037,866.13	\$1,105,185.00	\$ 67,318.87	6.1%

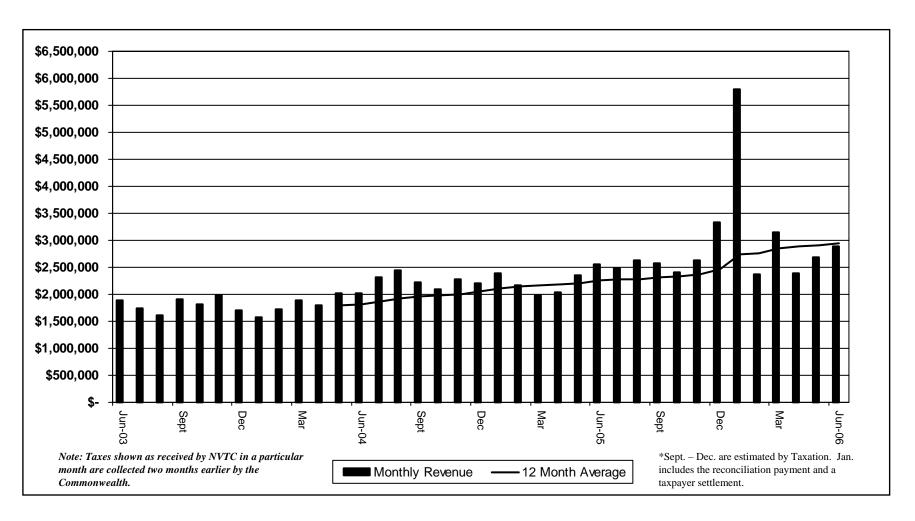
NVTC RECEIPTS and DISBURSEMENTS June 2006

	Payer/		Wachovia	Wachovia	VA	LGIP
Date	Payee	Purpose	(Checking)	(Savings)	G&A / Project	Trusts
	RECEIPTS					
2	FTA	SmarTrip grant receipt			\$ 3,593.00	
7	VRE	Staff support		7,014.20		
7	Staff	Expense reimbursement		1.12		
8	DRPT	Capital grant receipt				16,158.00
19	Dept. of Taxation	Motor Vehicle Fuels Sales tax revenue				2,892,120.15
19	DRPT	FTM/Admin grant receipt				5,000,604.00
22	DRPT	SmarTrip grant receipt			854.00	
22	DRPT	TransAction grant receipt			15,049.00	
30	DRPT	Capital grants receipts				1,210,983.00
30	Staff	Expense reimbursement		9.38		
30	VAPA	Refund		33.50		
30	Banks	June investment income		834.52	1,909.32	318,139.23
			-	7,892.72	21,405.32	9,438,004.38
	DISBURSEMENT	S				
1-30	Various	NVTC project and administration	(82,890.88)			
5	IBI Group	Consulting - SmarTrip	(4,491.70)			
5	Fairfax County	Other capital				(9,941,000.00
23	Vollmer Associates	Consulting - Bus Data	(6,913.97)			
29	City of Fairfax	Other capital				(59,176.58
30	Wachovia Bank	June service fees	(59.66)			
			(94,356.21)	-	-	(10,000,176.58
	TRANSFERS					
12	Transfer	From savings to checking	35,000.00	(35,000.00)		
20	Transfer	LGIP trust to LGIP project - Bus Data project			6,913.97	(6,913.97
20	Transfer	From savings to checking	55,000.00	(55,000.00)		
23	Transfer	LGIP trust to LGIP project - E schedule project			2,094.82	(2,094.82
23	Transfer	LGIP trust to LGIP project - E schedule project			105.18	(105.18
			90,000.00	(90,000.00)	9,113.97	(9,113.97
	NET INCREASE (DECREASE) FOR MONTH	\$ (4,356.21)	\$ (82,107.28)	\$ 30,519.29	\$ (571,286.17
	=::::::::::::::::::::::::::::::::::::::		, (1,000121)	, (32,:0::20)	Ţ 30,0:0: <u>2</u> 0	, (3: :,=30:11

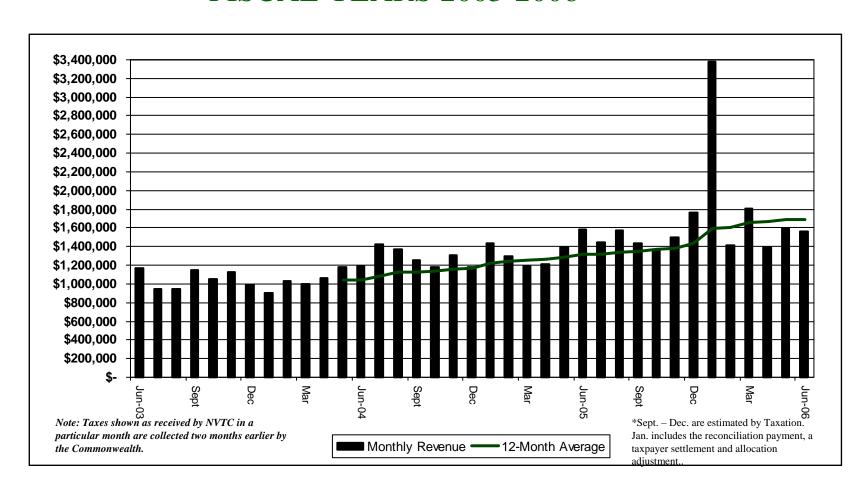
NVTC INVESTMENT REPORT June 2006

Туре	Rate	Balance 5/31/2006	Increase (Decrease)	Balance 6/30/2006	NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund
Cash Deposits							
Wachovia: NVTC Checking	N/A	\$ 21,436.10	(4,356.21)	\$ 17,079.89	\$ 17,079.89	\$ -	\$ -
Wachovia: NVTC Savings	4.45%	269,745.97	(82,107.28)	187,638.69	187,638.69	-	-
Investments - State Pool Nations Bank - LGIP	5.12%	83,151,728.96	(540,766.88)	82,610,962.08	487,372.61	56,638,527.80	25,485,061.67
		\$ 83,442,911.03	\$ (596,711.08)	\$ 82,815,680.66	\$ 692,091.19	\$ 56,638,527.80	\$ 25,485,061.67

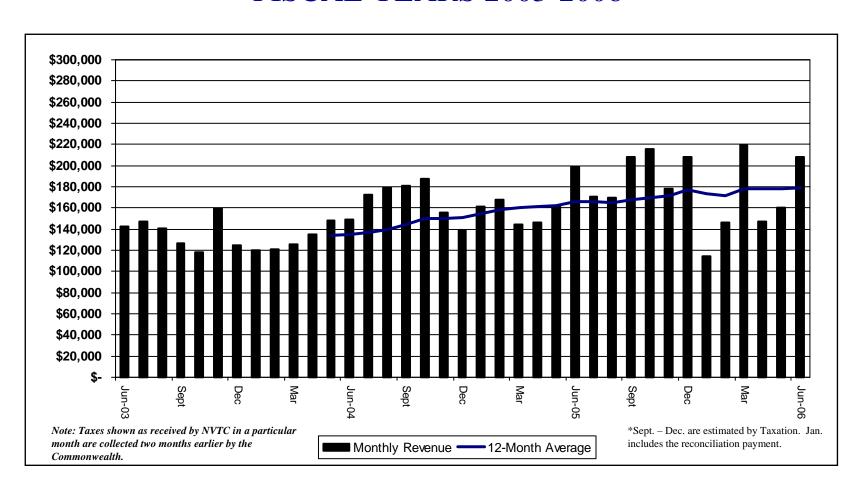
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2003-2006



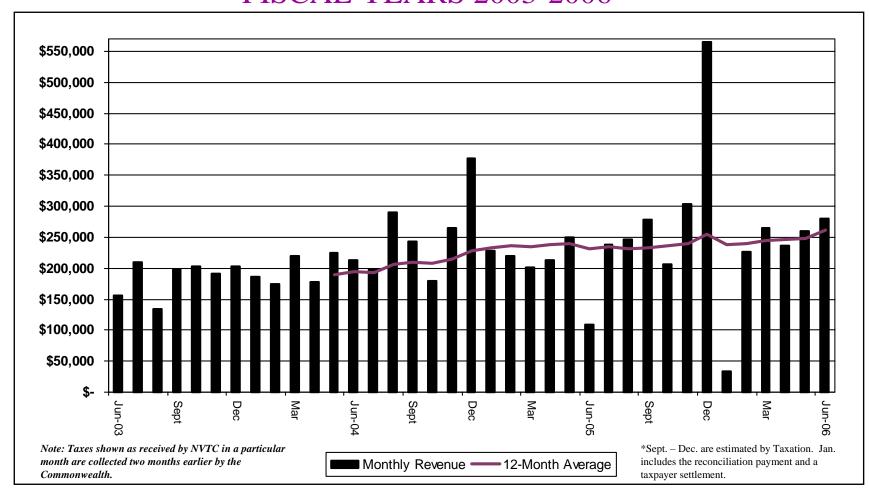
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2003-2006



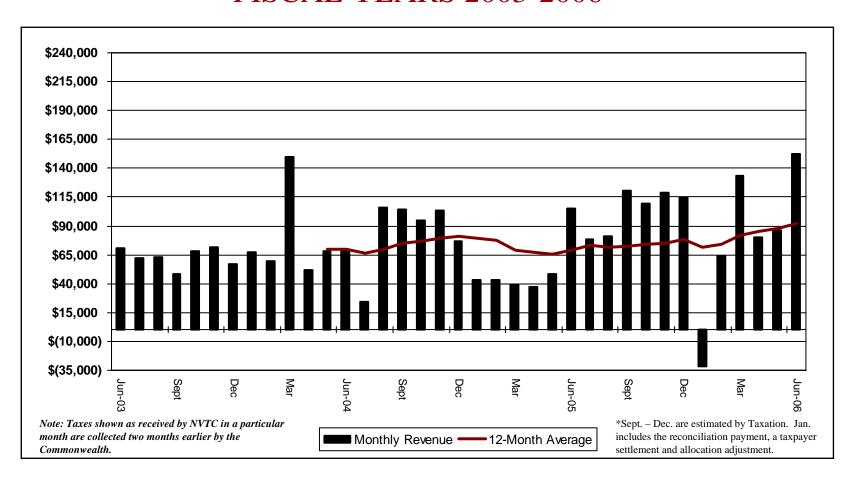
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2003-2006



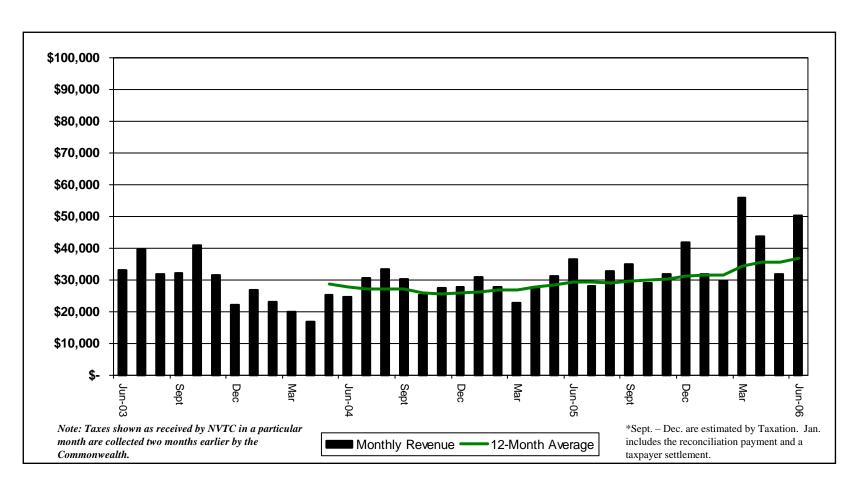
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2003-2006



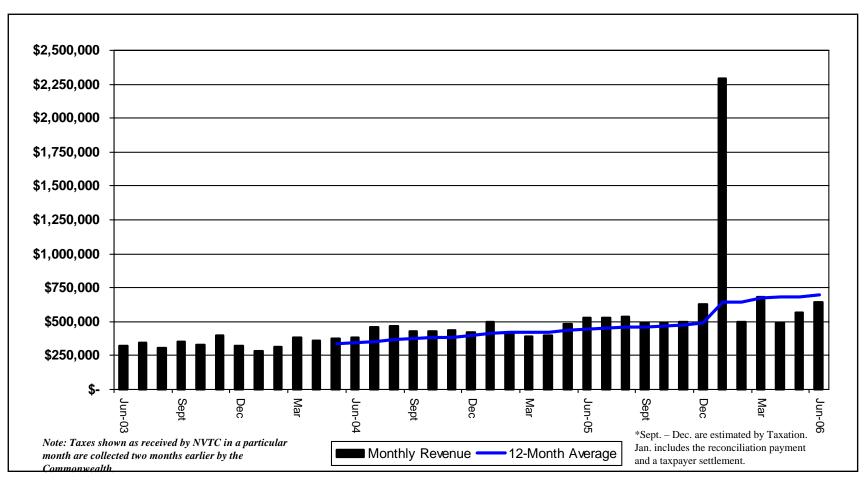
NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2003-2006



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



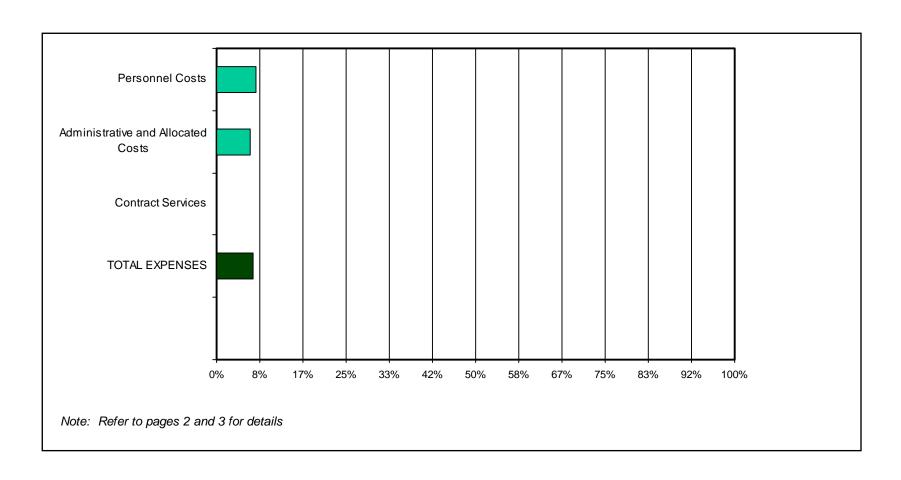
NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2003-2006



Northern Virginia Transportation Commission

Financial Reports
July, 2006

Percentage of FY 2007 NVTC Administrative Budget Used July, 2006 (Target 8.33% or less)



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

	Current <u>Month</u>	Year <u>To Date</u>	Annual <u>Budget</u>	Balance <u>Available</u>	Balance
Personnel Costs					
Salaries	\$ 48,253.08	\$ 48,253.08	\$ 649,150.00	\$ 600,896.92	92.6%
Temporary Employee Services			1,000.00	1,000.00	100.0%
Total Personnel Costs	48,253.08	48,253.08	650,150.00	601,896.92	92.6%
<u>Benefits</u>					
Employer's Contributions:					
FICA	3,455.55	3,455.55	45,700.00	42,244.45	92.4%
Group Health Insurance	5,207.75	5,207.75	70,500.00	65,292.25	92.6%
Retirement	3,890.75	3,890.75	49,500.00	45,609.25	92.1%
Workmans & Unemployment Compensation	990.00	990.00	4,250.00	3,260.00	76.7%
Life Insurance	273.72	273.72	3,500.00	3,226.28	92.2%
Long Term Disability Insurance	274.65	274.65	4,400.00	4,125.35	93.8%
Total Benefit Costs	14,092.42	14,092.42	177,850.00	163,757.58	92.1%
Administrative Costs					
Commissioners Per Diem	750.00	750.00	21,700.00	20,950.00	96.5%
Rents:	14,602.20	14,602.20	174,400.00	159,797.80	91.6%
Office Rent	13,362.20	13,362.20	162,900.00	149,537.80	91.8%
Parking	1,240.00	1,240.00	11,500.00	10,260.00	89.2%
Insurance:	400.00	400.00	4,900.00	4,500.00	91.8%
Public Official Bonds	400.00	400.00	3,200.00	2,800.00	87.5%
Liability and Property	-	-	1,700.00	1,700.00	100.0%
Travel:	333.88	333.88	22,950.00	22,616.12	98.5%
Conference Registration	-	-	2,000.00	2,000.00	100.0%
Conference Travel	75.76	75.76	5,000.00	4,924.24	98.5%
Local Meetings & Related Expenses	258.12	258.12	12,200.00	11,941.88	97.9%
Training & Professional Development	-	-	3,750.00	3,750.00	100.0%
Communication:	1,048.84	1,048.84	10,600.00	9,551.16	90.1%
Postage	600.00	600.00	4,600.00	4,000.00	87.0%
Telephone - LD	-	-	1,300.00	1,300.00	100.0%
Telephone - Local	448.84	448.84	4,700.00	4,251.16	90.5%
Publications & Supplies	564.02	564.02	29,800.00	29,235.98	98.1%
Office Supplies	-	-	4,300.00	4,300.00	100.0%
Duplication	564.02	564.02	15,500.00	14,935.98	96.4%
Public Information	-	-	10,000.00	10,000.00	100.0%

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

	Current <u>Month</u>	Year <u>To Date</u>	Annual <u>Budget</u>	Balance <u>Available</u>	Balance <u>%</u>
Operations:	491.47	491.47	23,800.00	23,308.53	97.9%
Furniture and Equipment	-	-	7,800.00	7,800.00	100.0%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computers	491.47	491.47	15,000.00	14,508.53	96.7%
Other General and Administrative	1,132.56	1,132.56	6,400.00	5,267.44	82.3%
Subscriptions	-	-	400.00	400.00	100.0%
Memberships	961.00	961.00	1,400.00	439.00	31.4%
Fees and Miscellaneous	171.56	171.56	2,800.00	2,628.44	93.9%
Advertising (Personnel/Procurement)	-	-	1,800.00	1,800.00	100.0%
40th Anniversary	-	-	-	-	0
Total Administrative Costs	19,322.97	19,322.97	294,550.00	275,227.03	93.4%
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	\$ 81,668.47	\$ 81,668.47	\$1,140,750.00	\$1,059,081.53	92.8%

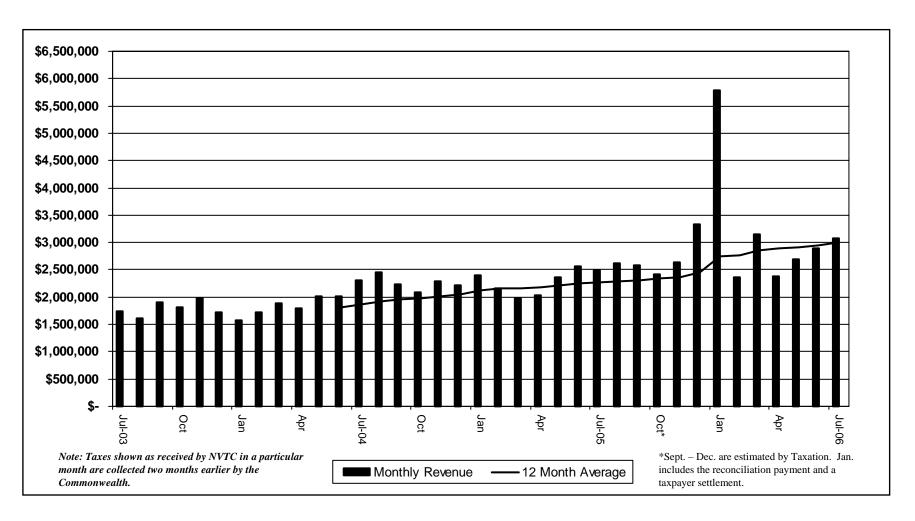
NVTC RECEIPTS and DISBURSEMENTS July, 2006

	Payer/		Wachovia	Wachovia		VA LGIP
Date	Payee	Purpose	(Checking)	(Savings)	G&A / Projec	t Trusts
	RECEIPTS					
7	Loudoun County	G&A contribution			\$ 4,018.2	5
10	Arlington County	G&A contribution		16,522.75		
10	Staff	Expense reimbursement		33.05		
10	DRPT	TransAction grant receipt			106,731.0	0
10	FTA	SmarTrip grant receipt			2,570.0	0
10	City of Alexandria	G&A contribution		10,602.00		
14	City of Falls Church	G&A contribution		3,581.00		
14	Fairfax County	G&A contribution		174,674.00		
17	Dept. of Taxation	Motor Vehicle Fuels Sales tax receipt				3,076,189.27
17	DRPT	Capital grant receipt				30,000.00
21	VRE	Reimbursement for staff support		7,097.71		
26	DRPT	GPS / AVL grant receipt			33,900.0	
26	DRPT	SmarTrip grant receipt			611.0	0
31	Banks	July investment income		1,036.50	2,119.9	2 277,526.93
				213,547.01	149,950.1	7 3,383,716.20
	DISBURSEMENT	e				
1-31	Various		(04.005.42)			
3	WMATA	NVTC project and administration	(81,095.43)			(0.422.949.00)
3	WMATA	Bus operating Paratransit operating				(9,433,818.00) (1,198,620.00)
3	WMATA					
	WMATA	Rail operating				(7,456,714.00)
3	WMATA	Metro Matters				(1,956,876.00)
3	WMATA	Beyond Metro Matters Debt service				(172,967.00)
3	WMATA					(1,853,125.00)
3	WMATA	Rail capital VTA Other operating				(240,280.00)
3	VRE	. 5				(112,332.46)
3 7	Loudoun County	Other operating Other operating				(157,649.00) (4,018.25)
11	IBI Group	Consulting - SmarTrip	(3,213.06)			(4,010.23)
11	BMI-SG Associates	Consulting - NVTA Update	(106,730.66)			
21	Vollmer Associates	Consulting - NV TA Optiate Consulting - Bus Data	(5,718.06)			
21	Vollmer Associates	Consulting - Bus Data Consulting - Bus Data	(9,609.58)			
31	IBI Group	Consulting - GPS / AVL	(35,279.85)			
31	Wachovia Bank	July service fees	(20.38)			
31	Wachovia Darik	July Service rees	(241,667.02)			(22,586,399.71)
			(241,007.02)			(22,000,000.71)
	TRANSFERS					
7	Transfer	LGIP to checking	30,000.00		(30,000.0	0)
11	Transfer	LGIP to checking	110,000.00		(110,000.0	0)
19	Transfer	Savings to checking	50,000.00	(50,000.00)		
20	Transfer	LGIP to LGIP - Bus Data project			15,327.6	4 (15,327.64)
25	Transfer	LGIP to checking	35,000.00		(35,000.0	0)
31	Transfer	Savings to checking	70,000.00	(70,000.00)		
			295,000.00	(120,000.00)	(159,672.3	6) (15,327.64)
	NET INCREASE	DECREASE) FOR MONTH	\$ 53,332.98	\$ 93,547.01	\$ (9,722.1	9) \$ (19,218,011.15)
			Ψ 00,002.00	\$ 00,017.01	Ψ (0,122.1	ψ (.3,210,011.10)

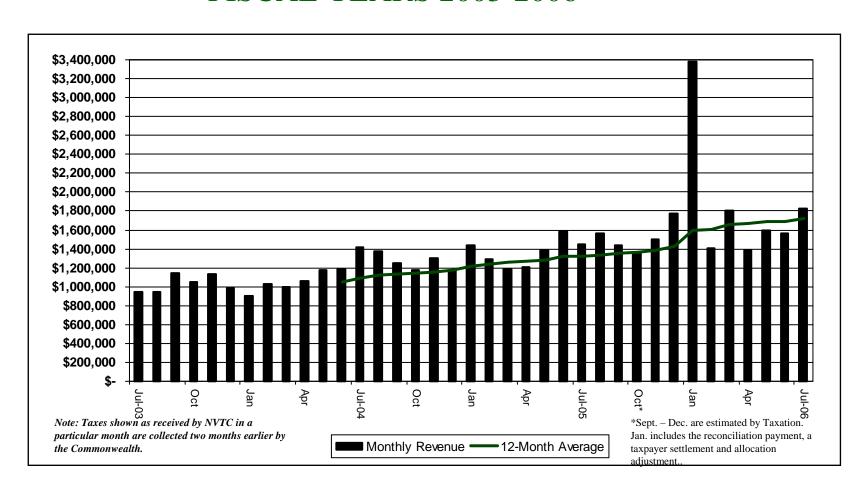
NVTC INVESTMENT REPORT July, 2006

Туре	Rate	Balance 6/30/2006	Increase (Decrease)	Balance 7/31/2006	NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund
Cash Deposits							
Wachovia: NVTC Checking	N/A	\$ 17,079.89	53,332.98	\$ 70,412.87	\$ 70,412.87	\$ -	\$ -
Wachovia: NVTC Savings	4.70%	187,638.69	93,547.01	281,185.70	281,185.70	-	-
Investments - State Pool Nations Bank - LGIP	5.23%	82,610,962.08	(19,227,733.34)	63,383,228.74	477,650.42	36,643,992.17	26,261,586.15
		\$ 82,815,680.66	\$ (19,090,575.54)	\$ 63,734,827.31	\$ 829,248.99	\$ 36,643,992.17	\$ 26,261,586.15

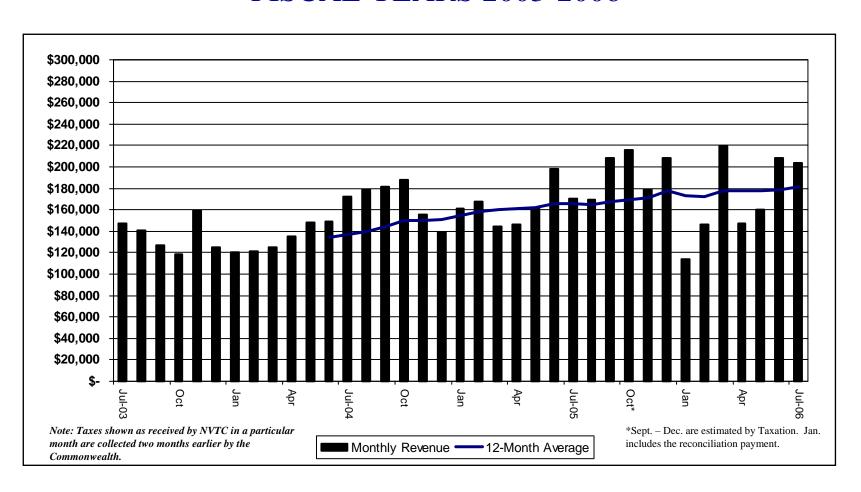
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2003-2006



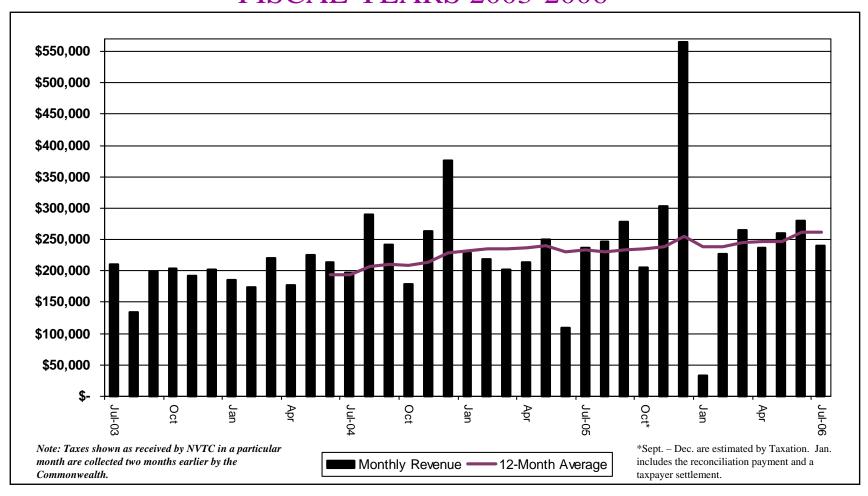
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2003-2006



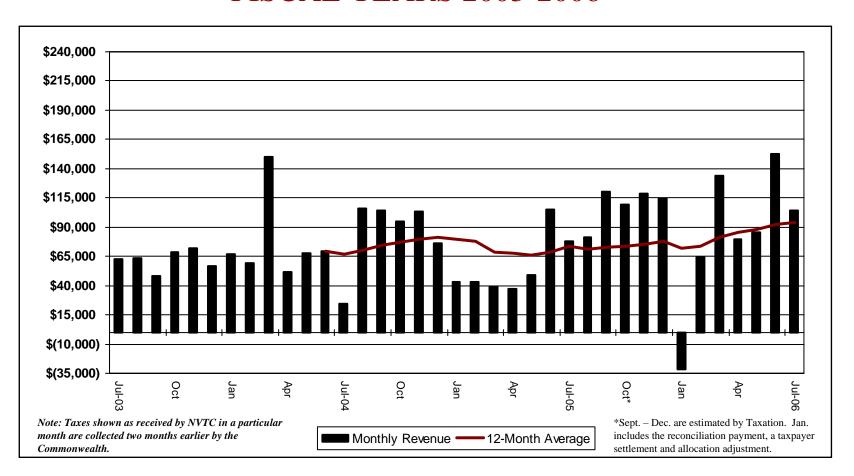
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2003-2006



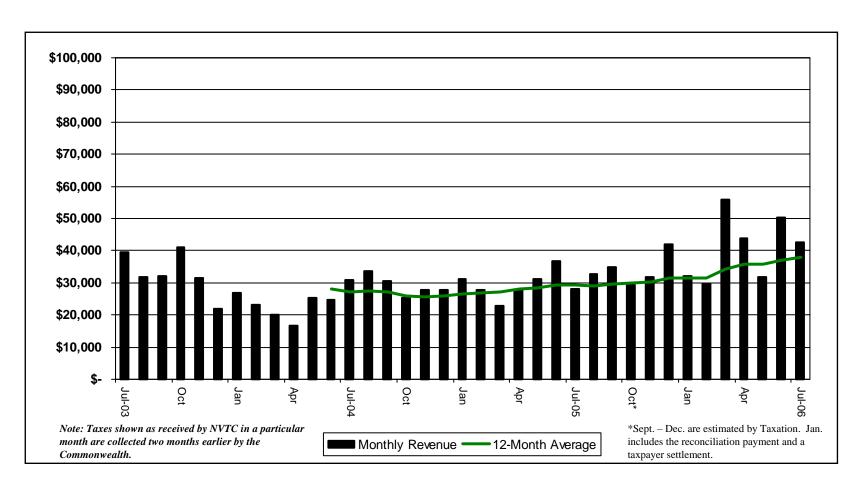
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2003-2006



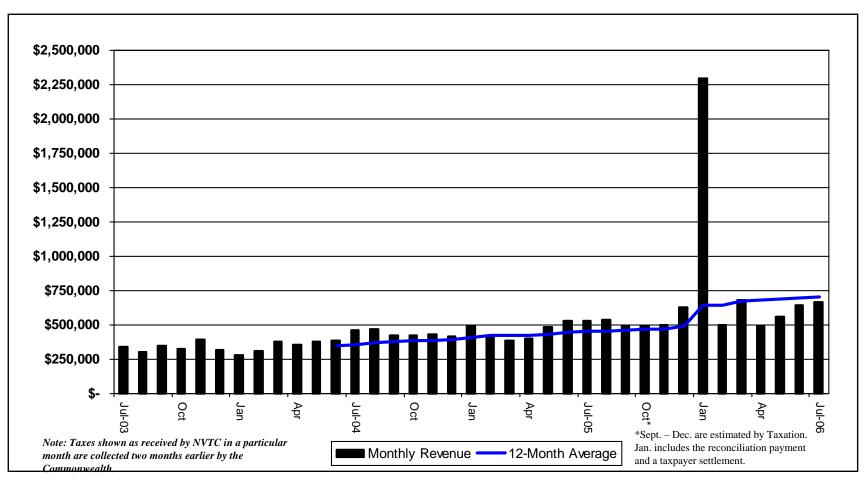
NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2003-2006



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



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





AGENDA ITEM #13

MEMORANDUM

TO: Chairman Connolly and NVTC Commissioners

FROM: Rick Taube

DATE: August 31, 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:

- 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.

