



**NVTC COMMISSION MEETING
THURSDAY, APRIL 5, 2007
NVTC CONFERENCE ROOM
8:00 P.M.**

NOTE: A buffet supper will be provided for attendees.

AGENDA

1. Minutes of NVTC Meeting of March 1, 2007.

Recommended Action: Approval.

2. Fluor/Transurban HOT Lane Proposal for I-95/395.

Representatives will give a presentation and respond to questions and concerns.

Presentation and Discussion Item.

3. Legislative Items.

NVTC members will review highlights of the 2007 General Assembly Veto Session of April 4th.

Recommended Action: Offer direction to staff about any required follow up action, including possible letters to the Governor and key legislators.



4. VRE Items.

- A. Report from VRE's Operations Board and Chief Executive Officer—Information Item.
- B. Authorization to Modify VRE's Fare Policy—Action Item/Resolution #2056.
- C. Authorization to Sell Five Mafersa Railcars—Action Item/Resolution #2057.
- D. Authorization for a MOU for the Cherry Hill Station—Action Item/Resolution #2058.
- E. Authorization for a Wheelset Replacement and Repair Contract—Action Item/Resolution #2059.
- F. Proposed Governance/Subsidy Changes—Action Item/Resolution #2060.

5. NVTC Testimony for CTB Hearing.

The Commonwealth Transportation Board will conduct a hearing in Northern Virginia on its six-year program in April or May.

Recommended Action: Authorize Chairman Snyder to deliver a statement on behalf of NVTC, which will be modified to reflect General Assembly actions on April 4th.

6. Regional Transportation Items.

- A. Correspondence and Media Releases.
- B. HOV Advisory Committee.
- C. Public Transit Access in America.

Information Item.

7. NVTC Financial Reports for February, 2007.

Information Item.



AGENDA ITEM #1

MINUTES

NVTC COMMISSION MEETING – MARCH 1, 2007 NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA

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

Members Present

David Albo
Sharon Bulova
Gerald Connolly
Adam Ebbin
Paul Ferguson
Catherine M. Hudgins
Dana Kauffman
Elaine McConnell
Thomas Rust
Scott Silverthorne
David F. Snyder
Matthew Tucker
Mary Margaret Whipple
Christopher Zimmerman

Members Absent

Jeannemarie Devolites Davis
Eugene Delgaudio
William D. Euille
Jay Fisette
Joe May
Paul Smedberg

Staff Present

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



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Chairman Snyder suggested beginning the meeting with the Metro presentation while waiting for a quorum. There were no objections.

Metro Service Issues

Chairman Snyder introduced Charlie Dziduch, WMATA's Orange Line Manager, who gave a short presentation on Metro issues and responded to commissioners' questions and concerns.

Mr. Dziduch reported that in order to ease overcrowding on Metrorail, WMATA will add 24 railcars (6000 series) systemwide by the end of March. In response to a question from Mr. Zimmerman, Mr. Dziduch further explained that two eight-car trains will be added on the Orange Line. Mr. Zimmerman reported that the total 6000 series railcar order is for 164 railcars and Metro has already received 48 railcars, with most of them in service on the Green Line. Mr. Dziduch stated that a railcar has approximately 50-60 seats and can hold up to 200 people per railcar (crush load). The additional 24 railcars (four on each line) will provide space for 1600 more passengers per hour. Mr. Connolly stated that it is encouraging that relief is on its way and there are still more railcars to come. He asked for a fact sheet on these ridership statistics at a subsequent meeting.

Mr. Dziduch stated that there is also a power capacity issue on the Orange Line. Work is being done to increase the power of the line to allow additional trains to run.

Chairman Snyder asked for information on safety upgrade issues. He stated that as a regular rider, he is concerned that information from operators to passengers is inconsistent. When there are delays, it is important to convey updates every two-three minutes. Chairman Snyder requested that the fact sheet also summarize safety issues for both rail and bus.

Mrs. McConnell stated that it is important to convey to Metro riders and the public how Metro is addressing these issues, especially with bus safety. Mr. Taube announced that Metro's new General Manager, John Cato, has been invited to a NVTC meeting in the near future.

VRE Items

Mrs. Bulova reported that there are no VRE actions items. Mr. Zehner announced that the second rail bridge over Quantico Creek was completed and became operational for the rail lines on February 27, 2007. It has already made a big difference with on-time performance. There will be a two-week period where VRE service will need to be modified in order to install a switch north of the bridge.

Regional Transportation Items

I-95/395 HOT Lane Project Update. Mr. Taube reported that the taskforce of transit system representatives convened by DRPT met on March 1st to review a detailed scope of work for a corridor transit planning study. The scope includes regular briefings of NVTC by the consultants to report progress and receive feedback.

Mr. Silverthorne arrived at 8:53 P.M.

Mr. Connolly asked that NVTC request Fluor-Transurban to meet with NVTC to discuss the project. Mr. Taube responded that this is already scheduled for the April meeting. Delegate Albo asked what are the basic concerns regarding the HOT Lanes on I-95/395. Mr. Zimmerman explained that some of the concerns particularly pertain to transit and what it will mean to existing service. There are many unanswered questions about how it will operate. For the northern portion new capacity is not being created; it will use the shoulder space and there are concerns about how incidents will be handled. Delegate Albo observed that the general theme is to make sure that transit/buses can move at their current rate and won't be compromised by the HOT lanes.

Public Transportation and Petroleum Savings in the U.S. Regular use of public transportation saves \$6,251 per household and 1.4 billion gallons of gasoline annually. By comparison, the average U.S. family spends \$5,781 on food in 2004. APTA's January 9, 2007 report, prepared by ICF International, shows that these savings are equivalent to 108 million full automobile gas tanks each year (or 300,000 each day).

SmarTrip Farebox Installation at DASH. On February 3rd the full fleet installation of SmarTrip fareboxes began at the Alexandria DASH garage. Staff from DASH, WMATA, GFI, Cubic, IBI and NVTC all participated in this critical step towards a fully integrated regional fare collection system. By that evening, the entire fleet of 57 DASH buses was equipped with SmarTrip fareboxes. These buses were placed into revenue service the following morning. So far, the new fareboxes are performing properly. The remaining installations in Northern Virginia are scheduled to be completed in the spring.

Minutes of NVTC's Meeting of February 1, 2007

On a motion by Mr. Connolly and a second by Senator Whipple, the commission unanimously approved the minutes. The vote in favor was cast by commissioners Albo, Bulova, Connolly, Ebbin, Ferguson, Hudgins, Kauffman, McConnell, Rust, Silverthorne, Tucker, Snyder, Whipple and Zimmerman.

Request for Proposals for Alexandria Transit Improvement Project

Mr. Taube explained that commission approval is requested to issue an RFP for technical consulting services, to develop the software which will provide the real-time bus information, and interface with the regional ITS architecture. Consultant costs are estimated to be about \$225,000. Federal grants would cover 80 percent of the cost of the project, with Alexandria and DRPT providing the remaining funds.

Mr. Connolly moved, with a second by Mr. Zimmerman, to approve issuing the RFP. The vote in favor was cast by commissioners Albo, Bulova, Connolly, Ebbin, Ferguson, Hudgins, Kauffman, McConnell, Rust, Silverthorne, Tucker, Snyder, Whipple and Zimmerman.

Federal Grant Application for Arlington's Crystal City/Potomac Yards Corridor

Mr. Taube stated that the commission is asked to approve Resolution #2055, which would authorize NVTC's executive director to apply for \$1.2 million in RSTP grant funds on behalf of Arlington County for bus improvements in the Crystal City/Potomac Yards corridor. There was no discussion.

Mr. Zimmerman moved, with a second by Mr. Ferguson, to approve Resolution #2055. (copy attached). The vote in favor was cast by commissioners Albo, Bulova, Connolly, Ebbin, Ferguson, Hudgins, Kauffman, McConnell, Rust, Silverthorne, Tucker, Snyder, Whipple and Zimmerman.

Legislative Items

Chairman Snyder thanked NVTC's General Assembly members for their hard work down in Richmond during the General Assembly session.

Delegate Albo stated that if the Transportation Bill HB 3202 doesn't pass, there probably won't be another bill for at least four years. It's the only hope for Metro funding, VRE funding and other statewide funding. It is his hope that everyone will be willing to compromise, from the executive branch, local governments and the General Assembly. Delegate Rust expressed his opinion that if there is a major revision to the bill, he believes that it could become a problem. He stated that the bill is not a perfect solution, but they are committed to making it work.

Senator Whipple expressed her concern that for this legislation all the local governments must agree to raise their taxes, but the legislation does not in and of itself raise any money for NVTC's jurisdictions and, therefore, the state is not being a partner in raising taxes at the state level. She also expressed concern about having bonds secured by general funds.

Tom Biesiadny, of the Fairfax County staff, reviewed a blue agenda item that provided a comparison of NVTC/NVTA/NVRC principles regarding HB 3202. This is a consensus document among jurisdictional staff.

Mr. Connolly stated that he has talked with Delegates Albo and Rust and Delegate Albo has indicated a willingness to drop the devolution provision or to make it optional. Fairfax County's position is that this is a "take it or leave it" provision and if it is mandatory, the county would ask the governor to veto the bill. Delegate Albo explained that Fairfax County would receive \$80 million in cash with this provision, so the intent was to provide a benefit to the county. However, he has no problem with changing the legislation to address Fairfax County's concerns.

Mr. Connolly observed that Henrico County gets \$12 million resulting from this bill just for voting for it, but there are enactments, taxes and conditions for the rest of the Virginia counties.

Chairman Snyder stated that a draft letter has been prepared to send to Governor Kaine regarding this legislation. Delegate Albo expressed his concern that the letter is counter productive and asked where NVTC gets the authority to lobby. Chairman Snyder explained that NVTC's legal counsel has reviewed this issue and determined that NVTC has the authority to express analysis and views on those votes that pertain to transportation funding. Delegate Albo cautioned the commission that sending this letter would be like "taking a match and throwing it into kerosene." These concerns should be expressed by local officials as supervisors or councilmembers. It is important for all parties involved to work together and compromise.

Mr. Connolly stated that he understands Delegate Albo's perspective but he views the letter as laying out the parameters of the concerns of NVTC, which is consistent with the principles NVTC has adopted. These are not new concerns. The letter does not call for veto, nor endorse a competing piece of legislation, and does not convey that there is no chance for finding a common ground. However, it does lay out the principles of NVTC, NVTA and NVRC that have been adopted as a region in a bipartisan manner.

Mr. Connolly moved, with a second by Mr. Zimmerman, to authorize Chairman Snyder to send the letter to Governor Kaine.

Mr. Zimmerman acknowledged Delegate Albo's and Rust's position but agreed with Mr. Connolly that it is important to find a common ground. He finds the letter to be fairly tame and it's appropriate for NVTC, as the body most directly related to the administration of public transportation in the Northern Virginia region, to state clearly its position and principles already adopted. Senator Whipple stated that she would like to think that a letter from NVTC could cause a spark.

Chairman Snyder suggested that the first paragraph of the letter include an expression of gratitude for the work that has been done so far. Mr. Connolly agreed to accept this friendly amendment.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Bulova, Connolly, Ebbin, Ferguson, Hudgins, Kauffman, McConnell, Silverthorne, Snyder, Whipple and Zimmerman. Delegate Albo and Delegate Rust voted against the motion and Mr. Tucker abstained.

Senator Whipple reported that her bill seeking to equalize the per diem payment for local commissioners and legislators passed through the Senate but died in a House subcommittee. Chairman Snyder stated he was encouraged to see the progress being made on red light legislation. Mr. Connolly stated that the cell phone bill is important. In Fairfax County, 24 percent of all traffic fatalities are teenagers. This legislation is a step in the right direction.

Urban Partnership Agreement for Congestion Pricing

Mr. Taube gave a PowerPoint presentation summarizing the status of this federal initiative that NVTC and local staff have been actively tracking for several months. USDOT is offering significant financial assistance to regions willing to demonstrate the effectiveness of variable pricing of roads, with an initial application deadline of April 30, 2007. Mr. Taube stated that VDOT and DRPT intend to submit a proposal. They are willing to work with local governments and others to develop a consensus proposal. The District of Columbia may also submit a proposal for the 14th Street Bridge and other corridors.

Mr. Taube reviewed the following actions the commission is being asked to authorize:

- 1) Send a letter to Virginia Transportation Secretary Pierce Homer urging the commonwealth to submit a comprehensive Urban Partnership application for USDOT financial assistance to benefit Northern Virginia.
- 2) Offer NVTC's full cooperation as a partner in such an Urban Partnership Agreement (UPA).
- 3) Suggest to the commonwealth that the following elements be considered for the UPA:
 - A commitment to a phased approach of examining a network of variably priced roads.
 - At the core could be the existing HOT-lane proposals, augmented with significant new initiatives in telework, technology and transit.

- The following agencies should be actively involved in the preparation of the Northern Virginia applications: NVTC, NVTA, PRTC, TPB and its Value Pricing Task Force, VDOT, DRPT, Fluor-Transurban, other potential private sector partners, plus each local government and transit system.
- NVTC could volunteer to lead the public involvement element of the applications.

In response to a question from Mr. Connolly, Mr. Tucker stated that the commonwealth is looking at the I-95/495 corridor for a potential proposal. Mr. Taube explained the rationale behind the proposed actions, including that it provides NVTC a seat at the table. In the case of the HOT-Lane proposals, local governments and transit agencies haven't really been fully involved, and as a result there are many concerns in the I-95/395 corridor about the potential for degraded transit service. In this instance, NVTC has an opportunity to be a full fledged partner and to give input about what should be included in an application.

Mr. Connolly observed that the HOT-Lane project on I-95/395 will lead to taking an existing facility and tolling it. Congressman Wolf wants to introduce legislation that would cap tolls on private toll roads, as a result of getting so many complaints from his constituents. Mr. Connolly disagreed with Mr. Taube that local governments have not been involved. He stated that Fairfax County was the first local government to go on record saying that the Beltway HOT lanes project had promise and encouraged the state to pursue it. He stated that he is not prepared to vote to authorize proceeding with the Urban Partnership application, understanding that the outcome is likely to involve taking an existing facility and tolling it.

Mr. Tucker stated that DRPT is emphasizing the other aspects of the proposal including telework and congestion management. DRPT's goal is to work collaboratively with Northern Virginia to put together a proposal.

Mr. Taube clarified that it is his understanding that Secretary Homer intends that the initial application would focus only on the Beltway portion of the HOT Lanes. In the initial application there would be no other tolled facilities included.

Mr. Kauffman left the meeting at 9:40 P.M. and did not return.

Mr. Zimmerman asked what is the role of a partner. Mr. Tucker stated that the meetings are intended to develop an application. NVTC's MAC group has met and discussed this proposal.

In response to a question from Mr. Connolly, Mr. Taube clarified that a successful application should receive the support of the governments that are affected. At issue is how the region provides the support. Should local

governments help prepare the application or wait for the application to be completed by the state and then review it?

Ms. Hudgins expressed concern that there needs to be a clear direction of where the proposal is intending to go before the process begins. Fairfax County would not want to see a portion of the Beltway as part of the project without having a sense of where the network would eventually end up. She doesn't want to kill the interest in value pricing but these issues need to be addressed. She suggested providing the state with what NVTC wants to accomplish, including a set of principles or premises, before joining as a partner.

Mr. Connolly expressed his disappointment that this is the first time he is hearing about an April deadline and the proposed application. It is not fair to just learn about this and then be asked to vote on it right away. Senator Whipple expressed her surprise as well. Mr. Zimmerman stated that if VDOT and DRPT haven't made up their minds about the application and are open to discussion, conversation with our staff is fine, but he's not prepared to endorse anything today. Mr. Tucker offered to send memorandums of what happened at previous meetings and future meetings to NVTC and will also convey NVTC's comments and concerns to VDOT and DRPT staff.

Chairman Snyder observed that it was the consensus of the commission that no action will be taken at this time.

Review Draft Code Orange/Red Evaluation Survey

Chairman Snyder reminded commissioners that they earlier asked for an opportunity to review the draft survey questionnaire. When the form is final, it will be administered to bus passengers on two bad air days this summer. A vigorous marketing campaign will also be implemented. By the fall of this year consultants and staff expect to return to the commission with findings and recommendations on the effectiveness of the free bus fare program. Chairman Snyder stated that commissioners had another week to submit their comments or concerns.

Grant Application to Improve Northern Virginia's Bus Shelters

Mr. Taube explained that the commission is asked to authorize staff to submit a letter of interest for \$150,000 of state funds with \$16,000 of NVTC in-kind contributions. The purpose of the letter of interest is to allow those NVTC jurisdictions that choose to participate the opportunity to enhance their bus shelter programs by:

- 1) Identifying methods and designs to improve accessibility by pedestrians and persons with limited ability;

- 2) Suggesting model ordinances and other institutional improvements, including streamlining VDOT and local government easement processes; and
- 3) Developing analysis tools to be used by jurisdictions to identify promising locations for new shelters.

On a motion by Mr. Zimmerman and a second by Mrs. Bulova, the commission unanimously authorized staff to submit a letter of interest for the state grant.

Mr. Connolly stated that Fairfax County has concerns regarding the safety of some of its bus stops in perilous locations, which are accidents waiting to happen. It needs to be a priority to look at these safety issues.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Albo, Bulova, Connolly, Ebbin, Ferguson, Hudgins, McConnell, Rust, Silverthorne, Tucker, Snyder, Whipple and Zimmerman.

NVTC's Annual Transit Performance Data

Mr. Taube reported that each year NVTC staff compiles transit performance data from the region's transit systems. Transit performance for FY 2006 is strong and trending upward for the region, including the following:

- Annual transit ridership in Northern Virginia up 17 percent since FY 2002 to 137 million;
- Average weekday transit trips in Northern Virginia up 14 percent to 463,353;
- Annual passenger miles on transit in Northern Virginia up 20 percent to 868 million; and
- Annual bus and rail miles in Northern Virginia up 34 percent to 52 million.

Mr. Connolly observed that it is important to get the word out about Northern Virginia's statistics, because many use national statistics to show the downward trend in transit usage. Northern Virginia's results are very different.

Mrs. McConnell moved, with a second by Mrs. Bulova, to authorize staff to issue a media release describing these results. The vote in favor was cast by commissioners Albo, Bulova, Connolly, Ebbin, Ferguson, Hudgins, McConnell, Rust, Silverthorne, Tucker, Snyder, Whipple and Zimmerman.

Northern Virginia Transit Tour

Mr. Taube stated that the long-planned transit tour of Northern Virginia for DRPT's Director, Matt Tucker, and several other senior state officials has been scheduled for March 22-23, 2007. Commissioners are invited to participate.

Status of \$40 Million for WMATA Railcars

In response to a question from Chairman Snyder, Mr. Tucker announced that the commonwealth is ready to move forward to provide the \$40 million appropriated by the 2005 Virginia General Assembly for Metro railcars as part of the Metro Matters agreement. He clarified that these funds have not been designated for the Dulles Rail project. He provided a letter from Secretary Homer in response to Chairman Snyder's earlier letter.

Mr. Connolly moved, with a second by Mr. Zimmerman, to authorize Chairman Snyder to send a letter of appreciation to Secretary Homer. The unanimous vote in favor was cast by commissioners Albo, Bulova, Connolly, Ebbin, Ferguson, Hudgins, McConnell, Rust, Silverthorne, Tucker, Snyder, Whipple and Zimmerman.

NVTC Financial Items for January, 2007

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

Adjournment

Chairman Snyder presented a gift of appreciation to Mr. Connolly for his service in 2006 as NVTC chairman.

Without objection, Chairman Snyder adjourned the meeting at 10:07 P.M.

Approved this 5th day of April, 2007.

David F. Snyder
Chairman

Christopher Zimmerman
Secretary-Treasurer

NVTC Northern Virginia Transportation Commission

RESOLUTION #2055

SUBJECT: Authorization to Apply for Federal Grant Funds for Arlington 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 Arlington County asked NVTC to apply for federal transit funds on behalf of the county and indicated that Arlington County is 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 FTA for transit funding and complete all required certifications on behalf of Arlington for grants in the amount of \$710,000 and \$500,000, respectively, to defray part of the anticipated \$3,920,000 total Phase I cost of the Potomac Yard Busway;

BE IF FURTHER RESOLVED that NVTC authorizes its staff to amend the commission's 2007 approved work program to include these grant applications; and

BE IT FURTHER RESOLVED that NVTC authorizes its executive director as trustee of state transit assistance received by Arlington County at NVTC, to use funds from the county's 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 Arlington County and providing appropriate documentation of the expenses.

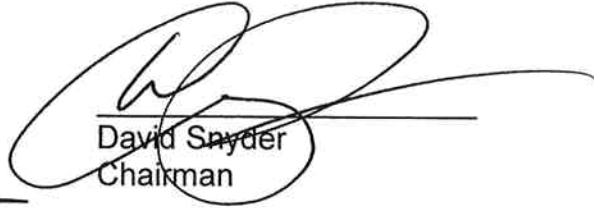


RESOLUTION #2055

Approved this 1st day of March, 2007.



Christopher Zimmerman
Secretary-Treasurer



David Snyder
Chairman



AGENDA ITEM #2

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube
DATE: March 29, 2007
SUBJECT: Fluor/Transurban HOT Lane Proposal for I-95/395.

Representatives from the firms have requested the opportunity to brief the commission on the project and respond to questions.



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AGENDA ITEM #3

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube
DATE: March 29, 2007
SUBJECT: Legislative Items.

NVTC's General Assembly members will be asked to offer their assessments of the April 4th veto session. Attachments describe Governor Kaine's proposed amendments to HB 3202.

The commission should offer direction to staff about any follow up action that is required, including possible letters to the Governor and key legislators.

Also attached is information from APTA about federal legislative issues and a fact sheet about the federal bill to provide guaranteed funding for WMATA.



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March 26, 2007

Chairman
Hon. David F. Snyder

Vice Chairman
Hon. William D. Euille

Secretary/Treasurer
Hon. Christopher Zimmerman

Commissioners:

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

Arlington County
Hon. Paul Ferguson
Hon. Jay Fissette
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 Devollites 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 Timothy Kaine
Governor
Commonwealth of Virginia
Patrick Henry Building, Third Floor
P.O. Box 1472
Richmond, VA 23218

Dear Governor Kaine:

As chairman of the Northern Virginia Transportation Commission, I am writing to fully support your transportation funding amendments that you announced today.

We applaud your efforts to reach out to local governments in our region and throughout the commonwealth. We are pleased that you incorporated many of the improvements to HB3202 that we recommended. The General Assembly also deserves praise for tackling this very contentious but vitally important issue and for crafting a bill (HB3202) that contains significant funding from various sources.

With your willingness to work within the framework of HB3202, we are now very close to the crucial goal of providing funding for critical transportation investments to relieve the serious traffic congestion which chokes Northern Virginia daily. Your bill retains the additional funding for WMATA and VRE provided in HB3202. This will lead directly to cleaner air, fuel savings and enhanced economic development.

The Northern Virginia funding package contained in the amended bill will help bolster the economic vitality of this region and benefit the entire commonwealth. The average job in Northern Virginia generates 50 percent more tax revenues for Virginia than the statewide average. Northern Virginia's attractiveness to employers in a highly competitive market depends on access from our network of public transit systems. In addition, our public transit systems enhance the safety, security and environmental quality of life of our residents and visitors to our region.

Again, we thank you for your ongoing leadership to secure a lasting solution to our transportation funding crisis.

Please feel free to call on NVTC if we can help in any way to secure final passage of HB3202, including your amendments.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Snyder', with a long horizontal flourish extending to the right.

David F. Snyder
Chairman

cc: NVTC Commissioners
Northern Virginia General Assembly Delegation
Secretary Pierce Homer
DRPT Director Matthew Tucker



NVTC Northern Virginia Transportation Commission

March 2, 2007

Chairman
Hon. David F. Snyder

Vice Chairman
Hon. William D. Euille

Secretary/Treasurer
Hon. Christopher Zimmerman

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

Commissioners:

City of Alexandria
Hon. William D. Euille
Hon. Paul Smedberg

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

Dear Governor Kaine:

The Northern Virginia Transportation Commission appreciates the great effort by the General Assembly and yourself as you have worked to craft a legislative remedy to our transportation funding crisis.

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

In early February, 2007, as the Virginia General Assembly debated various transportation funding solutions, the Northern Virginia Transportation Commission adopted a set of principles (attached) that express our primary objectives. Now that progress has occurred on transportation funding, we are aware that you are seeking public comment as you consider your options. We again applied our set of principles—the same principles adopted by the Northern Virginia Transportation Authority and the Northern Virginia Regional Commission—and offer the following recommendations for your consideration:

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

- 1) Reduce reliance on general funds and substitute stable, reliable and permanent funding sources so as not to jeopardize state-funded programs for education, public safety and human services.
- 2) a) Require state enactment of taxes and fees for regional funding programs.
- b) Allow VRE's \$25 million annually to be used for operations or capital. This is because VRE's capital projects depend on the uncertain prospect of sufficient federal funds being available at the same time as the new state funds. On the other hand, operating expenses are exclusively funded from non-federal sources.

Executive Director
Richard K. Taube

Statement of Principles Regarding the Proposed Transportation Plan in the General Assembly

The Northern Virginia Transportation Authority (NVTA), Northern Virginia Transportation Commission (NVTC) and the Northern Virginia Regional Commission (NVRC) appreciate the efforts made during the General Assembly session to provide a permanent dedicated source of funding for transportation in order to meet the Commonwealth's future economic competitive needs. We believe that this is a step toward a workable solution. At their meetings on February 1, 2007, the NVTA, NVTC and NVRC will affirm their support for the following principles that will guide them in assessing transportation legislation in the General Assembly:

1. The legislation must provide significant increases in transportation funding for all modes from a stable, reliable, and permanent source(s).
2. Transportation is a state responsibility, and therefore, enactment of new Northern Virginia transportation revenue sources must include a substantial state financial commitment. Any regional/local funding effort should include a broad array of options for choosing among a number of revenue sources.
3. NVTA, NVTC, and NVRC oppose the devolution of the secondary road systems to counties as proposed. Such action shifts funding responsibilities from the state to the local tax base and home owners associations and will lead to a disparity in the level of road maintenance around the Commonwealth.
4. NVTA, NVTC and NVRC do not support language that requires the local government and NVTA to consult with General Assembly members when selecting projects to be funded with new Northern Virginia revenues. There are General Assembly members on NVTA, and the TransAction 2030 Long Range Transportation Plan, adopted unanimously by all nine local governments in the region, already prioritizes Northern Virginia investments.
5. Any change in the existing land use authority of local governments should also be based on a deliberative, consultative process and must include the ability to deny development on the basis of inadequate public facilities.

Further, NVTA, NVTC and NVRC respectfully call on the General Assembly to:

- A. Provide a fair share of funding for Northern Virginia in the statewide package.
- B. Limit the use of General Fund dollars, so as to protect current and future funding for core state obligations, such as K-12, higher education, public safety and human services.
- C. Allocate bond funds to all modes, including transit capital, based on the Transportation Trust Fund formula. *In the substitute for HB 3202, the proposed \$2.0 Billion in bonds are being allocated only to highways.*
- D. Continue to match federal interstate and primary road earmarks with state funds, not shift this responsibility to Northern Virginia regional funds.
- E. Provide an on-going revenue stream of at least \$50 million in capital funding for the Washington Metropolitan Area Transit Authority (WMATA) with no sunset, and no federal match requirement. This will provide flexibility beyond matching federal funds, and will ensure that WMATA's on-going capital needs will be funded.

2007 Transit & Rail Budget Conference Amendments Passed by the Senate and House

New Statewide Transit Capital Funds

\$19M total

- **\$15M statewide bus** purchase, through the mass transit capital assistance program. [Adopted Governor's amendment]
- **\$4M** flows to statewide transit capital assistance program [redirected from Va. Beach BRT, Governor's proposed budget re-directed all \$10M to statewide transit capital]

Capital Funding Earmarks

WMATA - \$20M, rolling stock [adopted Governor's amendment]

VRE- \$15M, rolling stock [adopted Governor's amendment]

HRT

- **\$10M**, light rail rolling stock [adopted Governor's amendment]

- **\$6M HRT** Net bus replacement with hybrid-electric buses, redirected from Va. Beach BRT funds

Para-Transit Universal Access System Language

The Director of the Department of Rail and Public Transportation shall work with local transit systems to implement by June 30, 2008, a streamlined universal access system for riders eligible for Para-Transit services.

Rail

\$65M in FY07 to the Rail Enhancement Fund to complete 6 improvement projects on I-95 rail corridor, remaining funds to be spent on Phase I of I-81 rail corridor as outlined in DRPT's 2003 Marketing Study [Adopted Governor's proposed amendment]

HB 3202 the Omnibus Transportation bill also passed. Dedicated to transit is 15.7% of a \$2.5 Billion bond program and 14.7% of funds directed through the TTF

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For Immediate Release

Contact

March 26, 2007

Kevin Hall
804.225.4260
804.393.9406 (cell)

Governor Kaine Submits Amendments to Transportation Bill (HB 3202)

***- Signs bills to improve land use and
traffic flow -***

RICHMOND – Governor Timothy M. Kaine today made the following statement, announcing significant amendments to HB 3202, the transportation bill passed by the General Assembly:

“Over the last month, I have had conversations about House Bill 3202 with hundreds of locally elected leaders, business owners, interest groups, citizens, and legislators around the state. I have heard from people in every part of Virginia who want a workable transportation package.

“I am offering substantial amendments to the transportation legislation that will address three critical issues: ensuring that the regional plans in our two largest metropolitan areas are workable and acceptable to local elected officials; ensuring that rural areas get a fair share of transportation dollars; and ensuring that core services are protected and that the debt contained in the package is supported in a fiscally responsible manner.

“In addition, my amendments adhere to the principles that have guided all of my work on transportation: create better accountability by locking up the new transportation funds and provide for better connections between land use and transportation planning with new growth management tools.

“These amendments will address the concerns I raised about House Bill 3202 when it came to my desk, as well as many of the concerns Virginians have brought to me over the past month. The bill as amended represents an important step forward in meeting our

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transportation needs. I urge the General Assembly to accept my amendments.”

Look at the projected financial impact of the Governor's amendments (pdf, 101 k)

Details of Governor's Actions

Statewide Funding – Over \$375 Million Annually, Plus 2/3 of Surplus

- Authorizes \$3 billion in new 25-year debt for highway construction, supported by dedication of one-third of insurance premiums to existing and new debt payments (frees up construction funding paying existing debt)
 - Increases percentage of bonds going to transit capital from 15.7% to 20%
 - Removes prohibition on using bond proceeds for urban and secondary roadsDedicates 3 cents of existing recordation taxes to transportation, with two cents to go to transit funding and one cent to go to highway maintenance
- Dedicates 2/3 of surplus revenues to transportation
- Equalizes diesel fuel tax (from 16 cents to 17.5 cents), which will be dedicated to highway maintenance
- Makes abuser fees legally defensible by eliminating retroactive application
- Retains original registration fee increase for cars, trucks and trailers, increased penalties for overweight trucks, and permanent dedication of one-third insurance premium taxes

Northern Virginia Regional Package – Approximately \$400 Million Annually

- Authorizes \$400 million annually in locally and regionally imposed taxes and fees
- Requires 6 of 9 localities to empower the regional authority to impose seven taxes and fees
- Gives localities the option of three additional revenue sources

Hampton Roads Regional Package –Approximately \$200 Million Annually

- Authorizes up to \$200 million annually in locally and regionally imposed taxes and fees
- Requires 7 of 12 localities to empower the regional authority to impose seven taxes and fees
- Gives localities the option of three additional local revenue sources

Land Use

- Expands scope and application of transportation impact fees for by-right commercial and residential

development in communities with growing population, which will encompass about 75 communities across the state

Additional Items

- Creates a lockbox on new revenues – if transportation funds are diverted to other purposes, revenues in the bill cease
- Maintains current Commonwealth Transportation Board appointments by Governor

In addition, the Governor signed bills submitted in his legislative package designed to improve land use planning and traffic flow. **Senate Bill 1181** (Williams) strengthens standards for accepting subdivision streets into the state system by increasing connectivity standards for roads and subdivisions, enhancing the overall capacity and efficiency of the transportation network.

House Bill 2228 (Wardrup) / **Senate Bill 1312** (Hawkins) promotes traffic flow and interconnectivity on the state's road system, ensuring that new and existing roadways are not degraded by the creation of too many and poorly spaced intersections, turn lanes, median breaks, and other impediments. **House Bill 2163** (Valentine) / **Senate Bill 1144** (Wagner) allows VDOT vehicles to participate in clearing cars and restoring traffic flow after an accident, improving response time.

###

Office of the Governor Timothy M. Kaine
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STATEWIDE TRANSPORTATION FUNDING
(\$ in millions)

Sources	Rate Change	FY08	FY09	FY10	FY11	FY12	FY13
Abusive Drivers Fee	8+ demerits; varies by conviction	\$0.0	\$61.9	\$65.4	\$65.4	\$65.4	\$65.4
Registration Fee -- Cars & Light Trucks	\$10	62.4	62.4	62.4	62.4	62.4	62.4
Registration Fee for Heavy Trucks/Trailers	\$10 plus weight fee	27.0	27.0	27.0	27.0	27.0	27.0
Violation of Weight Limits by Heavy Trucks	varies	3.4	3.4	3.4	3.4	3.4	3.4
Diesel/Road Tax	1 1/2 cents	19.8	20.9	21.9	22.9	23.8	24.3
Insurance Premiums	1/3rd of total	0.0	137.0	144.1	150.8	159.7	169.5
Recordation tax	3 cents	0.0	64.1	67.3	67.5	67.9	68.6
General Fund Surplus	GF	Appropriation Act*	2/3rds general fund surplus				
Statewide New Revenue Total		\$112.6	\$376.7	\$391.4	\$399.4	\$409.6	\$420.6

*Budget amendments to Chapter 3 (Appropriation Act) appropriate \$500 million in surplus general funds to transportation for spending in FY 2008

Uses of New Revenues	FY08	FY09	FY10	FY11	FY12	FY13
Debt Service	insurance premiums	\$137.0	\$144.1	\$150.8	\$159.7	\$169.5
Transportation Trust Fund	Appropriation Act		2/3rds general fund surplus			
Transit Operating	Appropriation Act					
Highway Maintenance	2 cents recordation	42.7	44.9	45.0	45.3	45.7
	others fees/taxes	112.6	202.5	203.6	204.6	205.3
\$3.0 Billion Bond Authorization						
Amount of Sale - 25-year debt	\$100 then \$300					
Transit Capital	20% minimum	60.0	60.0	60.0	60.0	60.0
Rail	4.3% minimum	12.9	12.9	12.9	12.9	12.9
Federal Highway Match/Revenue Sharing/Statewide & Regional Projects	Remainder	227.1	227.1	227.1	227.1	227.1
Available for Spending - New Revenues & Bonds (net of debt service)		\$212.6	\$547.3	\$548.5	\$549.8	\$551.0

Financial Impact of Governor's Amendments to HB 3202

NORTHERN VIRGINIA REGIONAL PACKAGE (assumed January 2008 Implementation)
(\$ in millions)

Authority Imposed	Rate Change	FY08	FY09	FY10	FY11	FY12	FY13
Grantor's Tax	40 cents	\$75.8	\$163.6	\$172.0	\$172.4	\$173.6	\$175.2
Motor Vehicle Rental Tax	2%	4.2	8.6	8.8	9.0	9.2	9.5
Transient Occupancy Tax	2%	9.3	23.2	24.1	25.2	26.2	27.3
Safety Inspection Fee	\$10	8.1	16.2	16.2	16.2	16.2	16.2
Initial Vehicle Registration Fee	1%	25.9	62.8	63.9	64.4	65.4	66.4
Sales Tax on Auto Repairs	5%	13.4	33.2	33.2	33.2	33.2	33.2
Regional Registration Fee	\$10	8.5	17.0	17.0	17.0	17.0	17.0
Northern Virginia Authority Total		\$145.1	\$324.5	\$335.2	\$337.4	\$340.9	\$344.8

Local Option Revenues

Commercial Real Estate (est. is 10 cents)	up to 25 cents	\$41.7	\$83.5	\$83.5	\$83.5	\$83.5	\$83.5
Local Registration Fee	\$10	8.5	17.0	17.0	17.0	17.0	17.0
Commercial/Residential Impact Fee	to be determined						
Northern Virginia Local Option Total		\$50.2	\$100.5	\$100.5	\$100.5	\$100.5	\$100.5

TOTAL NORTHERN VIRGINIA

\$195.3 \$425.0 \$435.7 \$437.9 \$441.4 \$445.3

HAMPTON ROADS REGIONAL PACKAGE (assumed January 2008 Implementation)
(\$ in millions)

Authority Imposed	Rate Change	FY08	FY09	FY10	FY11	FY12	FY13
Sales Tax on Gasoline	2%	\$12.6	\$30.2	\$30.2	\$30.2	\$30.2	\$30.2
Grantor's Tax	40 cents	22.7	49.1	51.6	51.7	52.1	52.6
Motor Vehicle Rental Tax	2%	1.7	3.5	3.6	3.7	3.8	3.9
Safety Inspection Fee	\$10	6.2	12.3	12.3	12.3	12.3	12.3
Initial Vehicle Registration Fee	1%	17.0	41.2	41.9	42.2	42.9	43.5
Sales Tax on Auto Repairs	5%	7.6	18.9	19.6	20.2	21.0	21.7
Regional Registration Fee	\$10	6.7	13.3	13.3	13.3	13.3	13.3
Hampton Roads Authority Total		\$74.4	\$168.5	\$172.5	\$173.8	\$175.6	\$177.5

Local Option Revenues

Commercial Real Estate	up to 10 cents	\$10.1	\$20.3	\$20.3	\$20.3	\$20.3	\$20.3
Local Registration Fee	\$10	6.7	13.3	13.3	13.3	13.3	13.3
Commercial/Residential Impact Fee	to be determined						
Hampton Roads Local Option Total		\$16.8	\$33.6	\$33.6	\$33.6	\$33.6	\$33.6

Hampton Roads Total \$91.2 202.1 206.1 207.4 209.2 211.1



Legislative Update

American Public Transportation Association
(202) 496-4800

1666 K St., NW, Washington, DC 20006
www.apta.com

March 26, 2007

FTA Issues Apportionments for FY 2007 Continuing Appropriations Resolution: \$8.975 Billion for Federal Transit Programs

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Transit Security Legislation Advances in the House and Senate

The Federal Transit Administration (FTA) has issued the Fiscal Year (FY) 2007 Apportionments and Allocations Notice. The notice details how the agency will distribute the \$8.975 billion provided for federal transit programs under the FY 2007 Continuing Appropriations Resolution (P.L. 110-5, H. J. Res 20) which the president signed on February 15. The resolution, a spending bill that completes all unfinished FY 2007 appropriations bills including the FY 2007 Transportation Appropriations bill, was approved by the U.S. Senate on February 14, completing Congressional action on the bill. The inclusion of \$8.975 billion for transit programs, the same level authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, P.L. 109-59), is a major victory for transit supporters. Most domestic federal programs did not receive an increase and instead had funding frozen at FY 2006 levels, but transit and highway programs were spared from the freeze.

Important Funding Decisions Made by FTA in the Apportionment Notice

FTA was given the authority under the continuing resolution to allocate and distribute all FY 2007 New Starts/Small Starts funds, and the agency received similar discretion to allocate just less than half of the \$901 million of Bus and Bus Facilities and Clean Fuels grant funds after SAFETEA-LU earmarks are honored. FTA was granted this authority because the FY 2007 continuing resolution contained no earmarks. The new Democratic leadership of the 110th Congress has agreed to establish new restrictions on earmark requests that are included in FY 2008 bills.

For the New Starts/Small Starts program, FTA will use \$1.284 billion of the \$1.566 billion available to honor existing Full Funding Grant Agreements and to fund in the 2007 President's Budget and the 2007 Annual Report on New Starts. After funding those projects and deducting oversight expenses, FTA will have over \$265 million in additional New Starts/Small Starts funds available for allocation. The agency did not indicate in the Apportionments Notice how those funds will be distributed for New Starts/Small Starts projects. FTA did give details regarding a selection process for \$12 million in Alternatives Analysis funds that were not earmarked by SAFETEA-LU.

ACTION CALL!

APTA members should follow up on meetings with their Senators and Representatives during the Annual Legislative Conference:

- Please thank them for fully funding transit in the FY 2007 Continuing Appropriations Resolution at the SAFETEA-LU authorized level of \$8.975 billion.
- Ask them to support the \$9.731 billion level authorized for transit in both the FY 2008 Budget Resolution and the FY 2008 Transportation Appropriations bill.
- Ask them to support the additional funding for transit security in the FY 2007 emergency supplemental bill for Iraq and in bills moving through the House and Senate.

FY 2007 Continuing Appropriations Resolution & Bush Administration FY 2008 Budget Proposal

Program	FY 2007 Continuing Appropriations Resolution	FY 2008 Authorization	FY 2008 Administration Budget Request	FY 2008 Budget Request Compared to:	
				FY 2007 Continuing Appropriations Resolution	FY 2008 Authorization
	(Millions)	(Millions)	(Millions)	(Millions)	(Millions)
Total All Programs	8,974.8	9,730.9	9,422.0	447.2	-308.9
Formula Programs Total	7,262.8	7,872.9	7,871.9	609.1	-1.0
§ 5307 Urbanized Area	3,947.1	4,280.3	4,279.8	332.7	-0.5
§ 5311 Rural Area	467.1	506.6	506.5	39.4	-0.1
§ 5310 Elderly and Disabled	117.0	127.0	127.0	10.0	0.0
§ 5317 New Freedom	81.0	87.5	87.5	6.5	0.0
§ 5308 Clean Fuels Formula	45.0	49.0	49.0	4.0	0.0
§ 3038 Over-the-Road Bus	7.6	8.3	8.3	0.7	0.0
§ 5309 Fixed-Guideway Modernization	1,448.0	1,570.0	1,569.8	121.8	-0.2
§ 5309 Bus and Bus Facilities	855.5	927.8	927.6	72.1	-0.2
§ 5305 Planning	99.0	107.0	107.0	8.0	0.0
§ 5316 Job Access and Reverse Commute	144.0	156.0	156.0	12.0	0.0
§ 5320 Alternative Transportation in Parks	23.0	25.0	25.0	2.0	0.0
§ 5335 National Transit Database	3.5	3.5	3.5	0.0	0.0
§ 5339 Alternatives Analysis	25.0	25.0	25.0	0.0	0.0
Capital Investment Program Total	1,566.0	1,700.0	1,399.8	-166.2	-300.2
§ 5309 New Starts/Small Starts	1,566.0	1,700.0	1,399.8	-166.2	-300.2
Research and University Centers	61.0	65.5	61.0	0.0	-4.5
FTA Operations	85.0	92.5	89.3	4.3	-3.2

Competitive Processes for Bus and Bus Facility Grants

For the Bus and Bus Facilities program, FTA will honor SAFETEA-LU earmarks and then allocate \$413 million in remaining funds through a competitive, discretionary process. In the Apportionments Notice, the agency stated its intention to divide funds between two categories. The first category will be grants to metropolitan areas participating in U.S. Department of Transportation’s (DOT) Urban Partners program, a product of the Department’s Congestion Initiative which encourages participating metropolitan areas to establish congestion pricing plans. The second category will be traditional Bus and Bus Facility grants that address “priority areas” including:

- fleet replacement needs that cannot be met with formula funds
- fleet expansion that allows significant service increase and/or improvements and/or operating efficiencies
- facility construction or renovation to support increased service or introduction of clean fuels
- strategic investments in rural areas where formula funding is inadequate
- purchase of clean fuel vehicles
- intermodal terminal projects that include intercity bus providers
- Gulf Coast Recovery – capital to support bus and bus facilities replacement and expansion related to the impacts of the 2005 Hurricanes

FTA has not indicated how the \$413 million of available Bus and Bus Facility program funds will be allocated between the two categories. Details regarding how to apply for each category of funds and detail related to other programs can be found in the Apportionments Notice and separate Notices of Funding Availability.

The 2007 Apportionment Notice and the Notices of Funding Availability are available here:

http://www.fta.dot.gov/funding/apportionments/grants_financing_105.html

For more information on the FY 2007 Continuing Appropriations Resolution or the FY 2007 Apportionment Notice, please contact Rob Healy of APTA's Government Affairs Department at (202) 496-4811 or email rhealy@apta.com.

FY 2008 Budget Resolution Debate Begins; FY 2008 Appropriations Cycle Begins in April

This week the Senate began debating the FY 2008 Budget Resolution. The House Budget Committee also marked up its version of the resolution on March 22. Both resolutions assume funding for transit and highway programs at the level authorized by SAFETEA-LU. The House and Senate draft resolutions also assume increased funding for transit security. The passage of a budget resolution in the House and Senate, while not mandatory, is the starting point for the FY 2008 Appropriations cycle. After a budget resolution is agreed upon between the House and Senate, or after April 15 if no resolution has passed, the House and Senate Appropriations Committees can begin approving FY 2008 Appropriations bills.

The Bush Administration released its FY 2008 budget proposal last month which recommends a funding level of \$9.422 billion for the federal transit program. The administration's proposal represents an increase of \$447.2 million or 5.0 percent over the FY 2007 appropriation level contained in the FY 2007 Continuing Appropriations Resolution, but it would be \$309 million less than the level authorized and guaranteed for FY 2008 by SAFETEA-LU.

For more information on the FY 2008 Budget Resolution, the FY 2008 Administration Budget Proposal or the FY 2008 Appropriations process, please contact Rob Healy of APTA's Government Affairs Department at (202) 496-4811 or email rhealy@apta.com.

Transit Security Legislation Advances in the House and Senate

Both the House and Senate are currently debating new, emergency catch-up funding for transit security, and earlier this month both chambers advanced legislation to establish larger transit security programs that authorize increases in funding. The Senate Appropriations Committee on March 22 marked up an FY 2007 emergency supplemental spending bill to address Iraq costs and other purposes that includes \$625 million for passenger rail, freight rail and transit security grants. On March 23, the House approved its version of supplemental appropriations bill which includes \$225 million for transit security.

On a separate front, Senate Majority Leader Harry Reid successfully added transit security provisions to a bill that implements 9/11 Commission recommendations (S.4). The full bill, a compilation of homeland security measures, was passed by the Senate in a 60-38 vote on March 13. The transit provisions added are based on previous legislation developed by the Senate Banking, Housing and Urban Affairs Committee. The legislation authorizes \$3.5 billion over a three-year period for transit security grants and would require the Department of Homeland Security to award grants directly to transit agencies. The final Senate bill also includes a rail title drafted by the Senate Commerce Committee which provides \$1.8 billion for various rail security programs, including funds to improve the safety and security of tunnels on the Northeast Corridor. Earlier this year, the House passed a bill addressing 9/11 Commission recommendations that did not include transit or rail security provisions. With transit security measures included in the Senate-passed 9/11 Commission recommendation bill, a final version of authorization legislation for transit security must now be negotiated in a House-Senate conference.

In the House of Representatives, two committees have been developing transit security authorization legislation. The House Homeland Security Committee on March 13 approved a transit security bill (H.R. 1401) that authorizes \$3.36 billion over a four-year period. In addition, two transit security bills are under development in the House

Transportation and Infrastructure Committee. Chairman James Oberstar has introduced a bill (H.R. 1269) that would authorize \$3.36 billion over four years for transit security, but U.S. DOT would distribute and audit grants. Representative John L. Mica, the committee's ranking Republican member, has introduced a bill (H.R. 1493) that would authorize "such sums as may be necessary" to address transit security needs. Earlier this month, APTA President Bill Millar testified separately to both House committees on the security needs of the transit industry.

For more information on transit security funding, please contact Tom Yedinak of APTA's Government Affairs Department at (202) 496-4865 or email tyedinak@apta.com.

District of Columbia
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 Fairfax
 Fairfax County
 Falls Church
 Loudoun County
 Manassas
 Manassas Park
 Prince William County

 *Adjunct member

**METRO DEDICATED FUNDING OVERVIEW
 FOR WASHINGTON AREA DELEGATION
 UNITED STATES SENATE
 February 27, 2007**

Background

WMATA has long served the National Capital Region as a dependable source of public transportation. As the Metro system ages the need for additional funding to preserve past investments and guarantee its functionality and vitality has become critical. Major maintenance or replacement of existing facilities and rolling stock is not being funded. Several studies conducted by the GAO, the Brookings Institute and a Blue Ribbon Panel commissioned by the Metropolitan Washington Council of Governments (COG) and the Greater Washington Board of Trade and the Federal City Council found that, due to a lack of dedicated funding, the region's public transportation system has been met with stretched resources and capital funding shortages which threaten its ability to sustain the existing system and support enhancement projects to meet growing demand.

In addition to recommending a regional dedicated revenue source, the panel determined that phenomenal reliance on WMATA by the Federal Government suggests there should be new Federal funding for capital maintenance needs. Federal reliance and impact is demonstrated by:

- WMATA provides an affordable commute for a substantial share of federal workers, thus supporting the effective functioning of the national government. (Almost 50 percent of peak riders are Federal employees);
- WMATA access supports federal policy in locating facilities in urban settings. (Over 300 Federal agencies are at or near Metro stations);
- WMATA's continued development has fulfilled its mandate as a system in character with the nation's capital. (National and international visitors rely on the system);
- Metrorail and Metrobus are critical links in the national capital region's security network, providing for continuity of operations and emergency evacuation.

Regional Activity

Since the publication of the Blue Ribbon Panel's report in January 2005, COG has continued to monitor, review, and advocate on behalf of Metro dedicated funding. H.R. 3496, authorizing additional federal contributions for maintaining and improving WMATA transit system, was approved by the U.S. House of Representatives in the 109th Congress, but was not considered by the U.S. Senate.

- In response to the federal legislation, the District of Columbia enacted dedicated funding legislation in 2006. Maryland and Virginia considered similar legislation in 2006, but took no action. Dedicated funding legislation is under consideration by both Maryland and Virginia in their current sessions.
- Most recently, COG sponsored a meeting on federal funding legislation which included several state and local officials, members of the business community, and WMATA and COG staff to discuss the recent introduction of such legislation in the U.S. House of Representatives and options for legislation to be offered in the Senate.

Issues raised by H.R 401 of Concern to Regional Stakeholders

H.R. 401, recently introduced in the U.S. House of Representatives, substantially follows the version that was ready for action in the U.S. Senate last year. Like last year's bills, additional federal participation is contingent upon dedicated funding sources approximating a total of \$150 million annually being approved by the District of Columbia, Maryland, and Virginia. There are several issues raised by regional officials which warrant further exploration:

- **Creation of Authorities Which Require Compact Amendments** – The process by which compact amendments are made is a very long and arduous process; compact amendments should be as few and simple as possible.
- **Inspector General** - Legislation of such a position may not be necessary. The WMATA Board has recently established such a position reporting to the Board.
- **Federal Representation on the WMATA Board** – There is a general regional consensus that ongoing Federal financial participation could justify federally appointed WMATA Board members. There are concerns about the certainty and continuity of such funding. Several options have been suggested for exploration:
 - Sunsetting Federal representation on the WMATA Board after the 10 year authorization period absent additional authorization
 - Tying voting rights of Federal members to full appropriation of the \$150 million annually.



AGENDA ITEM #4

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube
DATE: March 29, 2007
SUBJECT: VRE Items.

- A. Report from VRE's Operations Board and Chief Executive Officer—Information Item.
- B. Authorization to Modify VRE's Fare Policy—Action Item/Resolution #2056.
- C. Authorization to Sell Five Mafersa Railcars—Action Item/Resolution #2057.
- D. Authorization for a MOU for the Cherry Hill Station—Action Item/Resolution #2058.
- E. Authorization for a Wheelset Replacement and Repair Contract—Action/Resolution #2059.
- F. Proposed Governance/Subsidy Changes—Action Item/Resolution #2060.



Report from the VRE Operations Board and CEO.

Minutes from the VRE Operations Board's meeting of March 16, 2007 are attached, together with the monthly report of VRE's Chief Executive Officer. Also provided are reports including ridership and on-time performance.



CHIEF EXECUTIVE OFFICER'S REPORT

March 2007

MONTHLY DELAY SUMMARY

	Nov-06	Dec-06	Jan-06	Feb-07
System wide				
Total delays	41	47	57	61
Average length of delay (mins.)	16.8	23.8	20.5	19.5
Number over 30 minutes	5	9	12	13
On-Time Performance	92.6%	91.9%	90.6%	88.50%
Fredericksburg Line				
Total delays	25	17	35	37
Average length of delay (mins.)	20.3	27.1	21.2	34.3
Number over 30 minutes	5	4	7	11
On-Time Performance	89.9%	93.5%	87.2%	84.30%
Manassas Line				
Total delays	16	30	22	24
Average length of delay (mins.)	11.9	21.3	19.6	14.7
Number over 30 minutes	0	5	5	2
On-Time Performance	94.7%	90.0%	93.5%	91.90%

NEW RAIL CARS

VRE has taken delivery of the last five of eleven new cab cars. To-date, cars have been placed into service as follows:

Manassas Line	Fredericksburg Line
Trains 322/321/332/335 (4 new cab cars)	Trains 302/303
Trains 324/333	Trains 304/301/309
Train 328/331	Trains 306/305
Trains 330/327/337	Train 308/311

QUANTICO BRIDGE CUT-IN

Phase One and two of the Quantico Bridge Cut-In are complete and trains are now successfully using the bridge. Phase two completed early and VRE did not need to implement the temporary alternate schedule during the week of February 20 – 23rd. The Fredericksburg line mid-day train was reestablished on Wednesday, February 21st.

During the Third Phase, March 26 – March 30, there will be single tracking for 14.9 miles. VRE will operate on an “S” schedule minus train #301, which will be replaced by a bus bridge. Morning trains 300, 304, 308 and evening trains 303, 307, and 311 will be cancelled and delays of up to 45 minutes can be expected.

Phase Four is April 2 – April 6. During this time there will be a signal suspension for 9.2 miles. Trains 304 and 308 are cancelled and VRE will run four peak service trains in the morning:

- Train 300 leaves Fredericksburg 30 minutes earlier at 4:45a
- Train 302 leaves Fredericksburg at 5:45a
- Train 306 leaves Fredericksburg at 6:35a
- Train 310 leaves Fredericksburg at 7:50a

Trains 305 and 311 are cancelled. Mid-day train #301 is also cancelled and replaced with a bus bridge. Four peak service trains will operate in the evening:

- Train 303 leaves Union Station at 3:35p
- Train 307 leaves Union Station at 4:45p
- Train 309 leaves Union Station 30 minutes later at 5:45p
- Train 313 leaves Union Station at 6:40p

Temporary train schedules will be placed on trains, announced in Train Talk, printed in the VRE Update, posted at the stations and on the web site. Banners directing people to the web site for daily updates and special schedule information have been prominently displayed at all Fredericksburg line stations.

PASSENGER ALLIANCE COALITION

VRE’s new Passenger Alliance Coalition met for the first time in late January. The purpose of forming this group was to help find solutions to VRE’s most pressing challenges as well as give VRE management the opportunity to hear directly from the passengers. Two topics discussed at the first meeting were the proposed elimination of the Free Ride Certificate Program and the increase in the Amtrak Step-Up fee.

The PAC plans to meet quarterly, with more frequent dialogue by e-mail in between. With fairly even representation from all service areas, VRE is not currently looking for additional members at this time but will certainly consider adding more if the need arises or if members drop out.

RICHMOND’S GRTC TO PROVIDE SERVICE TO FREDERICKSBURG STATION

Greater Richmond Transit Co. (GRTC) is finalizing their plans to offer buses to the Fredericksburg area. They will provide commuter bus services to two morning and afternoon trains, originating in Henrico County, stopping in Caroline County and continuing on to the train station in Fredericksburg.

According to our rider surveys, approximately 100 VRE patrons drive up from Richmond to utilize our trains, most of whom travel on the first two trains in the morning and the first two rush hour trains in the evening. After dropping off VRE patrons in the morning, Richmond-bound buses will stop at commuter lots in Spotsylvania and Carmel Church to collect passengers who work in downtown Richmond and the VCU Medical Center. GRTC expects to begin service on Monday, May 21, 2007. We are looking forward to this program, as it should help with the parking crunch at the Fredericksburg station.

FREDERICKSBURG PARKING SITUATION

VRE was unexpectedly advised on March 8, 2007, that the owners of Lot F in Fredericksburg will not be renewing the lease for station parking. The owners plan to rehabilitate a building that is on the property and have concerns about conducting work with heavy machinery near our rider's vehicles. As a result, we will lose 83 parking spaces after service on Friday, March 23, 2007. This represents a 12% reduction in parking.

In addition, we may also lose 38 spaces if the current lease on Lot C is not renewed, currently scheduled to expire at the end of May. There is some indication that they may not renew as the owner has plans to develop the land the lot is currently on. If this does occur, the loss will result in an additional 5% decrease in parking.

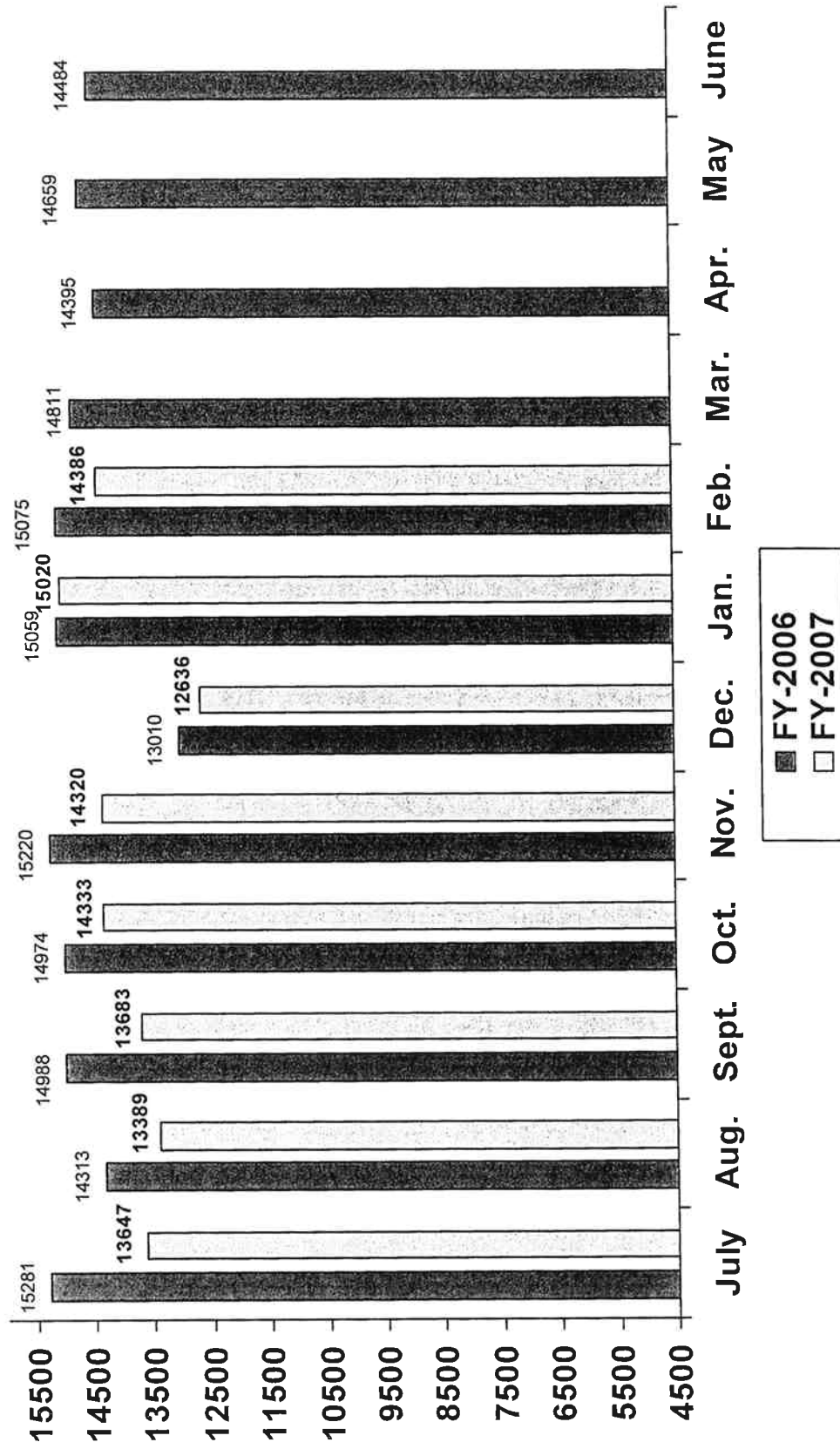
We have advised our passengers that parking is available at the paid garage only a few blocks away from the station. Space also remains available at our Leeland Road and Brooke stations.

MONTHLY PERFORMANCE MEASURES – February 2007

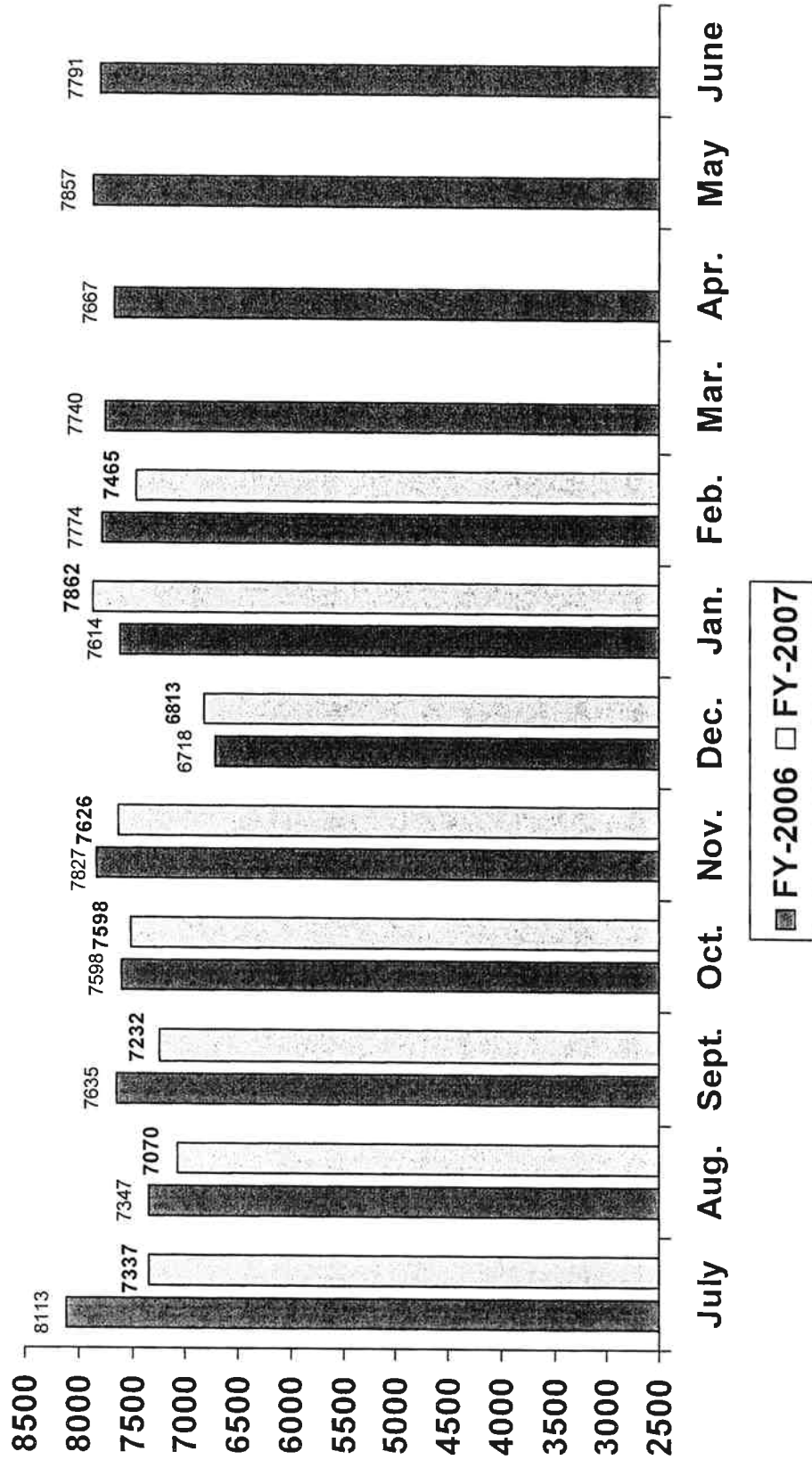
RIDERSHIP OVERVIEW		RIDERSHIP
VRE FY 2007 Passenger Totals (to date)		2,243,865
VRE FY 2006 Passenger Totals (to date)		2,391,271
PERCENTAGE INCREASE		.06%
MONTHLY ON-TIME PERFORMANCE		ON-TIME PERCENTAGE
February Fredericksburg OTP Average		84.3%
February Manassas OTP Average		81.9%
VRE FEBRUARY OVERALL OTP AVERAGE		88.5%
REASON	TOTALS	PERCENT
Signal/Switch Failure	7	11.5%
Slow Orders	0	0%
M/W	4	6%
Train Interference	30	49.5%
AMTRAK	9	15%
Freight	7	11.5%
VRE	14	23%
Mechanical Failure	12	20%
Late Turn	1	2%
PAX Handling	4	6%
Weather	0	0%
Crew Related	0	0%
Other	3	5%
TOTAL	61	100%

FINANCIAL INDICATORS		JANUARY 2007		
MEASURES		GOAL	ACTUAL	TREND
OPERATING RATIO		55%	61%	↑
BUDGETED FARE REVENUE YTD	34,630,054			
ACTUAL FARE REVENUE YTD	36,286,255			
CUMULATIVE VARIANCE	1,656,201	0	1,656,201	↑
PERCENT COLLECTED FY 07 YTD		63.86%	66.92%	↑
BUDGETED EXPENSES	54,227,246			
BUDGET EXPENSES YTD	32,341,918			
OPERATING EXPENSES YTD	30,538,713			
CUMULATIVE VARIANCE	1,803,205	0	1,803,205	↑
PERCENT COLLECTED FY 07 YTD		59.64%	56.32%	
NET INCOME/(LOSS)		0	3,459,406	↑

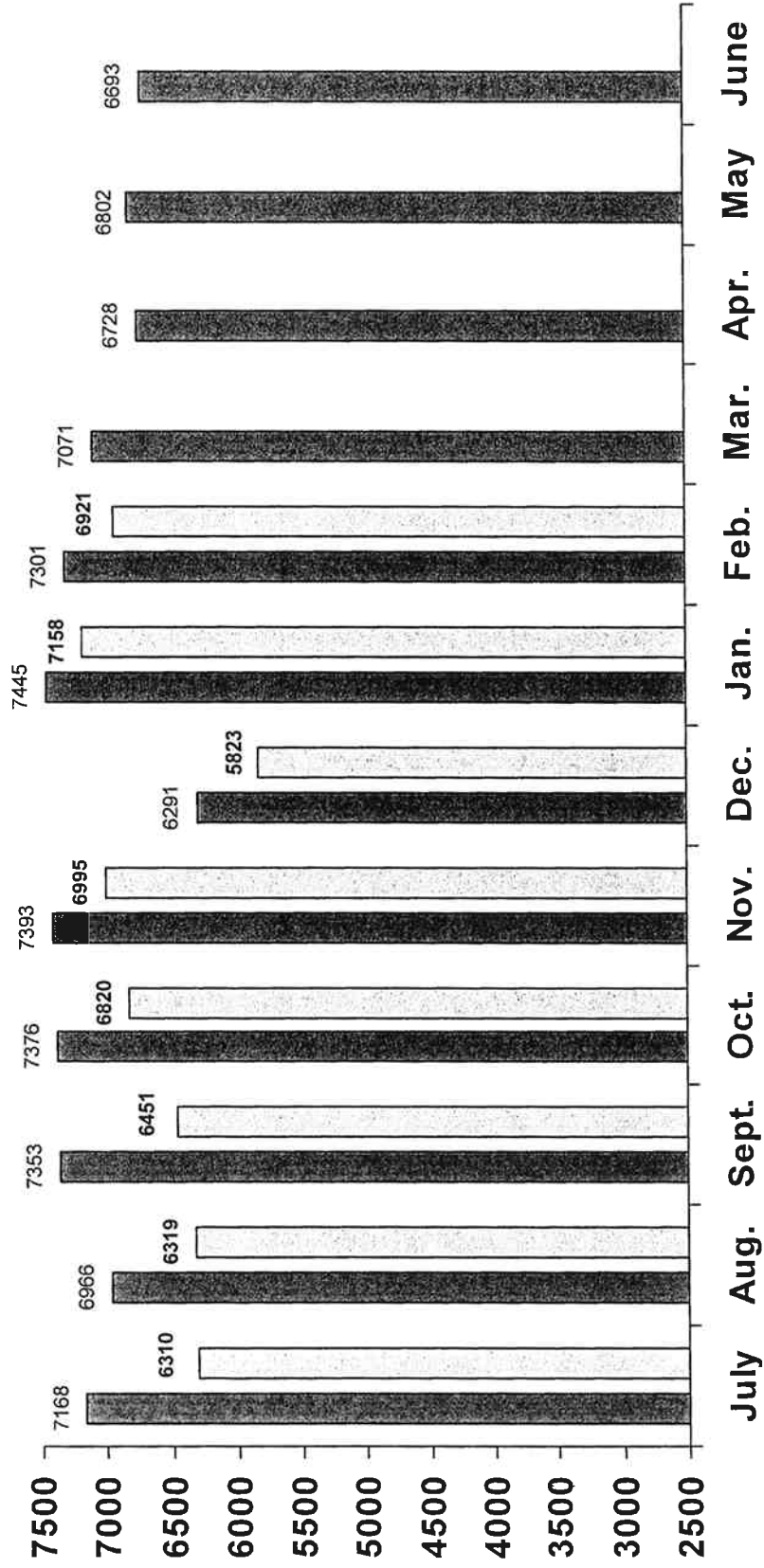
VRE Total Average Daily Ridership



VRE Average Daily Ridership Fredericksburg Line



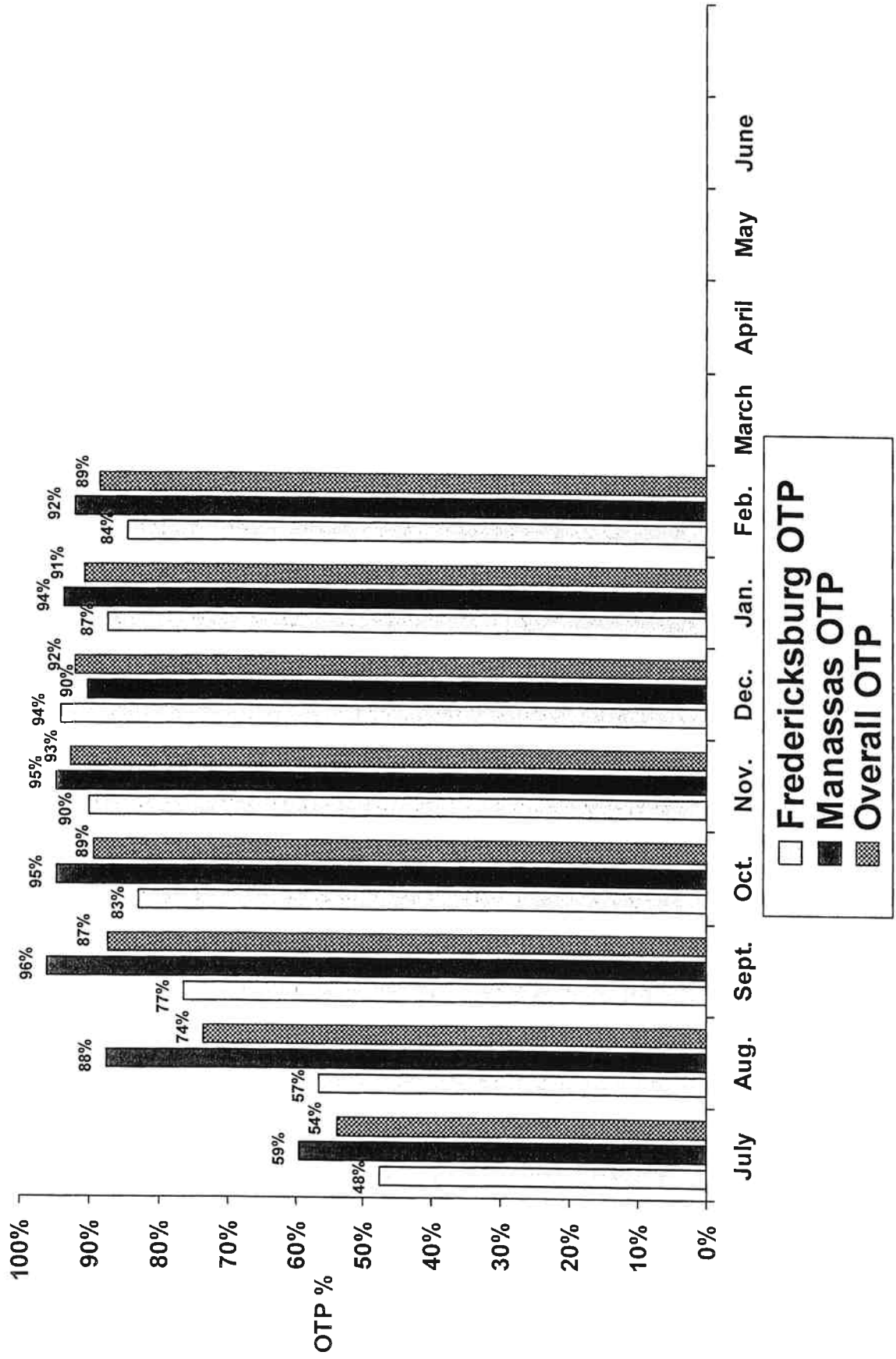
VRE Average Daily Ridership Manassas Line



FY-2006
 FY-2007

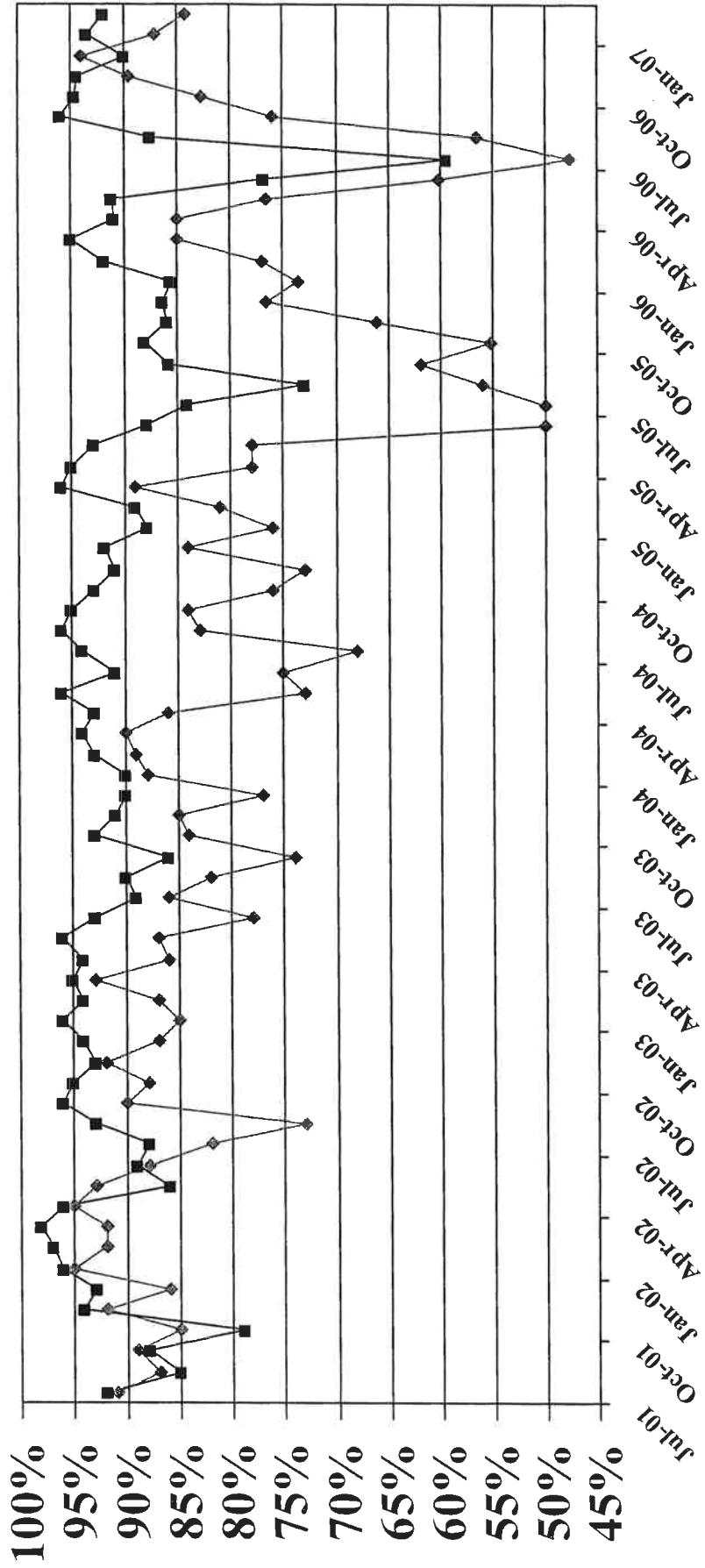
Average On-Time Performance

FY-2007



On-Time Performance

July 2001 – February 2007



◆ Frederickburg Line ■ Manassas Line



**VIRGINIA RAILWAY
EXPRESS**

**OPERATIONS BOARD
MEMBERS**

DANA KAUFFMAN
CHAIRMAN

DOUG WALDRON
VICE CHAIRMAN

ELAINE MCCONNELL
SECRETARY

PAUL MILDE
TREASURER

HILDA BARG

SHARON BULOVA

MAUREEN CADDIGAN

WALLY COVINGTON

ROBERT GIBBONS

JOHN D. JENKINS

MATTHEW KELLY

MATT TUCKER

**CHRISTOPHER
ZIMMERMAN**

DALE ZEHNER
CHIEF EXECUTIVE
OFFICER

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Alexandria, VA 22314-2730
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Web Site: www.vre.org

MINUTES

**VRE OPERATIONS BOARD MEETING
PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA
MARCH 16, 2007**

MEMBERS PRESENT	JURISDICTION
Sharon Bulova (NVTC)	Fairfax County
John D. Jenkins (PRTC)	Prince William County
Dana Kauffman (NVTC)	Fairfax County
Elaine McConnell (NVTC)**	Fairfax County
Paul Milde (PRTC)**	Stafford County
Kevin Page	DRPT
Doug Waldron (PRTC)	City of Manassas

ALTERNATES PRESENT	JURISDICTION
Hilda Barg (PRTC)	Prince William County
Maureen Caddigan (PRTC)	Prince William County
Wally Covington (PRTC)	Prince William County
Robert Gibbons (PRTC)	Stafford County
Matthew Kelly (PRTC)	City of Fredericksburg
Christopher Zimmerman (NVTC)**	Arlington County

STAFF AND GENERAL PUBLIC	
George Billmyer – VRE	Lucy Lu – VRE
Marv Dixon – City of Fredericksburg	Steve Maclsaac – VRE counsel
John Duque – VRE	April Maguigad – VRE
Steve Edwards – Supervisor McConnell’s Office	Betsy Massie – PRTC staff
Anna Gotthardt – VRE	Sirel Mouchantaf – VRE
Al Harf – PRTC staff	Dick Peacock – citizen
Christine Hoeffner – VRE	Mark Roeber – VRE
Angela Horan – PW County Attorney	Khalid Salahuddin – VRE
Ann King – VRE	Jennifer Straub – VRE
Mike Lake – Fairfax County	Rick Taube – NVTC staff
Bob Leibbrandt – Prince William County	Dale Zehner – VRE

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

Chairman Kauffman called the meeting to order at 9:34 A.M. Following the Pledge of Allegiance, roll call was taken.

Approval of the Agenda – 3

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

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

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

Chairman's Comments – 5

Chairman Kauffman announced that all the work associated with the Quantico Bridge project is expected to be completed on-time and within budget by April 6, 2007. VRE is working to coordinate a bridge opening ceremony. He also reported that the Greater Richmond Transit Company (GRTC) will be partnering with VRE to provide a shuttle service between Richmond and the Fredericksburg Station. GRTC has received a grant for a three-year pilot project. The goal is to remove 100 cars from the roads. VRE will work with GRTC's marketing department to promote this project. Mr. Zehner explained that two buses in the morning and two buses in the evening for the first two rush hour trains are planned. Right now there are already approximately 50 people each day that drive up from Richmond to Fredericksburg to take VRE.

VRE Riders' Comments – 6

Mr. Billmyer thanked VRE for working with Amtrak to install arrival information boards for VRE trains at Union Station. He also rode in one of the new railcars and it was very comfortable. Mr. Billmyer stated that U.S. Senate Bill S294 is a bipartisan bill which could provide funding to railroads, which he hopes includes VRE. He also reported that Massachusetts Rail is now negotiating with CSX to purchase tracks between Framingham and Woucester, which is their fastest growing commuter line.

Mr. Billmyer also noted that VRE's proposed change to the Free Ride Certificates (FRC) from 30 to 60 minutes is reasonable, but he is concerned with the proposed \$10 Step-Up Amtrak ticket. It will affect those passengers who work the day after Thanksgiving and on the weekends. He suggested it should be a \$5 Step-Up ticket and the service should run on these holidays and weekends.

[Ms. McConnell arrived at 9:43 A.M.]

Mr. Peacock expressed his concerns about trains breaking down. Since many riders work for the Homeland Security Department, he suggested that VRE ask for a Homeland Security grant to pay for leasing reliable locomotives for a year before VRE receives its new equipment. VRE needs to estimate how many military personnel, Homeland Security employees and their contractors ride VRE. These estimates could be used as leverage to get funding. Ms. McConnell observed that BRAC is still including VRE in its plans and asked if VRE has heard about any special funds designated for VRE. Chairman Kauffman responded that he has not heard of any.

Chief Executive Officer's Report – 7

Mr. Zehner introduced two VRE staff members, Lucy Lu, Senior Accountant, and Khalid Salahuddin, Senior Project Manager, who will be working on VRE's railroad projects.

Mr. Gibbons expressed his concern regarding passengers getting off the train at Quantico and going underneath the gates and crossing the tracks. This is a major safety concern because someone could get hit by a passing train on the other track. Ms. Caddigan stated that after talking with the Base Commander about this issue, jersey wall barriers were put up. The Town of Quantico is also looking into having a policeman on duty during the afternoon trains. Mr. Zehner agreed that it is a serious problem which he discussed CSX and Amtrak. As well as continuing to highlight this issue on seat notices and in announcements, VRE will be working with Operation Lifesaver to educate riders about the dangers of crossing over the tracks. Mr. Zehner is especially concerned that once the bridge project is completed, train speeds will be raised to 70 M.P.H. through Quantico. Mr. Gibbons asked if a fence could be put between the two tracks. Mr. Zehner stated that a fence cannot be installed because of the road and passenger path. There will be another meeting on March 22nd to further discuss these safety issues.

[Mr. Milde arrived at 9:47 A.M.]

Authorization to Modify VRE's Fares – 8A

Mr. Zehner stated that the VRE Operations Board is being asked to recommend that the Commissions authorize him to increase the Amtrak Step-Up fare to the per person fee charged by Amtrak and modify the FRC service guarantee program from 30 minutes to 60 minutes.

Mr. Zehner stated that the proposed FY 2008 budget includes an increase to the Amtrak Step-Up charge from \$2 to \$10, making the program cost neutral to VRE. VRE made a proposal to Amtrak that they consider lowering the charge to \$5 and reinstating the weekend cross-honoring. With a response still pending, VRE is recommending that the

Amtrak Step-Up charge be raised to the assessed per person fee charged by Amtrak. If Amtrak reduces the fee to \$5, the Step-Up fee would be \$5 accordingly. This change would go into effect on April 30, 2007, as the cost increase and usage survey required by Amtrak must be implemented prior to the beginning of the fiscal year in order to have the desired impact on the FY 2008 budget.

Mr. Zehner explained that after considering the comments received concerning the FRC program, it is proposed that the program be modified rather than completely eliminated. This recommendation is being made in an effort to preserve VRE's commitment to improving on-time performance as well as the brand identity that VRE has established for itself. By changing the program from 30 minutes to 60 minutes, it will reduce the total cost of the program by \$40,000. The FRC service guarantee program would be modified beginning July 2, 2007. These two changes will reduce VRE's overall expenses by \$473,000. In response to a question from Mr. Gibbons, Mr. Zehner stated that the FRC costs would be about \$20,000 annually and would be absorbed into the VRE budget and not by the jurisdiction.

Mr. Waldron moved, with a second by Ms. Bulova, to approve Resolution #8A-03-2007. The vote in favor was cast by Board Members Bulova, Jenkins, Kauffman, McConnell, Milde, Page and Waldron.

Authorization to Sell Mafersa Equipment – 8B

Mr. Zehner reported that on February 7, 2007, VRE received an unsolicited proposal for the five remaining Mafersa trailer cars from QIT-Fer et Titane, Inc., a mining company located in Quebec Province. The proposal provides an \$80,000 option to hold the cars through June 30, 2007 and a purchase price of \$1.75 million (\$350,000 per car). VRE immediately posted the proposal on its website and requested counter proposals. After ten days, no additional proposals were received. Resolution #8B-03-2007 would recommend that the Commissions authorize the VRE CEO to enter into a sales agreement with QIT-Fer et Titane, Inc. for the sale of five Mafersa trailer cars. In response to a question from Mr. Milde, Mr. Zehner explained that the mining company plans to turn the trailer cars into dormitory cars to transport their employees to and from the mine.

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

Authorization to Solicit Proposals to Sell Railcars – 8C

Mr. Zehner stated that over the next twenty-two months, VRE's fleet will undergo a dramatic evolution. Beginning in December 2007, VRE will begin receiving five new

railcars per month from the fifty car option. As these cars are entered into service, VRE will also pull Sounder equipment and prepare it for return to Seattle. Managing track storage space will become a high priority for VRE. Although VRE has agreements to store some excess railcars off-site, it is in VRE's best interest to dispose of unneeded railcars rather than store them. According to the fleet management plan, there will be an excess of 25 railcars beginning in 2009 that could be sold, including five Budd cars and 20 Gallery cars. Any sales agreement would be brought back to the Operations Board and Commissions for action. Resolution #8C-03-2007 would authorize the CEO to solicit proposals for the sale of the 25 railcars.

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

[Mr. Zimmerman entered the room at 9:58 A.M.]

Authorization to Enter into a MOU Regarding the Cherry Hill Station and Third Track – 8D

Mr. Zehner stated that the Operations Board is being asked to recommend that the Commissions authorize the CEO to enter into a MOU with Lee Carolina, LLC for the construction and ownership of Cherry Hill at Harbor Station public projects. Resolution #8D-03-2007 would accomplish this. Back on December 15, 2005, the Commonwealth Transportation Board approved \$2.5 million in Rail Enhancement Funds for feasibility and environmental evaluation services related to the Cherry Hill Station/Third Track project. The grant requires a 30 percent local match, which is being provided in-kind by Lee Carolina, LLC. Lee Carolina is the property owner and developer of Harbor Station and KSI is serving as the development manager. Prior to VRE signing the grant agreement with DRPT, a MOU committing the match to VRE needs to be executed between Lee Carolina and VRE. Via a proffer with Prince William County, Lee Carolina has committed to providing land for and constructing a parking facility for 550 commuter parking spaces. Lee Carolina has further committed to constructing a VRE station, including slope stabilization on the adjacent property and a public road bridge over CSXT tracks at Cherry Hill Road. Lee Carolina has committed to conveying property with a total minimum value of \$21.7 million to VRE, or other appropriate public entity, as local match for the VRE Third Track project. The conveyance of this in-kind match would occur incrementally as grant funds are expended.

Mr. Zehner explained that construction of the station and parking facility will be funded and managed by Lee Carolina in collaboration with VRE. Lee Carolina will be responsible for all elements of design and construction, including permitting and any coordination with CSX Railroad. CSX is no longer requiring that a station be removed from the Fredericksburg line prior to the Cherry Hill station coming on-line. VRE will manage the development and potential future construction of the Third Track project. Once the MOU and grant agreement have been executed, a RFP will be issued to

engage a qualified firm to perform alternative design analysis as part of an Environmental Assessment (EA). This solicitation was already authorized by the Board in February and will develop various options, identify potentially affected environments, define the general scope of work and formulate a project cost estimate and time line. VRE staff will return to the Operations Board with a recommendation for award.

In response to a question from Mr. Milde, Ms. Barg stated that the 1,700-acre development will have fewer than 1,000 housing units, but it is more of a community development project with a golf course, school, retail, hotel and a senior living center.

Ms. Barg moved, with a second by Ms. McConnell, to approve Resolution #8D-03-2007. The vote in favor was cast by Board Members Bulova, Jenkins, Kauffman, McConnell, Milde, Page and Waldron.

Authorization to Enter into a Contract for Wheelset Replacement and Repair – 8E

Mr. Zehner stated that Resolution #8E-03-2007 would recommend that the Commissions authorize the CEO to enter into a one-year contract with two additional one-year options with ORX of Tipton, Pennsylvania, for wheelset replacement and repair services for a total contract value not to exceed \$1,482,000. The recommendation follows an IFB procurement process.

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

Governance Discussion -- 9A

Chairman Kauffman reported that following a Subcommittee meeting on governance issues there are three outstanding issues, including voting, with the concern over two jurisdictions possibly controlling a vote; non-jurisdictional fare revenue and how it is allocated, and the future of VRE being an independent entity by 2010. Ms. Bulova stated that it was a very frank, candid discussion. VRE is continually evolving and the Commissions have made a commitment to providing more autonomy to VRE. The voting issues seem to be resolved. Regarding non-jurisdictional fare revenue, the compromise seems reasonable that VRE will work toward funding projects that help those jurisdictions with the most non-jurisdictional riders. Mr. Kelly agreed that the discussion was frank but positive and that everyone's concerns have been addressed, while focusing on what's best for VRE. He stated that FAMPO is also working to be its own district by 2010.

In response to a question from Mr. Zimmerman, Ms. Bulova explained that the weighted vote would be based on 60 percent of the subsidy with five of the eight jurisdictions

voting affirmative. Arlington and Alexandria would each have half a vote. Chairman Kauffman has asked VRE staff to distribute a summary of the new recommendations. Mr. Waldron suggested providing a progress report to the Commissions also.

Mr. Kelly suggested inviting representatives from Spotsylvania, Caroline and Fauquier Counties to a meeting to keep them informed of what is happening. Instead, Chairman Kauffman suggested that before the next Commissions meeting, another governance Subcommittee meeting be held to finalize a more cogent proposal.

Mr. Waldron asked about the timing of the budget being presented to the jurisdictions. In response to a question from Mr. Waldron, Chairman Kauffman stated that it is anticipated that the proposed governance changes would go into effect for the FY 2008 budget. Mr. Gibbons reminded the Board that governance is a very sensitive issue and that's why VRE is proposing two different budgets, one following the current budget structure and the other resulting from governance changes. Mr. Gibbons stated that Stafford County's costs would increase \$456,000 because of the governance changes.

Ms. Bulova explained that the purpose of the two budgets being presented was to provide full disclosure of changes in VRE structure in time for the FY 2008 budget so jurisdictions would know what would be needed with the new governance structure. Once the change is made, the new 2008 budget would be in place. Chairman Kauffman stated that VRE can't have different jurisdictions voting for different budgets. Ms. Bulova explained that it is hoped that the Governor will amend the transportation bill that would allow VRE to use funds for operating expenses, and help mitigate some of the increased costs to the jurisdictions.

Mr. Kelly suggested looking for state funding assistance so that the burden isn't put totally on Prince William County. Mr. Zehner stated that VRE has requested the change through the local jurisdictions and it's going forward through the normal process. Mr. Covington stated that it is important to keep a focus on the western Prince William County area through the Gainesville extension. He is glad to see that the NEPA studies are moving forward. In response to Mr. Gibbons, Mr. Roeber explained that the legislative changes were provided to Tom Biesiadny of Fairfax County's staff, who was preparing the draft for the Northern Virginia delegation. He stated that it was his understanding that it was done and submitted on VRE's behalf. Chairman Kauffman asked that this information be provided to all Board Members. Betsie Massie offered to provide this information.

Mr. Page further explained that currently, the legislation provides that the funds can only be used for capital expenses, but the Governor may change it to be used for operating as well. Ms. Bulova also observed that there is a four-year phase-in to the budget, being sensitive to how it is impacting some of the jurisdictions.

Mr. Harf observed that the Commissions transmitted the two budgets to the jurisdictions, with management's advice to budget for the higher budget. Mr. Gibbons

stated that two budgets were forwarded and one wouldn't take effect if the governance issues aren't adopted.

Other VRE Business

Ms. McConnell stated that the HOT Lane proposals would have an impact on VRE service and suggested that the Board receive a briefing on it. Chairman Kauffman directed staff to include this as an informational item at a future meeting.

In response to a question from Mr. Milde, Mr. Zehner stated that there is federal legislation that could provide more funding for Amtrak, but it would not impact VRE.

Adjournment

Chairman Kauffman adjourned the meeting at 10:30 A.M.

Approved this 20th day of April, 2007.

Dana Kauffman
Chairman

Elaine McConnell
Secretary

CERTIFICATION

This certification hereby acknowledges that the minutes for the March 16, 2007 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

Rhonda Gilchrest

Rhonda Gilchrest

Authorization to Modify VRE's Fare Policy.

The VRE Operations Board recommends approval of Resolution #2056. This resolution authorizes a change in VRE's fare policy to increase the extra fare to VRE customers for riding Amtrak trains with a VRE ticket. The new fare would match the fee assessed to VRE by Amtrak. The new fare policy also authorizes a change to VRE's free ride certificate policy by increasing the required delay to 60 minutes from 30 minutes and simplifying the distribution. These changes would begin by April 30, 2007 as recommended in VRE's FY 2008 budget.



RESOLUTION #2056

SUBJECT: Authorization to Modify VRE's Fare Policy.

WHEREAS: VRE must increase revenue or reduce expenses by \$7.7 million in order to produce a balanced budget for FY 2008;

WHEREAS: In addition to requesting increases in jurisdictional subsidies the VRE Operations Board also authorized an increase to the Amtrak step-up fare and the elimination of the Free Ride Certificate (FRC) service guarantee program; and

WHEREAS: Customers and interested parties commented via e-mail, letter, fax and in person at five public hearings.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to increase the Amtrak Step-Up fare to the per person fee assessed to VRE by Amtrak and to modify the FRC service guarantee program by increasing the required delay from 30 minutes to 60 minutes.

Approved this 5th day of April, 2007.

David Snyder
Chairman

Christopher Zimmerman
Secretary-Treasurer



A summary of the comments received is shown below:

Summary of Comments	Number of Comments
Total number of people who attended or commented on proposed changes	288
Negative comments on proposed elimination of FRC Program	232
Commented that they'd rather see FRC program eliminated than fare increase	31
Number of people who commented that FRC elimination will lead to reduced OTP	88
Number of people who made comments that FRC elimination would result in drop in ridership	51
Negative comments on proposed increase to Amtrak Step Up ticket	99
Commented that they rather see Step-Up increase than fare increase as a result of VRE continuing to subsidize those riding Amtrak	43

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

Based on these comments, VRE management is recommending the following.

1. Amtrak Step-Up – the FY 2008 budget included an increase to the Amtrak Step-Up charge from \$2 to \$10, making the program cost neutral to VRE. As this increase will likely end the program due to lack of use, VRE made a proposal to Amtrak that they consider lowering the charge to \$5 and reinstating the weekend cross-honoring. With a response still pending, VRE is recommending that the Amtrak Step-Up charge be raised to the assessed per person fee charged by Amtrak. If the charge remains \$10, the Step-Up charge will be increased to \$10 as originally proposed. If Amtrak reduces the fee to \$5, the Step-Up fee would be \$5 accordingly. This change will go into effect on April 30, 2007 as the cost increase and usage survey required by Amtrak must be implemented prior to the beginning of the fiscal year in order to have the desired impact on the FY 2008 budget.

2. FRC Service Guarantee Program – after considering the comments received, VRE is recommending modification of the FRC service guarantee program rather than complete elimination. This recommendation is being made in an effort to preserve the commitment VRE has made to improve on-time performance as well as the brand identity that VRE has established for itself. Many passengers stated that this program is viewed highly by our patrons because it makes VRE unique

from other transportation organizations. In an effort to compromise on this issue, several changes to the program are being recommended including increasing the service guarantee from 30 minutes to 60 minutes and changing the process for administering the ticket distribution. Making these changes will reduce the total cost of the program by \$40,000. As the original program (with a 30 minute guarantee) cost \$60,000, \$20,000 will be added to the proposed FY 2008 budget and absorbed within existing programs. The FRC service guarantee program would be modified beginning July 2, 2007.

Information dissemination regarding these changes will be via Train Talk, the VRE web site and onboard newsletter. No additional funding is required to publicize these changes as the VRE Rider's Guide will be reprinted at the end of April due to an upcoming Amtrak schedule change.

FISCAL IMPACT:

The changes to the Step-up charge and modification of the FRC service guarantee program to one hour reduces expenses by \$473,000.

Authorization to Sell Five Mafersa Railcars.

The VRE Operations Board recommends approval of Resolution #2057. This resolution authorizes VRE's CEO to sell five surplus single-level Mafersa railcars to QIT-Fer et Titane, Inc. (a mining company located in Quebec Province). The proposed purchase price is \$350,000 per car, the same price paid by the Connecticut DOT for the balance of the cars. The proceeds of the sale will help restore VRE's required operating reserve.



RESOLUTION #2057

SUBJECT: Authorization to Sell Five Mafersa Railcars.

WHEREAS: On February 7, 2007, VRE received an unsolicited proposal for the five remaining Mafersa trailer cars from a mining company located in Quebec Province;

WHEREAS: The proposal was for \$1.75 million (\$350,000 per car), including an \$80,000 deposit good through June 30, 2007; and

WHEREAS: VRE immediately posted the proposal on its web site and received no counter proposals.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to enter into a sales agreement with QIT-Fer et Titane, Inc. for the sale of five Mafersa trailer cars for \$350,000 per car.

Approved this 5th day of April, 2007.

David Snyder
Chairman

Christopher Zimmerman
Secretary-Treasurer





Virginia Railway Express Operations Board

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Web Site: <http://www.vre.org> • E-Mail: gotrains@vre.org

AGENDA ITEM 8-B ACTION ITEM

TO: CHAIRMAN KAUFFMAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: MARCH 16, 2007

RE: AUTHORIZATION TO SELL MAFERSA EQUIPMENT

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to enter into a sales agreement with QIT-Fer et Titane, Inc. for the sale of five Mafersa trailer cars.

BACKGROUND:

On February 7, 2007, VRE received an unsolicited proposal for the five remaining Mafersa trailer cars from a mining company located in Quebec Province. The proposal provides an \$80,000 option to hold the cars through June 30, 2007 and a purchase price of \$1.75 million (\$350,000 per car). VRE immediately posted the proposal on its web site and requested counter proposals. After ten days, no additional proposals were received.

Since January 2004, VRE has been dedicated to a bi-level operation due to capacity demands and storage limitations. As such, these trailers were originally part of the sales agreement with the Connecticut Department of Transportation (ConnDOT). These trailers were removed from that sales agreement based on the interest of a potential future operator in Virginia but later determined to be not needed. VRE subsequently recommends the sale of this equipment to QIT-Fer et Titane as it equals the value paid by ConnDOT. If QIT-Fer et Titane elects not to exercise the option, VRE would retain the \$80,000 and work to sell the cars to another firm.

FISCAL IMPACT:

As discussed in December of 2006, any additional revenue received by VRE during FY 2007 must be allocated toward restoration of the operating reserve to the level required by the bond indenture. As such, this funding will be applied to the operating reserve.

Authorization for a MOU for the Cherry Hill Station.

The VRE Operations Board recommends approval of Resolution #2058. This resolution authorizes VRE's CEO to execute a Memorandum of Understanding with Lee Carolina LLC to permit that firm to construct a new VRE station, stabilize the slope and build a public road bridge over CSXT right-of-way. The firm will provide a 30 percent local match for a \$2.5 million state reimbursement grant to determine feasibility and begin environmental evaluation. Lee Carolina will also provide property worth \$21.7 million that will be used to construct a 550-space parking facility and match state grants for the third track project. The MOU has been negotiated and approved by VRE legal counsel and is required by the Virginia Department of Rail and Public Transportation as a condition of the grant agreement.



RESOLUTION #2058

SUBJECT: Authorization for a MOU for the Cherry Hill Station.

WHEREAS: On December 15, 2005, the Commonwealth Transportation Board approved \$2,500,000 for the Cherry Hill Station Third Track project which requires a 30 percent local match;

WHEREAS: This grant funding will be used to initiate feasibility and environmental evaluation services;

WHEREAS: As an initial step in this process, a Memorandum of Understanding (MOU) with Lee Carolina, LLC must be executed committing the matching funds; and

WHEREAS: A MOU has been developed which details the arrangement between VRE and Lee Carolina regarding construction and ownership of Cherry Hill at Harbor Station public projects.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to enter into a MOU that has been approved by VRE legal counsel with Lee Carolina, LLC for the construction and ownership of Cherry Hill at Harbor Station public projects.

Approved this 5th day of April, 2007.

David Snyder
Chairman

Christopher Zimmerman
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 8-D ACTION ITEM

TO: CHAIRMAN KAUFFMAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: MARCH 16, 2007

RE: AUTHORIZATION TO ENTER INTO A MOU REGARDING THE CHERRY HILL STATION AND THIRD TRACK

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to enter into a MOU with Lee Carolina, LLC for the construction and ownership of Cherry Hill at Harbor Station public projects.

BACKGROUND:

On December 15, 2005, the Commonwealth Transportation Board approved \$2,500,000 in Rail Enhancement Funds for feasibility and environmental evaluation services related to the Cherry Hill Station/Third Track project. The grant requires a 30 percent local match, which is being provided in-kind by Lee Carolina LLC. Lee Carolina is the property owner and developer of Harbor Station and KSI is serving as the development manager. Prior to VRE signing the grant agreement with the Virginia Department of Rail and Public Transportation (DRPT), a MOU committing the match to VRE needs to be executed between Lee Carolina and VRE.

Via a proffer with Prince William County, Lee Carolina has committed to providing land for and constructing a parking facility for 550 commuter parking spaces. Lee Carolina has further committed to constructing a VRE station, including slope stabilization on the adjacent property; and a public road bridge over CSX Transportation tracks at Cherry Hill Road. Lee Carolina has committed to conveying property with a total minimum value of \$21.7 million to VRE, or other appropriate public entity, as local match for the

VRE Third Track project. The conveyance of this in-kind match will occur incrementally as grant funds are expended.

Construction of the station and parking facility will be funded and managed by Lee Carolina in collaboration with VRE. Lee Carolina will be responsible for all elements of design and construction, including permitting and any coordination with CSX Railroad. CSX is no longer requiring that a station be removed from the Fredericksburg line prior to the Cherry Hill station coming on-line. VRE will manage the development and potential future construction of the Third Track project.

Once both the MOU and grant agreement have been executed, a RFP will be issued to engage a qualified firm to perform alternative design analysis as part of an Environmental Assessment (EA). This solicitation was authorized by the Operations Board in February and will develop various design options, identify potentially affected environments, define the general scope of work and formulate a project cost estimate and time line. Upon receipt and review of proposals, VRE staff will return to the Operations Board and recommend a firm for award.

FISCAL IMPACT:

There is no direct fiscal impact related to the execution of this MOU.

Authorization for a Wheelset Replacement and Repair Contract.

The VRE Operations Board recommends approval of Resolution #2059. This resolution authorizes VRE's Chief Executive Officer to award a contract to ORX of Tipton, Pennsylvania for up to \$1,482,000. The award is for the first year with the ability to exercise two successive one-year options thereafter. This firm was recommended to replace Amtrak for wheelset replacement and repair, since Amtrak had been "both slow and cumbersome." The bid is based on a set price per wheelset including labor. Funding for the first year has been included in VRE's proposed FY 2008 budget.



RESOLUTION #2059

SUBJECT: Authorization for a Wheelset Replacement and Repair Contract.

WHEREAS: Wheelset replacement and repair services for VRE equipment are currently provided through Amtrak;

WHEREAS: VRE has found that the provision of these services through Amtrak is both slow and cumbersome; and

WHEREAS: An Invitation for Bids was issued, those bids were opened publicly, and the most responsive, responsible vendor with the lowest bid was selected on March 12, 2007 by staff and recommended by the VRE Operations Board on March 16th.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to enter into a one-year contract and at his discretion, two additional one-year options with ORX of Tipton, Pennsylvania for wheelset replacement and repair services at a price not to exceed \$1,482,000 using funds initially in VRE's FY 2008 budget.

Approved this 5th day of April, 2007.

David Snyder
Chairman

Christopher Zimmerman
Secretary-Treasurer



AGENDA ITEM 8-E
ACTION ITEM

TO: CHAIRMAN KAUFFMAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: MARCH 16, 2007

RE: AUTHORIZATION TO ENTER INTO A CONTRACT FOR WHEELSET REPLACEMENT AND REPAIR

RECOMMENDATION:

The VRE Operations Board is recommending that the Commissions authorize the Chief Executive Officer to enter into a one-year contract with two additional one-year options with ORX of Tipton, Pennsylvania, for wheelset replacement and repair services for a total contract value not to exceed \$1,482,000.

BACKGROUND:

Currently, all wheelset replacement and repair services are provided through Amtrak. VRE has found that the provision of these services through Amtrak is both slow and cumbersome. As such, an Invitation for Bid for these services was issued on February 6, 2007, with bids due on March 12. Following bid openings, staff is recommending award to ORX of Tipton, Pennsylvania.

Bids were requested for a one year contract with two additional one-year options. Pricing was provided on a fixed price per item basis and includes labor. Wheelsets needing repair will be sent to the company after spares are installed on the subject equipment in VRE's yards. Spares have been acquired for each type of equipment currently in operation by VRE. The term of the contract is for one year with two additional one-year options. VRE is requesting authorization for the total term of the contract, with the VRE CEO exercising the option years at his discretion.

Proposed Governance/Subsidy Changes.

NVTC's members of the VRE Operations Board will describe the current status of changes to VRE's governance and subsidy allocation. A subcommittee of the VRE Board has been meeting to continue discussions designed to encourage all of VRE's jurisdictions to approve the changes and adopt the FY 2008 VRE budget with the new subsidy allocation. The subcommittee recommends approval of Resolution #2060. The resolution includes the issues discussed and solutions recommended by the subcommittee.



AGENDA ITEM #5

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube
DATE: March 29, 2007
SUBJECT: NVTC Testimony for CTB Hearing.

The Commonwealth Transportation Board will conduct its annual hearing in Northern Virginia on its six-year program. The hearing begins at 6:30 p.m. at the Center for Innovative Technology on April 24, 2007. The commission is asked to authorize Chairman Snyder or his designee to present the attached statement. This statement emphasizes many of the themes that NVTC has stressed in the past. New information from NVTC's regional database is used to support these themes.

The statement may be changed to reflect actions by the General Assembly at the April 4th veto session.



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E-mail nvtc@nvtc.org • Website www.thinkoutsidethecar.org



Northern Virginia Transportation Commission

NVTC

Thinking Outside the Car Since 1964



Commonwealth Transportation Board

Public Hearing on Six-Year Transportation Plan

April 24, 2007

6:30 p.m.

Center for Innovative Technology

**Statement of David F. Snyder
Chairman, Northern Virginia Transportation Commission**



NVTC is...

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



Northern Virginia's Transit Systems



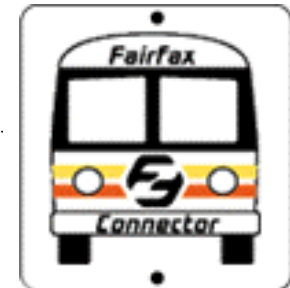
Potomac and Rappahannock
Transportation Commission



Northern Virginia Transportation Commission



More Places. More Often. More Columbia Pike.



A Service of Arlington County, Virginia



Summary



- Transit is performing exceptionally well in Northern Virginia despite severe financial constraints.
- HOV lanes also offer significant improvements in travel time and people-moving capacity.
- Transit is successful because of funding from a strong local level of effort.
- For continued success key transit investments are needed.
- In addition to funding, other transit challenges must be met.
- How CTB can help.

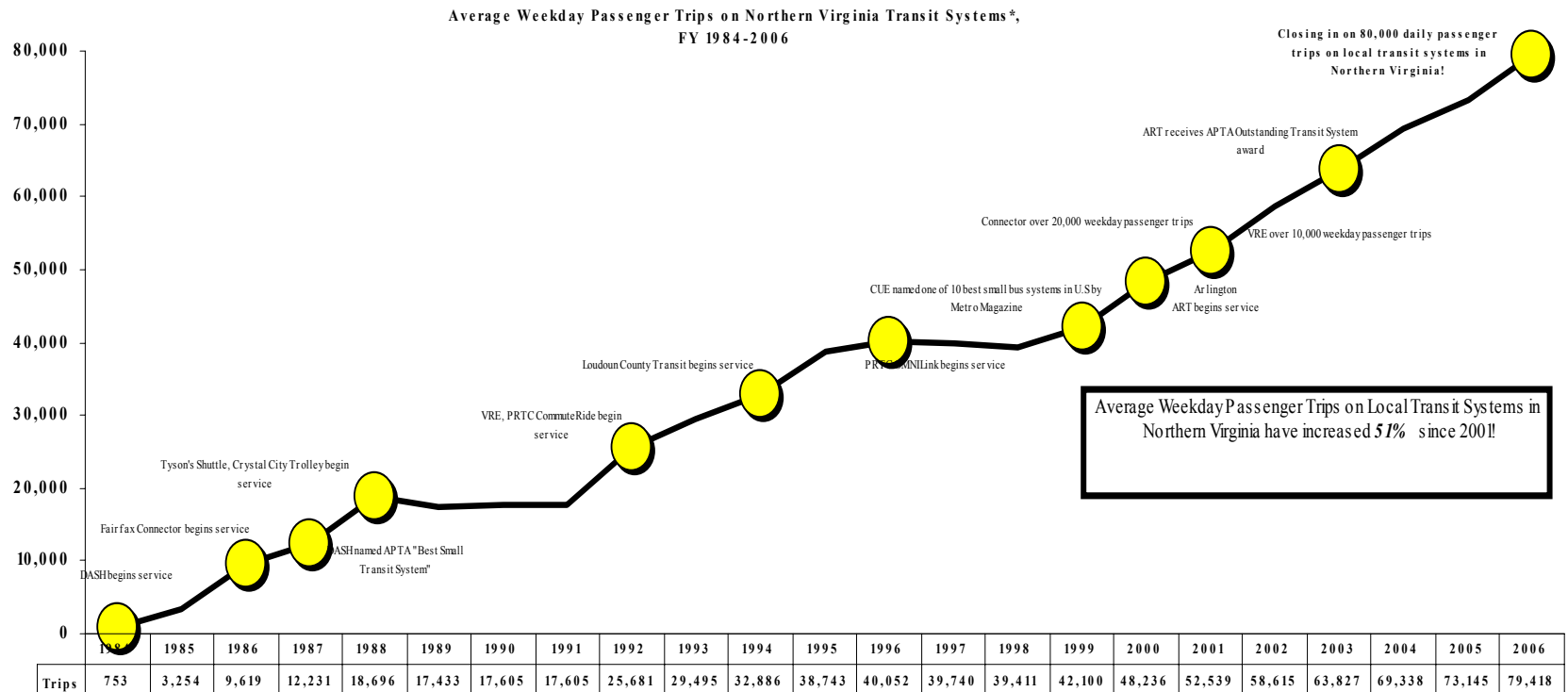


Public Transit Performance



- Ridership growth exceeds national trends.
- Three-quarters of statewide transit ridership occurs in NoVA.
- 463,000 average weekday transit trips in NoVA and 137 million annual trips.
- 17 % growth in the past five years (51% on local transit systems)
- Transit carries more persons in peak commuting periods in the I-66/Route 50/Route 29 corridor than single-occupant vehicles. Transit and ridesharing combined carry two-thirds of the commuters in this corridor.

Historical Transit Growth Chart



* Northern Virginia Transit Systems for 2004 include DASH, Fairfax Connector, CUE, VRE, PRTC CommuteRide and OmniLink, Loudoun County Transit, and Arlington Transit (ART). Previous years may include data from RIBS, Tyson's Shuttle, Crystal City Shuttle, and Loudoun County Commuter Service. WMATA MetroRail and MetroBus data not included. CUE begins service in FY81. Data does not include WMATA reimbursable services such as the GEORGE Bus, REX, Pike Ride, or TAGS



Other Benefits of Public Transit



- Using factors provided by the American Public Transportation Association, benefits per transit trip in Northern Virginia as of FY 2005 are approximately:
 - Congestion = \$5 per trip
 - Air Quality = \$3 per trip
 - Fuel Savings = \$1 per trip
 - Induced economic activity = \$7 per trip
 - Total = At least \$16 per trip.***
- Without an effective public transit system, Northern Virginia could not sustain its economic prosperity and compete for new jobs. That, in turn, would be a crushing blow to the entire commonwealth.



HOV Performance



- Fall, 2006 VDOT counts show that HOV lanes carry almost two to more than three times as many people as conventional lanes during restricted hours:
 - I-395 @ Glebe Road
HOV = 6,000 people per lane per hour
Conventional = 1,900
 - I-95 @ Newington
HOV = 5,300 people per lane per hour
Conventional = 1,600
 - I-66 Outside Beltway
HOV = 2,800
Conventional = 1,312
 - I-267 Dulles Toll Road West of Route 7
HOV = 3,300
Conventional = 2,100



HOV Performance



- Peak travel times are much quicker on HOV lanes based on Fall, 2006 samples with greater time savings available in separated HOV facilities versus diamond lanes:
 - I-395 Corridor
10 miles Beltway to 14th Street Bridge
HOV = 12 minutes
Conventional = 30 minutes
 - I-95 Corridor
18 miles southern HOV terminus to Beltway
HOV = 18 minutes
Conventional = 51 minutes
 - I-66 Corridor
9 miles Beltway to Roosevelt Bridge
HOV = 14 minutes
Conventional = 32 minutes
 - I-66 Corridor
18 miles western HOV terminus to Beltway
HOV = 42 minutes
Conventional = 55 minutes



Local Level of Effort



- It now costs over \$600 million dollars annually to operate, maintain and invest in public transit in Northern Virginia.
- Local sources (fares, 2% gas tax, local subsidies) provide two-thirds.
- For FY 2005, NVTC's jurisdictions had a local level of effort of \$208 per person. The next largest effort was in the Richmond District at \$20 per person.



Local Level of Effort



Total NoVA Transit Budgeted Operating and Capital Expenses (Including WMATA and VRE, excluding Omni-Ride/Omni-Link) for FY 2007

• Local General Fund & Bonds	\$153 million	24.8 %
• Passenger Fares	\$219 million	35.6 %
• NoVA Gas Tax	\$36 million	5.8 %
• State Aid	\$104 million	16.9 %
• Federal Aid	<u>\$104 million</u>	<u>16.9 %</u>
 NVTC Total	 \$616 million	 100%



Needed Public Transit Investments



- Approved TransAction 2030 plan sets multimodal priorities.
- \$700 million more funding is needed each year (in 2005 dollars) for the next 23 years to implement the plan.
- Metro needs 340 new railcars, 275 new buses and many other enhancements costing \$3.0 billion over 10 years.
- VRE needs locomotives (\$41 million), parking (\$30 million), platform extensions (\$20 million), etc.
- Other regional transit projects:
 - Crystal City/Potomac Yard Transitway
 - Columbia Pike light rail
 - Richmond Highway (\$55 million)



Public Transportation Challenges



- Helping the region respond to impending traffic crisis at Fort Belvoir/Engineer Proving Grounds (EPG).
- Ensuring that HOT lanes do not degrade transit service on I-95/395.
- Upgrading safety and security for transit systems.
- Enhancing pedestrian access at bus shelters and stops.
- Responding to an aging population.



How CTB Can Help



1. Ensure Northern Virginia receives its fair share of discretionary funding.
2. Facilitate the prompt issuance of state bonds (20% for transit) and urge DRPT to make available newly authorized transit funding as quickly as possible.
3. Continue the statewide emphasis on multimodal planning, coordinated land use and transportation, telework and other forms of transportation demand management.



More Information

- For more transit performance facts and links to each public transit system, visit NVTC's website at:
www.thinkoutsidethecar.org
- Questions?



AGENDA ITEM #6

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube and Adam McGavock
DATE: March 29, 2007
SUBJECT: Regional Transportation Items.

A. Correspondence and Media Releases.

NVTC media releases and follow-up coverage are attached for your information.

B. HOV Advisory Committee.

Secretary Homer has appointed a committee to provide advice on HOV policy and procedures. The first meeting of the new committee was March 18th. NVTC's executive director is a member. An attachment describes the status of HOV performance as of fall, 2006.

C. Public Transit Access in America: Analysis of Access Using the 2001 National Household Travel Survey, Center for Urban Transportation Research, U. of Florida (February, 2007)

The 2001 National Household Travel Survey reveals that 53% of households are within a mile of bus service and 40% within a quarter mile. On the other hand, 30% are more than five miles from a bus route. About 10% of the population live within one mile of a rail station. Another 75% are more than five miles away. Over 50% of workplaces are within a quarter miles walk of a busline. About 20% are more than five miles away. Only about 5% of workplaces are within a quarter mile of a rail station and 70% are more than five mile distant.

Mode share for transit declines by two-thirds past the first 0.15 miles from a bus route. For households within 0.15 miles from a bus stop, mode share is 6% for work trips and 3% for all trips. For locations 0.31-0.45 miles away, the respective shares are 1.5% and 0.5%. As a "premium" mode, rail share does not show such a sharp decline with distance.



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Lack of vehicle availability is a very strong predictor of transit use, more so than income or age.

Copies of the report are available at www.nctr.usf.edu/pdf/576-02.pdf.



PRESS RELEASE

(A)

For Immediate Release
March 6, 2007

Contact: Kala Quintana
703/ 524-3322 ext. 104
Mobile: 703/ 597-4970

kala@nvtdc.org

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

*TRANSIT PERFORMANCE IS STRONG AND TRENDING UPWARD IN
NORTHERN VIRGINIA BUT MORE FUNDING IS NEEDED TO KEEP PACE
WITH GROWING DEMAND*

Arlington, VA – The Northern Virginia Transportation Commission (NVTC) annually compiles transit performance data from transit systems serving Northern Virginia. The report includes detailed data from FY 2002 – FY 2006 on daily ridership, passenger-mile and on-time transit performance. The report clearly shows that transit performance is strong and trending upward over the last five years.

Highlights of the Northern Virginia report include:

- Annual transit ridership is up 17% to 137 million
- Average week-day transit trips are up 14% to 463,353
- Annual passenger miles on transit are up 20% to 868 million
- Annual bus and rail miles are up 34% to 52 million

The final results and a complete set of the transit performance data can be found on NVTC's web site at:

http://www.thinkoutsidethecar.org/transit/performance_data.asp

Local bus systems included are Alexandria DASH, Arlington ART, City of Fairfax CUE, City of Falls Church George, Fairfax Connector, Loudoun County's LC Transit and PRTC OmniRide and OmniLink. Regional systems include Metrorail, Metrobus and the Virginia Railway Express.

##MORE##

According to NVTC Chairman and Falls Church city council member David Snyder, "These statistics underscore the ongoing and urgent need to give our residents choices to get where they're going. In Northern Virginia we recognize the value that public transportation adds to our region. But without sufficient and reliable funding for transportation, including public transportation, we will not be able to make enhancements to our transportation network to give residents more and better choices."

Governor Kaine is currently considering HB 3202, which was passed by both houses of the General Assembly of Virginia on the final day of the 2007 regular session. All 140 members of the General Assembly are up for re-election in November, 2007.

Chairman Snyder noted that, in a March 2, 2007 letter to Governor Kaine, NVTC urged the Governor to:

- reduce reliance on General Funds to pay for transportation;
- require enactment by the commonwealth of taxes and fees for regional programs;
- allow the \$25 million annually for VRE from the new regional program to be used for both operations and capital funding;
- not encroach on tax bases of local governments that are already in place;
- not shift planning, construction and secondary road maintenance responsibilities to local governments; and
- give local Governments the tools to deny development on the basis of inadequate public facilities.

"We continue to urge Governor Kaine to adequately fund transit in Northern Virginia. As the package stands now, funds for transit are limited. Our transportation network is suffering from overcrowding," said Snyder. "Funding transit in Northern Virginia is also critical to supporting and creating jobs here that, in turn, pay the taxes that are needed by the rest of the state. We are bursting at the seams. We hope that Governor Kaine will recognize Northern Virginia's unique regional needs and fund them accordingly."

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

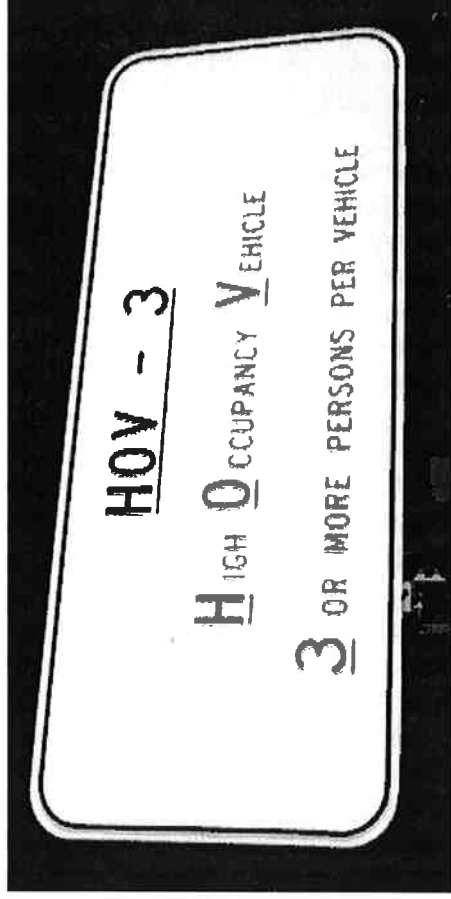
NVTC is the leading source of information about public transportation issues in Northern Virginia.

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

NVTC



2006 HOV Conditions in Northern Virginia



Virginia Department Of Transportation NOVA District Transportation Planning Section

Tina L. Curtis, P.E.

March 2007

(B)

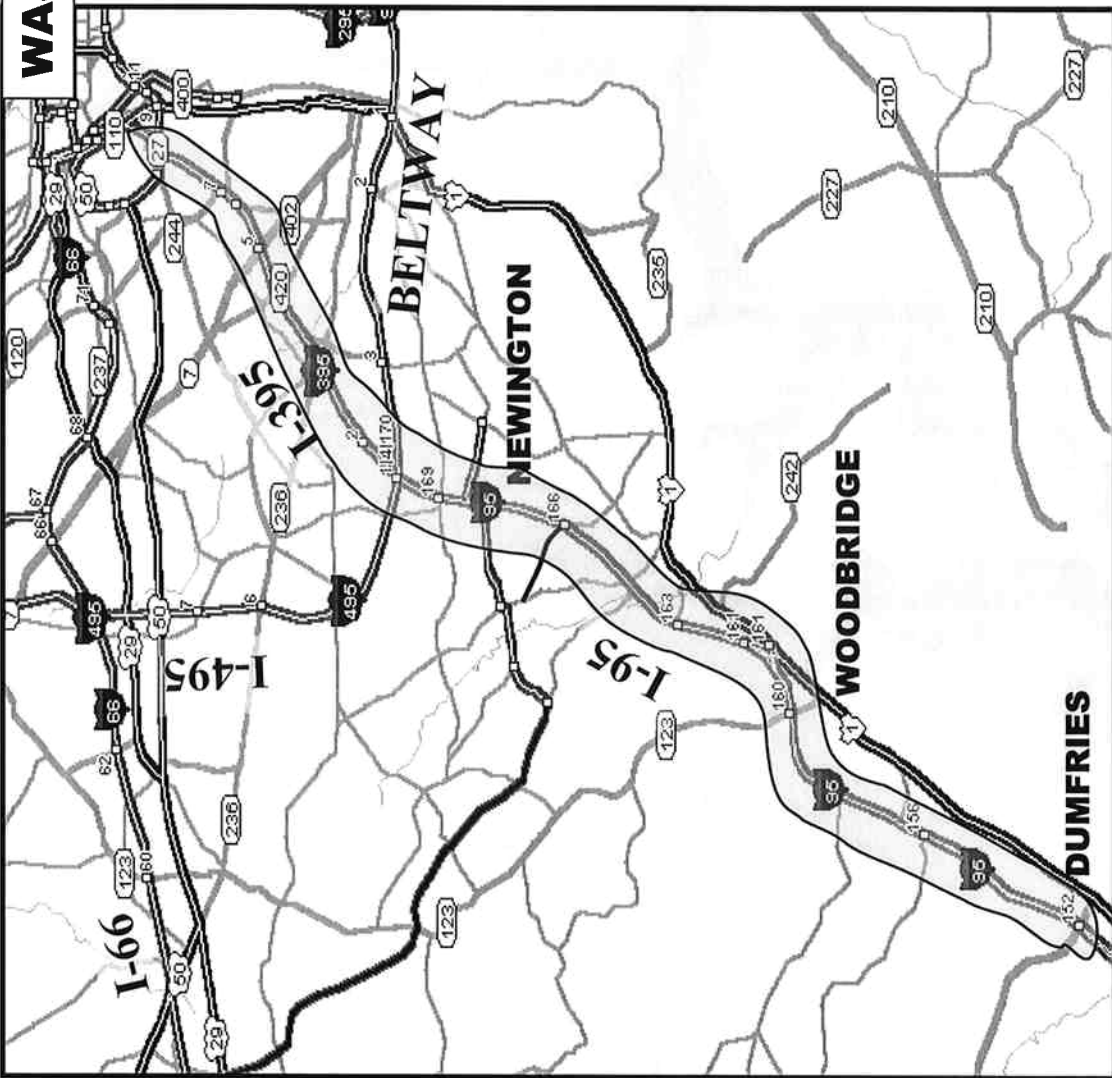


Three main HOV corridors in Northern Virginia:

- I-95/395
- I-66
- Dulles Toll Road

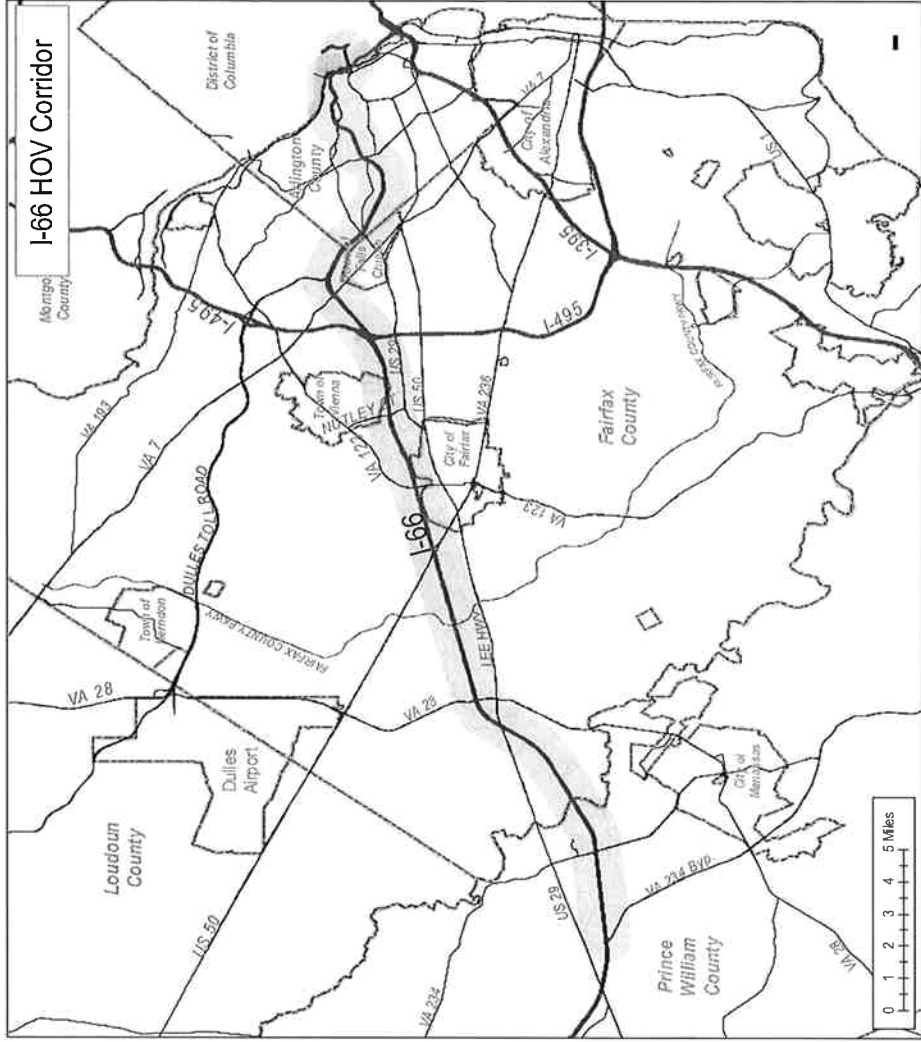


HOV Facilities in Northern Virginia : I-95/395



WASHINGTON, DC

- I-95/395 – HOV 3+
- 2 reversible barrier separated lanes from Route 234 in Prince William County to Washington DC
- HOV restricted hours: 6:00 - 9:00 AM NB, 3:30 - 6:00 PM SB



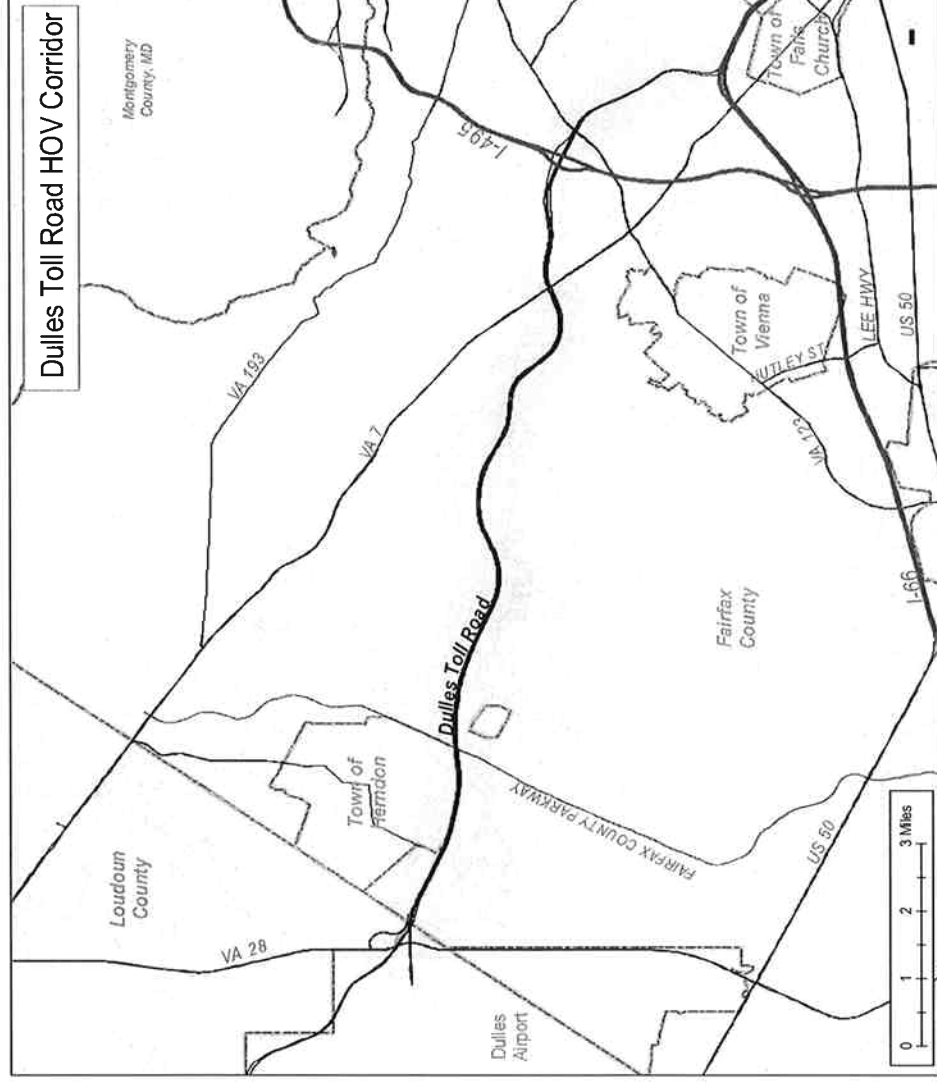
I-66 – HOV 2+

- Inside the Beltway: 2 lanes from I-495 to Theodore Roosevelt Bridge
 - HOV restricted hours: 6:30 – 9:00 AM EB, 4:00 - 6:30 PM WB
- Outside the Beltway: one concurrent flow lane (far left) from Route 234 Bypass in Prince William County to I-495
 - HOV restricted hours: 5:30 - 9:30 AM EB, 3:00 - 7:00 PM WB



HOV Facilities in Northern Virginia : Dulles Toll Rd.

- Dulles Toll Road – HOV 2+
- One concurrent flow lane (far left) from Route 28 to just west of Route 7; HOV restrictions apply to all lanes of the DCR from Route 123 to I-66.
 - HOV restricted hours: 6:30 – 9:00 AM EB, 4:00 - 6:30 PM WB





Current Monitoring Efforts

- Evaluation twice a year – occupancy data collected by Council of Governments
- Hybrid vehicle data captured by cameras Fall 2006 (I-95/395 and I-66 Outside the Beltway)
- Use of existing sensors and ADMS application for continuous counts
- Additional machine and manual counts, camera recordings, as needed.

*ADMS = Archived Data Management System



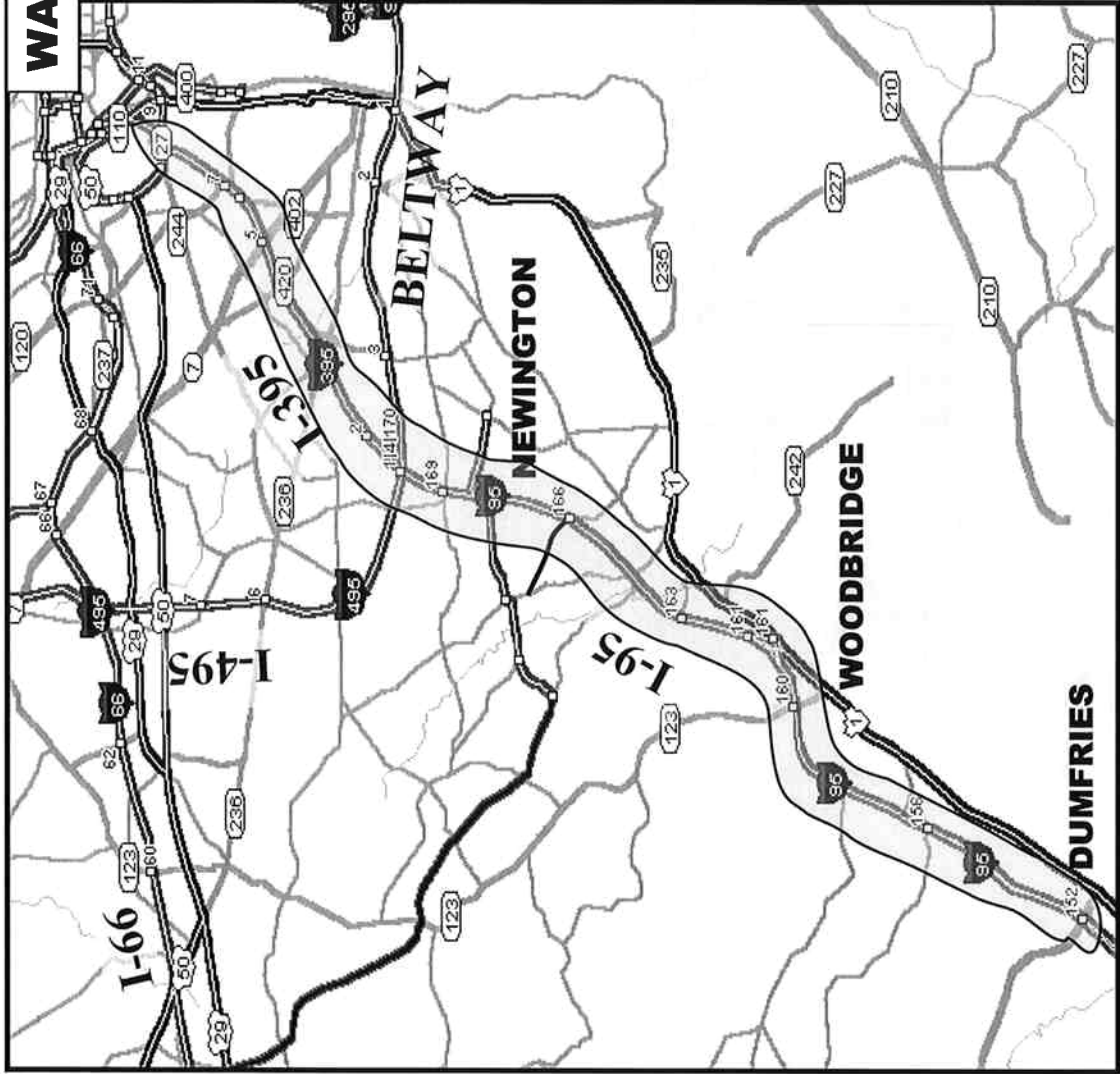
Today's Presentation

For each HOV corridor I will be presenting data on the following, where information is available or applicable:

- HOV corridor volumes over time
- Traffic distribution
- Travel times
- Clean fuel data



I-95/395 HOV Corridor



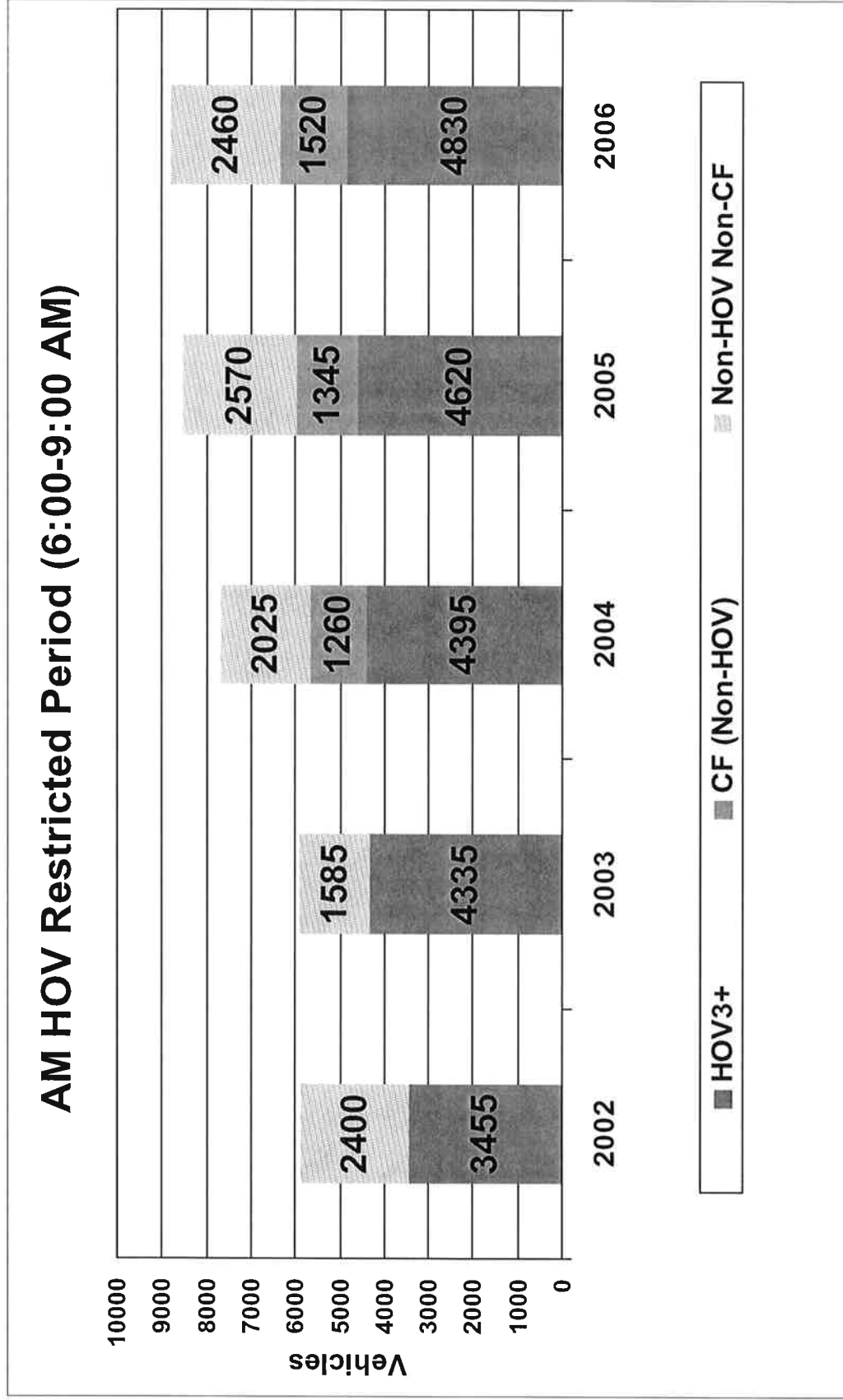
The I-95/395 HOV corridor is approx. 30 miles long:

- 20 miles outside the Beltway
- 10 miles inside the Beltway



Traffic Volumes along I-95/395 HOV Lanes

Traffic volumes in the HOV lanes have grown over the last 5 years along I-95 (Occoquan):

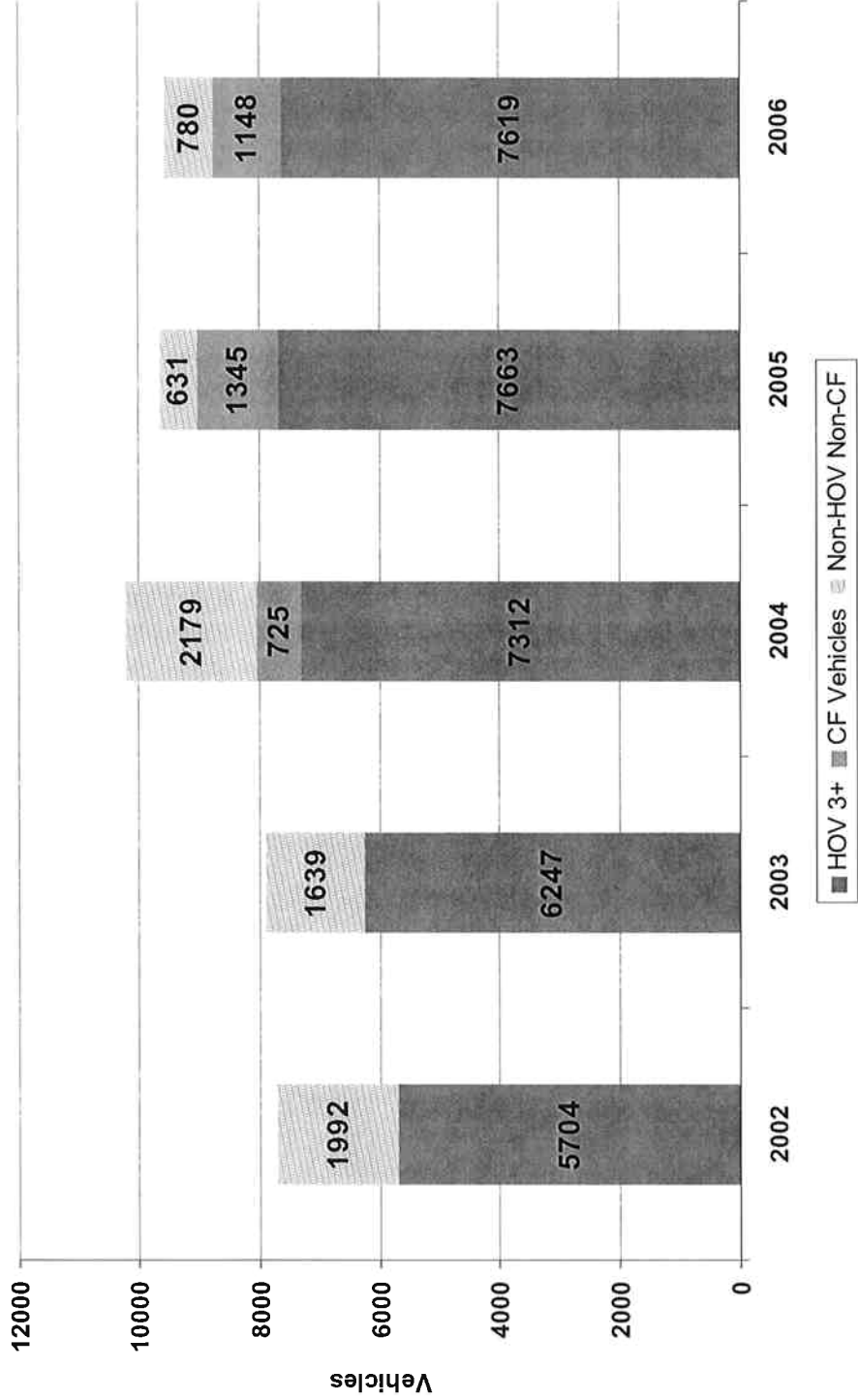




Traffic Volumes along I-95/395 HOV Lanes

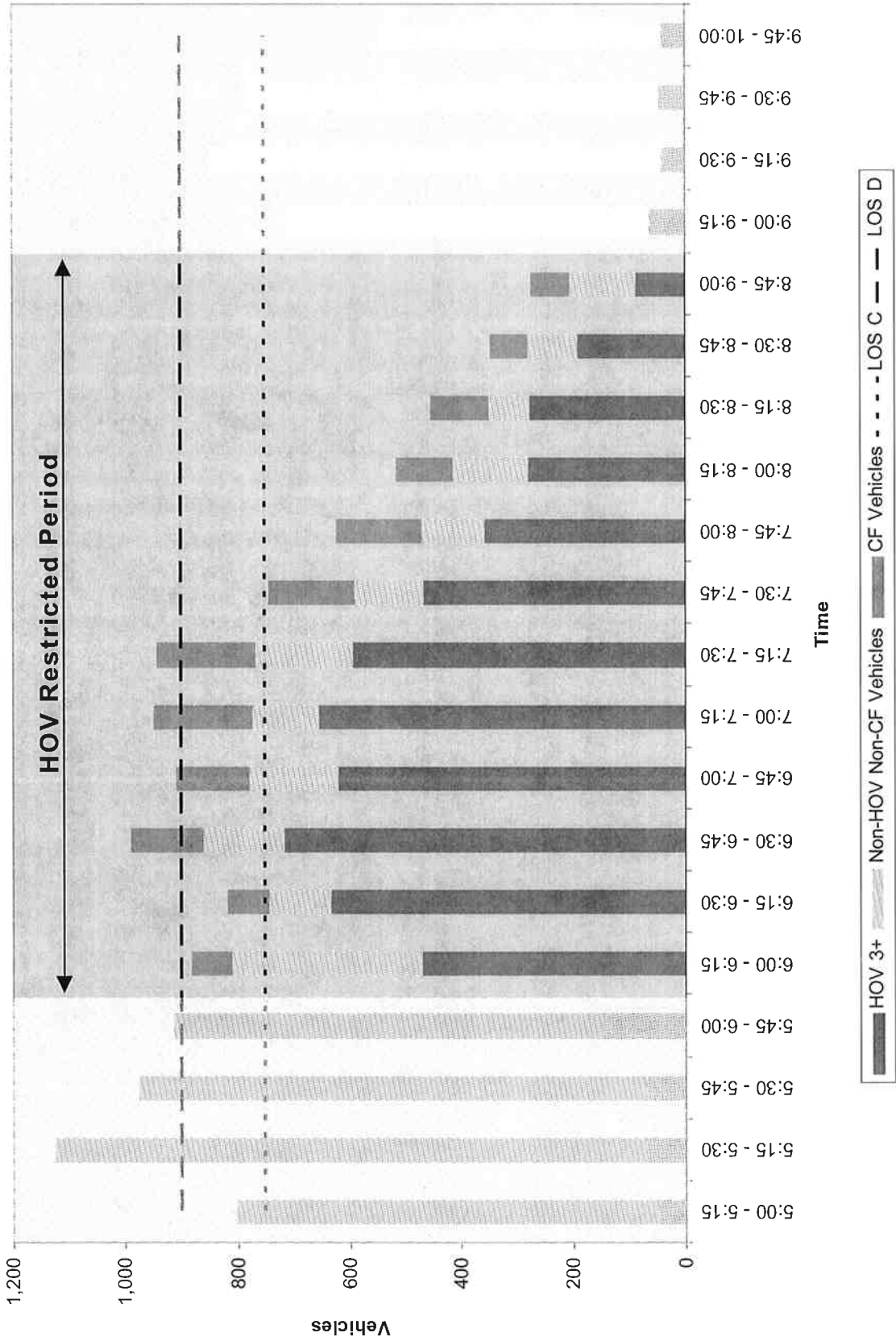
Traffic volumes in the HOV lanes along I-395 (Glebe) experienced some growth since 2002, but remained steady over the last 3 years.

AM HOV Restricted Period (6:00 - 9:00 AM)



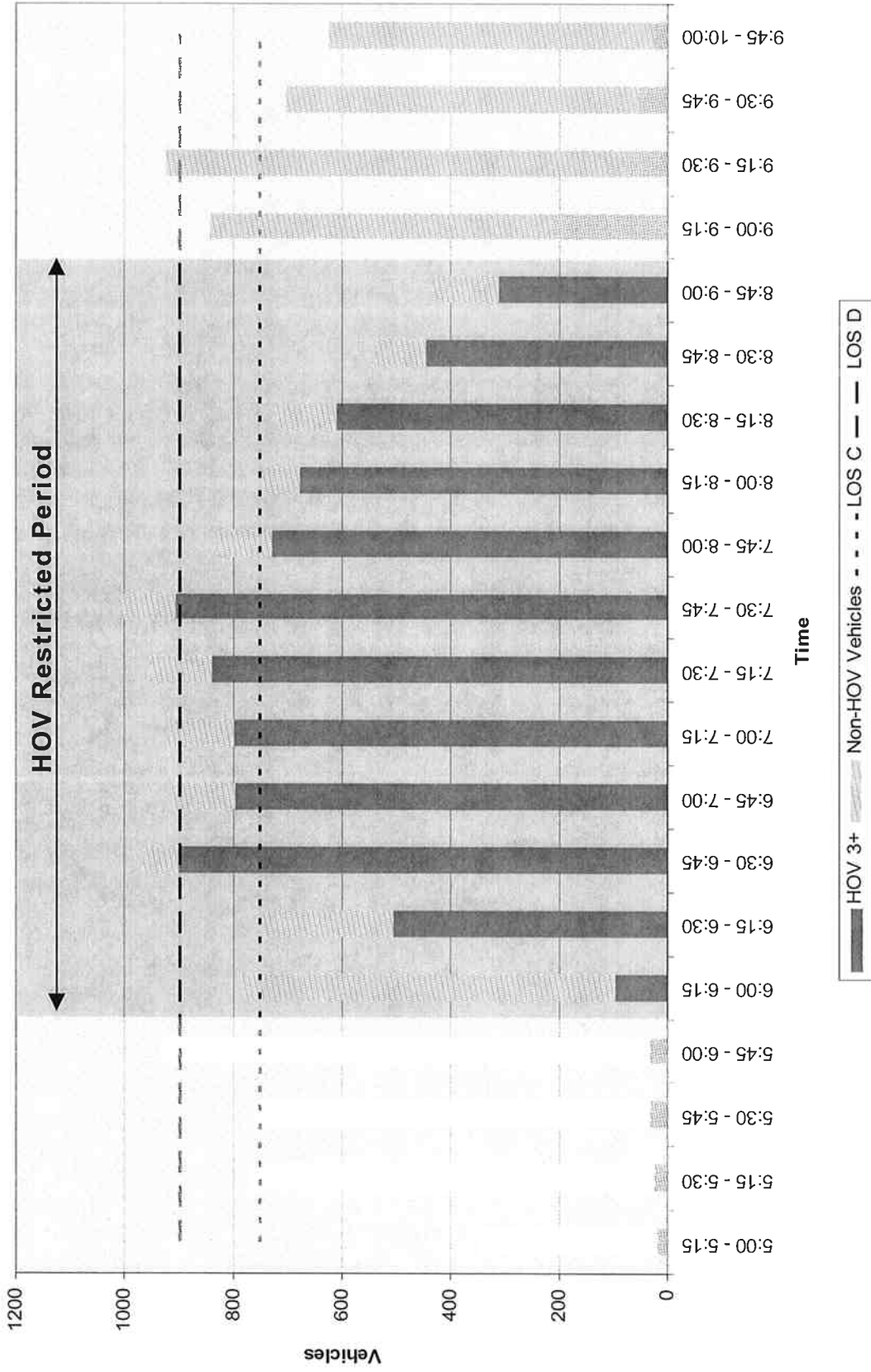


Traffic on I-95 At Newington - Fall 2006, AM



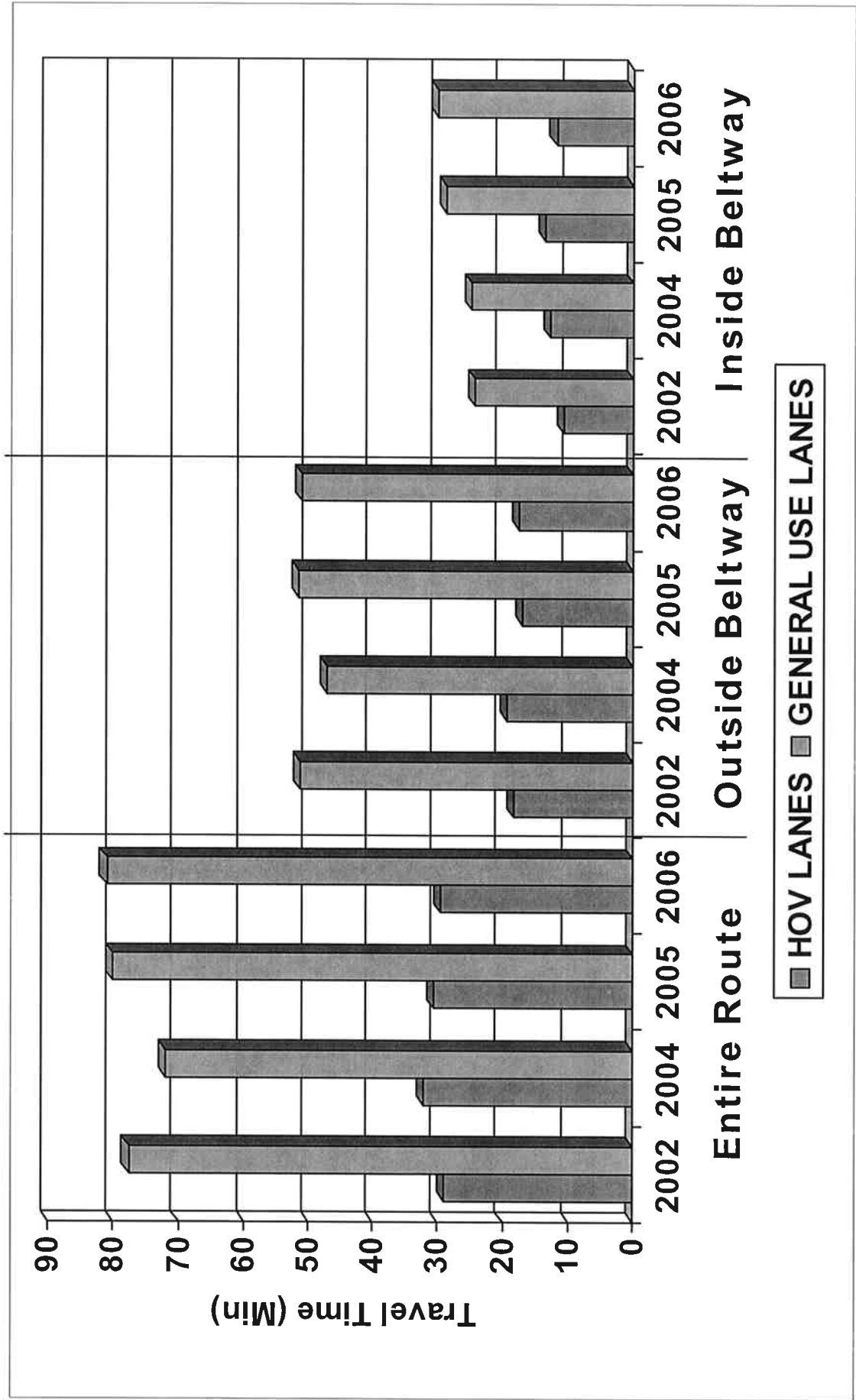


Traffic on I-395 at Glebe Road - Fall 2006, AM



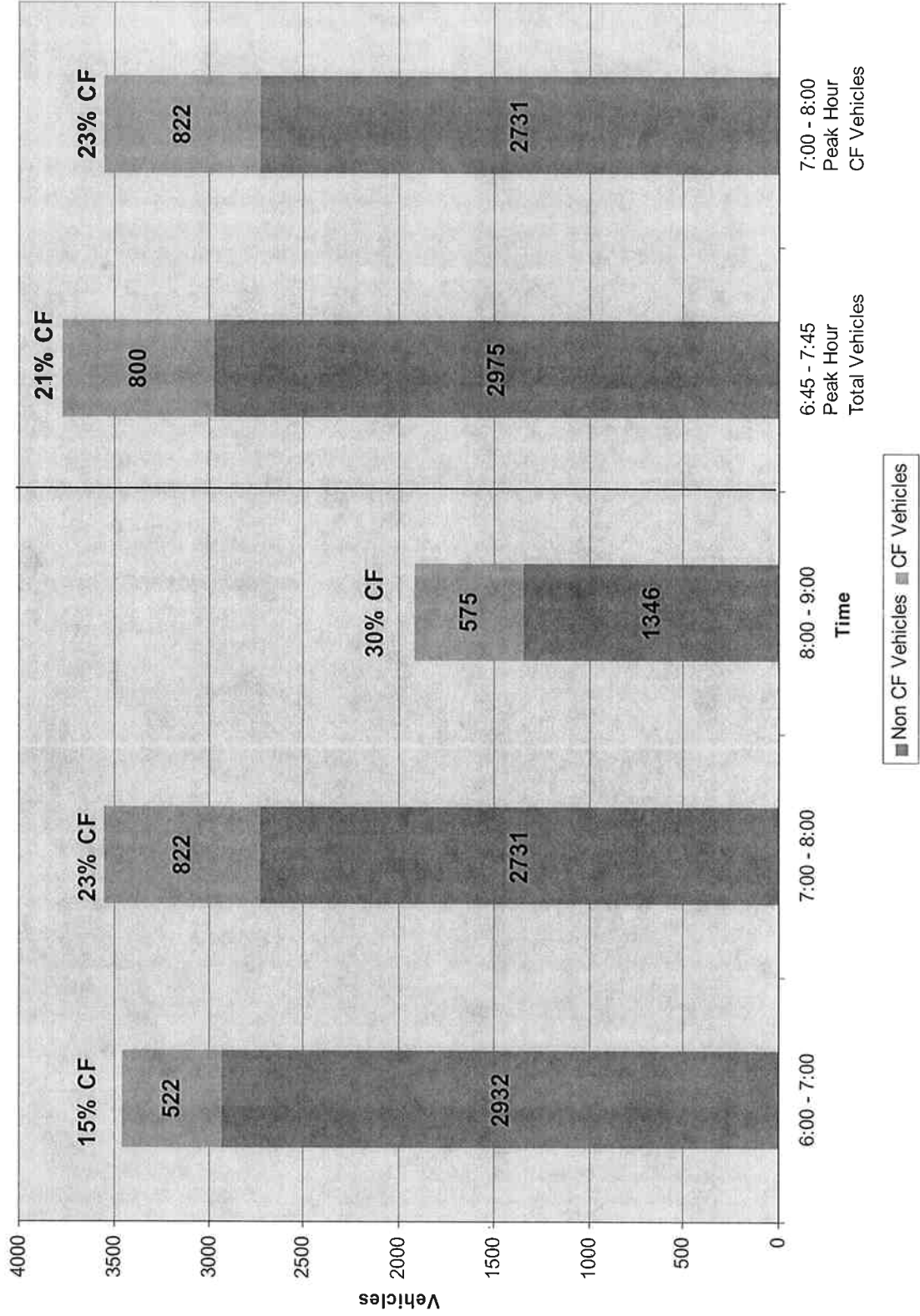


Travel Time Comparisons on I-95/395



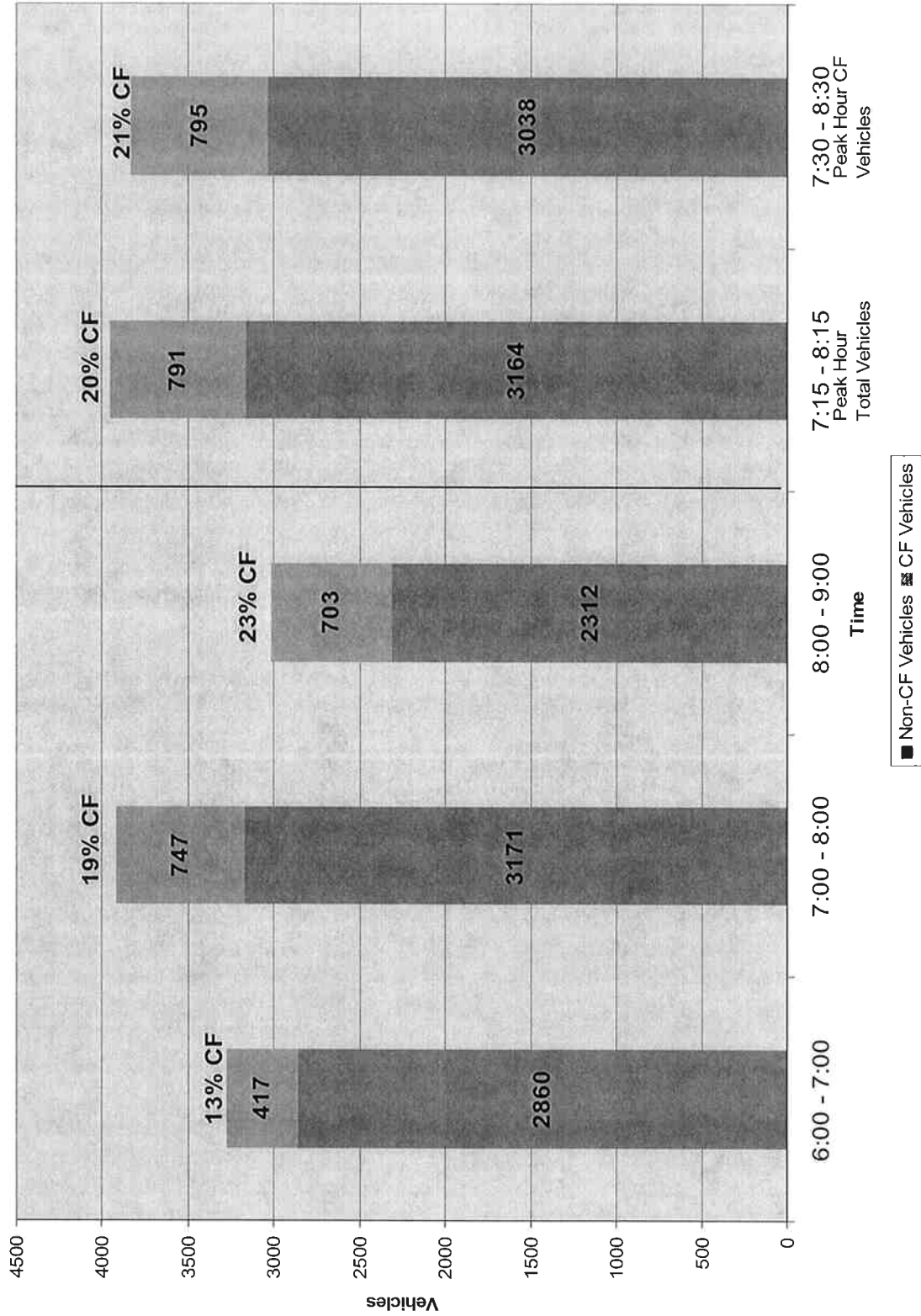


Clean Fuel Data Collection at I-95/Newington (AM) Fall 2006



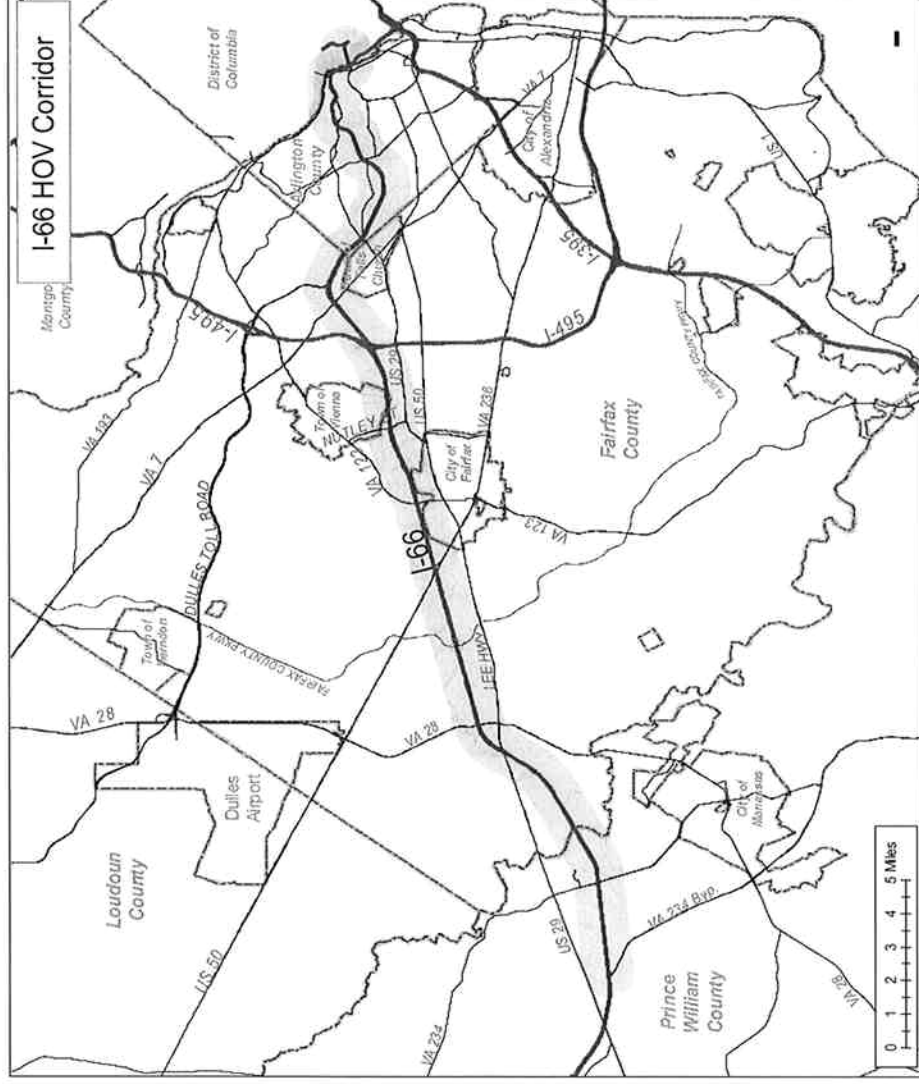


Clean Fuel Data Collection at I-395/Glebe (AM) Fall 2006





I-66 HOV Corridor



The I-66
HOV

corridor is
approx. 27
miles long:

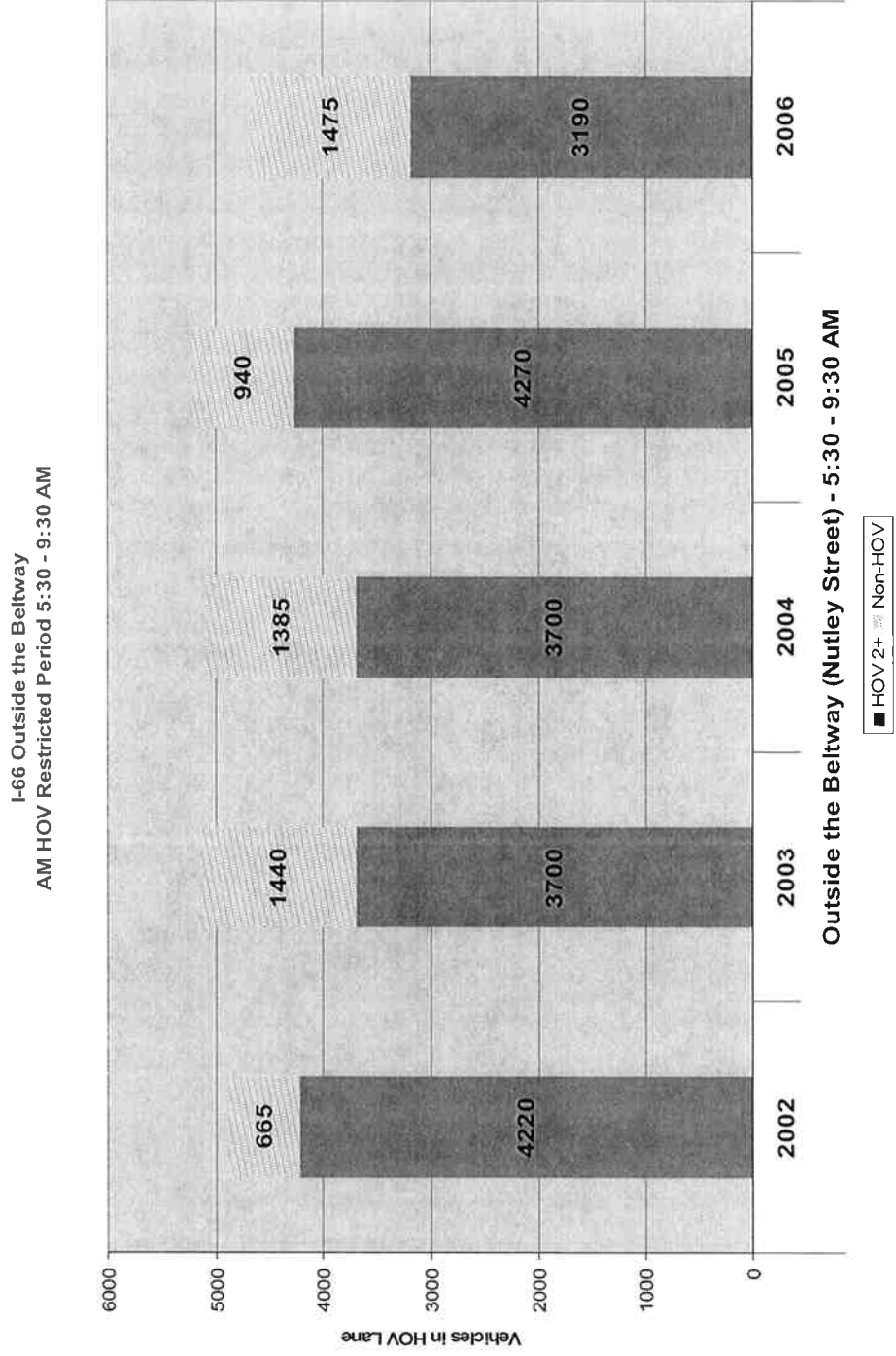
- 9 miles
inside the
Beltway

- 18 miles
outside the
Beltway



HOV Volumes on I-66 Outside the Beltway

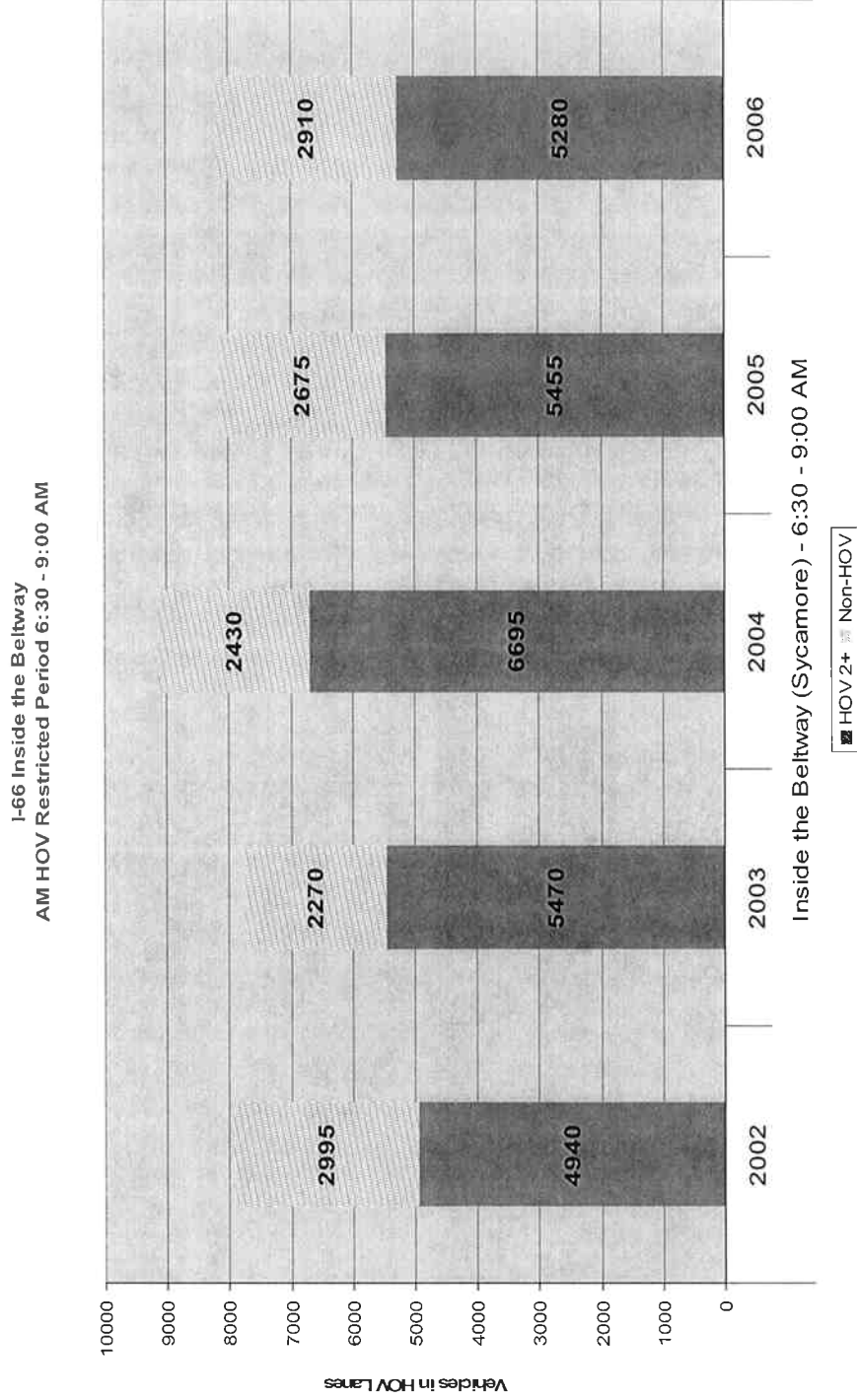
Traffic volumes have remained somewhat steady on I-66 outside the Beltway over the last 5 years.





HOV Volumes on I-66 Inside the Beltway

Similarly, traffic volumes have remained somewhat steady on I-66 inside the Beltway over the last 5 years.



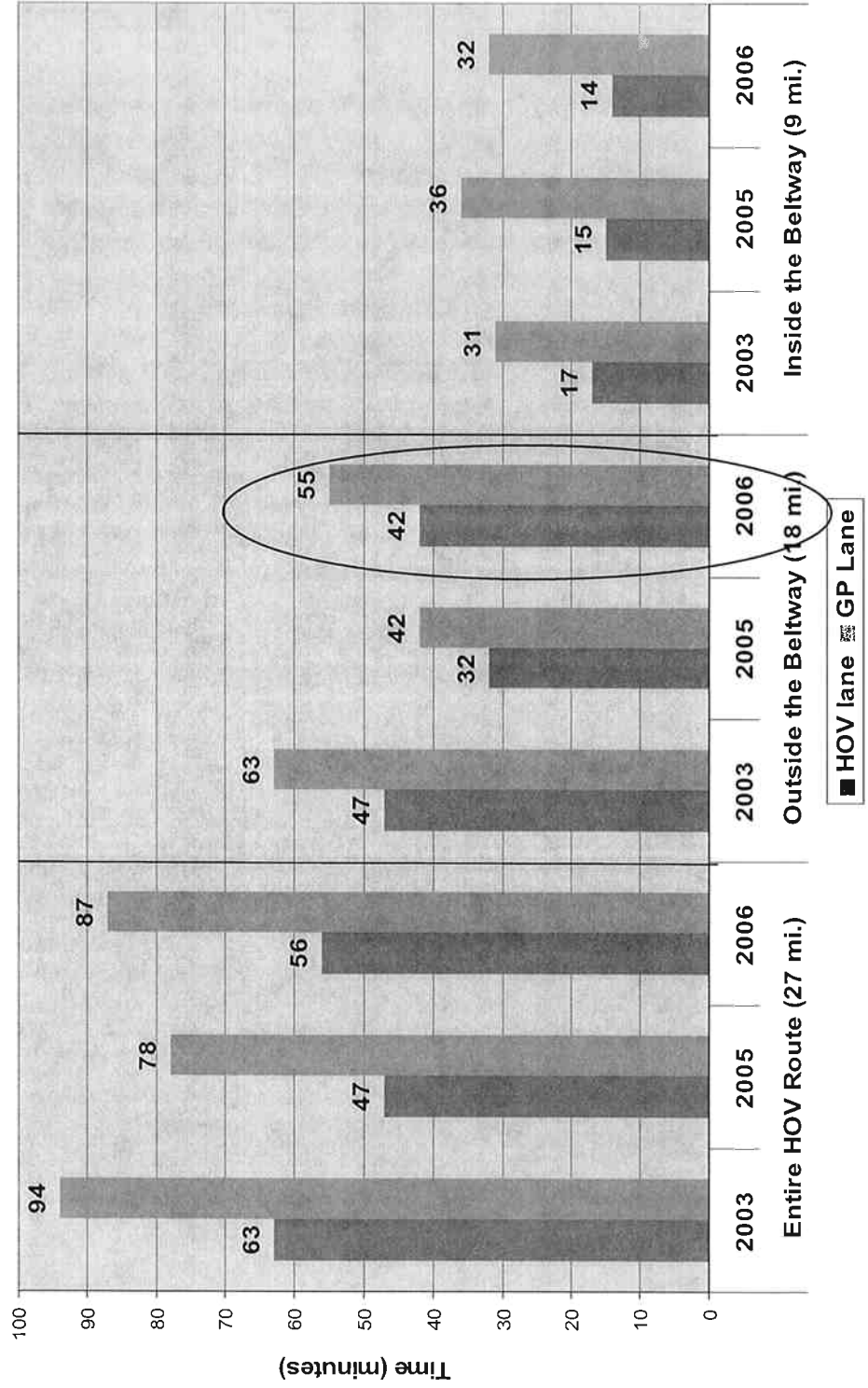


Travel Times on I-66

Travel times along I-66 EB have fluctuated since

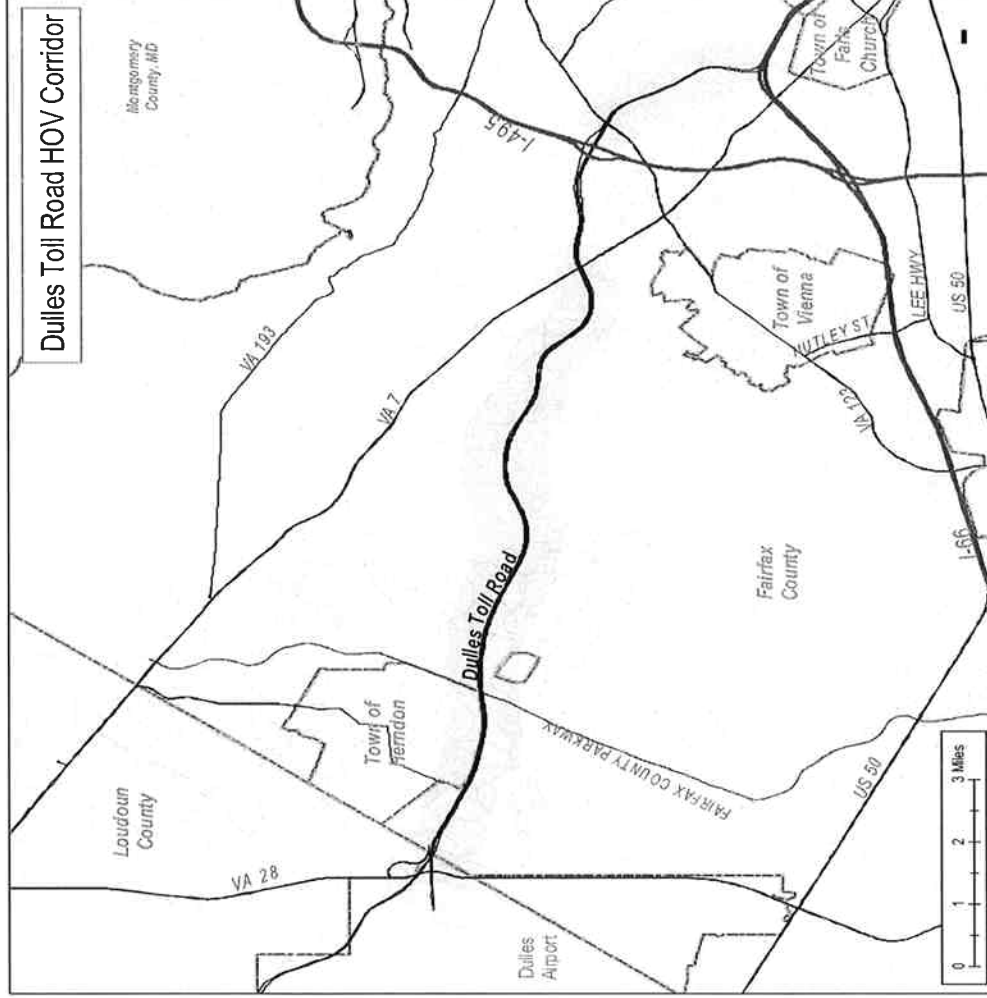
2003

Travel Times on Eastbound I-66
AM HOV Restricted Period





Dulles Toll Road HOV Corridor



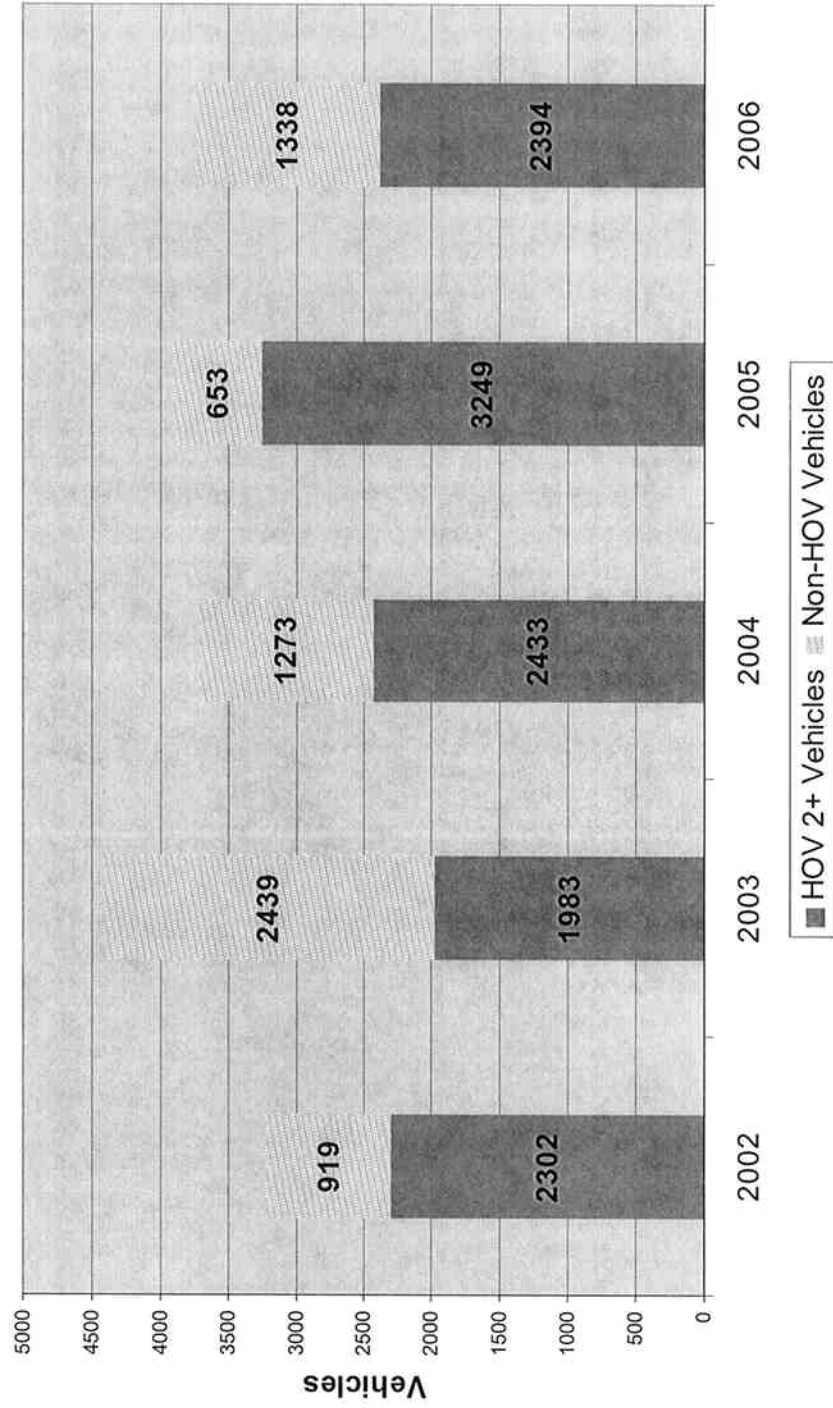
The entire Dulles Toll Road HOV corridor is approx. 23 miles long, from Route 28 to Washington DC*

*including the Dulles Connector Road segment and I-66



Dulles Toll Road HOV Volumes

Dulles Toll Road Near Hunter Mill Road
AM HOV Restricted Period: 6:30 - 9:00 AM





Dulles Toll Road HOV Corridor Travel Times

Dulles Toll Road HOV Corridor Travel Times
AM HOV Restricted Period

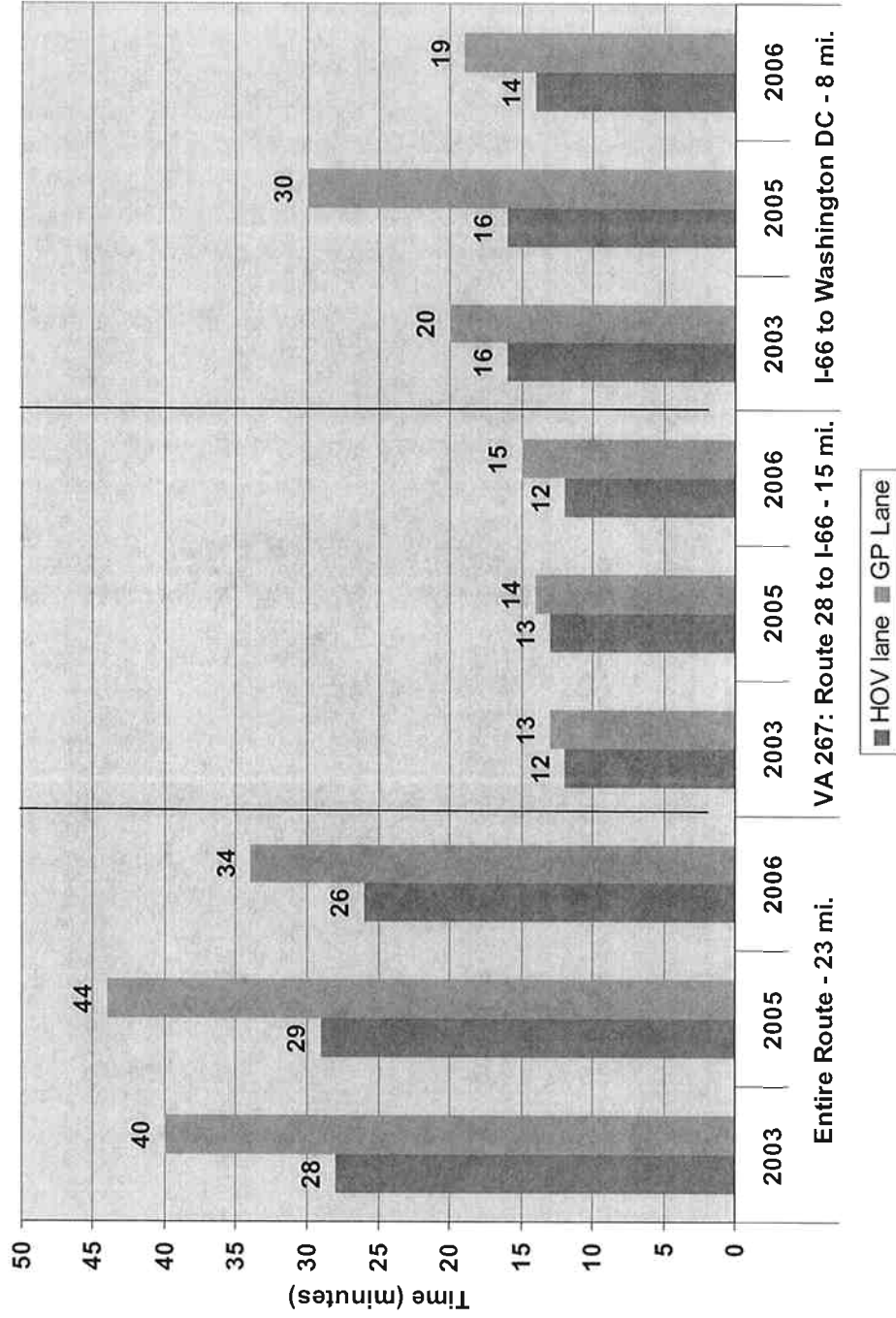


Figure 10

Person Carrying Capacity Comparison for HOV and Conventional Lanes, FALL 2006							
HOV Facility	Persons	Direction	Restricted Hours	A.M. HOV Lane Person Movement*	A.M. Conventional Lane Person Movement	A.M. Persons Per HOV Lane, Per Peak Hour*	A.M. Persons Per Conventional Lane, Per Peak Hour
<u>I-395</u> North of Glebe Road	HOV-3	Northbound	6:00 A.M. - 9:00 A.M.	31,400 (2 LANES)	22,900 (4 LANES)	6,000	1,900
<u>I-95</u> North of Newington	HOV-3	Northbound	6:00 A.M. - 9:00 A.M.	23,800 (2 LANES)	19,000 (4 LANES)	5,300	1,600
<u>I-66 - Inside Beltway</u> East of I-495; Road only for HOV use	HOV-2	Eastbound	6:30 A.M. - 9:00 A.M.	15,400 (2 LANES)	N/A	3,200	N/A
<u>I-66- Outside Beltway</u> West of I-495	HOV-2	Eastbound	5:30 A.M. - 9:30 A.M.	9,300 (1 LANE)	17,300 (3 LANES)	2,800	1,312
<u>I-267- Dulles Toll Road</u> West of Rt. 7	HOV-2	Southbound	6:30 A.M. - 9:00 A.M.	7,000 (1LANE)	13,500 (3 LANES)	3,300	2,100

Source: VDOT Fall 2006 Counting Program.

*Includes automobiles, vanpools, motorcycles, and buses during the restricted period. Also includes violators. Bus counts are based on factors calculated from latest ridership data provided for the **2004 Performance of Regional HOV Facilities on Freeways in the Washington Region.**

**VDOT NOVA District
Fall 2006 HOV Summary**

	AM HOV Restricted Period						AM Peak Hour					
	Total Vehicles	HOV Vehicles	Conventional Lanes	Total Persons	HOV Persons	Conventional Lane Persons	Total Vehicles	HOV Vehicles	Conventional Lanes	Total Persons	HOV Persons	Conventional Lane Persons
I-95 at Newington	8,447	5,357	18,197	23,792	20,165	18,928	3,790	2,565	6,300	10,642	9,208	6,502
I-395 at Glebe	9,547	7,619	20,168	31,353	29,256	22,870	3,788	3,388	6,886	12,114	11,620	7,645
I-66 Outside the Beltway	4,664	3,189	15,304	9,314	7,839	17,275	1,483	1,101	3,493	2,844	2,462	3,938
I-66 Inside the Beltway	8,191	5,281	N/A	15,392	12,482	N/A	3,431	2,285	N/A	6,355	5,209	N/A
Dulles Toll Road	3,732	2,394	12,475	6,983	5,645	13,522	1,644	1,101	5,871	3,288	2,745	6,285

AM HOV Restricted Period - HOV Volumes Summary									
Tot. Veh.	HOV Veh	LOV Veh	Hybrids	% Hybrids	Non-HOV	% Non-HOV	Peak Hour Volume		
9,547	7,619	1,928	1,148	12% ^a	780	8%	1894/lane		
8,447	5,357	3,090	1,406	17%	1,684	20%	1895/lane		
8,191	5,281	2,910	718	9%	2,192	27%	1716/lane		
4,664	3,189	1,475	--	10% ^b	1,475	32%	1483/lane		
3,732	2,394	1,338	398	11%	940	25%	1644/lane		

^a Separate camera count determined higher clean fuel vehicle rate at approx. 18% during the AM peak period.

^b Separate camera count determined clean fuel vehicle rate at approx. 10% during the AM peak period.

Fall 2006 Travel Times on HOV Lanes									
Route	Distance	HOV Travel Time (min.)	Non-HOV Travel Time (min.)	HOV Time Savings (min.)	HOV Avg Speed	Non-HOV Avg Speed			
I-395/95 Corridor Northbound in AM	28 miles	30	81	51	56	21			
Entire HOV Route	10 miles	12	30	18	49	20			
I-395 inside Beltway	18 miles	18	51	33	62	22			
I-66 Corridor Eastbound in AM	27 miles	56	87	31	33	21			
Entire HOV Route	9 miles	14	32	18	50	22			
I-66 inside Beltway	18 miles	42	55	13	29	23			
Dulles Toll Road Corridor Eastbound in AM	23 miles	26	34	8	54	44			
Entire HOV Route	15 miles	12	15	3	58	46			
Rte. 28 to I-66	8 miles	14	19	5	34	25			
I-66 to Washington DC									

All travel times represented in minutes, speeds in mph.



AGENDA ITEM #7

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Scott Kalkwarf and Colethia Quarles
DATE: March 29, 2007
SUBJECT: NVTC Financial Reports for February, 2007.

The NVTC financial reports for February, 2007 are attached for your information.



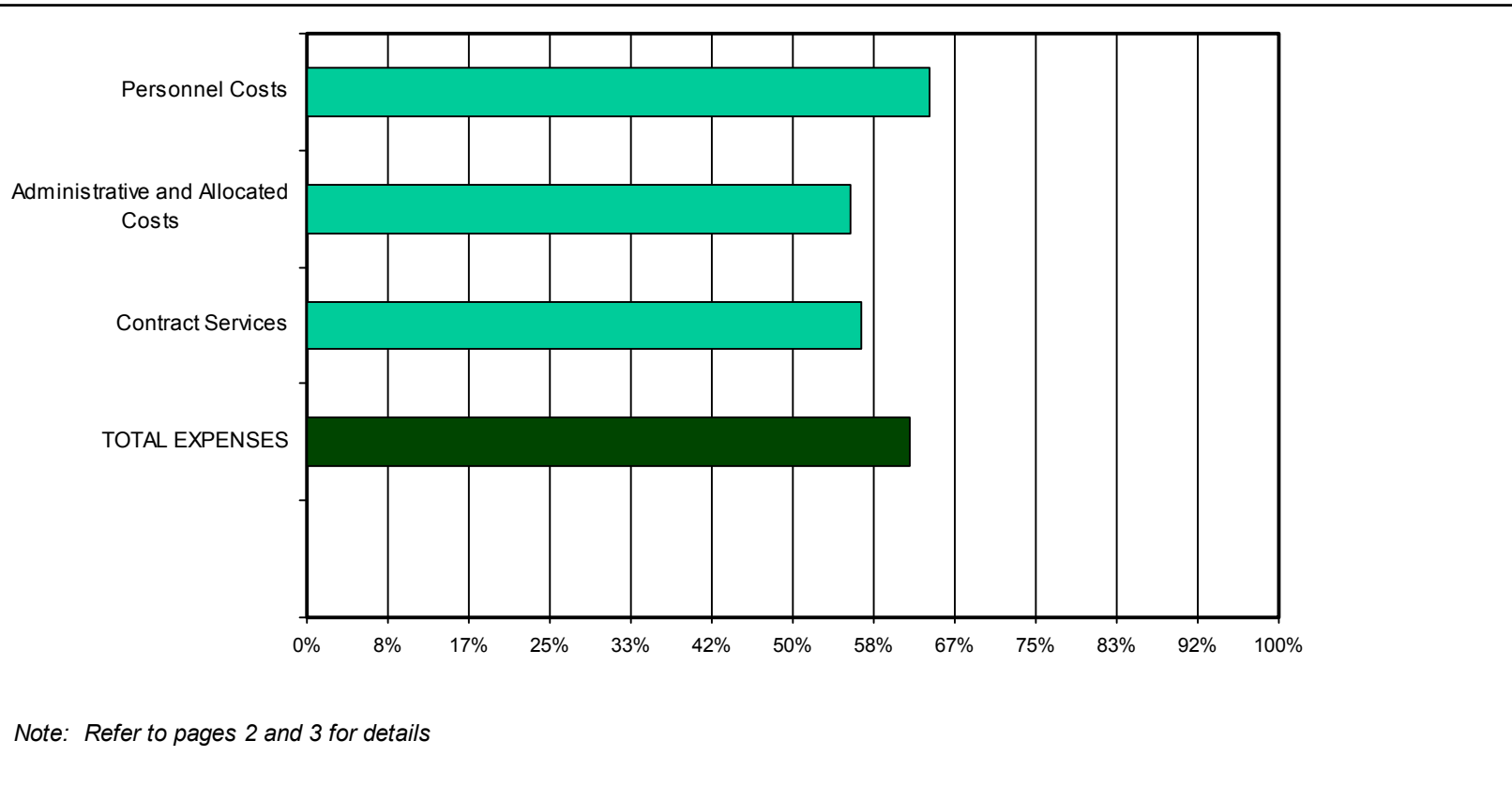
4350 N. Fairfax Drive • Suite 720 • Arlington, Virginia 22203
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Northern Virginia Transportation Commission

Financial Reports

February, 2007

Percentage of FY 2007 NVTC Administrative Budget Used
February, 2007
(Target 66.67% or less)



NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
February, 2007

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries	\$ 49,193.35	\$ 437,920.20	\$ 649,150.00	\$ 211,229.80	32.5%
Temporary Employee Services	-	-	1,000.00	1,000.00	100.0%
Total Personnel Costs	49,193.35	437,920.20	650,150.00	212,229.80	32.6%
<u>Benefits</u>					
Employer's Contributions:					
FICA	3,585.09	28,413.86	45,700.00	17,286.14	37.8%
Group Health Insurance	2,975.47	30,226.74	70,500.00	40,273.26	57.1%
Retirement	4,045.00	33,624.50	49,500.00	15,875.50	32.1%
Workmans & Unemployment Compensation	705.76	3,518.74	4,250.00	731.26	17.2%
Life Insurance	273.72	2,258.66	3,500.00	1,241.34	35.5%
Long Term Disability Insurance	278.83	2,217.43	4,400.00	2,182.57	49.6%
Total Benefit Costs	11,863.87	100,259.93	177,850.00	77,590.07	43.6%
<u>Administrative Costs</u>					
Commissioners Per Diem	1,400.00	10,000.00	21,700.00	11,700.00	53.9%
<i>Rents:</i>					
Office Rent	14,408.21	115,592.22	174,400.00	58,807.78	33.7%
Parking	13,733.21	107,885.22	162,900.00	55,014.78	33.8%
	675.00	7,707.00	11,500.00	3,793.00	33.0%
<i>Insurance:</i>					
Public Official Bonds	-	2,985.00	4,900.00	1,915.00	39.1%
Liability and Property	-	1,250.00	3,200.00	1,950.00	60.9%
	-	1,735.00	1,700.00	(35.00)	-2.1%
<i>Travel:</i>					
Conference Registration	340.61	7,212.07	22,950.00	15,737.93	68.6%
Conference Travel	-	1,740.00	2,000.00	260.00	13.0%
Local Meetings & Related Expenses	227.86	2,978.59	5,000.00	2,021.41	40.4%
Training & Professional Development	112.75	2,089.95	12,200.00	10,110.05	82.9%
	-	403.53	3,750.00	3,346.47	89.2%
<i>Communication:</i>					
Postage	561.19	7,545.42	10,600.00	3,054.58	28.8%
Telephone - LD	15.49	2,857.24	4,600.00	1,742.76	37.9%
Telephone - Local	-	723.91	1,300.00	576.09	44.3%
	545.70	3,964.27	4,700.00	735.73	15.7%
<i>Publications & Supplies</i>					
Office Supplies	726.38	8,397.85	29,800.00	21,402.15	71.8%
Duplication	162.36	2,007.38	4,300.00	2,292.62	53.3%
Public Information	564.02	5,890.47	15,500.00	9,609.53	62.0%
	-	500.00	10,000.00	9,500.00	95.0%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
February, 2007

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	79.95	9,805.44	23,800.00	13,994.56	58.8%
Furniture and Equipment	-	151.19	7,800.00	7,648.81	98.1%
Repairs and Maintenance	-	6,570.71	1,000.00	(5,570.71)	-557.1%
Computers	79.95	3,083.54	15,000.00	11,916.46	79.4%
<i>Other General and Administrative</i>	303.24	3,785.25	6,400.00	2,614.75	40.9%
Subscriptions	-	-	400.00	400.00	100.0%
Memberships	-	1,483.00	1,400.00	(83.00)	-5.9%
Fees and Miscellaneous	303.24	1,906.61	2,800.00	893.39	31.9%
Advertising (Personnel/Procurement)	-	395.64	1,800.00	1,404.36	78.0%
40th Anniversary	-	-	-	-	0
Total Administrative Costs	<u>17,819.58</u>	<u>165,323.25</u>	<u>294,550.00</u>	<u>129,226.75</u>	<u>43.9%</u>
<u>Contracting Services</u>					
Auditing	-	10,525.00	16,200.00	5,675.00	35.0%
Consultants - Technical	-	-	1,000.00	1,000.00	100.0%
Legal	-	-	1,000.00	1,000.00	100.0%
Total Contract Services	<u>-</u>	<u>10,525.00</u>	<u>18,200.00</u>	<u>7,675.00</u>	<u>42.2%</u>
 Total Gross G&A Expenses	 <u>\$ 78,876.80</u>	 <u>\$ 714,028.38</u>	 <u>\$ 1,140,750.00</u>	 <u>\$ 426,721.62</u>	 <u>37.4%</u>

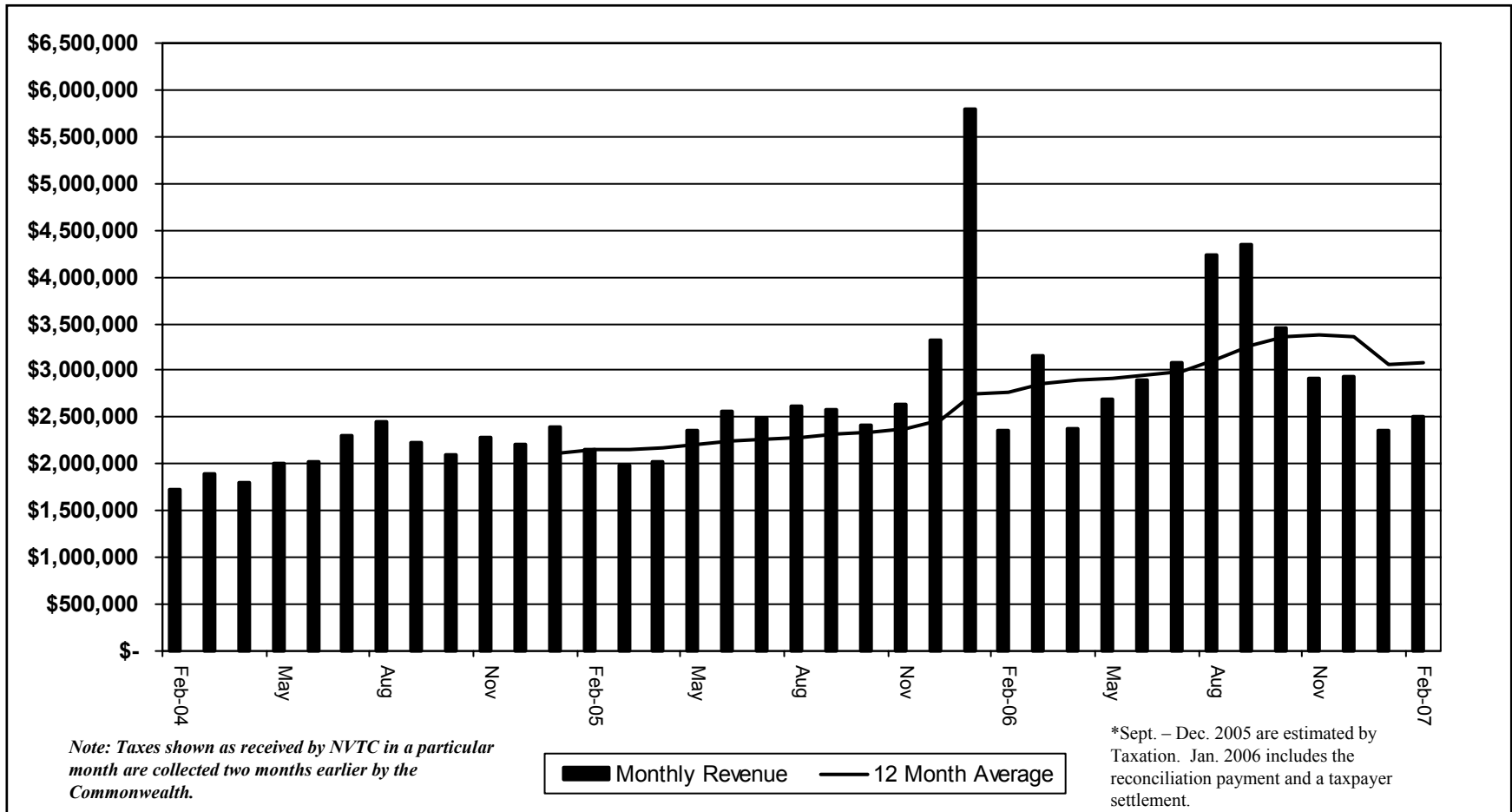
**NVTC
RECEIPTS and DISBURSEMENTS
February, 2007**

<u>Date</u>	<u>Payer/ Payee</u>	<u>Purpose</u>	<u>Wachovia (Checking)</u>	<u>Wachovia (Savings)</u>	<u>VA LGIP</u>	
					<u>G&A / Project</u>	<u>Trusts</u>
RECEIPTS						
12	VRE	Staff support		\$ 7,890.63		
12	DRPT	OnCue grant receipt			20,601.00	
13	DRPT	Capital grant receipt				2,595,307.00
13	DRPT	SmarTrip grant receipt			3,671.00	
16	Dept. of Taxation	Motor Vehicle Fuels Sales tax receipt				2,509,675.92
20	DRPT	FTM/Admin grant receipt				4,934,301.00
27	City of Fairfax	G&A contribution		3,587.00		
27	Staff	Reimbursement of expenses		2.52		
28	Banks	February interest		862.36	2,704.57	349,197.68
			<u>-</u>	<u>12,342.51</u>	<u>26,976.57</u>	<u>10,388,481.60</u>
DISBURSEMENTS						
1-28	Various	NVTC project and administration	(59,314.56)			
12	City of Fairfax	Costs incurred - OnCue directory			(20,601.00)	
20	IBI	Consulting - SmarTrip	(3,863.70)			
22	Fairfax County	Other capital				(5,800,000.00)
28	Wachovia Bank	February service fees	(48.51)			
			<u>(63,226.77)</u>	<u>-</u>	<u>(20,601.00)</u>	<u>(5,800,000.00)</u>
TRANSFERS						
16	Transfer	From savings to checking	45,000.00	(45,000.00)		
			<u>45,000.00</u>	<u>(45,000.00)</u>	<u>-</u>	<u>-</u>
NET INCREASE (DECREASE) FOR MONTH			<u>\$ (18,226.77)</u>	<u>\$ (32,657.49)</u>	<u>\$ 6,375.57</u>	<u>\$ 4,588,481.60</u>

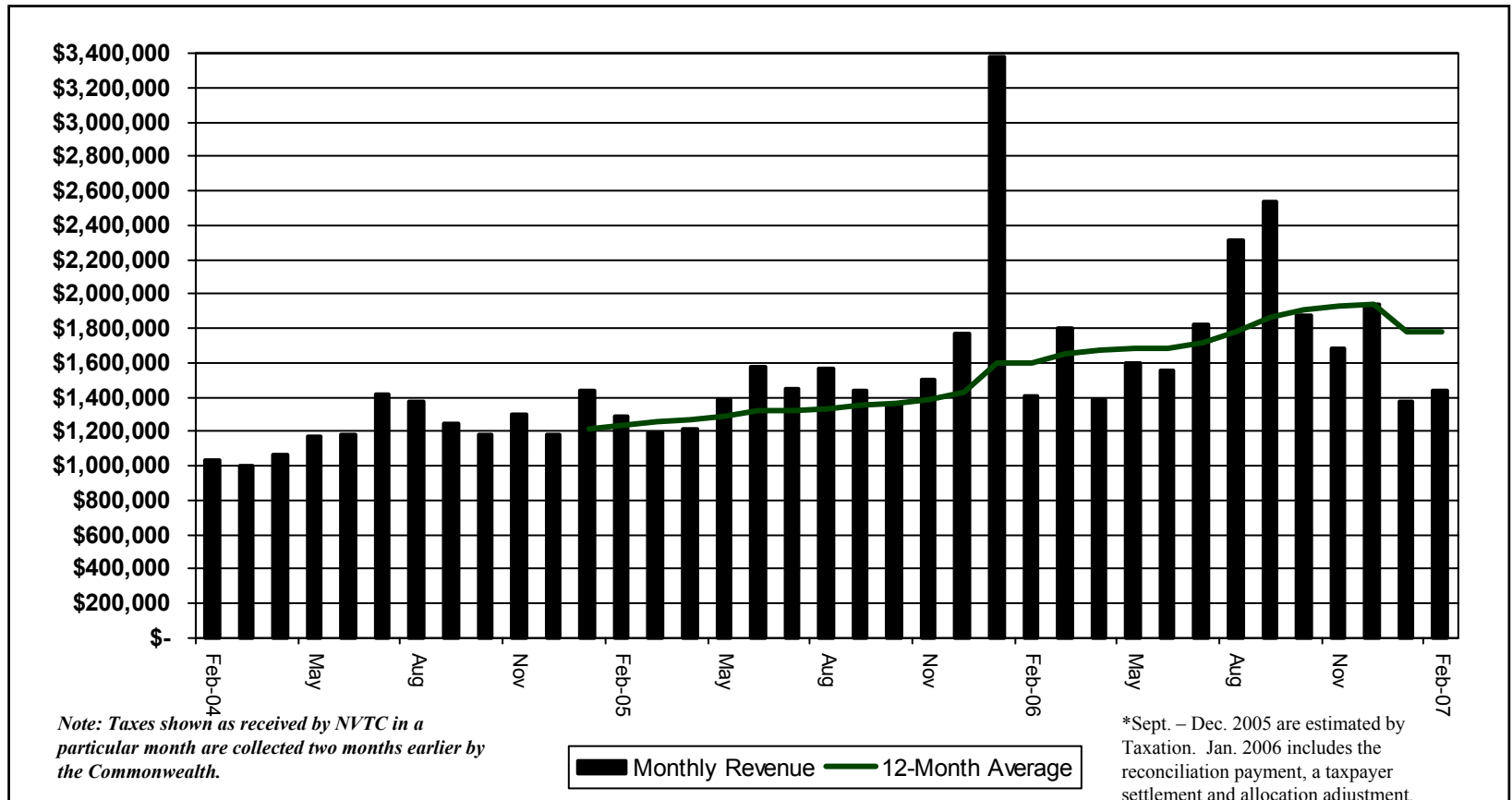
**NVTC
INVESTMENT REPORT
February, 2007**

<u>Type</u>	<u>Rate</u>	<u>Balance 1/31/2007</u>	<u>Increase (Decrease)</u>	<u>Balance 2/28/2007</u>	<u>NVTC G&A/Project</u>	<u>Jurisdictions Trust Fund</u>	<u>Loudoun Trust Fund</u>
<u>Cash Deposits</u>							
Wachovia: NVTC Checking	N/A	\$ 42,471.59	\$ (18,226.77)	\$ 24,244.82	\$ 24,244.82	\$ -	\$ -
Wachovia: NVTC Savings	4.69%	261,092.27	(32,657.49)	228,434.78	228,434.78	-	-
<u>Investments - State Pool</u>							
Nations Bank - LGIP	5.29%	83,803,920.35	4,594,857.17	88,398,777.52	670,664.16	55,621,621.94	32,106,491.42
		<u>\$ 84,107,484.21</u>	<u>\$ 4,550,348.48</u>	<u>\$ 88,651,457.12</u>	<u>\$ 923,343.76</u>	<u>\$ 55,621,621.94</u>	<u>\$ 32,106,491.42</u>

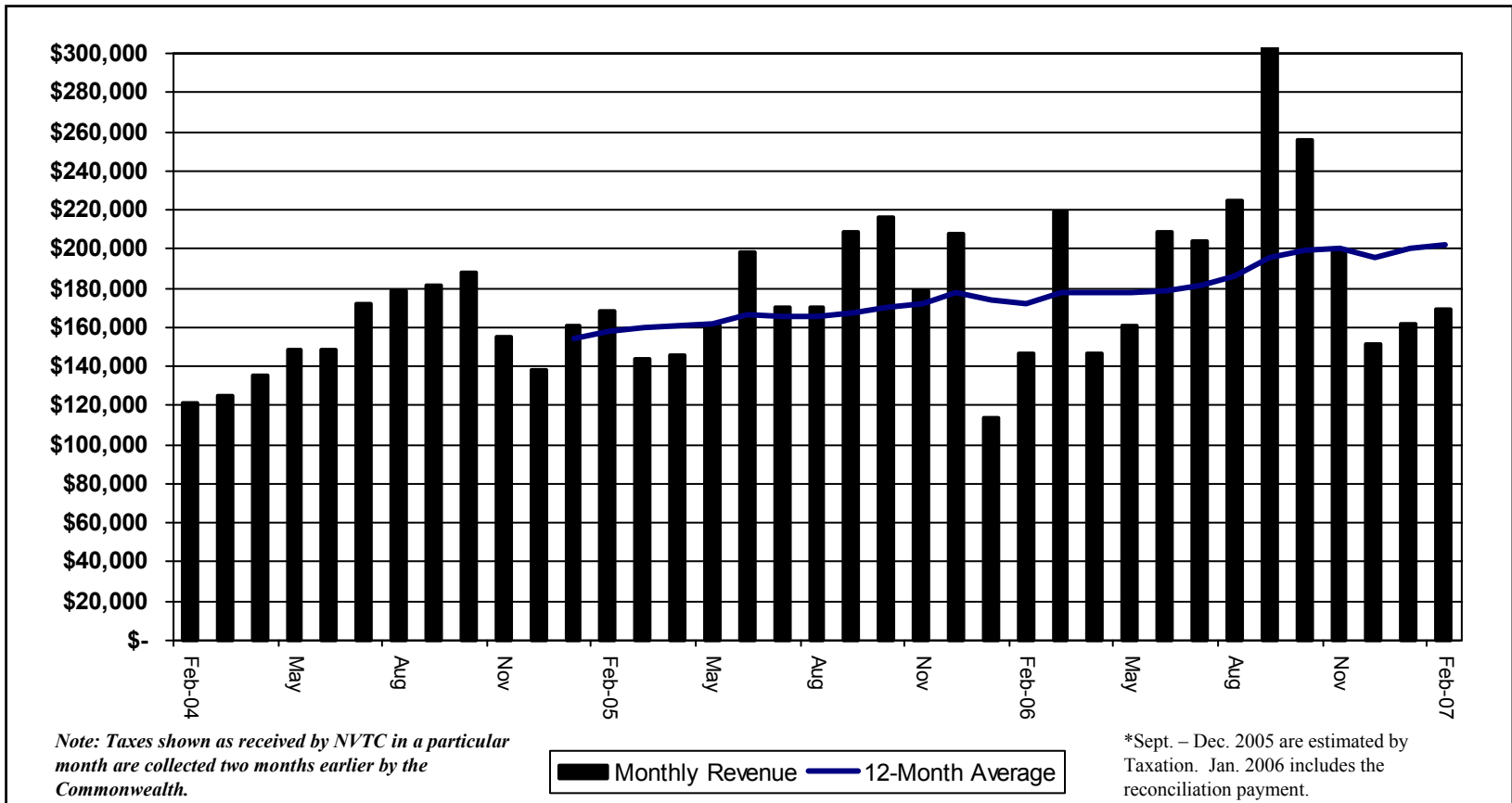
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2004-2007



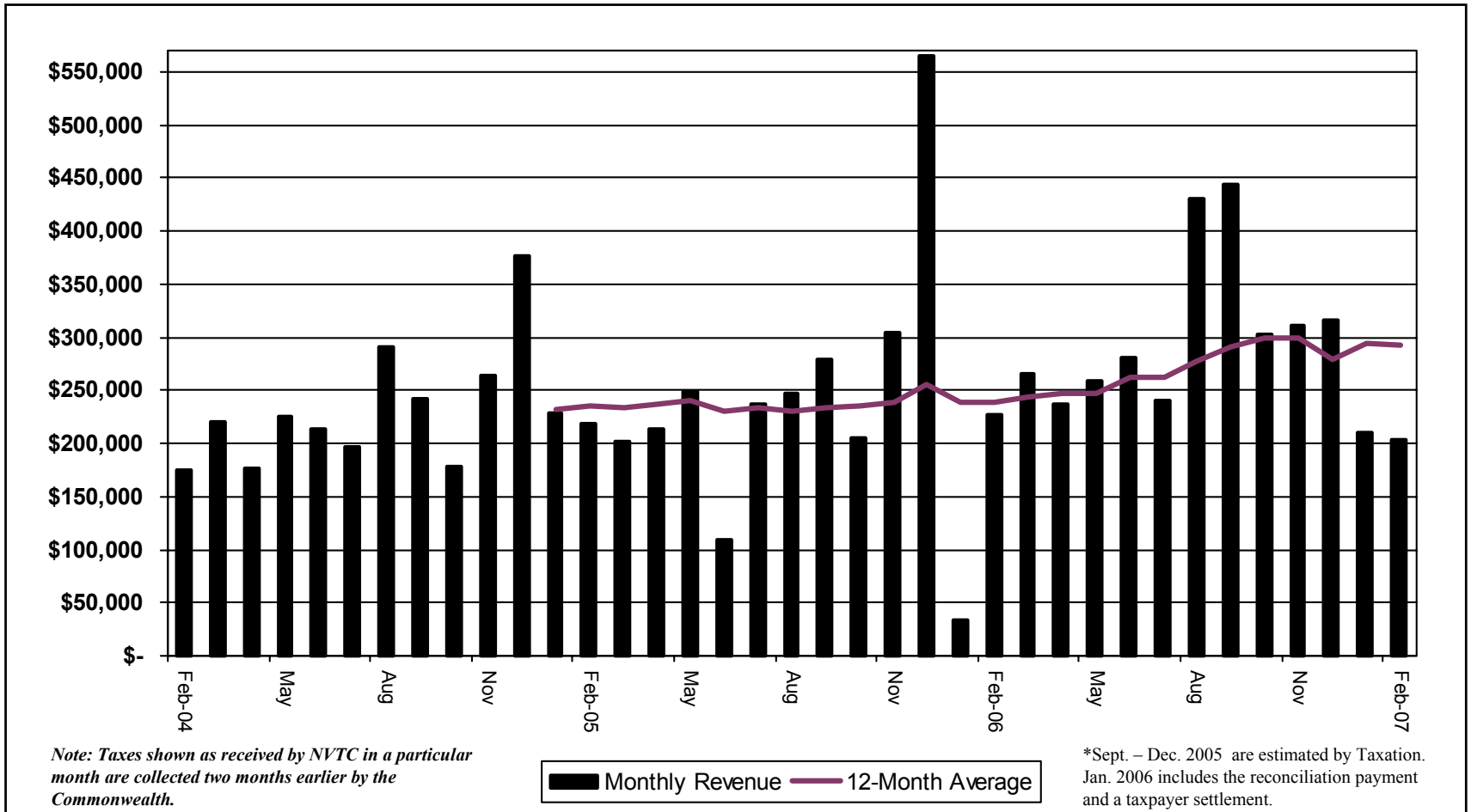
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2004-2007



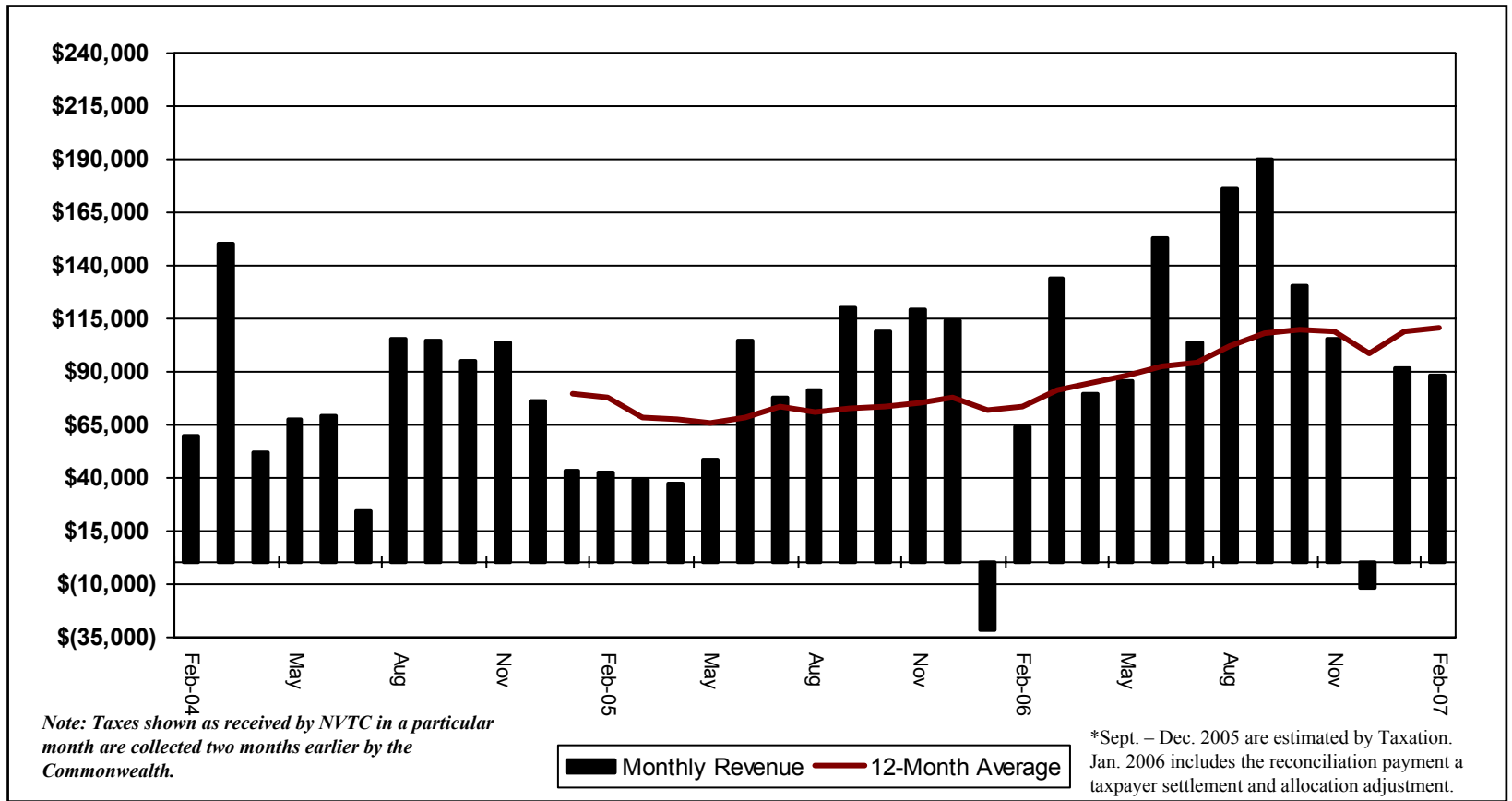
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2004-2007



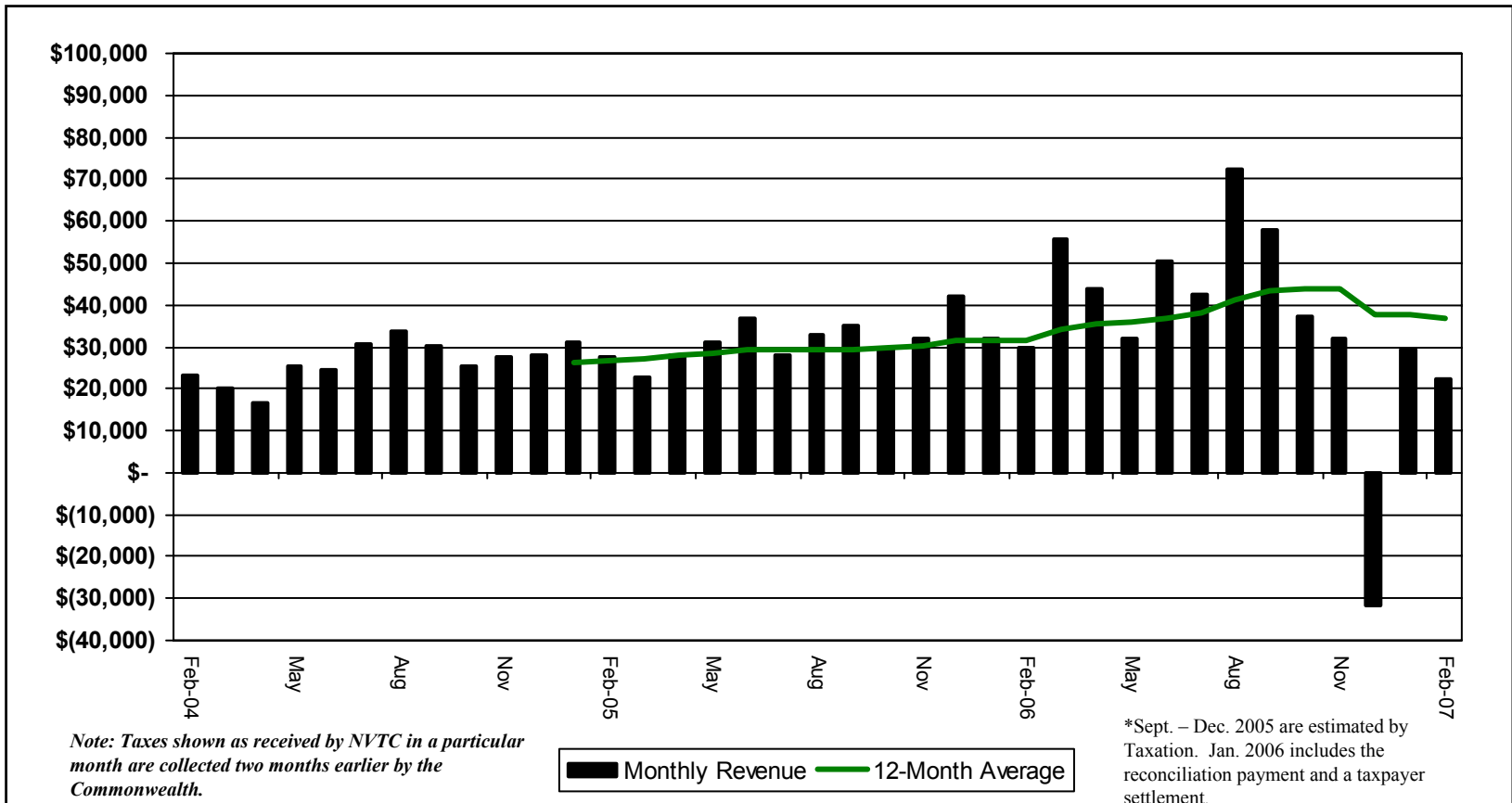
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2004-2007



NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2004-2007



NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2004-2007



NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2004-2007

