



NVTC COMMISSION MEETING

THURSDAY, DECEMBER 6, 2007

**NVTC CONFERENCE ROOM
8:00 PM**

NOTE: A buffet supper will be provided for attendees. Special recognition will be given during the meeting to several board members who are leaving NVTC.

AGENDA

1. Minutes of the NVTC Meeting of November 1, 2007.

Recommended Action: Approval.

2. FY 2007 NVTC and VRE Audited Financial Statements.

Partners from NVTC's and VRE's audit firm PBGH LLP, will be present to provide a report on the NVTC and VRE audits.

Recommended Action: Accept the audited financial statements and authorize staff to provide copies to a distribution list of government agencies, bond holders and interested individuals.

3. VRE Items.

- A. Report from the VRE Operations Board and Chief Executive Officer—Information Item.**
- B. Amendments to VRE's Insurance Fund Agreement and Agreement for the Management of the Liability Insurance Plan—Action Item/ Resolution # 1083.**
- C. Delegation of Authority—Action Item/ Resolution # 1084.**
- D. FY 2009 Budget Items—Discussion Item.**



4. NVTC's and VRE's 2008 State and Federal Legislative Agendas.

NVTC's Legislative Committee has reviewed an agenda for 2008 to seek favorable state and federal legislation. Also, NVTC staff is updating General Assembly district-specific transit maps showing routes, ridership and additional state funding needed to achieve the statutory 95% state funding share target. VRE's Operations Board has also recommended a legislative agenda.

Recommended Action: Approve the NVTC and VRE agendas and authorize staff to prepare and distribute a summary brochure and media release. Authorize staff to distribute district-specific transit maps to each member of the Northern Virginia General Assembly delegation.

5. FY 2007 Northern Virginia Transit Ridership.

Each year NVTC compiles performance data from eight transit systems serving Northern Virginia. Because of extended federal filing deadlines, some of the performance data are incomplete.

Recommended Action: Authorize staff to issue a media release describing the growth of transit ridership during the past several years.

6. Draft NVTC Work Program for 2008.

A draft is provided with emphasis on new activities and funding sources.

Recommended Action: Authorize staff to post the draft, as revised during discussion at the meeting, on NVTC's website with an announcement of a public hearing on the document during NVTC's January 3, 2008 meeting. NVTC action on the work program will occur at that meeting.

7. Metro Items.

- A. Fare Increase Public Hearings.**
- B. Metrorail Passenger Survey (2007).**

Discussion Item.

8. Regional Transportation Items.

- A.** NVRTA Administrative Items.
- B.** Virginia Transportation Conference Presentation on the Economics of WMATA.
- C.** Draft Response to FAMPO.
- D.** Parking Experiment in San Francisco.
- E.** Electric Car Power Grid.
- F.** Dulles Corridor Rail Association Survey.
- G.** Transit Trouble in Chile.

Discussion Item.

9. Briefing on I-95/395 Transit/ TDM Study.

Corey Hill of DRPT and project consultants will brief the commission. Also, information is provided from VDOT about new operating procedures in the corridor.

Presentation Item.

10. NVTC Financial Items for October, 2007.

Information Item.

11. Announcement of Nominating Committee for NVTC's 2008 Officers.

Chairman Snyder is announcing his appointment of the NVTC Executive Committee to serve as the nominating committee. The committee will recommend a slate of officers to be considered by NVTC at its January 3, 2008 meeting.

Information Item.

12. Recognition of Departing NVTC Board Members.

The commission will recognize Jeannemarie Devolites Davis, Paul Ferguson, Dana Kauffman and Elaine McConnell, all of whom will be leaving NVTC.

Presentation Item.



AGENDA ITEM #1

MINUTES

**NVTC COMMISSION MEETING – NOVEMBER 1, 2007
NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA**

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

Members Present

Chip Badger
Sharon Bulova
Gerald Connolly
Adam Ebbin
William D. Euille
Jeffrey Greenfield (alternate, City of Fairfax)
Catherine M. Hudgins
Timothy Lovain (alternate, City of Alexandria)
Joe May
Elaine McConnell
David F. Snyder
Mary Margaret Whipple

Members Absent

David Albo
Eugene Delgaudio
Jeannemarie Devolites Davis
Paul Ferguson
Jay Fisette
Dana Kauffman
Thomas Rust
Scott Silverthorne
Paul Smedberg
Christopher Zimmerman

Staff Present

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



Oath of Office for NVTC Alternate

Chairman Snyder administered the oath of office to Jeffrey Greenfield, an alternate for the city of Fairfax. Commissioners welcomed Mr. Greenfield to NVTC.

Metro Items

FY 2009 Budget and Fare Increase. Mr. Taube reported that the WMATA Board has put together a fare increase proposal to be presented for public comment. In Northern Virginia, public hearings are scheduled for November 13th in Reston and November 15th in Arlington. Ms. Hudgins explained that the scope of the fare increase is broad enough to include the concerns of the Northern Virginia WMATA Board members. The proposal includes a range of increases so that the Board is not held to a particular fare increase, which provides some leverage. It is important to have balance over the entire system (bus, rail and parking). Mr. Connolly stated that it is important to make sure that the interests of Northern Virginia riders are protected. WMATA has always functioned with coordination and compromise among the three jurisdictions (Maryland, Virginia and the District of Columbia). NVTC feels that there needs to be a balanced approach. Mr. Euille further stated that the jurisdictional subsidies need to be held on the low side since localities are suffering too.

Chairman Snyder observed that the maximum fare for peak travel on Metrorail could increase significantly. Mr. Taube clarified that it would be a potential increase of up to 80-cents for a total of \$4.70. Mr. Euille explained that it is "up to" \$4.70 so that it gives the Board latitude to decide a fare increase in that range. Chairman Snyder suggested that the chart be changed to clarify this.

Mr. Connolly stated that in Northern Virginia a combined transit fare and parking charge could be as high as \$15.90 for a round-trip, while a person in the Core taking the bus would only have to pay \$2.70 round-trip. He stated that the Northern Virginia region works hard to encourage people to take transit and although the suburbs have different concerns and needs than the Core, they are just as legitimate.

Senator Whipple asked if the public hearing in Reston is transit accessible. Ms. Hudgins responded that the Reston site is not directly on a Metrorail line, but there is a park-and-ride lot close by served by Metrobus to shuttle people to the site.

Mrs. McConnell asked what the potential cost would be per month to ride Metro based on the new maximum proposed fares. Mr. Connolly stated that it could be over \$300 per month. Senator Whipple observed that this is as much as a car payment.

NVTC Exhibit on Inflation-Adjusted Metro Bus and Rail Fares. In an effort to provide a historical perspective to NVTC commissioners involved with the WMATA budget discussions, NVTC staff prepared a chart showing the annual average fare paid by Metrorail and Metrobus customers for the period of time between 1977 and 2007.

Communication Initiatives. Chairman Snyder stated that this presentation provided to commissioners describes Metro efforts to achieve its vision of giving customers “the best ride in the nation.” The focus is on unplanned service disruptions.

Other Metro Items. Chairman Snyder asked if Light Rail is receiving any attention at Metro. Mr. Euille stated that the WMATA Board discussed it several years ago. However, individual jurisdictions, including Arlington, Alexandria and Fairfax County, are talking about it now. Chairman Snyder asked NVTC to have a discussion of this at a future meeting. Senator Whipple stated that one issue is the carrying capacity of Light Rail. Mr. Connolly stated that respective comprehensive plans throughout the region include Light Rail in designated corridors throughout the region. The Columbia Pike Corridor has been approved by Arlington and Fairfax counties. Chairman Snyder stated that he would like to see Light Rail in the Route 7 Corridor, connecting Skyline and Tysons Corner.

NVTC Minutes of the October 4, 2007 Meeting

Mr. Connolly moved, with a second by Senator Whipple, to approve the minutes. The vote in favor was cast by commissioners Badger, Bulova, Connolly, Euille, Greenfield, Hudgins, Lovain, May, McConnell, Snyder and Whipple.

VRE Items

Report from the VRE Operations Board and VRE's Chief Executive Officer. Mr. Zehner reported that ridership is up five percent compared to the same time last year, with an average of 15,100 daily trips. It is a marked improvement over last year. VRE will now concentrate on operations, including dispatching and leaving stations on-time, in order to keep on-time performance above 90 percent. Construction of the Manassas parking garage began on September 24, 2007. The completion of the 531-space garage is scheduled for next fall. The Burke Centre garage is also under construction, which when completed will double the parking capacity to 1300 spaces.

Sale of Four Budd Cars. Mrs. Bulova moved, with a second by Mrs. McConnell, to approve Resolution #2081, which would authorize VRE's CEO to sell four surplus Budd railcars to the Collis P. Huntington Railroad Historical Society, Inc. for \$1 per car.

In response to a question from Chairman Snyder, Mr. Zehner explained that these cars have not been in service for over five years and were some of the original VRE railcars. There is no remaining federal or state interest in these railcars. VRE also posted a web-site advertisement for their sale, but there was

no interest over the last 10 months. The disposition cost of the cars is high and the proposal would save these costs. The sales agreement requires the buyer to deposit freight costs into an escrow account to ensure removal of all cars.

Chairman Snyder requested that VRE obtain a legal waiver/hold harmless agreement from the buyer.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Badger, Bulova, Connolly, Euille, Greenfield, Hudgins, Lovain, May, McConnell, Snyder and Whipple. A copy of the resolution is attached.

Extend VRE Office Loan. Mrs. Bulova explained that the VRE Operations Board recommends approval of Resolution #2082, which would authorize VRE's CEO to execute an extension of a loan with SunTrust Bank for VRE's office, located in a condominium building at 1500 King Street in Alexandria. The original loan agreement executed in 2002 had a five-year term and SunTrust Bank has offered an additional five-year term at a favorable fixed rate of 4.31 percent per annum. Chairman Snyder observed that this is a good rate.

On a motion by Mrs. Bulova and a second by Mrs. McConnell, the commission unanimously approved the resolution (copy attached). The vote in favor was cast by commissioners Badger, Bulova, Connolly, Euille, Greenfield, Hudgins, Lovain, May, McConnell, Snyder and Whipple.

Ride Free (Code Orange/Red) Program Evaluation and FY 2009 CMAQ Application

Mr. Taube introduced Joe Mehra, president of MCV Associates, Inc., which was the company that conducted the survey. Mr. Taube explained that staff from NVTC and its regional partners (including participating local governments and transit agencies) met several times in the past weeks to evaluate the effectiveness of the existing program and to consider alternatives. The recommended Ride Free Program modifications include:

- 1) Kick off the revised program for summer of 2008 with a Ride Free day and associated promotions to allow the public to experience the program on a date certain.
- 2) On forecast Code Orange days, bus fares will be free, but only until noon. This will significantly reduce the cost of the program.
- 3) On Code Red days, bus fares will be free all day (same as current program). Since there have been very few forecast Code Red days for the past several years, it is expected that continuing this provision will be affordable.
- 4) Continue an aggressive regional marketing program throughout the summer to create awareness.

- 5) Seek \$800,000 of available pre-FY 2009 CMAQ funds from NVTA for the modified Ride Free program during summer 2008, to be combined with a carry over of up to \$750,000. This would cover at least 20 Ride Free days (mostly Code Orange) and provide an allowance for marketing. Apply for FY 2009 CMAQ funding of \$1.5 million for the summer of 2009. For possible expansion of the program to include a monthly ozone pass, seek an additional \$1 million from NVTA from new regional funding sources, since no additional FY 2009 CMAQ funds are expected to be available. Any unspent funds from summer of 2008 and 2009 would be carried over to future summers.

In response to a question from Mr. Connolly, Mr. Taube explained that this new approach will allow more accurate ridership data to be gathered, to better evaluate the success of the program. Senator Whipple asked if the \$1.5 million is similar to what has been spent in the past. Ms. Rodgers replied that \$1.7 million was spent on the program this past summer.

Mr. Connolly moved, with a second by Mr. Euille, to approve the staff recommendations for modifying the program and funding it for the summers of 2008 and 2009. The vote in favor was cast by commissioners Badger, Bulova, Connolly, Euille, Greenfield, Hudgins, Lovain, May, McConnell, Snyder and Whipple.

CTB Hearing Statement

Chairman Snyder announced that the annual CTB fall hearing on Virginia's Six-Year Transportation Program will be held at the Fairfax County Government Center on November 13th. Since he will be out of town, Chairman Snyder designated Mr. Connolly to give the statement.

Mr. Euille moved, with a second by Senator Whipple, to authorize Mr. Connolly to present NVTC's testimony at the CTB hearing. The vote in favor was cast by commissioners Badger, Bulova, Connolly, Euille, Greenfield, Hudgins, Lovain, May, McConnell, Snyder and Whipple.

Delegate Ebbin arrived at 8:55 P.M.

Legislative Items

Federal. Mr. Taube reported that the U.S. Senate has now approved Senate Bill 294, the Passenger Rail Investment and Improvement Act of 2007, which reauthorizes Amtrak, also offers opportunities for VRE and DRPT if it is enacted. Among many other provisions it enables (with grants) service in new rail corridors and authorizes the Surface Transportation Board to investigate whether failure to achieve minimum passenger train performance is due to freight interference. NVTC staff is also following the progress of HR1475 and S712, which would increase tax free transit benefits to \$215 monthly to match benefits now available for employer-provided parking. Neither bill has yet been acted upon in committee.

State. Mr. Taube reported that some legislators in the Hampton Roads region are not satisfied with the revenue sources resulting from HB3202 and are talking about trying to change it during the next General Assembly session. This would be a concern to the Northern Virginia region and should be monitored.

Mr. Taube reminded commissioners that later this month NVTC's Legislative Committee, chaired by Mr. Connolly, will meet to put together NVTC's Legislative Agenda for 2008.

Regional Transportation Items

NVTA Administrative Actions. Several NVTA committees have continued to meet to pursue such matters as projects to be funded over the next two years, hiring an executive director and obtaining office space. The next scheduled meeting is November 8th.

Chairman Snyder reported that the Virginia Supreme Court has agreed to hear an appeal review of the Circuit Court's decision regarding the constitutionality and other issues concerning NVTA. Arguments should be presented in January, 2008.

Update of NVTC's Hydrogen Fuel Bus Demonstration. Mr. McGavock reported that in August of 2007, the first of four Hydrogen Fuel Injection retrofit kits was installed on Bus #826 at Fairfax CUE. This bus was chosen because it recently had undergone a major engine rebuild, which included an entire new cylinder head. Preliminary fuel usage analysis indicates that the fuel economy of Bus #826 has improved from 3.6 miles per gallon to 3.9 miles per gallon, an increase of six percent. This is less than the 10 percent reduction in fuel usage that is normally seen by truckers, but that may be a result of the stop-and-go transit environment. At a price of \$2.50 per gallon of diesel fuel, a six-percent increase in fuel economy could yield an annual savings of 900 gallons of diesel fuel, or \$2,250. Each HFI unit costs approximately \$12,000.

Mr. McGavock further explained that the lead installation mechanic also feels that the Cummins diesel engine on Bus # 826 was tuned to run extremely lean (in an effort to pass the recently adopted and very stringent emissions regulations), and that the bus should be able to achieve 5 miles per gallon if the fuel/air mixture is revised. He believes the HFI kits will allow the CUE buses to run a richer fuel/air mix and still pass emissions testing.

CUE drivers report that HFI-equipped bus feels more powerful than before, and that the engine sounds better and seems to emit less smoke on acceleration. The remaining three HFI kits will be installed on CUE buses by mid-November. The emissions will be formally tested at the conclusion of the demonstration in the spring of 2008.

Coves Conference: Energy Presentation. Mr. Taube reported that he gave a presentation on how to reduce energy consumption of individuals at the Commonwealth of Virginia Energy Sustainability conference, which was held at Virginia Military Academy in Lexington on October 16-18, 2007. Fuel savings annually from persons using public transit in Northern Virginia are about \$819 per

rider with gas at \$3 per gallon. This amounts to \$190 million for all of Northern Virginia (assumes 273 gallons saved per person per year times 232,000 daily transit users).

APTA: Transit Ridership Climbs. The American Public Transportation Association has reported that 78 million more transit trips were taken nationwide in the first six months of 2007 compared to 2006. This represents a 2.3 percent increase in the second quarter and a 1.1 percent increase in the first quarter.

Transportation Accountability Commission Final Report. Governor Kaine created by Executive Order 37 a 21-person commission, which has recommended seven “overarching” transportation system goals and 34 performance measures. For example, it recommended that DRPT establish key objectives of managing congestion, delivering economic benefits and delivering social benefits. For each, measures would be established, such as increasing public transportation trips per capita and percentage of freight shipped by rail, number of jobs created and transit use by elderly, disabled and low-income persons.

Public Transit and Climate Change. David Gardiner, of David Gardiner and Associates, Inc., presented a PowerPoint presentation at the APTA annual conference, which included graphics that provide a striking visual statement regarding the association of CO2 and temperatures as well as public transit’s beneficial effects in general and in central cities in particular.

FY 2008 NVTC Projected Transit Funding Sources. It is projected that \$636 million will be spent on transit services in NVTC jurisdictions (including VRE but excluding PRTC’s buses). Local and regional sources should cover about 60%, the state less than 25% and the federal government the remainder.

Washington Post Statewide Traffic Congestion Survey. On October 21, 2007 The Washington Post published a report on a statewide poll. Throughout Virginia, 63% felt traffic congestion is a problem (with 39% viewing it as a serious problem).

Christopher Newport University Poll on Virginia Traffic Congestion. The CNU poll showed 61% of Virginians believe more is needed than the transportation funding package enacted this year. The regional funding approach included in the package is favored by 55% statewide, with a lower percentage in Hampton Roads (50%) and a higher percentage in Northern Virginia (60%).

Briefing on I-95/395 Transit/TDM Study

Corey Hill of DRPT and Jay Evans of Cambridge Systematics, gave a briefing on the Transit/TDM study. Mr. Evans reported that recent activities include conducting market research, modeling tiered transit/TDM alternatives and initiating an evaluation of park-and-ride needs. The market research found that awareness of HOT lanes is high, in which nearly all sluggers (94 percent) are aware of the HOT lanes. However, sluggers are especially likely (71 percent) to

believe that HOT lanes will discourage drivers from picking up sluggers. In response to a question from Delegate Ebbin, Mr. Evans stated that they have already looked at ways to counter-act this perception.

Mr. Evans also stated that research shows that the likelihood of using the HOT lanes is highest among commuters from Spotsylvania, Stafford and Prince William counties compared to the northern suburbs. Less than 30 percent of SOV (single occupancy vehicles) commuters are willing to pay for the time savings, and the number drops significantly as the price increases.

Mr. Evans then reviewed some of the key findings from the travel forecasting. Three transit/TDM alternatives were tested (low: approximately \$250 million; medium: approximately \$500 million; and high: unconstrained). Transit's share and ridership level grows to 2030 at small expense to HOV3+ and LOV, but not much difference among alternatives. Key findings include:

- CLRP Baseline Alternative has significant service additions and is already a very strong performer.
- The greatest difference among tested alternatives was in the competition among transit modes.
- HOT lanes generally did not adversely impact transit or carpool mode share versus today.
- The transit/TDM alternatives maintain high mode share in the corridor even with significant increases of travel in the corridor.
- Many of the new proposed transit routes show strong ridership.

Mr. Connolly observed that the findings show that HOT lanes did not adversely impact carpools including sluggers. Mr. Evans stated that the attitude preference survey and market research back up this same conclusion. Mr. Connolly stated that it is important to convey this information to Prince William County officials. Mr. Hill stated that this same presentation was given at the PRTC meeting. Mr. Connolly suggested that this presentation be given to media in the Prince William County region.

Mr. Evans explained that the next steps include refining alternatives, sensitivity tests of the fare buy down and BRAC alternatives, park-and-ride needs analysis, and cost/revenue projections. The draft final report should be finished in December with a revised CLRP submission in January, 2008.

In response to a question from Chairman Snyder, Mr. Hill explained the decision making process of what alternatives were kept or dropped. Chairman Snyder asked about funding. Mr. Hill stated that they are still in the process of getting this information, but preliminary estimates are that it is a \$390 million project, with \$195 million in revenues projected from the HOT lanes. The Commonwealth Transportation Board will ultimately make the final decision.

Mr. Lovain noted the concern of the City of Alexandria with the treatment of any new ramps at Seminary Road.

Chairman Snyder asked if any of the high capital projects were modeled. Mr. Hill stated that it is important to look at improvements to Metro and VRE. When analyzing unconstrained projects, it was found that significant money would be invested without substantial increases in ridership. Mr. Evans stated that there are improvements to VRE in the refined alternatives.

December 6th Ceremony at NVTC's Meeting

Chairman Snyder announced that several commissioners will be leaving NVTC at the end of the year, including Paul Ferguson, Dana Kauffman and Elaine McConnell. At the close of NVTC's December 6th meeting, special recognition will be given to them for their service.

NVTC Financial Report for September, 2007

The financial report was provided to commissioners. They had no questions or comments.

Adjournment

Senator Whipple moved, with a second by Mrs. Bulova, to adjourn. Without objection, Chairman Snyder adjourned the meeting at 9:26 P.M.

Approved this 6th day of December, 2007.

David F. Snyder
Chairman

Christopher Zimmerman
Secretary-Treasurer

NVTC Northern Virginia Transportation Commission

RESOLUTION # 2081

SUBJECT: Sale of Four Budd Railcars.


WHEREAS: VRE received authority to sell up to 25 railcars, including the Budd cars, in anticipation of the new railcar delivery beginning this December;

WHEREAS: VRE received an offer to purchase Budd cars 501,502,503, and 504 for \$1 each; and

WHEREAS: VRE staff and the VRE Operations Board have determined that this offer is acceptable.

NOW, THEREFORE, BE IT RESOLVED THAT the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to sell four Budd cars, numbers 501,502,503, and 504 to the Collis P. Huntington Railroad Historical Society, Inc. for \$1.00 each.

Approved this 1st day of November, 2007.



David F. Snyder
Chairman

Christopher Zimmerman
Secretary – Treasurer



NVTC Northern Virginia Transportation Commission

RESOLUTION # 2082

SUBJECT: Extend VRE Office Loan.

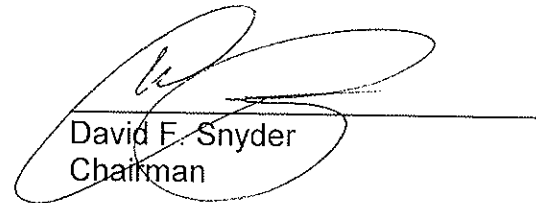
WHEREAS: In June 2002, VRE entered into a loan agreement with SunTrust Bank in the amount of \$900,000 to refinance the original loan for the VRE office condominium at 1500 King Street, Alexandria, Virginia;

WHEREAS: The refinanced loan had a five-year term, at which time the bank reserved the right to renegotiate the terms for an additional loan period or require payment of the outstanding balance; and

WHEREAS: The bank has offered an additional five-year term for the outstanding balance.

NOW, THEREFORE, BE IT RESOLVED THAT the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to execute financial documentation necessary to accept an additional five-year term, with a fixed rate of 4.31%, for VRE's loan with SunTrust Bank for the VRE office condominium at 1500 King Street, Alexandria, Virginia.

Approved this 1st day of November, 2007.


David F. Snyder
Chairman

Christopher Zimmerman
Secretary-Treasurer



NVTC

Northern Virginia Transportation Commission

NVTC

AGENDA ITEM #2

TO: Chairman Snyder and NVTC Commissioners

FROM: Rick Taube and Scott Kalkwarf

DATE: November 29, 2007

SUBJECT: FY 2007 NVTC and VRE Audited Statements

Representatives of PBGH, LLP will be present to brief the commission and respond to questions on the audits they conducted for NVTC and VRE. Both NVTC and VRE received an unqualified audit. VRE received a management letter while NVTC did not. The auditors also will meet in private with NVTC's Executive Committee (serving as the commission's audit and finance committee) prior to the full commission meeting.

The commission is asked to authorize staff to provide the audited financial statements and associated audit reports to a distribution list of regulatory agencies, bond holders and interested individuals, to post the information on the respective NVTC and VRE websites and to provide links to those web locations to reduce copying and mailing costs.



VIRGINIA RAILWAY EXPRESS

Comprehensive Annual Financial Report

YEARS ENDED JUNE 30, 2007 AND 2006



Prepared by:

Department of Finance

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Virginia Railway Express

A Transportation Partnership

November 2, 2007

To the Honorable Commission Board Members
The Northern Virginia Transportation Commission
The Potomac and Rappahannock Transportation Commission

I am pleased to present the Virginia Railway Express' (VRE) comprehensive annual financial report for fiscal year ended June 30, 2007. This report conforms to accounting principles generally accepted in the United States of America (GAAP) and provides full disclosure of VRE's financial position and operations for fiscal year 2007. The information provided in this report assists the VRE Operations Board, Commissions and other officials in making management decisions and provides all interested parties with comprehensive financial data in a format that will enable them to gain a true understanding of VRE's financial affairs.

The report consists of management's representations concerning the finances of VRE. Consequently, management assumes responsibility for the completeness and reliability of all of the information presented in this report. To provide a reasonable basis for making these representations, VRE's management has established a comprehensive internal control framework that is designed to protect VRE's assets from loss, theft, or misuse and to gather sufficient reliable information for the preparation of VRE's financial statements in conformity with accounting principles generally accepted in the United States of America.

VRE's financial statements have been audited by PBGH LLP, a firm of licensed certified public accountants, and have earned an unqualified opinion. The independent auditors' report is located at the front of the financial section of this report.

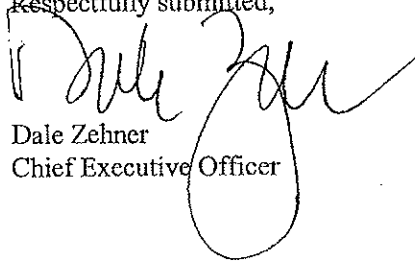
This report is presented in four sections. The introductory section includes this transmittal letter, a list of VRE Operations Board members and key VRE staff, and an organizational chart. The financial section includes the independent auditors' report, an analysis of the financial operations of VRE during the year (Management's Discussion and Analysis), the financial statements, the notes to the financial statements, and required supplementary information. The statistical section includes a number of tables of unaudited data depicting the financial and operational history of VRE, trends and other miscellaneous information. The compliance section includes the independent auditors' opinion on internal control and compliance.

The focus of the VRE Operations Board and VRE management continues to be providing safe, reliable commuter rail service to the citizens of Northern Virginia. With the Washington, DC metropolitan area designated as an ozone non-attainment area, public transit will play an increasingly vital role in addressing the area's need to improve air quality and reduce congestion. VRE currently takes the equivalent of one full lane of traffic off of both Interstate 95 and Interstate 66 each morning and evening rush hour. VRE will need continued capital investment in order to continue to offer the high-quality, cost effective service that we have provided for the past 15 years.


Awards and Acknowledgement

This report could not have been prepared without the dedicated cooperation of the entire Finance staff. We would also like to thank the Operations Board and the Commissions for their continued support in planning and conducting the financial operations of VRE in a responsible, progressive fashion.

Respectfully submitted,

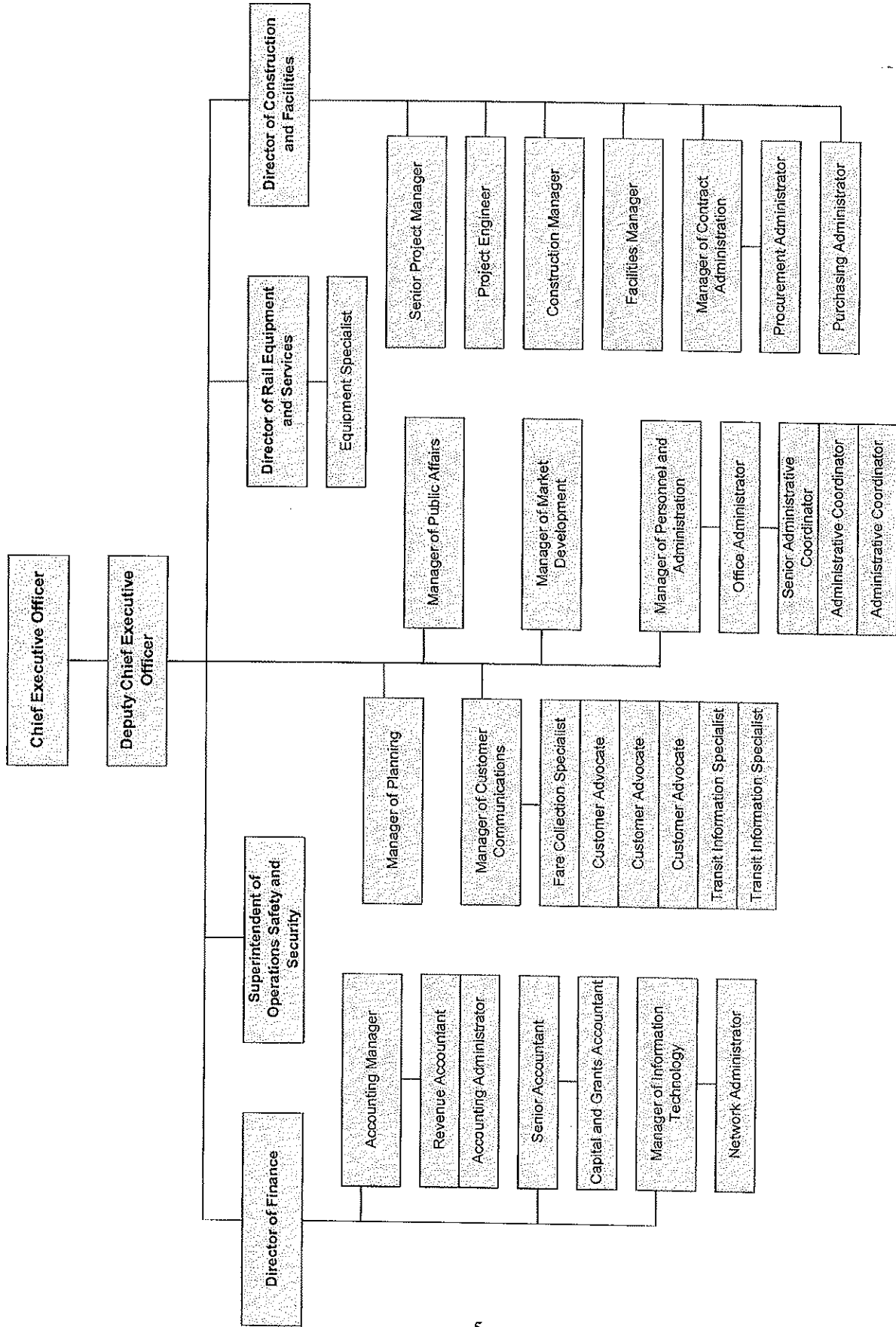


Dale Zehner
Chief Executive Officer



Donna Boxer, CPA
Director of Finance

Virginia Railway Express



Financial Section



The management's discussion and analysis on pages 8 through 17 and Schedule of Funding Progress on page 37 are not a required part of the basic financial statements but are supplementary information required by the accounting principles generally accepted in the United States of America. We have applied certain limited procedures, which consisted principally of inquiries of management regarding the methods of measurement and presentation of the required supplementary information. However, we did not audit the information and express no opinion on it.

The accompanying introductory and statistical sections, as listed in the table of contents, are presented for purposes of additional analysis and are not a required part of the basic financial statements. This information has not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we express no opinion on it.

PBGH, LLP

Harrisonburg, Virginia
November 2, 2007

Basic Financial Statements. VRE's statements are prepared in conformity with accounting principles generally accepting in the United States of America (GAAP) as applied to an enterprise using the accrual basis of accounting. Under this basis, revenues are recognized in the period in which they are earned, and expenses are recognized in the period in which they are incurred.

VRE's basic financial statements are the Statements of Net Assets; the Statements of Revenues, Expenses and Changes in Net Assets; and the Statements of Cash Flows. Comparative data for the prior fiscal year is provided for all three statements.

The Statements of Net Assets report VRE's net assets, the difference between assets and liabilities. Net assets are one way to measure financial position, but the reader should also consider other indicators, such as the rate of growth of operating subsidies, passenger fare levels, ridership, general economic conditions and the age and condition of capital assets.

The Statements of Revenues, Expenses and Changes in Net Assets report all of the revenues earned and expenses incurred during the reporting periods.

The Statements of Cash Flows provide information on cash receipts and cash payments during the reporting periods.

The basic financial statements can be found on pages 18-21 of this report.

Notes to the Basic Financial Statements. The notes provide additional information that is essential to a full understanding of the data provided in the basic financial statements. The notes to the basic financial statements can be found on pages 22-36 of this report.

Financial Analysis

Statements of Net Assets

As noted earlier, net assets may serve over time as an indicator of financial position, although other indicators should be considered as well. A condensed summary of VRE's net assets at June 30, 2007, 2006, and 2005 is shown below:

Condensed Statements of Net Assets

	2007	2006	2005
ASSETS:			
Current and other assets	\$ 49,327,753	\$ 81,065,102	\$ 62,854,627
Capital assets, net	169,011,951	135,482,041	129,503,622
Total assets	218,339,704	216,547,143	192,358,249
LIABILITIES:			
Current portion of long term debt	6,945,970	6,550,118	6,245,727
Other current liabilities	25,430,919	32,446,091	12,148,075
Non-current liabilities	76,359,324	82,933,317	89,281,059
Total liabilities	108,736,213	121,929,526	107,674,861

Capital assets, net of depreciation, increased by \$5.9 million or 4.6 percent as the result of rolling stock additions and track improvements.

Current liabilities increased by \$20.6 million or 112 percent because of the receipt of unearned grant funds from the Commonwealth of Virginia at year-end for the acquisition of additional rolling stock.

Noncurrent liabilities decreased by \$6.3 million or 7.1 percent because of scheduled bond repayments.

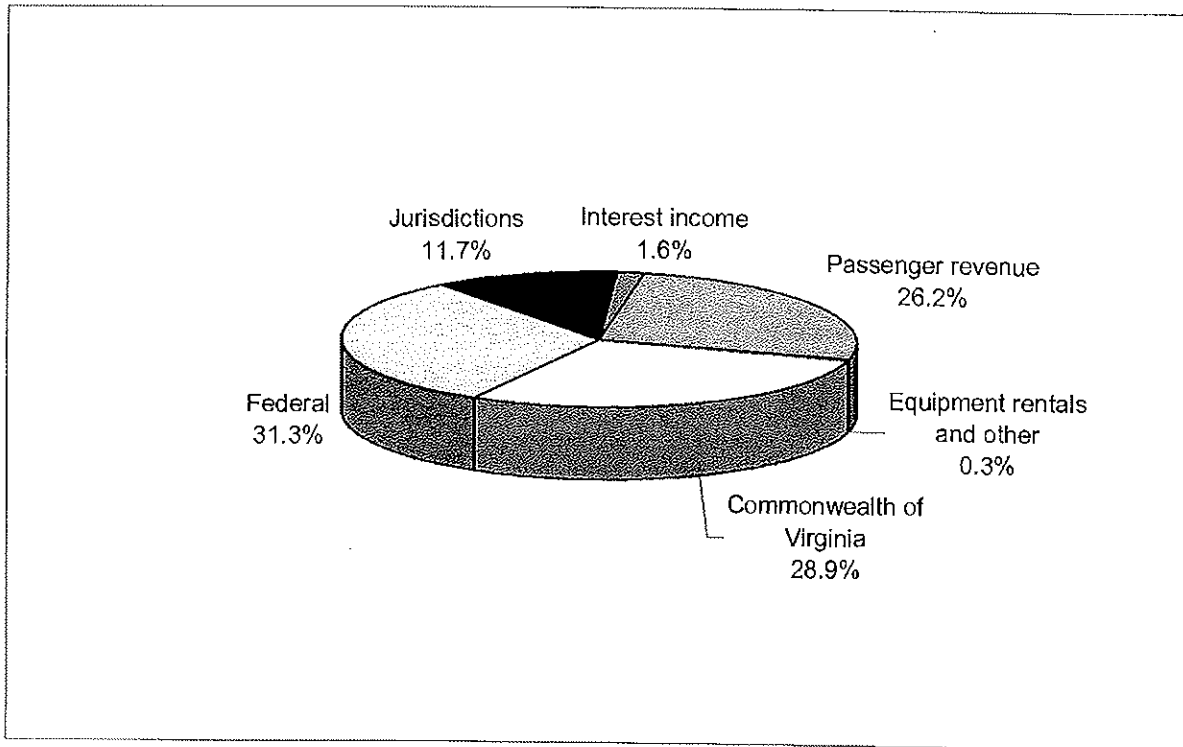
Restricted net assets decreased by \$2.8 million or 14 percent primarily because of a decrease to insurance trust fund assets.

Statements of Revenues, Expenses and Changes in Net Assets

The following financial information was derived from the Statements of Revenues, Expenses and Changes in Net Assets and reflects how VRE's net assets changed during the current and two prior fiscal years.

	2007	2006	2005
Operating revenues:			
Fare revenue	\$ 19,685,561	\$ 19,453,436	\$ 19,452,162
Equipment rentals and other	206,558	442,517	121,373
Total operating revenues	<u>19,892,119</u>	<u>19,895,953</u>	<u>19,573,535</u>
Non-operating revenues:			
Subsidies and grants:			
Commonwealth of Virginia	21,725,539	14,907,204	11,391,168
Federal	23,504,005	23,518,164	17,948,799
Jurisdictional contributions	8,802,762	6,878,061	6,352,999
In-kind and local contributions	-	-	266,148
Interest income	1,220,780	1,929,594	953,564
Total non-operating revenues	<u>55,253,086</u>	<u>47,233,023</u>	<u>36,912,678</u>
Total revenues	<u>75,145,205</u>	<u>67,128,976</u>	<u>56,486,213</u>
Operating expenses:			
Contract operations and maintenance	16,982,189	14,619,521	14,144,414
Other operations and maintenance	10,130,233	9,304,325	7,928,107
Property leases and access fees	8,636,947	8,986,974	8,769,866
Insurance	5,169,441	3,521,858	3,533,503
Marketing and sales	1,161,206	1,005,348	1,302,527
General and administrative	5,164,332	5,219,514	5,282,641
Total operating expenses	<u>47,244,348</u>	<u>42,657,540</u>	<u>40,961,058</u>
Other expenses:			
Depreciation	9,875,593	8,217,233	6,699,409
Interest, financing costs and other	2,748,084	4,953,443	4,257,178
Total other expenses	<u>12,623,677</u>	<u>13,170,676</u>	<u>10,956,587</u>

The following chart shows the major sources of operating revenues for the year ended June 30, 2007:



Prior Year

Total revenues for the 2006 fiscal year increased by \$10.6 million or 18.8 percent. Operating revenues totaled \$19.9 million, an increase of 1.65 percent from the prior year.

Passenger revenue increased by \$1,274 or .01 percent, the combined result of a fare increase and a ridership decrease compared to the prior year. Ridership declined by 3.4 percent in fiscal year 2006 as indicated previously.

Subsidies and grants from the state and federal governments increased by \$9.1 million or 31 percent in fiscal year 2006. The biggest increase was in capital grants from the federal government for the construction of Quantico Bridge and station improvements. Jurisdictional subsidies increased by \$525,062 or 8.26 percent.

Expenses

Current Year

Total operating and other expenses including depreciation increased by \$4.0 million or 7.2 percent. Operating expenses increased by \$4.6 million or 10.8 percent. Total operating expenses were \$47.2 million compared to \$42.7 million for the prior fiscal year; the major causes of this increase are described below.

Capital Assets and Debt Administration

Capital Assets

VRE's investment in capital assets as of June 30, 2007 amounts to \$169 million (net of accumulated depreciation). This investment in capital assets includes rolling stock, stations and platforms, track and signal improvements, office facilities and equipment, and equity in local property. Acquisitions are funded using a variety of financing techniques, including Federal grants with matching funds from the Commonwealth and from local subsidies.

	2007	2006	2005
Rolling stock	\$ 93,884,274	\$ 65,846,762	\$ 61,953,818
Vehicles	45,550	45,550	45,550
Facilities	58,716,180	58,494,479	41,416,189
Track and signal improvements	52,269,212	27,628,930	27,628,930
Equipment	6,329,601	5,608,372	4,862,101
Construction in progress	12,705,134	23,319,672	31,451,741
Equity in local properties	5,244,798	5,244,798	4,998,368
Office furniture and equipment	2,935,663	2,636,253	2,272,467
	232,130,412	188,824,816	174,629,164
Less accumulated depreciation	(63,118,461)	(53,342,775)	(45,125,542)
Total capital assets, net	\$ 169,011,951	\$ 135,482,041	\$ 129,503,622

Current Year

During fiscal year 2007, net investment in capital assets increased by \$33.5 million or 24.75 percent. Completed projects totaling \$51.9 million were closed from construction in progress to their respective capital accounts and an additional \$2.3 million was charged directly to the capital accounts.

The major completed projects were: construction of 11 Gallery cab cars (\$26.6 million); locomotive overhaul and recording of leased locomotives as capital leases (\$1.5 million); construction of a railroad bridge over Quantico Creek (\$24.6 million); installation of security cameras at stations (\$648,108); and installation of an emergency backup power generator at the Alexandria office (\$122,810). In addition, four leased railcars were returned to Sound Transit and the improvements recorded for those railcars were removed from VRE's accounts.

The major additions to construction in progress during the fiscal year was for acquisition of additional railcars.

Additional information on VRE's capital assets and contractual commitments can be found in Note 3 to the financial statements.

Request for Information

This financial report is designed to provide a general overview of VRE's finances for all those interested. Questions concerning any of the information provided in this report or requests for additional information should be addressed to the Director of Finance, Virginia Railway Express, 1500 King Street, Alexandria, Virginia 22314-2730 or by email to dboxer@vrc.org.

VIRGINIA RAILWAY EXPRESS

STATEMENTS OF NET ASSETS

June 30, 2007 and 2006

ASSETS	2007	2006
Current Assets:		
Cash and cash equivalents	\$ 5,191,501	\$ 6,974,333
Accounts receivable:		
Federal grants	6,307,671	2,639,847
Commonwealth of Virginia grants	2,304,450	1,094,012
Trade receivables, net of allowance for doubtful accounts	1,927,783	2,542,348
Other receivables	456,550	3,923,656
Inventory	1,976,039	2,361,863
Prepaid expenses	538,920	545,149
Restricted cash, cash equivalents and investments	29,803,736	60,047,130
Total current assets	48,506,650	80,128,338
Noncurrent Assets:		
Deferred bond and lease costs, net	821,103	936,764
Capital assets:		
Rolling stock	93,884,274	65,846,762
Vehicles	45,550	45,550
Facilities	58,716,180	58,494,479
Track and signal improvements	52,269,212	27,628,930
Equipment	6,329,601	5,608,372
Construction in progress	12,705,134	23,319,672
Equity in local properties	5,244,798	5,244,798
Office furniture and equipment	2,935,663	2,636,253
	232,130,412	188,824,816
Less accumulated depreciation	(63,118,461)	(53,342,775)
Total capital assets, net	169,011,951	135,482,041
Total noncurrent assets	169,833,054	136,418,805
Total assets	\$ 218,339,704	\$ 216,547,143

VIRGINIA RAILWAY EXPRESS

STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS

Years Ended June 30, 2007 and 2006

	2007	2006
Operating Revenues:		
Passenger revenue	\$ 19,685,561	\$ 19,453,436
Equipment rentals and other	206,558	442,517
Total operating revenues	19,892,119	19,895,953
Operating Expenses:		
Contract operations and maintenance	16,982,189	14,619,521
Other operations and maintenance	10,130,233	9,304,325
Property leases and access fees	8,636,947	8,986,974
Insurance	5,169,441	3,521,858
Marketing and sales	1,161,206	1,005,348
General and administrative	5,164,332	5,219,514
Total operating expenses	47,244,348	42,657,540
Operating loss before depreciation	(27,352,229)	(22,761,587)
Depreciation	(9,875,593)	(8,217,233)
Operating loss	(37,227,822)	(30,978,820)
Nonoperating Revenues (Expenses):		
Subsidies:		
Commonwealth of Virginia grants	12,269,884	13,137,477
Federal grants	12,741,069	10,721,335
Jurisdictional contributions	8,802,762	6,878,061
Capital grants and assistance:		
Commonwealth of Virginia grants	9,455,655	1,769,727
Federal grants	10,762,936	12,796,829
Interest income:		
Operating funds	850,490	367,292
Insurance trust	329,252	721,919
Other restricted funds	41,038	840,383
Interest, amortization and other nonoperating expenses, net	(2,748,084)	(4,953,443)
Total nonoperating revenues, net	52,505,002	42,279,580
Loss on disposal of assets	(291,306)	(1,366,531)
Change in net assets	14,985,874	9,934,229
Net Assets, beginning	94,617,617	84,683,388
Net Assets, ending	\$ 109,603,491	\$ 94,617,617

VIRGINIA RAILWAY EXPRESS

NOTES TO FINANCIAL STATEMENTS

Note 1. Summary of Significant Accounting Policies

Reporting Entity

The Virginia Railway Express ("VRE") is a joint venture of the Northern Virginia Transportation Commission ("NVTC") and the Potomac and Rappahannock Transportation Commission ("PRTC"). Pursuant to a Master Agreement signed in 1989, NVTC and PRTC ("the Commissions") jointly own and operate VRE. VRE provides commuter rail service on two railroad lines originating in Fredericksburg and Manassas, Virginia and terminating at Union Station, Washington, D.C. The service uses existing tracks of the CSX Transportation Corporation ("CSX"), and the Norfolk Southern Railway Company, under respective operating access agreements. Trains are operated and maintained pursuant to a Purchase of Services Agreement between Amtrak and the Commissions.

VRE is managed by the Commissions. Certain functions have been delegated to the VRE Operations Board, which consists of representatives of all contributing and participating jurisdictions and one representative of the Commonwealth of Virginia's Department of Rail and Public Transportation. The system is not currently configured for fare revenues alone to produce positive net income. In addition to fares, the project is financed with proceeds from the Commuter Rail Revenue Bonds and various lease financings, Federal and Commonwealth of Virginia grants and jurisdictional contributions based on a population/ridership formula that are supplemented by voluntary donations from contributing jurisdictions. Grants and contributions fund both operations and capital projects. Participating jurisdictions include the counties of Fairfax, Prince William, and Stafford; and the cities of Manassas, Manassas Park and Fredericksburg, Virginia. Contributing jurisdictions include Arlington County and the City of Alexandria, Virginia.

Measurement Focus, Basis of Accounting

VRE prepares its financial statements using the accrual basis of accounting. The activities of VRE are similar to those of proprietary funds of local jurisdictions. The Governmental Accounting Standards Board ("GASB") is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. Pursuant to GASB Statement No. 20, *Accounting and Financial Reporting for Proprietary Funds and Other Governmental Entities that use Proprietary Fund Accounting*, VRE has elected to apply all applicable GASB pronouncements as well as Financial Accounting Standards Board ("FASB") pronouncements and Accounting Principles Board ("APB") opinions issued on or before November 30, 1989 that do not conflict with or contradict GASB pronouncements.

Revenues and Expenses: VRE distinguishes operating revenues and expenses from nonoperating items. Operating revenues and expenses are those that result from providing services in connection with VRE's principal ongoing operation. The principal operating revenues of VRE are charges to customers which result in passenger revenues. Passenger revenues are recorded as revenue at the time services are performed. Cash received for services in advance are deferred until earned.

Operating revenues and expenses also include all revenues and expenses not associated with capital and related financing, noncapital financing, subsidies, or investing activities.

VIRGINIA RAILWAY EXPRESS

NOTES TO FINANCIAL STATEMENTS

Note 1. Summary of Significant Accounting Policies (Continued)

Depreciation of all exhaustible equipment and buildings is charged as an expense against operations using the straight-line method over the following estimated useful lives:

Rolling stock	8-40 years
Vehicles	5 years
Facilities	30-40 years
Track and signal improvements	30 years
Equipment	5 years
Equity in local properties	35 years
Office furniture and equipment	3-10 years

When, in the opinion of management, certain assets are impaired, any estimated decline in value is accounted for as a non-operating expense. There were no impaired assets as of June 30, 2007.

Compensated Absences: VRE employees are granted vacation leave based on length of employment. Employees with less than ten years of service may carry over a total of 225 hours of leave from year to year, while those with more than ten years may carry over 300 hours. Excess leave may convert to sick leave or may be paid out with the approval of the Chief Executive Officer. Employees may accumulate sick leave without limitation. Employees who separate in good standing after five or more years of service will be paid out for 25 percent of their sick leave credit in excess of 450 hours. Certain employees may accumulate compensatory leave for overtime worked. Compensated absences are accrued when incurred.

Long-Term Obligations: Bond premiums, discounts, and deferred losses, as well as issuance costs, are deferred and amortized over the life of the bonds using the straight line method.

Reclassification: Certain prior year information is reclassified to conform to current year presentation.

Estimates and assumptions: The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

VIRGINIA RAILWAY EXPRESS

NOTES TO FINANCIAL STATEMENTS

Note 2. Cash, Cash Equivalents and Investments (Continued)

	Length of Maturity	Percent Allowed
Prime Quality Commercial Paper (no more than 5% from one issuer)	270 days or less	35%
High Quality Corporate Notes	24 months or less	50%
Certificates representing ownership in treasury bond principal	24 months or less	50%
LGIP	N/A	100%
State Non-Arbitrage Pool	N/A	N/A
Negotiable CD's and negotiable bank deposit notes	24 months or less	25%

At June 30, 2007, VRE had investments of \$18,723,797 in the LGIP. The LGIP is a professionally managed money market fund that invests in qualifying obligations and securities as permitted by Virginia statutes. Pursuant to Section 2.2-4605 of the *Code of Virginia*, the Treasury Board of the Commonwealth sponsors the LGIP and has delegated certain functions to the State Treasurer. The LGIP reports to the Treasury Board at the Treasury Board's regularly scheduled monthly meetings. The fair value of the position of the LGIP is the same as the value of the pool shares, i.e., the LGIP maintains a stable net asset value of \$1 per share. The LGIP has been assigned an "AAAm" rating by Standard & Poor's.

The Commonwealth of Virginia Department of Treasury manages the VRE Insurance Trust. State statutes govern the portion of assets invested in the Commonwealth's pooled accounts, while the remainder is invested by an external portfolio manager. At June 30, 2007, VRE had \$6,524,971 invested in the Insurance Trust.

Unexpended lease proceeds for the purchase of additional railcars in the recorded amount at June 30, 2007 of \$2,121,316 were invested in U.S. Treasury money market accounts with SunTrust Bank. Accumulated bond interest and principal payments in the amount of \$7,213,804 at June 30, 2007 were held by the bond trustee, U.S. Bank, in U.S. Treasury money market accounts. Investments in U. S. Treasury money market accounts at SunTrust Bank and U.S. Bank have been assigned an "AAAm" rating by Standard & Poor's.

As of June 30, 2007, the carrying values and maturity of VRE's investments were as follows:

Investment Type	Fair Value	Maturities Less than 1 Year
LGIP	\$ 18,723,797	\$ 18,723,797
Insurance trust fund – pooled funds	6,524,971	6,524,971
Money market funds – U. S. Treasuries	9,335,120	9,335,120
Total investments	\$ 34,583,888	\$ 34,583,888

VIRGINIA RAILWAY EXPRESS

NOTES TO FINANCIAL STATEMENTS

Note 3. Capital Assets (Continued)

Capital asset activity for the year ended June 30, 2006 was as follows:

	Beginning Balance	Increases	(Deletions) Reclassifications	Ending Balance
Capital assets not being depreciated:				
Construction in progress	\$ 31,451,741	\$ 14,617,393	\$ (22,749,462)	\$ 23,319,672
Capital assets being depreciated:				
Rolling stock	61,953,818	318,033	3,574,911	65,846,762
Vehicles	45,550	-	-	45,550
Facilities	41,416,189	83,465	16,994,825	58,494,479
Track and signal improvements	27,628,930	-	-	27,628,930
Equipment	4,862,101	253,740	492,531	5,608,372
Equity in local properties	4,998,368	-	246,430	5,244,798
Office furniture and equipment	2,272,467	327,426	36,360	2,636,253
Total capital assets being depreciated	143,177,423	982,664	21,345,057	165,505,144
Less accumulated depreciation for:				
Rolling stock	24,378,877	4,896,474	-	29,275,351
Vehicles	6,864	11,377	-	18,241
Facilities	10,040,509	1,360,410	-	11,400,919
Track and signal improvements	4,989,296	920,955	-	5,910,251
Equipment	3,199,772	722,266	-	3,922,038
Equity in local properties	1,751,763	146,331	-	1,898,094
Office furniture and equipment	758,461	159,420	-	917,881
Total accumulated depreciation	45,125,542	8,217,233	-	53,342,775
Total capital assets being depreciated, net	98,051,881	(7,234,569)	21,345,057	112,162,369
Totals	\$ 129,503,622	\$ 7,382,824	\$ (1,404,405)	\$ 135,482,041

Note 4. Related Parties Transactions

VRE reimburses the Commissions for expenses made on behalf of VRE. During 2007 and 2006, these payments included \$3,371,124 and \$3,137,781 of salary-related costs and \$4,688 and \$7,011 of administrative costs, respectively, which are functionally classified with similar payments made directly to vendors and contractors. In addition, VRE pays the Commissions for direct labor and associated indirect costs incurred for services rendered under budgeted activities for VRE. These staff support payments totaled \$88,000 and \$80,000 to NVTC and \$144,378 and \$145,107 to PRTC during 2007 and 2006, respectively.

VRE also contracts with PRTC for connecting bus service to selected stations on an as needed basis. PRTC bus service costs amounted to approximately \$5,940 and \$17,858 in 2007 and 2006, respectively. Amounts payable to NVTC and PRTC were \$15,705 and \$678,818 at June 30, 2007 and \$14,438 and \$867,840 at June 30 2006, respectively.

VIRGINIA RAILWAY EXPRESS

NOTES TO FINANCIAL STATEMENTS

Note 5. Defined Benefit Pension Plan (Continued)

C. Annual Pension Cost

For fiscal year 2007, VRE's annual pension cost of \$267,896 was equal to VRE's required and actual contributions. The required contribution was determined as part of the June 30, 2005 actuarial valuation using the entry age normal actuarial cost method. The actuarial assumptions included (a) 7.5 percent investment rate of return (b) projected salary increases ranging from 3.75 percent to 6.2 percent per year, and (c) 2.5 percent per year cost-of-living adjustments. Both (a) and (b) included an inflation component of 2.5 percent. The actuarial value of PRTC's assets is equal to the modified market value of the assets (VRE's assets are not separated from PRTC's). This method uses techniques that smooth the effects of short-term volatility in the market value of assets over a five-year period. The unfunded actuarial accrued liability is being amortized as a level percentage of payroll on an open basis within a period of 21 years. VRE's annual pension cost of \$275,340 for fiscal year 2006 and \$244,529 for fiscal year 2005 was equal to VRE's actual and required contributions.

To obtain more information pertaining to three-year trend information and a Schedule of Funding Progress for PRTC and VRE, a request should be sent to PRTC, 14700 Potomac Mills Road, Woodbridge, VA, 22192.

VRE's payroll for the employees covered by the VRS for the years ended June 30, 2007, 2006 and 2005 was \$2,541,703, \$2,394,250 and \$2,207,029, respectively.

Note 6. Operating Leases and Agreements

Operating Access Agreements with the CSX and Norfolk Southern railroads provide the Commissions the right to use tracks owned by the railroads in the provision of commuter rail passenger service. These agreements require the Commissions to pay the railroads a monthly base fee and to reimburse the railroads for any incremental cost incurred by the railroads as a result of providing tracks for commuter rail service. For the years ended June 30, 2007 and 2006, annual track usage fees totaled approximately \$5,310,710 and \$5,189,660 respectively, and facility and other identified costs totaled \$452,643 and \$422,322, respectively.

Under the Purchase of Services Agreement, Amtrak operates and maintains the VRE service and rolling stock, and permits the Commissions to use its terminal, station, and equipment maintenance facilities at Union Station, Washington, D.C. Actual costs of these services, which are based on annual budgets prepared in advance by Amtrak, amounted to \$18,586,378 in 2007 and \$16,459,485 in 2006. The current agreement will terminate on July 1, 2010.

VRE has entered into a series of operating leases with Sound Transit for bi-level rail cars and locomotives. At June 30, 2007, four rail cars had been returned to Sound Transit, leaving six rail cars and two locomotives still under lease; one of the locomotives was returned in mid-July 2007. The current monthly lease amount for the remaining cars is \$53,381. The remaining leases are subject to termination upon 120 days notice.

VIRGINIA RAILWAY EXPRESS

NOTES TO FINANCIAL STATEMENTS

Note 7. Long-Term Debt Obligations (Continued)

Deferred bond and lease costs, consisting of issuance costs and insurance premiums are shown net of accumulated amortization. These costs are amortized on a straight-line basis over the life of the debt. Amortization of deferred bond and lease costs, approximating \$67,000 and \$60,000, is included in interest expense in 2007 and 2006, respectively.

The Indentures of Trust for the 1997 Commuter Rail Revenue Bonds required VRE to maintain a debt service reserve. During fiscal year 2000, VRE purchased a surety in substitution of the debt service reserve fund, releasing the proceeds from the reserve. The Indentures of Trust for the 1997 issue also require the maintenance of an operating reserve equivalent to one-third (33.3%) of annual budgeted operating expenses. As of June 30, 2007 and 2006, VRE designated \$26,148,232 and \$27,331,735 respectively, of its cash, the restricted bond interest and principal funds, inventory and receivables as this operating reserve. The reserves represented 62.05% and 73.32% of budgeted operating expenses for June 30, 2007 and 2006, respectively.

Funds are invested by the Trustee pursuant to the Indentures of Trust and are classified as restricted. Funds held by the Trustee as of June 30, 2007 and 2006, are as follows:

	2007	2006
Bond Interest Fund	\$ 1,604,229	\$ 1,730,071
Bond Principal Fund	5,609,575	5,278,280
Total Held by Trustee	<u>\$ 7,213,804</u>	<u>\$ 7,008,351</u>

Capitalized Lease - Fare Collection

\$2,717,409 capitalized lease obligation; \$39,347 due monthly, interest at 5.73%, maturing in 2009, collateralized with a fare collection system with a carrying value of \$416,523

\$ 855,119

Future minimum lease payments as of June 30, 2007 are as follows:

Years Ended June 30,	Amount
2008	\$ 472,160
2009	432,813
Total minimum lease payments	<u>904,973</u>
Lease amount representing interest	49,854
Present value of lease payments	<u>\$ 855,119</u>

Capitalized Lease - Gallery IV

\$25,100,000 capitalized lease obligation; \$965,679 due semi-annually, interest at 4.59%, maturing in 2025, collateralized with Gallery IV railcars with a carrying value of \$26,121,262

\$ 23,486,988

VIRGINIA RAILWAY EXPRESS

NOTES TO FINANCIAL STATEMENTS

Note 8. Short-Term Debt

VRE uses a revolving line of credit to finance certain grant-funded capital projects prior to the receipt of reimbursements from the granting agencies. The revolving line of credit was not used during the year ended June 30, 2007.

Note 9. Liability Insurance Plan

VRE is exposed to various risks of loss related to torts; theft of, damage to and destruction of assets; and natural disasters. The Virginia Department of Treasury, Division of Risk Management has established the terms of VRE's Commuter Rail Operations Liability Plan (the Insurance Plan). The Insurance Plan consists of a combination of self-insurance reserves and purchased insurance in amounts actuarially determined to meet the indemnification requirements of the Operating Access Agreements and the Purchase of Services Agreement and for liability and property damage. The Commissions indemnify each of the railroads in an amount up to \$250,000,000 for any claims against persons or property associated with commuter rail operations. Settled claims have not exceeded commercial coverage during any of the past three fiscal years. The liability for incurred but not reported claims was \$332,357 at June 30, 2007 and \$141,416 at June 30, 2006.

The Division of Risk Management manages the Insurance Trust Fund pursuant to provisions of the Insurance Plan. Since November 2006, all plan assets have been invested in the Department of Treasury common pool. Prior to that time, approximately one-half of plan assets were invested in the common pool, and the remainder was invested in a portfolio managed by external financial consultants. Activity in the Insurance Trust Fund for the years ended June 30, 2007 and 2006 was as follows:

	2007	2006
Beginning Balance, July 1	\$ 10,204,517	\$ 12,439,017
Contribution to reserves	1,000,000	500,000
Insurance premiums paid	(3,980,262)	(3,509,438)
Claims mitigation costs and losses incurred	(1,020,135)	(41,300)
Investment income	329,252	721,919
Actuarial and administrative charges	41,599	94,319
Transfer to VRE for small liability claims	(50,000)	-
Ending Balance, June 30	<u>\$ 6,524,971</u>	<u>\$ 10,204,517</u>

An actuarial study is performed annually to determine the adequacy of the Insurance Trust Fund for the risk retained and to determine the required contribution to reserves.

A claim for insurance reimbursement in the amount of \$520,959 was pending as of June 30, 2007 for damage to rolling stock as the result of a derailment in January 2005. A receivable and unearned revenue of \$270,959 were recorded at year-end representing the amount claimed in excess of the deductible for property damage.

VIRGINIA RAILWAY EXPRESS

NOTES TO FINANCIAL STATEMENTS

Note 11. Pending GASB Statements (Continued)

GASB Statement No. 49, *Accounting and Financial Reporting for Pollution Remediation Obligations*, identifies circumstances requiring a liability to be reported for pollution remediation. Statement No. 49 will be effective for periods beginning after December 15, 2007.

GASB Statement No. 50, *Pension Disclosures, an amendment of GASB Statements No. 25 and No. 27*, more closely aligns financial reporting requirements for pensions with those for OPEB and enhances note disclosures or information presented as required supplementary information. Statement No. 50 will be effective for periods beginning after June 15, 2007.

GASB Statement No. 51, *Accounting and Financial Reporting for Intangible Assets*, establishes accounting and financial reporting requirements for intangible assets, particularly in the areas of recognition, initial measurement, and amortization to reduce inconsistencies of reporting among state and local governments. Statement No. 51 will be effective for periods beginning after June 15, 2009.

Note 12. Subsequent Event

In July 2007, the Commissions adopted amendments to the VRE Master Agreement that expanded the Operations Board to include all member jurisdictions and provided for board representation proportionate to system ridership, and weighted voting proportionate to jurisdictional subsidy. In addition, the amendments apportioned jurisdictional subsidies on system ridership only, rather than the current 90% system ridership and 10% population formula. The amendment to the subsidy formula is being phased in over four years, beginning in fiscal year 2008.

VIRGINIA RAILWAY EXPRESS

SCHEDULE OF FUNDING PROGRESS

Virginia Retirement System

The information below is derived from the actuarial valuation report for the Potomac & Rappahannock Transportation Commission, which consolidates information for both PRTC and VRE employees. No separate data on funding progress is available solely for VRE.

Valuation as of June 30,	Actuarial Value of Assets	Actuarial Accrued Liability (AAL)	Unfunded AAL (UAAL)	Funded Ratio Assets as % of AAL	Annual Covered Payroll	UAAL as a % of Covered Payroll
2006	\$3,904,965	\$4,113,551	\$208,586	94.93%	\$4,766,179	4.38%
2005	3,224,034	3,541,143	317,109	91.05%	4,425,778	7.17%
2004	2,704,610	2,944,583	239,973	91.85%	3,972,514	6.04%

Statistical Section



VIRGINIA RAILWAY EXPRESS

SCHEDULE OF NET ASSETS BY COMPONENT

Fiscal Years 2002 to 2007

	2007	2006	2005	2004	2003	2002
Invested in Capital Assets, net of related debt	\$ 87,827,971	\$ 68,818,859	\$ 55,182,924	\$ 60,040,916	\$ 51,892,652	\$ 44,122,017
Restricted for Liability Insurance Plan	6,524,971	10,204,517	12,439,017	15,290,158	17,648,836	18,858,582
Restricted for Debt Service and Capital Lease	7,213,804	7,008,351	6,873,135	6,856,446	6,749,784	11,302,373
Restricted for Grants or Contributions	785,173	14,013	726,456	-	-	-
Unrestricted Assets	<u>7,251,572</u>	<u>8,571,877</u>	<u>9,461,856</u>	<u>1,568,228</u>	<u>3,718,577</u>	<u>316,384</u>
	<u>\$ 109,603,491</u>	<u>\$ 94,617,617</u>	<u>\$ 84,683,388</u>	<u>\$ 83,755,748</u>	<u>\$ 80,009,849</u>	<u>\$ 74,599,356</u>

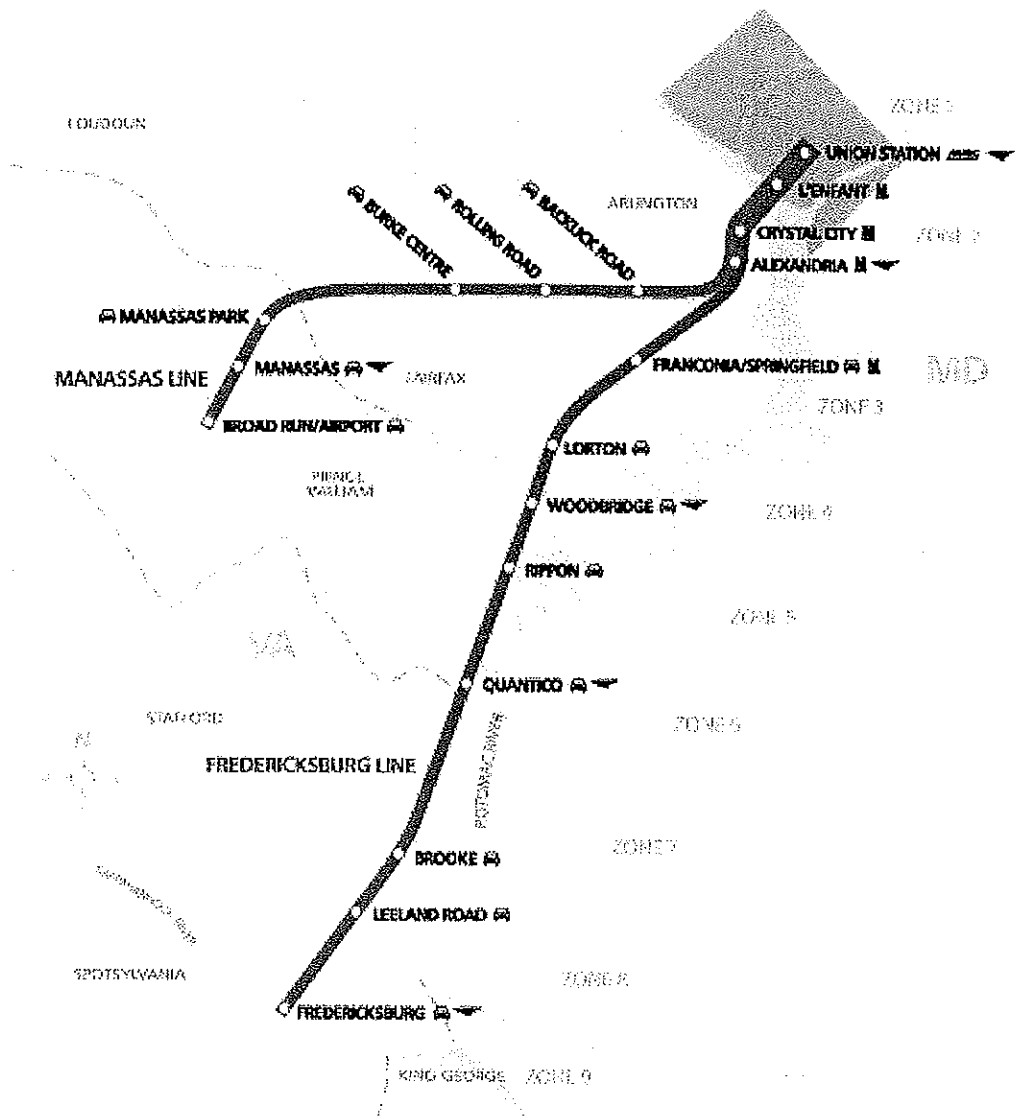
NOTE: Due to reporting format and definition changes prescribed by GASB Statement 34, only fiscal years 2002-2007 are available.

VIRGINIA RAILWAY EXPRESS

SCHEDULE OF OUTSTANDING DEBT

Fiscal Years 2002 to 2007

	2007	2006	2005	2004	2003	2002
Revenue Bonds:						
\$37,625,000 Commuter Rail Revenue Bond, Series 1993	\$ 18,800,000	\$ 22,945,000	\$ 26,895,000	\$ 30,660,000	\$ 34,250,000	\$ 35,005,000
\$23,000,000 Commuter Rail Revenue Bond, Series 1997	15,690,000	16,690,000	17,645,000	18,555,000	19,430,000	21,070,000
\$31,700,000 Commuter Rail Revenue Bond, Series 1998	24,785,000	24,895,000	25,000,000	25,100,000	25,195,000	31,305,000
Capital Leases:						
\$271,804 Capitalized Lease Obligation	164,600	-	-	-	-	-
\$2,717,409 Capitalized Lease Obligation	855,119	1,265,433	1,652,951	2,018,938	2,364,591	2,691,039
\$25,100,000 Capitalized Lease Obligation	23,486,988	24,311,791	25,100,000	-	-	-
\$2,400,000 Capitalized Lease Obligation	-	-	-	-	262,222	534,198
\$297,691 Capitalized Lease Obligation	-	-	-	-	55,882	108,624
\$746,282 Capitalized Lease Obligation	-	-	-	-	94,961	247,109
Note Payable:						
\$900,000 SunTrust Bank	605,000	660,000	720,000	780,000	840,000	900,000
	<u>\$ 84,386,707</u>	<u>\$ 90,767,224</u>	<u>\$ 97,012,951</u>	<u>\$ 77,113,938</u>	<u>\$ 82,492,656</u>	<u>\$ 91,860,970</u>



VIRGINIA RAILWAY EXPRESS

PARKING SPACES

Fiscal Years 2002 to 2007

<u>Location</u>	<u>2007</u>	<u>2006</u>	<u>2005</u>	<u>2004</u>	<u>2003</u>	<u>2002</u>
Backlick	220	220	220	220	220	220
Rolling Road	368	368	368	368	368	368
Burke Center	614	614	614	614	614	552
Manassas Park	600	600	600	600	600	300
Manassas	417	417	417	417	313	301
Broad Run	885	885	885	777	696	696
Lorton	567	567	567	567	567	567
Woodbridge	738	738	738	738	588	588
Rippon	676	676	676	676	356	356
Quantico	258	258	258	258	258	258
Brooke	431	420	420	420	420	420
Leeland Road	808	808	808	652	652	652
Fredericksburg	702	702	702	702	702	702
Total Parking Spaces	7,284	7,273	7,273	7,009	6,354	5,980

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Compliance and Other Matters

As part of obtaining reasonable assurance about whether VRE's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

This report is intended solely for the information and use of the Commissioners; the Auditor of Public Accounts, and other Federal and state agencies and is not intended to be and should not be used by anyone other than these specified parties.

PBGH, LLP

Harrisonburg, Virginia
November 2, 2007

To the Honorable Commission Board Members
The Northern Virginia Transportation Commission
The Potomac and Rappahannock Transportation Commission

In connection with our audit of the financial statements of Virginia Railway Express (VRE) for the year ended June 30, 2007, we have the following comments and suggestions for your consideration.

Approval Form

During the course of our audit, it was noted that an approval form associated with federal grant reimbursement approval was a copy of an original and was being utilized with each request sent to PRTC. While we realize there are other controls and procedures in place to ensure that grant reimbursement requests are properly completed and include adequate supporting documentation, we recommend that only original signatures be submitted and maintained with each request.

New Auditing Pronouncement – SAS 112

The Auditing Standards Board (ASB) released Statement on Auditing Standards (SAS) No. 112, *Communicating Internal Control Related Matters Identified in an Audit*. This pronouncement impacts certain communications that must be provided to clients by their auditors. In addition to updating several definitions and introducing new terminology (i.e. the term “reportable condition” is replaced by “significant deficiency”), this SAS gives more guidance and tends to expand the definition of what constitutes a significant deficiency or material weakness.

The SAS defines that a control deficiency exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect misstatements on a timely basis. A significant deficiency is a control deficiency that adversely affects VRE’s ability to initiate, authorize, record, process, or report financial data reliably such that there is a *more than a remote* likelihood that a misstatement of the VRE’s financial statements that is *more than inconsequential* will not be prevented or detected by the VRE’s internal control. A material weakness is a significant deficiency that results in more than a remote likelihood that a material misstatement of the financial statements will not be prevented or detected by the VRE’s internal control.

We are required to evaluate all identified control deficiencies individually and in the aggregate by significant account balance, disclosure, and component of internal control. Then we must consider the likelihood and magnitude of the deficiency. The SAS lowers the standard for items that must be communicated to management. The SAS is effective for fiscal years ending after December 15, 2006. Consequently, this new standard was in effect for the VRE’s 2007 audit.

Pending Auditing Pronouncements – Risk Assessment Suite of Standards

In an attempt to improve the quality of financial statement audits, the ASB has issued eight Statements on Auditing Standards relating to the assessment of risk in an audit of financial statements. While our firm has not performed a detailed analysis of how these statements will affect our auditing procedures, we do expect these requirements to alter the audit work performed as it relates to understanding and testing of internal controls and assessing risks. These statements are effective for financial statement periods beginning after December 15, 2006, with early adoption permitted. A summary of the standards follows:

- SAS No. 104, *Amendment to Statement on Auditing Standards No. 1, Codification of Auditing Standards and Procedures*
- SAS No. 105, *Amendment to Statement on Auditing Standards No. 95, Generally Accepted Auditing Standards*
- SAS No. 106, *Audit Evidence*
- SAS No. 107, *Audit Risk and Materiality in Conducting an Audit*
- SAS No. 108, *Planning and Supervision*
- SAS No. 109, *Understanding the Entity and Its Environment and Assessing the Risks of Material Misstatement*
- SAS No. 110, *Performing Audit Procedures in Response to Assessed Risks and Evaluating the Audit Evidence Obtained*
- SAS No. 111, *Amendment to Statement on Auditing Standards No. 39, Audit Sampling*

These statements establish standards and provide guidance concerning the auditor's assessment of the risks of material misstatement (whether caused by error or fraud) in a financial statement audit, and the design and performance of audit procedures whose nature, timing, and extent are responsive to the assessed risks. Additionally, the statements establish standards and provide guidance on planning and supervision, the nature of audit evidence, and evaluating whether the audit evidence obtained affords a reasonable basis for an opinion regarding the financial statements under audit.

The primary objective of these statements is to enhance auditors' application of the audit risk model in practice by specifying, among other things:

- More in-depth understanding of VRE and its environment, including its internal control, to identify the risks of material misstatement in the financial statements and what VRE is doing to mitigate them.
 - More rigorous assessment of the risks of material misstatement of the financial statements based on that understanding.
- Improved linkage between the assessed risks and the nature, timing, and extent of audit procedures performed in response to those risks.

These statements represent part of the ASB's ongoing effort to develop stronger and more definitive auditing standards that are intended to enhance auditor performance and thereby to improve audit effectiveness.

Status of Previous Management Advice

During the course of our audit, it was noted that management had implemented all of our recommendations in our letter dated September 1, 2006.

This report is intended solely for the information and use of management, members, and others within the organization and is not intended to be and should not be used by anyone other than these specified parties.

If you have any questions concerning any of these items, or if we can be of further assistance, please contact us. We thank you for the opportunity to conduct your audit for the year ended June 30, 2007 and express our appreciation to everyone for their cooperation during this engagement.

PBGH, LLP

Harrisonburg, Virginia
November 2, 2007



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RSM McGladrey Network
An Independently Owned Member

To the Honorable Commission Board Members
Northern Virginia Transportation Commission
Arlington, Virginia 22203

This letter is intended to inform the Commission Board Members about significant matters related to the conduct of the annual audit so that it can appropriately discharge its oversight responsibility, and that we comply with our professional responsibilities to the Commission Board Members.

The following summarizes various matters which must be communicated to you under auditing standards generally accepted in the United States of America.

***The Auditors' Responsibility Under Auditing Standards
Generally Accepted in the United States of America***

Our audit of the financial statements of the Northern Virginia Transportation Commission (NVTC) for the year ended June 30, 2007 was conducted in accordance with auditing standards generally accepted in the United States of America; *Government Auditing Standards* issued by the Comptroller General of the United States; the provisions of the Single Audit Act, OMB Circular A-133 and OMB's Compliance Supplement; and *Specifications for Audits of Authorities, Boards, and Commissions*, issued by the Auditor of Public Accounts of the Commonwealth of Virginia. Those standards, circular, supplement, and specifications require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement, whether caused by error, fraudulent financial reporting or misappropriation of assets. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. Accordingly, the audit was designed to obtain reasonable, rather than absolute, assurance about the financial statements. We believe our audit accomplished that objective.

In accordance with *Government Auditing Standards*, we have also performed tests of controls over internal control over financial reporting and tests of compliance with certain provisions of laws, regulations, contracts, and grant agreements that contribute to the evidence supporting our opinion on the financial statements. However, they do not provide a basis for opining on NVTC's internal control over financial reporting or on compliance and other matters.

Management Judgments and Accounting Estimates

Accounting estimates are an integral part of the preparation of financial statements and are based upon management's current judgment. The process used by management encompasses their knowledge and experience about past and current events and certain assumptions about future events. Management has informed us they used all the relevant facts available to them at the time to make the best judgments about accounting estimates, and we considered this information in the scope of our audit. Estimates significant to the financial statements include such items as lives for depreciable assets, not having a reserve for uncollectible accounts, and not recording the Commission's equity interest in the Virginia Railway Express. The Board may wish to monitor the process used to compute these accounting estimates.

Accounting Policies and Alternative Treatments

Management and the Commission Board Members have the ultimate responsibility for the appropriateness of the accounting policies used by NVTC. NVTC did not adopt any significant new accounting policies nor have there been any changes in existing significant accounting policies during the current period which should be brought to your attention for approval. Following is a description of significant accounting policies that have been issued but have not been adopted as of June 30, 2007 and that management has not yet determined the effect on NVTC's financial statements.

- GASB Statement No. 45, *Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions*, establishes standards for the measurement, recognition, and display of OPEB expense/expenditures and related liabilities (assets), note disclosures, and required supplemental information. Statement No. 45 will be effective for periods beginning after December 15, 2008.
- GASB Statement No. 48, *Sales and Pledges of Receivables and Future Revenues and Intra-Entity Transfers of Assets and Future Revenues*, establishes criteria that governments will use to ascertain whether the proceeds received collateralized by future collections of receivables or revenues should be reported as revenues or as a liability. This Statement also includes a provision that stipulates that governments should not revalue assets that are transferred between financial reporting entity components. Statement No. 48 will be effective for periods beginning after December 15, 2007.
- GASB Statement No. 50, *Pension Disclosures, an amendment of GASB Statements No. 25 and No. 27*, more closely aligns financial reporting requirements for pensions with those for OPEB and enhances note disclosures or information presented as required supplementary information. Statement No. 50 will be effective for periods beginning after June 15, 2007.
- GASB Statement No. 51, *Accounting and Financial Reporting for Intangible Assets*, establishes accounting and financial reporting requirements for intangible assets, particularly in the areas of recognition, initial measurement, and amortization to reduce inconsistencies of reporting among state and local governments. Statement No. 51 will be effective for periods beginning after June 15, 2009.

We did not identify any significant or unusual transactions or significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

Audit Adjustments

There were no audit adjustments made to the original trial balance presented to us to begin our audit.

Uncorrected Misstatements

There were no uncorrected misstatements that were noted by us during the audit.

Other Information in Documents Containing Audited Financial Statements

We are not aware of any other documents that contain the audited basic financial statements. If such documents were to be published, we would have a responsibility to determine that such financial information was not materially inconsistent with the audited statements of NVTC.

Disagreements With Management

We encountered no disagreements with management over the application of significant accounting principles, the basis for management's judgments on any significant matters, the scope of the audit, or significant disclosures to be included in the financial statements.

Consultations With Other Accountants

We are not aware of any consultations management had with other accountants about accounting or auditing matters.

Major Issues Discussed With Management Prior to Retention

No major issues were discussed with management prior to our retention to perform the aforementioned audit.

Difficulties Encountered in Performing the Audit

We did not encounter any difficulties in dealing with management relating to the performance of the audit.

Closing

We will be pleased to respond to any questions you have about the foregoing information. We appreciate the opportunity to continue to be of service to NVTC.

This report is intended solely for the information and use of the Commission Board Members and management and is not intended to be and should not be used by anyone other than these specified parties.

PBGH, LLP

Harrisonburg, Virginia
November 13, 2007

**NORTHERN VIRGINIA
TRANSPORTATION COMMISSION**

**Financial and Compliance Reports
Year Ended June 30, 2007**

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
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INDEPENDENT AUDITORS' REPORT

To the Honorable Commission Board Members
Northern Virginia Transportation Commission
Arlington, Virginia

We have audited the accompanying financial statements of the governmental activities and each major fund of Northern Virginia Transportation Commission as of and for the year ended June 30, 2007, which collectively comprise Northern Virginia Transportation Commission's basic financial statements as listed in the table of contents. These financial statements are the responsibility of Northern Virginia Transportation Commission's management. Our responsibility is to express an opinion on these financial statements based on our audit.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and *Specifications for Audits of Authorities, Boards, and Commissions*, issued by the Auditor of Public Accounts of the Commonwealth of Virginia. Those standards and specifications require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinions.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and each major fund of Northern Virginia Transportation Commission as of June 30, 2007, and the respective changes in financial position, for the year then ended in conformity with accounting principles generally accepted in the United States of America.

In accordance with *Government Auditing Standards*, we have also issued our report dated November 2, 2007 on our consideration of Northern Virginia Transportation Commission's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* and should be considered in assessing the results of our audit.

The management's discussion and analysis (pages 3 to 9) is not a required part of the basic financial statements but is supplementary information required by accounting principles generally accepted in the United States of America. We have applied certain limited procedures, which consisted principally of inquiries of management regarding the methods of measurement and presentation of the required supplementary information. However, we did not audit the information and express no opinion on it.

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise Northern Virginia Transportation Commission's basic financial statements. The accompanying supplementary information and Schedule of Expenditures of Federal Awards as required by the U. S. Office of Management and Budget Circular A-133, *Audits of States, Local Governments and Non-Profit Organizations*, are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and, in our opinion, is fairly stated, in all material respects, in relation to the basic financial statements taken as a whole.

PBGH, LLP

Harrisonburg, Virginia
November 2, 2007

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

REQUIRED SUPPLEMENTARY INFORMATION

YEAR ENDED JUNE 30, 2007

NORTHERN VIRGINIA TRANSPORTATION COMMISSION MANAGEMENT'S DISCUSSION AND ANALYSIS

This discussion and analysis of Northern Virginia Transportation Commission's (NVTC) financial performance provides an overview of NVTC's financial activities for the fiscal year that ended on June 30, 2007. Please read it in conjunction with the accompanying financial statements which follow this section.

OVERVIEW OF THE FINANCIAL STATEMENTS

The financial statements presented include all of the activities of the NVTC which are part of the NVTC reporting entity using the integrated approach as prescribed by the Governmental Accounting Standards Board (GASB).

The government-wide financial statements present the financial picture of NVTC from the economic resources measurement focus using the accrual basis of accounting. Excluded from these statements are the activities of the jurisdiction trust funds, which are considered fiduciary funds and, therefore, not part of the primary government.

The fund financial statements include a set of statements for each of the two categories of funds – governmental and fiduciary. The governmental funds are prepared using the current financial resources measurement focus and modified accrual basis of accounting. The fiduciary fund is prepared using the economic resources measurement focus and the accrual basis of accounting, similar to the government-wide financial statements. Reconciliation of the fund financial statements to the government-wide financial statements is provided to explain the differences created by the integrated approach.

Government-Wide Financial Statements

The government-wide financial statements consist of the Statement of Net Assets and the Statement of Activities. The Statement of Net Assets presents the assets and liabilities, with the difference between the two reported as net assets. The Statement of Activities shows in broad terms how the net assets changed during the fiscal year.

Over time, increases or decreases in net assets may serve as a useful indicator of whether the financial position of NVTC is improving or declining. Net assets can be reported in three categories; net assets invested in capital assets, net assets that are restricted in use, and net assets that are unrestricted. NVTC does not have any restricted net assets. The revenue supporting the activities and programs are classified under two broad categories: operating grants and contributions and capital grants and contributions. While NVTC receives grant revenue used ultimately for capital purposes, the revenue is classified as operating since it is passed through to other entities. Accordingly, NVTC does not report revenues under the capital grants and contributions category.

Fund Financial Statements

A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The funds of the NVTC reporting entity can be divided into two categories: governmental funds and fiduciary funds.

Governmental Funds. Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. Unlike the government-wide financial statements, governmental fund financial statements focus on near-term inflows and outflows of spendable resources as well as on balances of spendable resources available at the end of the fiscal year.

NVTC maintains two governmental funds: the General Fund and the Special Revenue Fund. Information is presented separately in the governmental fund Balance Sheet and in the governmental fund Statement of Revenues, Expenditures and Changes in Fund Balances for each of these funds. The General Fund includes the administrative, planning and project activities of NVTC. The Special Revenue Fund reports the intergovernmental revenue received by NVTC and allocated to the member jurisdictions by a formula maintained by NVTC. Once the allocation is determined, the funds are remitted to the fiduciary funds.

Fiduciary Funds. Fiduciary funds are used to account for resources held by NVTC for the benefit and restricted use of the programs of other governments. Additions to the fiduciary funds consist of revenue remitted from the Special Revenue Fund and investment income. Deductions from the fiduciary funds are disbursements directed by the individual member jurisdictions for restricted purposes. The accounting methods used for fiduciary funds are much like that used for proprietary funds. The two statements included for the fiduciary funds are the Statement of Fiduciary Net Assets and the Statement of Changes in Fiduciary Net Assets.

Notes to the Financial Statements

The notes to the financial statements provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements.

Supplementary Information

Additional information is presented as a supplement to the basic financial statements. Although not required to be presented and not part of the basic financial statements, the schedules are included to provide additional information of interest to certain financial statement users.

GOVERNMENT-WIDE FINANCIAL ANALYSIS

This management discussion and analysis is required to present information on a government-wide basis. Due to the nature of NVTC's activities, the discussion included in the fund analysis section provides information that may be more meaningful.

Current assets consist primarily of grant revenue and motor fuels sales tax due from the Commonwealth of Virginia. As of June 30, 2007, the Statement of Net Assets shows \$18,190,759 due from the Commonwealth of Virginia, of which \$7,795,236 is for motor fuels sales tax, and \$10,395,523 for grant revenue. This is a significant increase over the previous fiscal year which showed receivables of \$7,317,650 in motor fuels sales tax and \$5,226,424 in grant revenue, totaling \$12,544,074. The approximate \$5.2 million increase in the receivable for grant revenue is due primarily to a large number of jurisdiction capital grants invoiced near the end of the fiscal year. As of June 30, 2007, all but \$803,996 of the amount due from the Commonwealth was for the jurisdiction transit function of NVTC, which is offset by a payable to the fiduciary fund.

As noted earlier, net assets may serve as a useful indicator of a government's financial position. As shown below, total assets exceeded liabilities by \$206,348. Net assets invested in capital assets of \$12,804 and unrestricted net assets of \$193,544 make up the balance of net assets. Please refer to the funds analysis for a discussion of the components and changes in the governmental activities.

Condensed Statements of Net Assets
June 30, 2007 and 2006

	<u>2007</u>	<u>2006</u>	Increase <u>(Decrease)</u>
Current and other assets	\$ 18,635,482	\$ 13,277,118	\$ 5,358,364
Capital assets	12,804	13,717	(913)
Total assets	<u>18,648,286</u>	<u>13,290,835</u>	<u>5,357,451</u>
Current and other liabilities	18,404,058	13,005,005	5,399,053
Long-term liabilities	37,880	38,961	(1,081)
Total liabilities	<u>18,441,938</u>	<u>13,043,966</u>	<u>5,397,972</u>
Net assets:			
Invested in capital assets	12,804	13,717	(913)
Unrestricted	193,544	233,152	(39,608)
Total Net Assets	<u>\$ 206,348</u>	<u>\$ 246,869</u>	<u>\$ (40,521)</u>

The following table shows the revenues and expenses and the change in net assets of the governmental activities. For the fiscal year ended June 30, 2007, approximately \$117 million in revenues were reported, which is a decrease of approximately \$22 million from the previous year, and similar to the decrease in expenses. Net assets decreased by \$40,521 from the previous year. A discussion of the key components of these changes is included in the funds analysis.

**Changes in Net Assets
Years Ended June 30, 2007 and 2006**

	<u>2007</u>	<u>2006</u>	<u>Increase (Decrease)</u>
Revenue:			
Program revenues:			
Operating grants and contributions	\$ 117,493,533	\$ 139,444,986	\$ (21,951,453)
General revenues:			
Interest income	25,690	16,359	9,331
Total revenue	<u>117,519,223</u>	<u>139,461,345</u>	<u>(21,942,122)</u>
Expenses:			
General and administration	846,265	842,604	3,661
Project costs	2,920,023	1,430,075	1,489,948
Payments to fiduciary funds	113,793,456	137,219,004	(23,425,548)
Total expenses	<u>117,559,744</u>	<u>139,491,683</u>	<u>(21,931,939)</u>
Decrease in net assets	(40,521)	(30,338)	(10,183)
Net assets, beginning of year	<u>246,869</u>	<u>277,207</u>	<u>(30,338)</u>
Net assets, end of year	<u>\$ 206,348</u>	<u>\$ 246,869</u>	<u>\$ (40,521)</u>

FINANCIAL ANALYSIS OF THE REPORTING ENTITY'S FUNDS

Governmental Funds

General Fund. The General Fund reports the project, planning and administrative activities of NVTC. The unreserved fund balance represents the net resources available for spending at the end of the fiscal year.

NVTC adopts an annual operating budget for the planning and administrative activities of the General Fund for the purpose of determining the annual contributions from the member jurisdictions required to fund these activities. In addition, the various projects included in the General Fund have individual budgets. While certain administrative expenditures such as payroll and payroll related expenses are part of the annual operating budget, they may be included in project costs if they were incurred directly for a project. Since non-administrative project expenditures are generally fully funded from sources other than those for the planning and administrative activities, the unreserved fund balance is mainly the result of the planning and administrative activities of the General Fund.

As of June 30, 2007 the General Fund had a total fund balance of \$254,611, a decrease of \$43,688 from the prior year, of which all was unreserved. The decrease is the result of a budgeted draw down of the fund balance partially offset by a favorable budget variance.

NVTC started one new project during the fiscal year; the Hydrogen Fuel Injection (HFI) demonstration project. This two year project is funded with a 95% grant from the Virginia Department of Rail and Public Transportation, with the local match consisting of contributed payroll. Including the HFI project, NVTC had eight active grant funded regional projects during the fiscal year, with total direct costs of \$2.9 million.

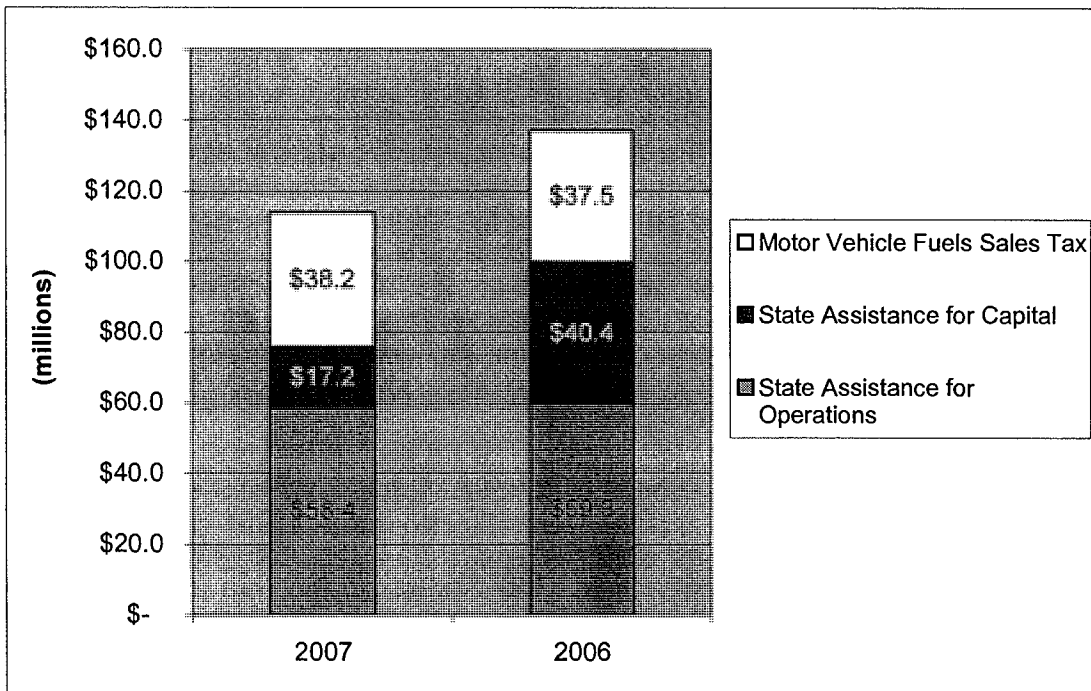
In terms of dollars expended, the SmarTrip regional fare and the Code Red projects were the most active during the fiscal year, making up 82% of the total direct project costs. In terms of project budgets, the SmarTrip program is by far the largest of NVTC's current projects with a total budget of \$7.0 million. This multiyear project is funded using state, federal and local sources.

State and Federal funding sources for projects during the fiscal year totaled \$2,164,532. Other funding sources include local contributions from NVTC and other governments of \$756,237. NVTC's contributions consist primarily of payroll and payroll related costs.

A portion of NVTC's general and administrative contributions, the Marketing program, and the Bus Data NTD collection project, which are all part of the General Fund, receive funding from the state assistance for operating and the Motor Vehicle Fuels Sales tax. For the fiscal year, this equaled \$766,074 in state assistance and \$665 in sales tax, which is in addition to the revenue reported in the Special Revenue Fund.

Special Revenue Fund. The special revenue fund reports intergovernmental revenue for the jurisdictions' transit programs, including local bus systems and the operating and capital subsidies of the Washington Metropolitan Area Transit Authority ("WMATA"). The intergovernmental revenue includes state operating assistance, state capital assistance and the motor vehicle fuels sales tax. As the revenue is recognized by the Special Revenue Fund, it is allocated using the Subsidy Allocation Model formula ("SAM"). This formula, which is defined and established by NVTC board resolution and the *Code of Virginia*, is maintained and updated annually by NVTC. After the revenue has been allocated by the SAM and each jurisdiction's share has been identified, the funds are remitted to the Jurisdiction Trust Fund for the restricted use by the member jurisdictions individually to support the programs of their respective locality.

Intergovernmental revenues decreased approximately \$23.4 million (17%) compared to fiscal year 2006. A comparison of the revenue by type between fiscal years follows:



State assistance for operations is revenue from the state FTM/Admin formula assistance program. The approximate \$1 million decrease in assistance from fiscal year 2006 to fiscal year 2007 recognized by the special revenue fund mirrors the slight decrease in the state's Mass Transit Trust Fund. The FTM/Admin assistance program is funded at the statutory fixed rate of 73.5% of projected Mass Transit Trust Fund revenue.

State assistance for capital expenditures recognized by the special revenue fund during fiscal year 2007 includes \$16.2 million from the capital formula assistance program, and \$1.0 million from the VTA 2000 program, compared to fiscal year 2006 revenue of \$17.3 million from the capital formula assistance program, and \$23.1 million from the VTA 2000 program. The decrease in the capital revenue is due to a decrease in the effective capital matching ratio combined with a decrease in costs covered under the VTA 2000 program.

Similar to the FTM/Admin formula assistance, the capital formula assistance program for fiscal year 2007 received its funding exclusively from the Mass Transit Trust Fund, but at the statutory rate of 25%. The state capital matching ratio decreased from 63% to 22% due to a significant increase in capital costs covered by the program, combined with a slight decrease of 1.5% in revenue allocated to the program.

The VTA 2000 program provides state funds from sources other than the Mass Transit Trust Fund and do not require a local match. The VTA funds were made available to the NVTC jurisdictions for the payment of certain WMATA capital expenditures.

The Motor Vehicle Fuels Sales tax is levied on the retail sales of gasoline within NVTC's jurisdictions. Sales tax revenue increased by \$0.7 million, or 2% from the previous fiscal year. This increase is consistent with the national average price increase for all grades over the same period, as calculated from U.S. DOE weekly price data. Overall demand, the price elasticity impacting demand and grade mix are some of the other factors that effect revenue collections.

Fiduciary Fund

The fiduciary fund is a private purpose trust fund, which is titled the Jurisdiction Trust Fund.

Jurisdiction Trust Fund. The Jurisdiction Trust Fund holds the assets that were remitted from the special revenue fund and are accounted for on an individual jurisdiction basis. These funds are invested primarily in the Virginia Local Government Investment Pool, and are available for disbursement for restricted purposes by instructions of the member jurisdictions. The change in the fund balance from year to year is dependent upon the remittances from the special revenue fund, investment income and the amount each member jurisdiction instructs NVTC to disburse from the Fund.

CAPITAL ASSETS AND DEBT ADMINISTRATION

NVTC's capital assets consist of office furniture, equipment, computer hardware and software. No significant changes have occurred in capital assets from the prior fiscal year.

NVTC has issued debt to finance, in part, the construction and purchase of the capital assets of the Virginia Railway Express (VRE). The debt and related capital assets are not recognized on the financial statements of NVTC, but rather on those of VRE. Complete financial statements for VRE can be obtained from the Director of Finance and Administration of NVTC at 4350 N. Fairfax Drive, Suite 720, Arlington, VA 22203, or by email to nvtc@nvtcdc.org.

REQUESTS FOR INFORMATION

This financial report is designed to provide a general overview of NVTC's finances for all those interested. If you have any questions about this report or need additional financial information, contact the Director of Finance and Administration, Northern Virginia Transportation Commission, 4350 N. Fairfax Drive, Suite 720, Arlington, Virginia 22203, or by email to nvtc@nvtcdc.org.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

BASIC FINANCIAL STATEMENTS

YEAR ENDED JUNE 30, 2007

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
STATEMENT OF NET ASSETS

June 30, 2007

ASSETS	<u>Governmental Activities</u>
Cash and cash equivalents	\$ 228,479
Due from other governments:	
Commonwealth of Virginia	18,190,759
Virginia Railway Express	15,705
Advances, deposits and prepaid items	18,358
Restricted cash and cash equivalents	182,181
Capital assets:	
Office equipment and furniture	150,567
Less accumulated depreciation	(137,763)
Total assets	<u>18,648,286</u>
LIABILITIES	
Accounts payable	800,372
Accrued salaries	11,555
Due to fiduciary fund	17,386,763
Project funds advanced	182,181
Compensated absences:	
Due within one year	23,187
Due in more than one year	37,880
Total liabilities	<u>18,441,938</u>
NET ASSETS	
Invested in capital assets	12,804
Unrestricted	193,544
Total net assets	<u>\$ 206,348</u>

The accompanying notes are an integral part of the financial statements.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
STATEMENT OF ACTIVITIES
Year Ended June 30, 2007

	Governmental Activities		
	Functions / Programs		
	Totals	Planning and Administrative	Jurisdiction Transit
Expenses:			
General and administration	\$ 846,265	\$ 846,265	\$ -
Project costs	2,920,023	2,920,023	-
Payments to fiduciary funds	113,793,456	-	113,793,456
Total expenses	<u>117,559,744</u>	<u>3,766,288</u>	<u>113,793,456</u>
Program revenues:			
Operating grants and contributions	117,493,533	3,700,077	113,793,456
Net program expense	<u>(66,211)</u>	<u>\$ (66,211)</u>	<u>\$ -</u>
General revenues:			
Interest income	<u>25,690</u>		
Change in net assets	<u>(40,521)</u>		
Net assets, beginning of year	246,869		
Net assets, end of year	<u>\$ 206,348</u>		

The accompanying notes are an integral part of the financial statements.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
BALANCE SHEET
GOVERNMENTAL FUNDS
June 30, 2007

	Major Funds		Total Governmental Funds
	General Fund	Special Revenue Fund	
ASSETS			
Cash and cash equivalents	\$ 228,479	\$ -	\$ 228,479
Due from other governments:			
Commonwealth of Virginia	803,996	17,386,763	18,190,759
Virginia Railway Express	15,705	-	15,705
Advances, deposits and prepaid items	18,358	-	18,358
Restricted cash and cash equivalents	182,181	-	182,181
	<u>\$ 1,248,719</u>	<u>\$ 17,386,763</u>	<u>\$ 18,635,482</u>
LIABILITIES			
Accounts payable	\$ 800,372	\$ -	\$ 800,372
Accrued salaries	11,555	-	11,555
Due to fiduciary fund	-	17,386,763	17,386,763
Project funds advanced	182,181	-	182,181
Total liabilities	<u>994,108</u>	<u>17,386,763</u>	<u>18,380,871</u>
FUND BALANCES			
Unreserved	254,611	-	254,611
Total fund balance	<u>254,611</u>	<u>-</u>	<u>254,611</u>
	<u>\$ 1,248,719</u>	<u>\$ 17,386,763</u>	<u>\$ 18,635,482</u>

Reconciliation of fund balance on the Balance Sheet for the governmental funds to the net assets of the governmental activities on the Statement of Net Assets:

Fund balances - governmental funds	\$ 254,611
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Amounts reported for governmental activities in the Statement of Net Assets are different because:

Capital assets used in governmental activities are not financial resources therefore are not reported in the funds. The cost of the assets is \$150,567 and the accumulated depreciation is \$137,763.	12,804
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Compensated absences are liabilities not due and payable in the current period and therefore are not reported in the governmental funds.	<u>(61,067)</u>
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	<u>\$ 206,348</u>
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The accompanying notes are an integral part of the financial statements.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
GOVERNMENTAL FUNDS
Year Ended June 30, 2007

	<u>Major Funds</u>		<u>Total Governmental Funds</u>
	<u>General Fund</u>	<u>Special Revenue Fund</u>	
Revenues:			
Intergovernmental revenues:			
Contributions:			
Commonwealth of Virginia	\$ 590,750	\$ -	\$ 590,750
Local jurisdictions	310,001	-	310,001
Grants:			
Federal	9,787	-	9,787
Commonwealth of Virginia	2,154,745	75,615,021	77,769,766
Motor vehicle fuel sales tax	665	38,178,435	38,179,100
Project chargebacks, Virginia Railway Express	88,000	-	88,000
Local project contributions	546,129	-	546,129
Interest income	25,690	-	25,690
Total revenues	<u>3,725,767</u>	<u>113,793,456</u>	<u>117,519,223</u>
Expenditures:			
Current:			
General and administration	843,615	-	843,615
Project costs	2,920,023	-	2,920,023
Payments to fiduciary funds	-	113,793,456	113,793,456
Capital outlay	5,817	-	5,817
Total expenditures	<u>3,769,455</u>	<u>113,793,456</u>	<u>117,562,911</u>
Change in fund balances	(43,688)	-	(43,688)
Fund balances at beginning of year	298,299	-	298,299
Fund balances at end of year	<u>\$ 254,611</u>	<u>\$ -</u>	<u>\$ 254,611</u>

Change in fund balances - total governmental funds \$ (43,688)

Amounts reported for governmental activities in the Statement of Activities are different because:

Governmental funds report capital outlays as expenditures. However, in the Statement of Activities, the cost of those assets is allocated over their estimated useful lives and reported as depreciation expense.

Add - capital outlay	5,817
Deduct - depreciation expense	(6,730)

The change in compensated absences included in the expenses reported in the Statement of Activities do not require the use of current financial resources and therefore are not reported as expenditures in the governmental funds.

4,080

Change in net assets of governmental activities \$ (40,521)

The accompanying notes are an integral part of the financial statements.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
STATEMENT OF FIDUCIARY NET ASSETS
FIDUCIARY FUND
June 30, 2007

ASSETS	<u>Jurisdiction Trust Fund</u>
Cash and cash equivalents	\$ 79,798,077
Due from special revenue fund - Commonwealth of Virginia grants	9,591,527
Due from special revenue fund - Motor fuels sales tax	<u>7,795,236</u>
Total assets	<u>97,184,840</u>
NET ASSETS	
Net assets held in trust for member jurisdictions	<u><u>\$ 97,184,840</u></u>

The accompanying notes are an integral part of the financial statements.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
STATEMENT OF CHANGES IN FIDUCIARY NET ASSETS
FIDUCIARY FUND
Year Ended June 30, 2007

	<u>Jurisdiction Trust Fund</u>
Additions:	
Contributions from government	\$ 113,793,456
Investment income	4,230,787
Total Additions	<u>118,024,243</u>
Deductions:	
Funds disbursed to WMATA:	
Metro Matters capital	7,385,035
Beyond Metro Matters capital	691,860
Rail capital	961,119
Metrorail operating	29,674,368
Metrobus operating	39,381,952
Metroaccess operating	5,377,169
Metro debt service	7,412,500
Other funds disbursed:	
Other capital disbursements	19,498,255
Other operating disbursements	3,964,365
Total Deductions	<u>114,346,623</u>
Change in net assets	3,677,620
Net assets held in trust for member jurisdictions	
Beginning of year	93,507,220
End of year	<u>\$ 97,184,840</u>

The accompanying notes are an integral part of the financial statements.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

NOTES TO THE BASIC FINANCIAL STATEMENTS

YEAR ENDED JUNE 30, 2007

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

NOTES TO THE BASIC FINANCIAL STATEMENTS

Note 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements of the Northern Virginia Transportation Commission ("NVTC") have been prepared in accordance with accounting principles generally accepted in the United States of America ("GAAP"). The Governmental Accounting Standards Board ("GASB") is responsible for establishing GAAP for state and local governments through its pronouncements (Statements and Interpretations). Governments are also required to follow the pronouncements of the Financial Accounting Standards Board ("FASB") issued through November 30, 1989 (when applicable) that do not conflict with or contradict GASB pronouncements.

A. Reporting Entity

The Northern Virginia Transportation District (the "District") was created by the 1964 Acts of Assembly of the Commonwealth of Virginia, Chapter 630, to assume the powers and purposes of transportation districts under the Act. The transportation district comprises the cities of Alexandria, Fairfax, and Falls Church, and the counties of Arlington, Fairfax and Loudoun, and has all the powers granted transportation districts in the Act. The Act was created for the purpose of developing transportation systems necessary to the orderly growth and development of urban areas of the Commonwealth of Virginia for the safety, comfort, and convenience of its citizens and for the economical utilization of public funds. The District has no taxing power, although a tax imposed by the Virginia General Assembly is collected within the District's boundaries for its benefit. The Northern Virginia Transportation Commission is the governing body of the District, and was created pursuant to the Authorizing Legislation to manage and control the functions, affairs, and property of the District.

B. Government-wide and Fund Financial Statements

The government-wide financial statements (the Statement of Net Assets and the Statement of Activities) report only information of the governmental activities supported by intergovernmental revenues, and excludes the fiduciary activities of NVTC.

The government-wide Statement of Activities is designed to report the degree to which the direct expenses of a given function are offset by program revenues. Program revenues include grants and contributions that are restricted to meeting the operational or capital requirements of a particular function. The Motor Vehicle Fuels Sales tax is reported as program revenue because the Commonwealth of Virginia, not the NVTC, has the authority to collect this tax.

The government-wide Statement of Net Assets reports net assets as restricted when externally imposed constraints on those net assets are in effect. Internally imposed designations of resources are not presented as restricted net assets.

Separate fund financial statements are provided for governmental funds and fiduciary funds. The governmental funds are reported on a Balance Sheet and a Statement of Revenues, Expenditures and Changes in Fund Balances (fund equity). The fiduciary funds are reported on a Statement of Fiduciary Net Assets and a Statement of Changes in Fiduciary Net Assets. The fiduciary funds are not included in the government-wide statements.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

NOTES TO THE BASIC FINANCIAL STATEMENTS

Note 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

C. Measurement Focus, Basis of Accounting and Financial Statement Presentation

Government-wide Financial Statements – The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Intergovernmental revenues, consisting primarily of Federal and Commonwealth of Virginia grants, designated for payment of specific expenditures, are recognized at the time the expenditures are incurred. Any excess of revenues or expenditures at year-end are recorded as deferred revenue or accounts receivable, respectively. Derived tax revenues are recognized when the underlying transactions have occurred.

Governmental Fund Financial Statements – The Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, NVTC considers revenues to be available if they are collected within 90 days of the end of the current fiscal year end. Revenues from grants that are expenditure based are recognized if the expenditure has been made and invoiced to the grant. Expenditures are recorded when a liability is incurred under the full accrual method of accounting.

Fiduciary Funds – The financial statements of the fiduciary funds are reported using the economic resources measurement focus and the accrual basis of accounting, similar to the government-wide statements described above.

D. Fund Accounting

The financial activities are recorded in individual funds, each of which is deemed to be a separate accounting entity with a self-balancing set of accounts. Financial activities have been classified into the following major governmental and fiduciary funds:

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

NOTES TO THE BASIC FINANCIAL STATEMENTS

Note 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

D. Fund Accounting (Continued)

1. Governmental Funds

General Fund – This fund accounts for all financial activities of NVTC not accounted for in other funds and includes project, planning and administrative activities.

Special Revenue Fund – This fund accounts for revenue from state capital grants, state operating grants, and motor vehicle fuels sales tax received from the Commonwealth of Virginia for NVTC member jurisdiction transit purposes. NVTC is required by state statute to receive this revenue and allocate to the jurisdictions located within the transportation district based upon a formula developed and maintained by NVTC. Upon allocation, the revenue is transferred to a fiduciary fund where it is available for the jurisdictions' restricted use.

2. Fiduciary Funds

Fiduciary funds are used to report assets held in a trustee capacity for the member jurisdictions. These funds are available to support the programs of the member jurisdictions, not the programs of the NVTC reporting entity.

Jurisdiction Trust Fund – The resources received from the Special Revenue Fund are invested and held in a fiduciary capacity for each member jurisdiction until such time as they are disbursed upon the instructions of the individual jurisdictions.

E. Budgeting

Although not statutorily required, NVTC adopts an annual operating budget for the planning and administrative activities of the General Fund. The budgeting process enables NVTC to determine the annual contributions required from the member jurisdictions and the Commonwealth of Virginia to fund its planning and administrative activities. Accumulated fund balances in excess of anticipated minimum operating cash requirements are used as a revenue source in subsequent budgets.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

NOTES TO THE BASIC FINANCIAL STATEMENTS

Note 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

F. Capital Assets

NVTC's capital assets are accounted for at cost in accordance with the capitalization policy and are depreciated using the straight-line method over the following estimated useful lives:

Computer hardware and software	3 years
Office equipment	5 - 10 years
Office furniture	7 - 10 years

G. Unearned Revenue

Grant and project revenue that has been received, but not yet earned, is recorded as unearned revenue in the governmental and fiduciary funds.

H. Indirect Expenditure Allocation

Employee benefits are allocated to projects based on direct labor charges. Overhead and other indirect costs are not charged to NVTC projects.

I. Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenses during the reporting period. Actual results could differ from those estimates.

J. Restricted Cash and Cash Equivalents

Restricted cash and cash equivalents are funds that are restricted for use by NVTC for the SmarTrip project. These funds have been contributed by member jurisdictions to be used only for the costs resulting from contract change orders with the project vendor.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

NOTES TO THE BASIC FINANCIAL STATEMENTS

Note 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

K. Compensated Absences

Vacation leave is granted to all employees and is earned based upon the length of employment. Employees with up to 10 years of service may carryover a maximum of 240 hours of accumulated leave while employees with 11 or more years of service may carryover a maximum of 320 hours of leave. The Executive Director may carryover a maximum of 360 hours of leave. The allowed accumulated leave earned, yet not paid has been recorded as a liability since the leave vests and an obligation to make payment exists if an employee terminates.

Sick leave may also be accumulated by employees. After five years of service, NVTC employees are eligible to receive 25 percent of their accumulated sick leave, limited to \$5,000, upon separation. This amount has been recorded as a liability.

Note 2. DEPOSITS AND INVESTMENTS

At June 30, 2007, cash and cash equivalents consisted of the following, at cost which approximates fair value:

	Governmental Activities	Fiduciary Funds	Total
Cash	\$ 138,402	\$ -	\$ 138,402
Local Government Investment Pool	90,077	-	90,077
	<u>228,479</u>	<u>-</u>	<u>228,479</u>
Restricted:			
Local Government Investment Pool	182,181	79,798,077	79,980,258
Total	<u>\$ 410,660</u>	<u>\$ 79,798,077</u>	<u>\$ 80,208,737</u>

Deposits: All cash of NVTC is maintained in accounts collateralized in accordance with the Virginia Security for Public Deposits Act, Section 2.2-4400 et. seq. of the *Code of Virginia* or covered by federal depository insurance.

Investments: State statutes authorize local governments and other public bodies to invest in obligations of the United States or its agencies thereof, obligations of the Commonwealth of Virginia or political subdivisions thereof, obligations of the International Bank for Reconstruction and Development (World Bank), the Asian Development Bank, the African Development Bank, "prime quality" commercial paper and certain corporate notes; bankers' acceptances, repurchase agreements and the State Treasurer's Local Government Investment Pool (LGIP).

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

NOTES TO THE BASIC FINANCIAL STATEMENTS

Note 2. DEPOSITS AND INVESTMENTS (Continued)

NVTC has investments in the LGIP. The LGIP is a professionally managed money market fund which invests in qualifying obligations and securities as permitted by Virginia statutes. Pursuant to Section 2.2-4605 *Code of Virginia*, the Treasury Board of the Commonwealth sponsors the LGIP and has delegated certain functions to the State Treasurer. The LGIP reports to the Treasury Board at their regularly scheduled monthly meetings. The fair value of the position of the LGIP is the same as the value of the pool shares, i.e., the LGIP maintains a stable net asset value of \$1 per share. The LGIP has been assigned an “AAAm” rating by Standard and Poor’s and all of the investments made by NVTC are held here. The maturity of the LGIP is less than one year.

NVTC’s investment policy establishes the maximum percentages of the portfolio permitted in each of the following instruments:

LGIP	100%
US Treasury Obligations	100%
Certificates of Deposit	75%
Bankers’ Acceptances	50%
Repurchase Agreements	35%
Commercial Paper	25%

Note 3. DUE FROM OTHER GOVERNMENTS

At June 30, 2007, due from other governments consisted of the following:

	Planning and Administrative	Jurisdiction Transit	Total
Due from Commonwealth of Virginia:			
Motor fuel sales tax	\$ -	\$ 7,795,236	\$ 7,795,236
Grants	803,996	9,591,527	10,395,523
	<u>803,996</u>	<u>17,386,763</u>	<u>18,190,759</u>
Due from Virginia Railway Express	15,705	-	15,705
	<u>\$ 819,701</u>	<u>\$ 17,386,763</u>	<u>\$ 18,206,464</u>

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

NOTES TO THE BASIC FINANCIAL STATEMENTS

Note 4. CAPITAL ASSETS

Capital asset activity for the year ended June 30, 2007 was as follows:

	Beginning <u>Balance</u>	<u>Increases</u>	<u>Decreases</u>	Ending <u>Balance</u>
Governmental activities:				
Capital assets, being depreciated:				
Office equipment and furniture	\$ 144,750	\$ 5,817	\$ -	\$ 150,567
Less accumulated depreciation for:				
Office equipment and furniture	(131,033)	(6,730)	-	(137,763)
Governmental activities capital assets, net	<u>\$ 13,717</u>	<u>\$ (913)</u>	<u>\$ -</u>	<u>\$ 12,804</u>

Depreciation expense was charged to the governmental activities, general and administrative	<u>\$ 6,730</u>
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Note 5. JOINT VENTURE - VIRGINIA RAILWAY EXPRESS

Pursuant to a Master Agreement signed in 1989, NVTC and the Potomac and Rappahannock Transportation Commission ("PRTC") jointly (as the "Commissions") own and operate the Virginia Railway Express ("VRE"). VRE provides commuter rail service on two railroad lines originating in Fredericksburg and Manassas, Virginia and terminating at Union Station, Washington, D.C. The service uses existing track of the CSX Transportation Corporation ("CSX"), and the Norfolk Southern Railway Company, under respective operating access agreements. Trains are operated and maintained pursuant to a Purchase of Services Agreement between Amtrak and the Commissions.

VRE is managed by the Commissions. Certain functions have been delegated to the VRE Operations Board, consisting of three commissioners appointed from each of NVTC and PRTC and one representative of the Commonwealth of Virginia's Department of Rail and Public Transportation. The system is not currently configured for fare revenues alone to produce positive net income. In addition to fares, the project is financed with proceeds from the Commuter Rail Revenue Bond issues, Federal and Commonwealth of Virginia grants, and local jurisdictional contributions based on a population/ridership formula that is supplemented by voluntary donations from contributing jurisdictions. Participating jurisdictions include the counties of Fairfax, Prince William, and Stafford; and the cities of Manassas, Manassas Park, and Fredericksburg, Virginia. Contributing jurisdictions include Arlington County and the City of Alexandria, Virginia.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

NOTES TO THE BASIC FINANCIAL STATEMENTS

Note 5. JOINT VENTURE - VIRGINIA RAILWAY EXPRESS (Continued)

Commuter Rail Revenue Bonds have been issued in the name of NVTC for the VRE project. This debt and the capital assets acquired with the debt are not recognized on the financial statements of NVTC, but rather on those of VRE. Following is a schedule of the bonds outstanding as of June 30, 2007 as reported by VRE:

\$37,625,000 Commuter Rail Revenue Refunding Bonds, series 1993; due in annual maturities of \$4,350,000 to \$5,065,000 through July 2010, plus semi-annual interest at 4.9% to 5.25%	\$ 18,800,000
\$23,000,000 Commuter Rail Revenue Bonds, series 1997; due in annual maturities of \$1,055,000 to \$2,115,000 through July 2017, plus semi-annual interest at 4.7% to 6.0%	15,690,000
\$31,700,000 Commuter Rail Revenue Refunding Bonds, series 1998; due in annual maturities of \$115,000 to \$6,555,000 through July 1, 2014, plus semi-annual interest at 4.3% to 5.375%	24,785,000
	<u>59,275,000</u>
Less unamortized:	
Deferred loss	(1,413,969)
Discount	(93,872)
(Premiums)	426,428
Total bonded debt	<u>\$ 58,193,587</u>

The 1993, 1997 and 1998 Series Bonds are payable from a pledge of revenues attributable to VRE, including government grants, local jurisdictional contributions and passenger revenue. A financial guaranty bond guarantees payments of each bond series. Mandatory debt service requirements consist of the following:

Years Ended June 30,	Principal	Interest	Total Required
2008	\$ 5,520,000	\$ 3,027,016	\$ 8,547,016
2009	5,795,000	2,731,522	8,526,522
2010	6,105,000	2,411,369	8,516,369
2011	6,435,000	2,073,792	8,508,792
2012	6,780,000	1,714,648	8,494,648
2013-2017	26,525,000	3,276,452	29,801,452
2018	2,115,000	57,105	2,172,105
	<u>\$ 59,275,000</u>	<u>\$ 15,291,904</u>	<u>\$ 74,566,904</u>

Deferred bond and lease costs, consisting of issuance costs and insurance premiums are shown net of accumulated amortization. These costs are amortized on a straight-line basis over the life of the debt. Amortization of deferred bond and lease costs, approximating \$67,000, is included in interest expense in 2007.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

NOTES TO THE BASIC FINANCIAL STATEMENTS

Note 5. JOINT VENTURE - VIRGINIA RAILWAY EXPRESS (Continued)

The Indentures of Trust for the 1997 Commuter Rail Revenue Bonds required VRE to maintain a debt service reserve. During fiscal year 2000, VRE purchased a surety in substitution of the debt service reserve fund, releasing the proceeds from the reserve. The Indentures of Trust for the 1997 issue also require the maintenance of an operating reserve equivalent to one-third (33.3%) of annual budgeted operating expenses. As of June 30, 2007, VRE designated \$26,148,232 of its cash, the restricted bond interest and principal funds, inventory and receivables as this operating reserve. The reserves represented 62.05% of budgeted operating expenses.

Funds are invested by the Trustee pursuant to the Indentures of Trust and are classified as restricted. Funds held by the Trustee as of June 30, 2007 are as follows:

Bond Interest Fund	\$ 1,604,229
Bond Principal Fund	5,609,575
Total Held by Trustee	<u>\$ 7,213,804</u>

VRE has entered into the following capitalized lease financings for its fare collection system and to acquire rail cars.

Capitalized lease – Fare Collection

\$2,717,409 capitalized lease obligation \$39,347 due monthly, interest at 5.73%, maturing in 2009, collateralized with a fare collection system with a carrying value of \$416,523

\$ 855,119

Capitalized lease – Gallery IV

\$25,100,000 capitalized lease obligation \$965,679 due semi-annually, interest at 4.59%, maturing in 2025, collateralized with Gallery IV cars with a carrying value of \$26,121,262

\$ 23,486,988

Capitalized lease – Locomotive

\$271,804 capitalized lease obligation, annual lease payment of \$76,651 due in monthly increments, interest calculated at 5%, maturing in 2010, collateralized with an F40 locomotive with a carrying value of \$271,804

\$ 164,600

Under an agreement entered into between NVTC and VRE for the current fiscal year, project charge backs to VRE for staff support equals \$88,000 for the fiscal year, and amounts due from VRE equaled \$15,705 as of June 30, 2007.

Financial information from VRE's fiscal year 2007 audited financial statements is shown below. Complete financial statements for VRE can be obtained from the Director of Finance and Administration of NVTC at 4350 N. Fairfax Drive, Suite 720, Arlington, VA 22203.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

NOTES TO THE BASIC FINANCIAL STATEMENTS

Note 5. JOINT VENTURE - VIRGINIA RAILWAY EXPRESS (Continued)

**VIRGINIA RAILWAY EXPRESS
STATEMENT OF NET ASSETS**

June 30, 2007

ASSETS	
Current Assets	
Cash and cash equivalents	\$ 5,191,501
Accounts receivable, net of allowance	10,996,454
Inventory	1,976,039
Prepaid expenses	538,920
Restricted cash and cash equivalents	29,803,736
Total current assets	<u>48,506,650</u>
Other Assets	
Deferred bond costs, net	821,103
Capital assets (net of \$63,118,461 accumulated depreciation)	169,011,951
Total other assets	<u>169,833,054</u>
Total assets	<u>\$ 218,339,704</u>
LIABILITIES AND NET ASSETS	
Current Liabilities	
Accounts payable and accrued liabilities	\$ 10,601,558
Unearned revenue	13,840,874
Contract retainage	988,487
Current portion of:	
Capital lease obligations	1,365,970
Long-term debt	5,520,000
Note payable	60,000
Total current liabilities	<u>32,376,889</u>
Noncurrent Liabilities	
Capital lease obligations	23,140,737
Note payable	545,000
Bonds payable, net	52,673,587
Total noncurrent liabilities	<u>76,359,324</u>
Total liabilities	<u>108,736,213</u>
Net Assets	
Invested in capital assets, net of related debt	87,827,971
Restricted for liability insurance plan	6,524,971
Restricted for debt service	7,213,804
Restricted grants or contributions	785,173
Unrestricted assets	7,251,572
Total net assets	<u>109,603,491</u>
Total liabilities and net assets	<u>\$ 218,339,704</u>

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

NOTES TO THE BASIC FINANCIAL STATEMENTS

Note 5. JOINT VENTURE - VIRGINIA RAILWAY EXPRESS (Continued)

**VIRGINIA RAILWAY EXPRESS
STATEMENT OF REVENUES, EXPENSES AND
CHANGES IN NET ASSETS**

Year Ended June 30, 2007

Operating revenues	\$ 19,892,119
Operating expenses	47,244,348
Operating loss before depreciation	<u>(27,352,229)</u>
Depreciation	(9,875,593)
Operating loss	<u>(37,227,822)</u>
Nonoperating revenues (expenses):	
Subsidies:	
Commonwealth of Virginia grants	12,269,884
Federal grants	12,741,069
Jurisdictional operating contributions	8,802,762
Capital grants and assistance:	
Commonwealth of Virginia	9,455,655
Federal	10,762,936
Interest income:	
Operating funds	850,490
Insurance trust	329,252
Other restricted funds	41,038
Interest, amortization and other nonoperating expenses, net	(2,748,084)
Total nonoperating revenues, net	<u>52,505,002</u>
Loss on disposal of assets	<u>(291,306)</u>
Change in net assets	14,985,874
Net assets, beginning	<u>94,617,617</u>
Net assets, ending	<u>\$ 109,603,491</u>

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

NOTES TO THE BASIC FINANCIAL STATEMENTS

Note 6. PENSION PLAN

NVTC contributes to the Northern Virginia Transportation Commission Pension Trust (the "Plan"), a single employer public employees' retirement system, contributory target benefit pension plan covering substantially all employees. Under the terms of the Plan, the normal retirement date is the July 1st closest to the participant's 65th birthday. Early retirement may be elected if the participant has attained age 55 with ten years of continuous service. Employees vest in the employer's contributions at the rate of 20% for each year of service until fully vested.

The plan is funded in amounts determined by an actuarial consultant. Employer contributions for the year ended June 30, 2007 totaled \$48,576 (7.8% of covered payroll). Required employee contributions for the year ended June 30, 2007 totaled \$11,835 (1.9% of covered payroll). Since 1994, participants have been required to contribute 2.0% of covered salary, not to exceed 50% of the aggregate gross annual contribution for benefits. NVTC contributes the balance of the cost of the Plan. NVTC's payroll for employees covered by the plan for the year ended June 30, 2007 was approximately \$620,000.

Note 7. OPERATING LEASES

NVTC leases office space under a 10-year agreement which expires December 31, 2010. Office rent under this lease totaled \$159,600 for the year ended June 30, 2007. The lease provides for an adjustment to the base rental for increases in basic costs. Escalation is limited to five percent per year in basic costs of building operation, maintenance and management and the actual increases in real estate taxes and electricity.

NVTC leases office equipment under a five-year agreement which expires December 31, 2010. Minimum monthly payments equal \$389 per month. Payments under this lease totaled \$4,668 for the year ended June 30, 2007.

Future minimum lease payments required as of June 30, 2007 for the operating leases are as follows:

<u>Year Ending June 30,</u>	
2008	\$ 160,655
2009	165,335
2010	170,155
2011	<u>86,300</u>
Total	<u>\$ 582,445</u>

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

NOTES TO THE BASIC FINANCIAL STATEMENTS

Note 8. SIGNIFICANT COMMITMENTS AND CONTINGENCIES

During fiscal year 2002, NVTC exercised an option included in a contract entered into by WMATA for equipment and services for the SmarTrip program. The option enabled NVTC to contract directly with the vendor on behalf of several transit systems for the Northern Virginia portion of the program, pursuant to the terms and conditions of the WMATA contract and additional terms and conditions negotiated with the vendor by NVTC. The maximum commitment outstanding under the terms of the agreement is \$3,260,373 as of June 30, 2007.

During fiscal year 2006, NVTC entered into a contract with a consulting firm to develop the GPS/AVL system. The maximum commitment outstanding under this agreement is \$96,234.

During fiscal year 2007, NVTC entered into two contracts for projects with total commitments outstanding under the agreements of \$86,000.

A combination of Federal and Commonwealth of Virginia Grants and local funds are available to finance substantially all of the NVTC contracted services for the projects. Significant NVTC contracts include a sufficiency of funding clause in the event funding becomes unavailable.

All project expenditures are expensed as incurred, including expenditures for tangible assets developed through the SmarTrip program, as the equipment becomes the property of the transit systems upon completion of the contract. Software developed under the GPS / AVL program will become available to all transit systems within the Commonwealth free of charge.

The Commissions have outstanding commitments on behalf of the VRE for construction of facilities and equipment. A combination of Federal and Commonwealth of Virginia grants will be used to finance these capital projects. The following is a summary of the more significant contractual commitments relating to VRE as of June 30, 2007:

Stations and parking lots	\$	1,236,438
Maintenance and layover yards		6,311,178
Track and signal improvements		718,390
Other administrative		243,744
Railcars		81,628,046
	\$	<u>90,137,796</u>

In June 2002, VRE entered into a borrowing with SunTrust Bank in the amount of \$900,000 to refinance a previous borrowing used to purchase the VRE offices. This note carries a repayment schedule of 15 years, with the terms of the note subject to revision June 2007. The note was extended until November 2012 pending final signature for \$600,000 at 4.31%. The current note is secured by the office condominium. Principal of \$5,000 plus interest is payable monthly. The interest rate at June 30, 2007 was 4.09%.

NVTC has received proceeds from several federal and state grant programs. In the event of an audit of these grants certain costs may be questioned as not being appropriate expenditures under the grant agreements. Such findings may result in the refund of grant monies to the grantor agencies. Based on NVTC's policies and past experience, management believes that no refunds would be due in the case of an audit and accordingly no provision has been made in the accompanying financial statements for the refund of grant monies.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

NOTES TO THE BASIC FINANCIAL STATEMENTS

Note 9. Pending GASB Statements

At June 30, 2007 the Governmental Accounting Standards Board (GASB) had issued several statements not yet implemented by NVTC. The statements which might impact NVTC are as follows:

GASB Statement No. 45, *Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions*, establishes standards from the measurement, recognition, and display of OPEB expense/expenditures and related liabilities (assets), note disclosures, and required supplemental information. Statement No. 45 will be effective for periods beginning after December 15, 2008.

GASB Statement No. 48, *Sales and Pledges of Receivables and Future Revenues and Intra-Entity Transfers of Assets and Future Revenues*, establishes criteria that governments will use to ascertain whether the proceeds received collateralized by future collections of receivables or revenues should be reported as revenues or as a liability. This Statement also includes a provision that stipulates that governments should not revalue assets that are transferred between financial reporting entity components. Statement No. 48 will be effective for periods beginning after December 15, 2007.

GASB Statement No. 50, *Pension Disclosures*, establishes and modifies requirements related to financial reporting by pension plans and by employers that provide defined benefit and defined contribution pensions. Statement No. 50 will be effective for periods beginning after June 15, 2007.

GASB Statement No. 51, *Accounting and Financial Reporting for Intangible Assets*, establishes standards of accounting and financial reporting for intangible assets. Statement No. 51 will be effective for periods beginning after June 15, 2009.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

SUPPLEMENTARY INFORMATION

YEAR ENDED JUNE 30, 2007

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
SUPPLEMENTARY INFORMATION
SCHEDULE OF CHANGES IN FIDUCIARY NET ASSETS BY JURISDICTION
JURISDICTION TRUST FUND
Year Ended June 30, 2007

	<u>City of Alexandria</u>	<u>Arlington County</u>	<u>City of Fairfax</u>	<u>Fairfax County</u>	<u>City of Falls Church</u>	<u>Loudoun County</u>	<u>Totals</u>
Additions:							
Contributions from primary government:							
Virginia General Assembly	\$ 11,999,278	\$ 20,616,886	\$ 1,271,571	\$ 40,957,997	\$ 769,289	\$ -	\$ 75,615,021
Motor Vehicle Fuels Sales Tax	2,392,260	3,501,939	1,222,252	21,970,882	1,037,160	8,053,942	38,178,435
Investment income	130,482	330,887	203,424	2,013,777	42,063	1,510,154	4,230,787
Total additions	14,522,020	24,449,712	2,697,247	64,942,656	1,848,512	9,564,096	118,024,243
Deductions:							
Funds disbursed to WMATA:							
Metro Matters capital	-	5,663,059	270,109	1,062,392	389,475	-	7,385,035
Beyond Metro Matters capital	-	260,730	5,790	416,910	8,430	-	691,860
Rail capital	158,556	301,861	6,331	484,012	10,359	-	961,119
Metrorail operating	5,505,900	11,393,800	391,400	12,059,168	324,100	-	29,674,368
Metrobus operating	7,149,038	4,541,300	439,000	26,221,714	1,030,900	-	39,381,952
Metroaccess operating	622,876	460,000	125,550	3,999,643	169,100	-	5,377,169
Metro debt service	1,418,200	2,740,200	46,700	3,168,900	38,500	-	7,412,500
Other funds disbursed:							
Other capital disbursements	-	-	27,599	13,076,315	-	6,394,341	19,498,255
Other operating disbursements	-	157,649	1,370,350	-	438,396	1,997,970	3,964,365
Total deductions	14,854,570	25,518,599	2,682,829	60,489,054	2,409,260	8,392,311	114,346,623
Change in net assets	(332,550)	(1,068,887)	14,418	4,453,602	(560,748)	1,171,785	3,677,620
Net assets held in trust for member jurisdictions							
Beginning of year	5,357,438	11,828,068	4,311,466	43,490,326	1,339,036	27,180,886	93,507,220
End of year	\$ 5,024,888	\$ 10,759,181	\$ 4,325,884	\$ 47,943,928	\$ 778,288	\$ 28,352,671	\$ 97,184,840

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
SUPPLEMENTARY INFORMATION
SCHEDULE OF GENERAL, ADMINISTRATIVE AND PROJECT EXPENDITURES
GENERAL FUND
Year Ended June 30, 2007

	<u>Total</u>	<u>General and Administrative</u>	<u>Projects</u>
Expenditures:			
Advertising	\$ 2,691	\$ 2,691	\$ -
Capital purchases	5,817	5,817	-
Commissioners' per diem	15,250	15,250	-
Computer expense	5,174	3,626	1,548
Conference registration and training	2,519	2,519	-
Copier duplicating	8,878	8,812	66
Disability insurance	3,186	2,360	826
Employee group insurance	46,995	34,814	12,181
Employee retirement	50,046	37,075	12,971
Employer payroll taxes	46,758	34,639	12,119
Leave - annual, holiday, and sick	94,651	70,119	24,532
Legal and auditing	15,525	15,525	-
Memberships and subscriptions	1,952	1,952	-
Miscellaneous, repairs and maintenance	9,624	9,624	-
Office supplies	2,371	1,923	448
Office rent	159,725	159,725	-
Insurance and liability bonds	3,985	3,985	-
Parking and Metrochek	11,483	11,304	179
Postage and shipping	6,325	4,583	1,742
Project consultants and other project costs	2,656,785	-	2,656,785
Public information	50,024	500	49,524
Salaries and wages	553,834	407,752	146,082
Telephone	7,148	6,724	424
Travel and meetings	8,709	8,113	596
	<u>8,709</u>	<u>8,113</u>	<u>596</u>
Total expenditures	<u>\$ 3,769,455</u>	<u>\$ 849,432</u>	<u>\$ 2,920,023</u>

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION
SUPPLEMENTARY INFORMATION
SCHEDULE OF PROJECT REVENUES AND EXPENDITURES
GENERAL FUND**

Year Ended June 30, 2007

	HFI Demo	Jurisdiction Grants & Projects	GPS / AVL	Senior Mobility	TransAction 2030	Marketing	Bus Data Collection	SmarTrip	Code Red	Totals
Revenues:										
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,787	\$ -	\$ 9,787
Commonwealth of Virginia	-	20,601	70,213	72,791	40,036	12,153	163,171	819,002	955,367	2,153,334
Local	-	-	-	-	-	-	-	546,129	-	546,129
Other revenue	-	-	-	-	-	665	-	-	-	665
NVTC match	367	-	3,806	47,585	14,641	87,118	1,962	44,774	9,845	210,108
Total revenue	\$ 367	\$ 20,601	\$ 74,019	\$ 120,386	\$ 54,677	\$ 99,936	\$ 165,133	\$ 1,419,692	\$ 965,212	\$ 2,920,023
Expenditures:										
Salaries and wages	\$ 257	\$ -	\$ 4,222	\$ 33,088	\$ 9,622	\$ 59,514	\$ 1,373	\$ 31,171	\$ 6,835	\$ 146,082
Fringe benefits	110	-	1,810	14,186	4,125	25,515	589	13,364	2,930	62,629
Computer	-	-	-	-	-	1,548	-	-	-	1,548
Consultants	-	-	67,987	-	36,972	-	163,171	76,279	17,099	361,508
Postage	-	-	-	37	-	-	-	-	1,705	1,742
Telephone	-	-	-	239	8	169	-	8	-	424
Office supplies	-	-	-	242	206	-	-	-	-	448
Travel	-	-	-	122	88	338	-	-	-	596
Parking	-	-	-	21	21	-	-	105	48	179
Public Information	-	-	-	-	3,635	12,852	-	-	32	179
Copier duplicating	-	-	-	-	-	-	-	-	33,037	49,524
Costs incurred	-	20,601	-	66	-	-	-	-	-	66
Total expenditures	\$ 367	\$ 20,601	\$ 74,019	\$ 120,386	\$ 54,677	\$ 99,936	\$ 165,133	\$ 1,419,692	\$ 965,212	\$ 2,920,023

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION
SUPPLEMENTARY INFORMATION
SCHEDULE OF PROJECT REVENUES AND EXPENDITURES
GENERAL FUND**

Project Costs to Date - Active Projects
Year Ended June 30, 2007

	HFI Demo	Jurisdiction Grants & Projects	GPS / AVL	Senior Mobility	TransAction 2030	Marketing	Bus Data Collection	SmarTrip	Code Red	Totals
Revenues:										
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 113,067	\$ 1,200,000	\$ -	\$ 1,313,067
Commonwealth of Virginia	-	20,601	105,897	186,791	1,039,996	243,282	678,092	1,616,555	2,515,281	6,406,495
Local	-	-	-	4,000	-	-	50,000	814,661	-	868,661
Other revenue	-	-	-	-	-	1,336	-	67,915	-	69,251
NVTC match	367	-	11,672	130,386	81,165	451,784	42,527	199,446	36,486	953,833
Total revenue	367	20,601	117,569	321,177	1,121,161	696,402	883,686	3,898,577	2,551,767	9,611,307
Expenditures:										
Capital outlays	-	-	-	-	-	17,556	-	-	-	17,556
Salaries and wages	257	-	9,282	87,172	53,498	375,120	38,895	133,367	23,700	721,291
Fringe benefits	110	-	4,119	39,584	24,852	170,272	16,538	60,623	11,029	327,127
Advertising	-	-	448	965	791	354	852	377	652	4,439
Computer	-	-	404	-	-	8,816	-	-	-	9,220
Consultants	-	-	103,267	118,000	992,014	-	826,112	314,043	94,940	2,448,376
Dues and memberships	-	-	-	-	-	770	-	-	-	770
Postage	-	-	-	398	462	-	861	43	2,034	3,798
Telephone	-	-	-	352	52	642	18	125	30	1,219
Office supplies	-	-	-	833	211	187	-	-	-	1,231
Travel	-	-	-	420	452	3,310	350	1,298	68	5,898
Parking	-	-	49	427	777	273	60	1,113	228	2,927
Public information	-	-	-	-	48,052	119,102	-	-	36,198	203,352
Copier duplicating	-	-	-	641	-	-	-	-	-	641
Costs incurred	-	20,601	-	72,385	-	-	-	3,387,588	2,382,888	5,863,462
Total expenditures	367	20,601	117,569	321,177	1,121,161	696,402	883,686	3,898,577	2,551,767	9,611,307

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
SUPPLEMENTARY INFORMATION
SCHEDULE OF EXPENDITURES OF COMMONWEALTH OF VIRGINIA AWARDS
 Year Ended June 30, 2007

Grant	Contract Date	Grant Number	Grant Award	Accrued (Deferred) Revenue		Cash Received	Revenue Recognized	Expenditures	Accrued (Deferred) Revenue 06/30/07	Cumulative Expenditures
				06/30/06	06/30/07					
Northern Virginia Transportation Commission										
Virginia Department of Rail and Public Transportation (DRPT)										
Capital:										
Fiscal Year 2007	07/01/06	73007-03	\$ 10,167,882	\$ -	\$ 10,167,859	\$ 10,167,859	\$ -	\$ -	\$ -	\$ 10,167,859
Fiscal Year 2007	07/01/06	73007-18	92,400	-	-	-	-	-	-	-
Fiscal Year 2007	07/01/06	73007-19	2,390,740	-	-	-	2,903	2,903	2,903	2,903
Fiscal Year 2007	07/01/06	73007-20	348,480	-	-	-	-	-	-	-
Fiscal Year 2007	07/01/06	73007-21	6,600	-	-	-	5,240	5,240	5,240	5,240
Fiscal Year 2007	07/01/06	73007-22	9,952,611	-	-	-	29,535	29,535	29,535	29,535
Fiscal Year 2006	07/01/05	73006-15	125,954	-	-	-	52,949	52,949	52,949	52,949
Fiscal Year 2006	07/01/05	73006-16	566,479	-	-	-	-	-	-	-
Fiscal Year 2006	07/01/05	73006-17	31,500	-	8,316	-	8,316	8,316	-	8,316
Fiscal Year 2006	07/01/05	73006-18	1,028,000	-	248,346	-	248,346	248,346	-	248,346
Fiscal Year 2006	07/01/05	73006-25	7,076,790	-	-	-	102,184	102,184	102,184	102,184
Fiscal Year 2006	07/01/05	73006-26	256,000	-	-	-	-	-	-	-
Fiscal Year 2006	07/01/05	73006-29	12,926,646	-	611,007	-	611,007	611,007	-	12,926,646
Fiscal Year 2005	07/01/04	73005-10	1,028,332	-	-	-	965,965	965,965	-	1,028,332
Fiscal Year 2005	07/01/04	73005-11	486,020	-	477,736	-	477,736	477,736	-	477,736
Fiscal Year 2005	07/01/04	73005-12	114,000	-	-	-	-	-	-	96,218
Fiscal Year 2005	07/01/04	73005-13	5,085,160	-	-	-	1,700,983	1,700,983	1,700,983	2,696,228
Fiscal Year 2004	07/01/03	73004-15	3,250,848	-	-	-	1,711,926	1,711,926	1,711,926	2,931,736
Fiscal Year 2004	07/01/03	73004-17	20,000	-	19,910	-	19,910	19,910	-	19,910
Fiscal Year 2004	07/01/03	73004-18	620,000	-	-	-	81,182	81,182	81,182	535,674
Fiscal Year 2004	07/01/03	73004-19	200,000	-	-	-	-	-	-	200,000
Fiscal Year 2003	07/01/02	73003-08	6,122,054	-	-	-	-	-	-	2,910,285
Fiscal Year 2003	07/01/02	73003-11	263,500	-	-	-	22,322	22,322	22,322	234,306
Fiscal Year 2003	07/01/02	73003-12	30,000	-	30,000	-	-	-	-	30,000
FTM/Admin (Operating):										
Fiscal Year 2007	07/01/06	73007-24	59,211,613	-	54,277,311	-	59,211,613	59,211,613	4,934,302	59,211,613
Fiscal Year 2006	07/01/05	72006-49	60,007,252	5,000,608	5,000,608	-	-	-	-	60,007,252
VTA 2000:										
Fiscal Year 2004	07/01/03	87001-02	27,000,000	(961,120)	-	961,120	-	961,120	-	27,000,000
WMATA Rolling Stock Demonstration \ Experimental:										
Fiscal Year 2007	07/01/06	71107-08	86,600	-	-	-	-	-	-	-
Fiscal Year 2006	07/01/05	71106-08	199,500	35,684	105,897	105,897	70,213	70,213	-	105,897
Fiscal Year 2004	07/01/03	71004-40	48,545	-	-	-	-	-	-	-
Fiscal Year 2002	01/01/02	71002-47	82,365	1,582	38,776	38,776	37,194	37,194	-	82,365
Fiscal Year 2001	04/30/02	100-73501-51-1	4,074,712	-	766,042	766,042	781,814	781,814	15,772	1,534,190

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
SUPPLEMENTARY INFORMATION
SCHEDULE OF EXPENDITURES OF COMMONWEALTH OF VIRGINIA AWARDS
 Year Ended June 30, 2007

<u>Grant</u>	<u>Contract Date</u>	<u>Grant Number</u>	<u>Grant Award</u>	<u>Accrued (Deferred) Revenue 06/30/06</u>	<u>Cash Received</u>	<u>Revenue Recognized</u>	<u>Expenditures</u>	<u>Accrued (Deferred) Revenue 06/30/07</u>	<u>Cumulative Expenditures</u>
Northern Virginia Transportation Commission (continued)									
Virginia Department of Rail and Public Transportation (DRPT) (continued)									
Transportation Demand Management:									
Fiscal Year 2006									
Directory Translation	07/01/05	71406-04	\$ 39,200	\$ -	\$ 20,601	\$ 20,601	\$ 20,601	\$ -	\$ 20,601
Intern:									
Fiscal Year 2006	07/01/05	71206-07	24,700	-	-	1,411	1,411	1,411	1,411
Regional STP Match:									
NOVA 2020 Plan Update	08/01/04	47004-22	200,000	21,346	29,354	8,008	8,008	-	200,000
Subtotal - DRPT			213,164,483	4,139,921	71,813,584	77,300,337	77,300,337	9,626,674	182,962,927

Virginia Department of Transportation (VDOT)

STPG:									
Fiscal Year 2006									
Multimodal LOS Analysis*	12/19/05	N/A	40,000	40,000	40,000	-	-	-	40,000
Senior Transp. Phase 2	01/26/06	N/A	150,000	-	30,631	72,791	72,791	42,160	72,791
Subtotal - VDOT			190,000	40,000	70,631	72,791	72,791	42,160	112,791
Subtotal - NVTTC			213,354,483	4,179,921	71,884,215	77,373,128	77,373,128	9,668,834	183,075,718

*VDOT STPG Multimodal LOS Analysis expenditures include direct consulting costs in the amount of \$40,000, as budgeted.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
SUPPLEMENTARY INFORMATION
SCHEDULE OF EXPENDITURES OF COMMONWEALTH OF VIRGINIA AWARDS (Continued)
 Year Ended June 30, 2007

Grant	Grant Number	Grant Award	Accrued (Deferred) Revenue 06/30/06	Cash Received	Revenue Recognized	Expenditures	Accrued (Deferred) Revenue 06/30/07	Cumulative Expenditures
Virginia Railway Express								
Capital:								
Fiscal Year 2007	73007-01	\$ 1,486,061	\$ -	\$ 396,631	\$ 519,600	\$ 519,600	\$ 122,969	\$ 519,600
Fiscal Year 2006	73006-27	4,202,759	-	2,730,220	2,730,220	2,730,220	-	4,202,759
Fiscal Year 2004	73004-20	4,825,414	-	271,467	275,096	275,096	3,629	4,218,189
Fiscal Year 2003	73003-13	5,192,803	123,823	229,500	189,608	189,608	83,931	4,722,243
Fiscal Year 2002	73002-12	462,070	-	78,400	78,400	78,400	-	462,070
Fiscal Year 1999	477-73099-1-2	3,773,645	-	-	-	-	-	3,737,092
Capital - State Transit Partnership:								
Fiscal Year 2006	73006-19	20,000,000	(20,000,000)	-	6,881,547	6,881,547	(13,118,453)	6,881,547
New Railcar Purchase								
FTMI/Admin (Operating):								
Fiscal Year 2006	72007-28	8,064,077	-	7,257,600	8,064,077	8,064,077	806,477	8,064,077
Fiscal Year 2006	72006-01	7,634,373	649,373	649,373	-	-	-	7,634,373
Priority Transportation Fund Projects:								
Fiscal Year 2001	473-80001-1-3	210,000	-	164,907	164,907	164,907	-	210,000
Washington-Richmond High Priority Projects								
Other Special Projects:								
Fiscal Year 2003	77503-01	250,000	41,245	9,745	86,171	86,171	117,671	167,763
Woodbridge Station Platform								
CTB High-Speed Rail Capital:								
Fiscal Year 2000	478-73000-8-1	250,000	-	-	-	-	-	250,000
Fiscal Year 2001	478-73000-26-1	600,000	-	-	-	-	-	523,379
AF Interlocking - Norfolk So. Station STP Fiscal Year 2003:								
Burke Center Station Canopy VTA 2000:								
Fiscal Year 2003	80001-02	6,137,000	137,260	1,709,882	2,031,671	2,031,671	459,049	3,639,664
Quantico Creek Bridge								
Interim:								
Fiscal Year 2007	71207-04	38,000	-	-	-	-	-	-
Fiscal Year 2006	71206-08	38,000	-	8,033	8,033	8,033	-	8,033
TEIJF:								
FY 2005	71405-2	20,000	-	9,600	9,600	9,600	-	9,600
Wage Works Passport								
Technical Assistance:								
Fiscal Year 2006								
Turn-back & Express Study								
Fiscal Year 2005	41006-54	20,000	-	-	-	-	-	-
Fiscal Year 2005	71106-17	15,000	-	-	15,000	15,000	15,000	15,000
Fiscal Year 2005	71306-02	100,000	-	19,387	19,387	19,387	-	79,707
Fiscal Year 2005	71305-2	55,000	20,164	22,502	2,338	2,338	-	22,502
Gainesville-Haymarket Study								
Eligible expenditures accrued, not yet assigned to specific grants								
	N/A	N/A	122,147	-	554,248	554,248	676,395	676,395
Subtotal - VRE			(18,905,988)	13,557,247	21,629,903	21,629,903	(10,833,332)	46,043,993
Total State Assistance			\$ (14,726,067)	\$ 85,441,462	\$ 99,003,031	\$ 99,003,031	\$ (1,164,498)	\$ 229,119,711

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
SUPPLEMENTARY INFORMATION
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
Year Ended June 30, 2007

Federal CFDA Number	Grant Number	Grant Award	Accrued (Deferred) Revenue 6/30/06	Cash Received	Revenue Recognized	Expenditures	Accrued (Deferred) Revenue 6/30/07	Cumulative Expenditures
Northern Virginia Transportation Commission								
Federal Transit Administration								
	20.507	VA-26-7009	\$ 200,000	\$ 16,447	\$ 9,787	\$ 9,787	\$ -	\$ 200,000
		SmarTrip						
Virginia Department of Rail and Public Transportation								
	20.205	47004-22	800,000	117,416	32,032	32,032	-	800,000
	20.205	47006-13	694,000	-	16,955	16,955	16,955	16,955
	20.205	47005-11	290,000	-	268,325	268,325	268,325	268,325
	20.205	401-47099-1-1	2,230,000	228,678	670,087	670,087	441,409	2,230,000
			4,014,000	346,094	987,399	987,399	726,689	3,315,280
		Total Federal Assistance	\$ 4,214,000	\$ 362,541	\$ 997,186	\$ 997,186	\$ 726,689	\$ 3,515,280

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

COMPLIANCE SECTION

YEAR ENDED JUNE 30, 2007

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION
 SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
 Year Ended June 30, 2007**

Federal Grantor/State Pass-Through Grantor/ Program Title	Grant Number	Federal CFDA Number	Expenditures
Department of Transportation			
<u>Direct payments:</u>			
Federal Transit Administration NVTC - SmarTrip Program	VA-26-7009	20.507	\$ <u>9,787</u>
<u>Pass-through payments:</u>			
Virginia Department of Rail and Public Transportation:			
NVTC - Code Red Program	47006-13, 47005-11		
	401-47099-1-1	20.205	955,367
NVTC - NOVA 2020 Plan Update	47004-22	20.205	<u>32,032</u>
			<u>987,399</u>
Total federal awards expended			\$ <u>997,186</u>

The accompanying note is an integral part of this financial statement.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

NOTE TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

Note 1. Basis of Presentation

The accompanying Schedule of Expenditures of Federal Awards includes the federal grant activity of the Northern Virginia Transportation Commission and is presented on the modified cash basis of accounting. The information in this Schedule is presented in accordance with the requirements of OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. Therefore, some amounts presented in this Schedule may differ from amounts presented in, or used in the preparation of, the basic financial statements.

Federal Financial Assistance – The Single Audit Act Amendments of 1996 (Public Law 104-156) and OMB Circular A-133 define federal financial assistance as grants, loans, loan guarantees, property (including donated surplus property), cooperative agreements, interest subsidies, insurance, food commodities, direct appropriations or other assistance.

Direct Payments – Assistance received directly from the Federal government is classified as direct payments on the Schedule of Expenditures of Federal Awards.

Pass-through Payments – Assistance received in a pass-through relationship from entities other than the Federal government is classified as pass-through payments on the Schedule of Expenditures of Federal Awards.

Major Programs – The Single Audit Act Amendments of 1996 and OMB Circular A-133 establish the criteria to be used in defining major programs. Major programs for NVTC were determined using a risk-based approach in accordance with OMB Circular A-133.

Catalog of Federal Domestic Assistance – The Catalog of Federal Domestic Assistance (CFDA) is a government-wide compendium of individual federal programs. Each program included in the catalog is assigned a five-digit program identification number (CFDA Number), which is reflected in the accompanying schedule.

**INDEPENDENT AUDITORS' REPORT ON
INTERNAL CONTROL OVER FINANCIAL REPORTING
AND ON COMPLIANCE AND OTHER MATTERS
BASED ON AN AUDIT OF FINANCIAL STATEMENTS
PERFORMED IN ACCORDANCE WITH
GOVERNMENT AUDITING STANDARDS**

To the Honorable Commission Board Members
Northern Virginia Transportation Commission
Arlington, Virginia

We have audited the financial statements of Northern Virginia Transportation Commission (NVTC), as of and for the year ended June 30, 2007, and have issued our report thereon dated November 2, 2007. We conducted our audit in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the *Specifications for Audits of Authorities, Boards, and Commissions*, issued by the Auditor of Public Accounts of the Commonwealth of Virginia.

Internal Control Over Financial Reporting

In planning and performing our audit, we considered NVTC's internal control over financial reporting as a basis for designing our auditing procedures for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of NVTC's internal control over financial reporting. Accordingly, we do not express an opinion on the effectiveness of NVTC's internal control over financial reporting.

A control deficiency exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect misstatements on a timely basis. A significant deficiency is a control deficiency, or combination of control deficiencies, that adversely affects NVTC's ability to initiate, authorize, record, process, or report financial data reliability in accordance with accounting principles generally accepted in the United States of America such that there is more than a remote likelihood that a misstatement of NVTC's financial statements that is more than inconsequential will not be prevented or detected by NVTC's internal control.

A material weakness is a significant deficiency, or combination of significant deficiencies, that results in more than a remote likelihood that a material misstatement of the financial statements will not be prevented or detected by NVTC's internal control.

Our consideration of internal control over financial reporting was for the limited purpose described in the first paragraph of this section and would not necessarily identify all deficiencies in internal control that might be significant deficiencies or material weaknesses. We did not identify any deficiencies in internal control over financial reporting that we consider to be material weaknesses, as defined above.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether NVTC's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions and specifications was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

This report is intended solely for the information and use of the Commissioners, management, the Auditor of Public Accounts, and other Federal and state agencies and is not intended to be and should not be used by anyone other than these specified parties.

PBGH, LLP

Harrisonburg, Virginia
November 2, 2007

**INDEPENDENT AUDITORS' REPORT ON COMPLIANCE
WITH REQUIREMENTS APPLICABLE TO EACH MAJOR
PROGRAM AND INTERNAL CONTROL OVER COMPLIANCE
IN ACCORDANCE WITH OMB CIRCULAR A-133**

To the Honorable Commission Board Members
Northern Virginia Transportation Commission
Arlington, Virginia

Compliance

We have audited the compliance of Northern Virginia Transportation Commission (NVTC), with the types of compliance requirements described in the *U. S. Office of Management and Budget (OMB) Circular A-133 Compliance Supplement*, and the *Specifications for Audits of Authorities, Boards and Commissions*, issued by the Auditor of Public Accounts of the Commonwealth of Virginia, that are applicable to its major Federal program for the year ended June 30, 2007. NVTC's major Federal program is identified in the Summary of Independent Auditors' Results section of the accompanying Schedule of Findings and Questioned Costs. Compliance with the requirements of laws, regulations, contracts and grants applicable to its major Federal program is the responsibility of NVTC's management. Our responsibility is to express an opinion on NVTC's compliance based on our audit.

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*; and the *Specifications for Audits of Authorities, Boards and Commissions*, issued by the Auditor of Public Accounts of the Commonwealth of Virginia. Those standards, specifications, and circular require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major Federal program occurred. An audit includes examining, on a test basis, evidence about NVTC's compliance with those requirements, and performing such other procedures as we considered necessary in the circumstances. We believe that our audit provides a reasonable basis for our opinion. Our audit does not provide a legal determination on NVTC's compliance with those requirements.

In our opinion, NVTC complied, in all material respects, with the requirements referred to above that are applicable to its major Federal program for the year ended June 30, 2007.

Internal Control Over Compliance

The management of NVTC is responsible for establishing and maintaining effective internal control over compliance with requirements of laws, regulations, contracts and grants applicable to Federal programs. In planning and performing our audit, we considered NVTC's internal control over compliance with requirements that could have a direct and material effect on a major Federal program in order to determine our auditing procedures for the purpose of expressing our opinion on compliance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of NVTC's internal control over compliance.

A *control deficiency* in NVTC's internal control over compliance exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect noncompliance with a type of compliance requirement of a federal program on a timely basis. A *significant deficiency* is a control deficiency, or combination of control deficiencies, that adversely affects NVTC's ability to administer a federal program such that there is more than a remote likelihood that noncompliance with a type of compliance requirement of a federal program that is more than inconsequential will not be prevented or detected by NVTC's internal control.

A material weakness is a significant deficiency, or combination of significant deficiencies, that results in more than a remote likelihood that material noncompliance with a type of compliance requirement of a federal program will not be prevented or detected by NVTC's internal control.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and would not necessarily identify all deficiencies in internal control that might be significant deficiencies or material weaknesses. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above.

This report is intended solely for the information and use of the Commissioners, management, the Auditor of Public Accounts and other Federal and state agencies and is not intended to be and should not be used by anyone other than these specified parties.

PBGH, LLP

Harrisonburg, Virginia
November 2, 2007

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Year Ended June 30, 2007

I. SUMMARY OF INDEPENDENT AUDITORS' RESULTS

Financial Statements:

Type of auditors' report issued: Unqualified

Internal control over financial reporting:

Material weaknesses identified: Yes No
 Significant deficiency identified that is
 not considered to be material weaknesses Yes None Reported
 Noncompliance material to financial statements noted Yes No

Federal awards:

Internal control over major programs:

Material weaknesses identified: Yes No
 Significant deficiency identified that is
 not considered to be material weaknesses Yes None Reported

Type of auditor's report issued on compliance for major programs: Unqualified

Any audit findings disclosed that are required
 to be reported in accordance with section
 501(a) of Circular A-133? Yes No

Identification of major programs:

<u>CFDA Number</u>	<u>Name of Federal Program or Cluster</u>
20.205	Code Red Program
20.205	NOVA 2020 Plan Update

Dollar threshold used to distinguish between type A and type B programs \$300,000

Auditee qualified as low-risk auditee? Yes No

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

**SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Year Ended June 30, 2007**

II. FINDINGS RELATING TO THE FINANCIAL STATEMENT AUDIT AS REQUIRED TO BE REPORTED IN ACCORDANCE WITH GENERALLY ACCEPTED GOVERNMENT AUDITING STANDARDS

A. Significant Deficiencies in Internal Control

None Reported

B. Compliance Findings

None

III. FINDINGS AND QUESTIONED COSTS FOR FEDERAL AWARDS

None

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

SUMMARY SCHEDULE OF PRIOR AUDIT FINDINGS
Year Ended June 30, 2007

There were no findings in the prior year.

AGENDA ITEM #3

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners

FROM: Rick Taube

DATE: November 29, 2007

SUBJECT: VRE Items

- A. Report from the VRE Operations Board and VRE's Chief Executive Officer—information Item.
- B. Amendments to VRE's Insurance Fund Agreements and Agreement for the Management of the Liability Insurance Plan—Action Item/Resolution #2083.
- C. Delegation of Authority to the VRE Operations Board—Action Item/Resolution #2084.
- D. FY 2009 VRE Budget Items—Discussion Item.



ITEM #3A**Report from the VRE Operations Board and VRE's CEO**

The minutes of the VRE Board's November 16, 2007 meeting are attached for your information. Also attached is the monthly report of VRE's CEO including ridership and on time performance data. News articles of interest are also provided.

Monthly Ridership Changes: Fiscal Year 2006 vs. 2007

Current Month	MANASSAS			FREDERICKSBURG				
	Avg Daily FY2007	Avg Daily FY2008	% change	Avg Daily FY2007	Avg Daily FY2008	% change	Current Total	% change
July	6310	6513	3.22%	7337	7393	0.76%	13906	1.90%
August	6319	6405	1.36%	7070	7379	4.37%	13784	2.95%
September	6451	6847	6.14%	7232	7652	5.81%	14499	5.96%
October	6820	6973	2.24%	7513	7754	3.21%	14727	2.75%
November	6695			7626			0	
December	5823			6813			0	
January	7158			7862			0	
February	6921			7465			0	
March	6842			7218			0	
April	6467			7259			0	
May	6600			7493			0	
June	6647			7560			0	
Average growth			3.24%			3.54%		3.39%

*Ridership figures are shown in passenger trips. Includes Amtrak cross honor train riders.

** Average daily ridership for January 2007 does not include 1/2/07 due to Federal Government closure.

TimesCommunity.com

Your weekly newspaper, daily

11/20/2007

Rail enthusiasts courting county again

By Kelly Alm , Times-Democrat Staff Writer

Ever-increasing congestion on U.S. 29, I-66 and I-95 is making alternative transportation increasingly more attractive. CvilleRail, formally known as the Piedmont Rail Coalition, is pushing for expanded train service in the Piedmont corridor between Danville and D.C.

Whether that push will produce results for Fauquier commuters, however, is no clearer now than it has been during many years' worth of discussions.

"People are fed up with traffic and \$3 a gallon gas," said Meredith Richards, chairman and founder of CvilleRail. "They're looking for an alternative to driving. A train promises comfort. You can work on a train. It has amenities and live cafes. You arrive fresh."

Last Thursday, Fauquier County officials joined their peers from 11 other Piedmont counties to discuss rail possibilities at a meeting in Charlottesville.

"I think it's a possibility," for Fauquier commuters, Fauquier supervisor Ray Graham said late last week. "But we can't decide until we have all the information. Within the concept of the corridor, we need to know where the benefits are for us, how it's going to impact Fauquier."

Officials from the Virginia Department of Transportation and Amtrak discussed a wide range of implications of adding more daily passenger service between Lynchburg and Washington.

One obstacle train officials face is accommodating the varying needs of 15 different counties.

"It's a long corridor running from the North Carolina border to Washington," Richards said. "It serves small towns, counties and cities, so there will be different benefits serving different needs."

Graham is already concerned about this aspect.

"The train has to travel from Danville to Charlottesville before it arrives here," he said.

"If it arrives at Amherst at 4 a.m., Charlottesville at 6 a.m., when will it get to us? We need to know the number of trains and the times they will pass through...."

Competition for track use between freight and passenger trains is another issue. The train bed that runs between Charlottesville and Alexandria was once a dual track, that accommodated both freight and passenger trains.

However, passenger use dropped off sharply with the coming of the interstate highway system, and Norfolk Southern removed the passenger tracks in order to avoid additional taxation.

Norfolk Southern and CSX still own the tracks on which passenger trains travel, but freight trains take priority on them.

Federal efforts to move freight from highways to rails means freight traffic on those rails is heavy.

According to Graham, Fauquier needs a second track if commuter rail transportation is to become a reality - and a success.

"We can't have passenger trains constantly stopping to wait for freight trains," he said. "We need a second lane."

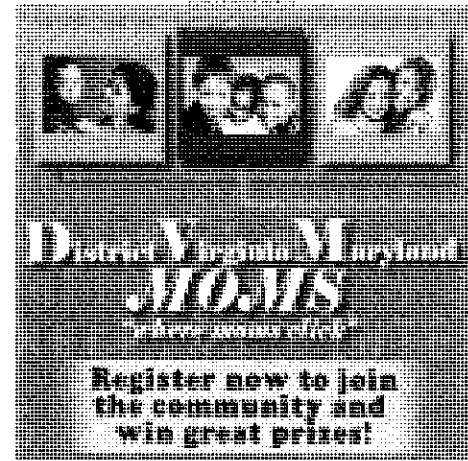
The track bed is there. "It's just a matter of putting steel in the ground," Richards said. "We wouldn't need to find or clear more land."

Still other costs will play a large role in any county decision to support a rail project, Graham said.

Funds for transportation are stretched to the limits in Virginia, according to Richards, but Virginia "wants to satisfy the growing demand for transportation services.

"If Amtrak is willing to help, it's the cheapest and quickest way. If and when progress is made, Virginia could become the 15th state to partner with Amtrak for more intracity passenger rail service.

"The time for trains has come again," Richards added. "The demand is there. We just have to find the service."



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Rider's Originating Jurisdiction
 (from 2007 Oct Survey; **Weighted**)

Prince William County	2,492	32.4%
Fairfax County	1,582	20.6%
Stafford County	1,301	16.9%
Spotsylvania County	781	10.1%
City of Manassas	373	4.8%
Fauquier County	250	3.2%
City of Fredericksburg	241	3.1%
City of Manassas Park	230	3.0%
King George County	104	1.4%
Caroline County	77	1.0%
Culpeper County	47	0.6%
Orange County	42	0.5%
City of Richmond	24	0.3%
Warren County	16	0.2%
No Answer	14	0.2%
Louisa County	14	0.2%
City of Fairfax	11	0.1%
Out of State	10	0.1%
Hanover County	9	0.1%
Shenandoah County	8	0.1%
Westmoreland County	8	0.1%
Loudoun County	8	0.1%
Albemarle County	8	0.1%
Henrico County	6	0.1%
Frederick County	6	0.1%
King & Queen County	5	0.1%
Essex County	5	0.1%
Chesterfield County	4	0.1%
Madison County	3	0.0%
City of Alexandria	3	0.0%
Rappahannock County	3	0.0%
James City	3	0.0%
Prince George County	3	0.0%
Fluvanna County	1	0.0%
Rockingham County	1	0.0%
Clarke County	1	0.0%
New Kent County	1	0.0%
Norfolk City	1	0.0%
Washington, DC	1	0.0%
York County	-	0.0%
Page County	-	0.0%
Arlington County	-	0.0%
Augusta County	-	0.0%
Brunswick County	-	0.0%
Gloucester County	-	0.0%
Hampton City	-	0.0%
Middlesex County	-	0.0%
Montgomery County	-	0.0%
	<u>7,697</u>	<u>100.0%</u>

Florida warms to commuter rail

A 61-mile passenger railroad is at the heart of a trailblazing public/private partnership—but there's more to the story than that.

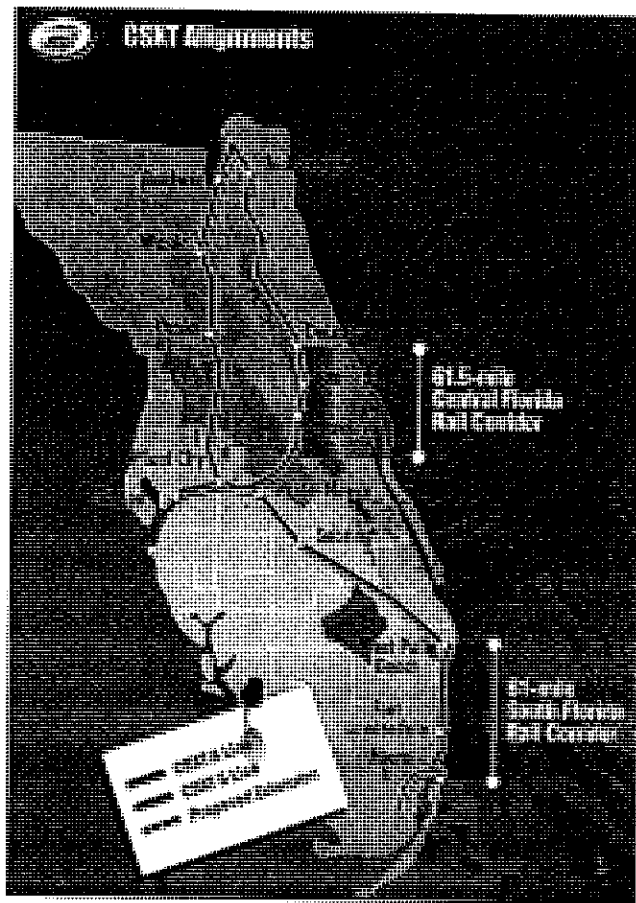
By Luther S. Miller, Senior Editorial Consultant

A landmark public/private railroad initiative that's moving briskly ahead in Central Florida is widely misunderstood by both those who love it and those who hate it. That's because it embraces a still radical concept in the transportation world. Look at this not as a commuter rail project but as a broad-based effort to improve both passenger and freight railroading in a vital area of the state, and you'll have a better notion of why cost/benefit experts believe this is going to be \$1 billion well spent.

Two key players who view it this way are Tawny Olore, a civil engineer with the Florida DOT who is project manager, and one of her advisors, Pete Sklannick, a former general manager of the Dallas-Fort Worth Trinity Rail Express commuter operation who is now Vice President and National Director-Public Transportation Practice of Wilbur Smith Associates, a subcontractor to the Florida project's principal consultant, Earth Tech. Each exudes excitement and enthusiasm in talking about working with railroad giant CSX Transportation to bring not only a 61-mile passenger line right through the heart of Orlando, one of the world's busiest retirement and entertainment destinations, but to bring improved rail freight transportation to a large part of the state as part of the bargain.

"I'm living the dream," says Olore, who has been described as having "the energy of a hummingbird and nerves of steel" and has been putting both to good use. Like Olore, Sklannick has few doubts about the ultimate triumph of a project that has not always gone smoothly and is still viewed by some as an exercise in "building tracks on taxpayers' backs."

"In 2010, the year commuter rail makes contact with Central Florida, something wonderful is going to happen," promises Sklannick. He played a part in the Central Florida planning process even before he came on board as a consultant. "During the 'peer review' processes for this project," he recalls, "I was proud to promote the Trinity Railway Express as the model system to emulate. Way back in the early 1980s, the cities of Fort Worth and Dallas set the standard for upcoming commuter rail



startups in general, with the purchase of the former Rock Island line running between the two cities. With the technical expertise provided by the two owners of TRE—DART and the Fort Worth Transportation Authority—an efficient, safe, and reliable commuter railroad was created. You can't really build from a better platform than that."

The Central Florida Commuter Rail Project today is little changed from the way it was presented when then-Gov. Jeb Bush and CSX CEO Mike Ward signed an "agreement in principle" in August 2006. That agreement, now being negotiated into its final form, called for the state to pay CSX a total of \$491 million, including \$150 million for title to CSX's "A Line" right-of-way (see map) that will host the new commuter line and will be owned, operated, and eventually dispatched by the state while continuing to handle some remaining CSX freight operations in off-peak hours as well as half a dozen Amtrak trains. Improvements to CSX's "S Line," paid for entirely by the state, will cost \$318 million, including \$198 million for new construction and expansion and other improvements to accommodate freight operations shifted from the "A" line. A new CSXT Integrated Logistics Center at Winter Haven, replacing the existing Taft Intermodal Yard, is part of the deal. Of great importance to both parties in the partnership will be a joint investment of nearly \$150 million in improving statewide freight operations, including some long-sought grade separations, of which the state will pay \$59 million.

Olore recently gave this progress report: "On funding, we're halfway there. The split is 50% federal, 25% state, and 25% local. We have all of our local funding—we recently received five unanimous votes from each of our local sources—and the state money is in the program. The remainder we expect to get from the Federal Transit Administration. That's moving right along.



"In 2010, the year commuter rail makes contact with Central Florida, something wonderful is going to happen."—Pete Sklannick, Vice President and National Director—Public Transportation Practice, Wilbur Smith Associates

"We concluded that our rail ridership will be equivalent to the number of people that one lane of I-4 can handle, about 1,500 to 2,000 an hour."

—Florida DOT Project Manager Tawny Olore



We were accepted into preliminary engineering this past March and we will apply to get into final design in November. We expect a decision on final design next March and we will immediately begin negotiating a full-funding agreement.

"We will be taking the design/build route. A key part of our plan is that we will be doing our own dispatching. We will operate with FRA-compliant diesel multiple-units (DMUs) and expect eventually to have a fleet of close to 30 double-deckers. We already own one, a demonstration model built by Colorado Railcar and now on loan to Tri-Rail in South Florida. Each DMU will cost about \$4.2 million, and we're already getting a lot of interest from potential suppliers, not only Colorado Railcar but also Rotem, Bombardier, Siemens, and possibly others. Our car specs are now out for peer review.

"Do we still have problems? Yes. But the main opposition we're facing today is from those who ask, 'When are you coming to me?'"

"Why is this project moving ahead where others have failed?"

A key reason, I think, is that the state is taking more of the risk—planning, designing, building, and operating the system for the first five years, after which local funding kicks in. The state was willing to take this risk for the same reason that 20 years ago it purchased a line from CSX between Miami and West Palm Beach so that a commuter rail system [Tri-Rail] could handle traffic diverted from I-95 while it was under reconstruction.

"Our Central Florida line parallels a portion of our lifeline I-4, which runs from Daytona Beach west to Tampa. The DOT is looking to rebuild I-4 through Orlando in 2012-2013, and this project, among other goals, will help maintain traffic flow during that period. We concluded that our rail ridership will be equivalent to the number of people that one lane of I-4 can handle, about 1,500 to 2,000 an hour.

"When we open the rail line in 2010, we expect to be moving 4,000 to 5,000 riders daily. By 2030, we're projecting 11,000."

1A

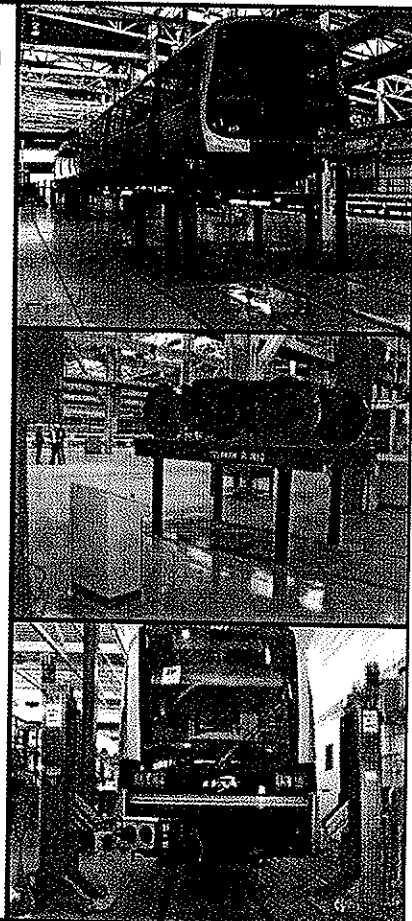
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MINUTES

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

VIRGINIA RAILWAY EXPRESS

BOARD MEMBERS

DANA KAUFFMAN
CHAIRMAN

DOUG WALDRON
VICE CHAIRMAN

ELAINE MCCONNELL
SECRETARY

PAUL MILDE
TREASURER

MAUREEN CADDIGAN
WALLY COVINGTON
MARV DIXON
BOB GIBBONS
JOHN JENKINS
FRANK JONES
KEVIN PAGE
PAUL SMEDBERG
CHRIS ZIMMERMAN

ALTERNATES

HILDA BARG
SHARON BULOVA
MARK DUDENHEFER
JAY FISETTE
MATT KELLY
TIMOTHY LOVAIN
MICHAEL MAY
MARTIN NOHE
HAL PARRISH
GEORGE SCHWARTZ
MATT TUCKER

DALE ZEHNER
CHIEF EXECUTIVE
OFFICER

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

MEMBERS PRESENT	JURISDICTION
Maureen Caddigan (PRTC)*	Prince William County
Wally Covington (PRTC)	Prince William County
Marvin J. Dixon (PRTC)	City of Fredericksburg
Robert Gibbons (PRTC)	Stafford County
John D. Jenkins (PRTC)	Prince William County
Frank C. Jones (PRTC)	City of Manassas Park
Dana Kauffman (NVTC)	Fairfax County
Elaine McConnell (NVTC)	Fairfax County
Paul Milde (PRTC)	Stafford County
Kevin Page	DRPT
Paul Smedberg (NVTC)	City of Alexandria
Doug Waldron (PRTC)	City of Manassas

MEMBERS ABSENT	JURISDICTION
Christopher Zimmerman (NVTC)	Arlington County

ALTERNATES PRESENT	JURISDICTION
Hilda Barg (PRTC)	Prince William County
Sharon Bulova (NVTC)	Fairfax County
George H. Schwartz (PRTC)	Stafford County

ALTERNATES ABSENT	JURISDICTION
L. Mark Dudenhefer (PRTC)	Stafford County
Jay Fiset (NVTC)	Arlington County
Matthew Kelly (PRTC)	City of Fredericksburg
Timothy Lovain (NVTC)	City of Alexandria
Michael C. May (PRTC)	Prince William County
Martin E. Nohe (PRTC)	Prince William County
Hal Parrish, II (PRTC)	City of Manassas
Matthew Tucker	DRPT

STAFF AND GENERAL PUBLIC	
George Billmyer – citizen	April Maguigad – VRE
Donna Boxer – VRE	Betsy Massie – PRTC staff
John Duque – VRE	Dick Peacock – citizen
Mike Garber – PBGH	Mark Roeber – VRE
Al Harf – PRTC staff	Brett Shorter – VRE
Christine Hoeffner – VRE	Marlene Schnare—McConnell’s staff
Ann King – VRE	Jennifer Straub – VRE
Mike Lake – Fairfax County	Rick Taube – NVTC staff
Lezlie Lamb – VRE	Dave Tyeryar – Prince William County
Bob Leibbrandt – Prince William County	Gus Vega – Arlington County
Steve Maclsaac – VRE counsel	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 9:30 A.M. Following the Pledge of Allegiance, roll call was taken.

Approval of the Agenda – 3

Mr. Waldron moved, with a second by Mr. Milde, to approve the agenda. The vote in favor was cast by Board Members Covington, Dixon, Gibbons, Jenkins, Jones, Kauffman, McConnell, Milde, Page, Smedberg and Waldron.

Minutes of the October 19, 2007, VRE Operations Board Meeting – 4

Mr. Page requested that the minutes on page 6 under the DRPT Update be changed from “Active Yard Study” to “Acca Yard Study.” Mr. Waldron moved, with a second by Mr. Milde to approve the amended minutes. The vote in favor was cast by Board Members Covington, Dixon, Gibbons, Jenkins, Jones, Kauffman, McConnell, Milde, Page, Smedberg and Waldron.

Chairman’s Comments -- 5

Chairman Kauffman announced that at its December 21st meeting, VRE will be holding a reception for those Board Members leaving VRE, including Ms. McConnell, Ms. Barg, Mr. Gibbons and Mr. Kauffman

Chairman Kauffman reported that on-time performance has reached above 90% on both rail lines. Mr. Gibbons observed that without DRPT’s efforts to get the Quantico Bridge project completed, on-time performance would still be suffering.

Nominating Committee for VRE Officers – 5A

Chairman Kauffman stated that Board Members Caddigan, Milde and Bulova have been chosen to serve with him on the Nominating Committee to select a slate of officers for the upcoming term, which runs from January 2008 to December 2008. The Nominating Committee will provide nominations at the December meeting. Installation of new members and officers will take place at the January meeting.

Mr. Jenkins moved, with a second by Mr. Gibbons, to approve the Nominating Committee. The vote in favor was cast by Board Members Covington, Dixon, Gibbons, Jenkins, Jones, Kauffman, McConnell, Milde, Page, Smedberg and Waldron.

Chief Executive Officer's Report --6

Mr. Zehner reported that ridership is up 4.6 percent compared to the same time last year. CSX requested a meeting with Amtrak and VRE in Fredericksburg several weeks ago, where commitments were made to maintain at least a 90 percent on-time performance rate on the Fredericksburg Line. VRE's subgoal is to reduce mechanical delays by 15 percent. Amtrak's subgoal is to improve the performance of their "magnificent seven" trains, which have a tendency to be late and disrupt VRE, Amtrak and CSX on-time performance. In response to a question from Mr. Page, Mr. Zehner stated that CSX has committed itself toward making improvements in dispatching, particularly in an effort to avoid delays during morning rush hour service.

[Ms. Caddigan arrived at 9:37 A.M.]

Mr. Zehner reported that Amtrak has a potential strike looming because it is having difficulties in obtaining labor agreements with 13 out of 14 unions. If Amtrak were to strike, VRE would not be able to run service. Chairman Kauffman asked staff to look at any fallback options. Mr. Zehner stated that VRE relies on about 50-60 Amtrak employees each day.

Mr. Zehner announced that Ms. Straub and Mr. Maclsaac have worked hard to obtain an agreement with Kettler Corporation for the match to the Cherry Hill Station and third track. This match is needed for the Rail Enhancement grant provided through the state. In response to a question from Ms. Barg, Mr. Zehner stated that the total amount of the project is estimated at \$72 million.

Mr. Zehner stated that fuel prices continue to rise. Currently, VRE has been able to use futures on gas prices and has been able to hold the costs down to \$2.60 per gallon through December. Fuel prices are anticipated to climb and VRE staff has included some of these projections into the next budget process.

VRE Riders' and Public Comment – 7

Mr. Billmyer stated that he is glad to see VRE's ridership is going back up. He stated that the Senate Bill for the Amtrak Reauthorization passed for the next six years, which also includes benefits to other rail systems. Currently, federal funds match 80 percent for building highways, 80 percent for airports, 50 percent for transit and zero percent for intercity rail. This imbalance needs to be changed and made equal.

Mr. Billmyer observed that he has been advocating for a long time for a freight bypass. The recent CSX run-away train that went through the bridge at Anacostia River shows how something can happen even with experienced workers. If that train had been carrying dangerous materials, such as liquid chlorine, it could have been a catastrophe.

Mr. Peacock stated that the proposal to put platforms on both sides of the Fredericksburg line is a very good idea. This approach would also be good for Manassas Park, Burke Centre and Rolling Road. In Manassas Park a large development has been proposed, which would bring many more riders. Platforms on both sides would allow VRE to run service more effectively and efficiently and also to provide reverse flow service.

Chairman Kauffman stated that at least two of the sites being considered for BRAC are both near VRE stations. Mr. Jones stated that one of the sites is near the Manassas Park station. It is important to keep these jobs in Northern Virginia and not sent out of state. The key to the success of this development would be transit oriented development. There is also an opportunity to leverage reverse commute options. Mr. Smedberg stated that Eisenhower Avenue in Alexandria is also another site being considered. Potential light rail or BRT is being looked at for the Route 1 Corridor through Potomac Yard, Van Dorn and the Duke/Route 234 corridors. Chairman Kauffman stated that the old GSA warehouse near the Springfield Mall has also been discussed.

Authorization to Amend Insurance Fund Agreement and the Liability Insurance Plan – 8A

Mr. Zehner reported that the VRE Operations Board is being asked to recommend that the Commissions authorize the VRE CEO to amend the Insurance Fund Agreement for Commuter Rail Operations Liability Insurance Plan and the Liability Insurance Plan. Resolution #8A-11-2007 would accomplish this. He stated that Mr. Maclsaac and Mr. LeMond worked closely on the changes. In response to a question from Chairman Kauffman, Mr. Zehner stated that DRM is in agreement with the changes. Chairman Kauffman requested a simple memorandum to outline the changes for the Commissions.

Mr. Gibbons moved, with a second by Mr. Milde, to approve the resolution (copy attached).

Mr. Zehner stated that the proposed changes to the Insurance Fund Agreement and the Liability Insurance Plan include updating the names of the freight railroads with which VRE now has contracts, ensuring that successors and assigns of the railroads are automatically covered under the Plan, clarifying the scope of certain exclusions from coverage under the Plan, correcting citations to the Code of Virginia, clarifying administrative procedures and addresses, and adding a signature line to the plan for the Commissions.

The Board then voted on the motion and it passed. The vote in favor was cast by Board Members Caddigan, Covington, Dixon, Gibbons, Jenkins, Jones, Kauffman, McConnell, Milde, Page, Smedberg and Waldron.

Authorization to Adopt Amended Delegation of Authority Plan – 8B

Mr. Gibbons moved, with a second by Mr. Dixon, to approve Resolution #8B-11-2007, which would recommend that the Commissions adopt the final phase of the Delegation of Authority Plan, as amended, to be implemented July 1, 2008.

Mr. Zehner stated that this item was discussed at length at the last meeting. Board members requested that a mechanism be established to allow Commission Members to request an item be pushed to the Commission level for consideration. VRE proposes that each Commissioner be emailed a link to the Operations Board agenda package the Monday before the Board meeting. If, after reviewing the agenda items, a Commissioner wishes to push an item to the Commission, he/she would request their Operations Board representative make such a motion at the Operations Board meeting. A favorable vote amending the resolution must occur in order for an item to be elevated to the Commissions for action. If no such motion is made, and the action is a delegated responsibility, the item is considered approved at the Operations Board meeting. NVTC and PRTC Executive Directors will also continue to receive proposed agendas for the VRE Operations Board several weeks prior to the meetings.

Mr. Covington observed that this would not allow one Board Member to push an item to the Commission level, but a majority vote would be needed. He stated that he is not thrilled with this provision because it seems to be more staff controlled and not controlled by the elected officials. Mr. Zehner stated that at the Operations Board meeting, motions can be made to move an item to the Commissions. Ms. Bulova asked if NVTC and PRTC Executive Directors can put something on the agenda without having a Board Member move to send it to the Commissions. Mr. Zehner responded that in the past when one or both Executive Directors had a concern, he talked with the VRE chair and individual Commission Members to decide what to do about it. Ms. Bulova stated that she expects the Commissions will not like this provision. Chairman Kauffman stated that he does not necessarily agree because this is the last step to give final authority to the VRE Operations Board, which is consistent with the direction the Commissions have been moving towards over the past years. Mr. Harf stated that there has always been a collegial dialogue between Commission staff and VRE staff concerning potential issues. Mr. Jenkins observed that if Board Members and Commissioners get advanced copies of the agenda, those items can be moved when the agenda is approved. Mr. Zehner stated that railroad and Insurance agreements were kept at the commission level.

Mr. Taube stated that this is a good proposal, but it is still unclear, commenting that one VRE Board Member shouldn't be able to move something to the Commissions. It is wise for the Board to have a majority vote on these issues. Mr. Milde stated that Stafford County would not like to see the proposal watered down anymore. Mr. MacIsaac clarified that a majority vote would be required to move an item to the Commissions.

The Board then voted on the motion and it passed. The vote in favor was cast by Board Members Caddigan, Dixon, Gibbons, Jenkins, Jones, Kauffman, McConnell, Milde, Page, Smedberg and Waldron. Mr. Covington voted against the motion.

Authorization to Approve the 2008 Legislative Agenda – 8C

Mr. Zehner stated that the Operations Board is being asked to recommend that the Commissions authorize him to actively pursue elements of the VRE 2008 Legislative Agenda, in coordination with the local jurisdictional and Commission staffs. Resolution #8C-11-2007 would accomplish this.

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

In response to a question from Mr. Jenkins, Mr. Zehner stated that Senator Webb has included a \$5 million appropriation in the Senate Appropriations bill for surface transportation funds for VRE locomotive acquisition. However, this allocation is not final and has to still go through conference committee. Mr. Roeber stated that there is also a \$500,000 appropriation for the Gainesville/Haymarket extension proposal.

Mr. Zehner reported that on the state level, VRE is proposing introducing legislation to amend Title 46 to prohibit pedestrians from crossing public thoroughfares when trains are present. Delegate Albo has agreed to sponsor the bill. VRE has been working with CSX and NS to get legislation in the Code to match the nearly 20 other states who have similar laws. VRE will also continue to look for ways to amend Title 56, Virginia Code to cap liability for commuter rail operations since the existing cap enacted in a prior session excludes third party claims. VRE will also seek state exemption from terrorism insurance coverage as currently required by CSX and NS.

Mr. Zehner stated that on the federal level, VRE will continue to advocate for the amendment of Title 49, United States Code, to cap liability insurance of \$500 million per incident as an element of the new access agreement. VRE will also work to add a liability cap of \$200 million for commuter rail to the federal language.

Mr. Waldron stated that the Gainesville/Haymarket extension includes the need for grade separation projects. He asked if it would be appropriate to reference this need in the Legislative Agenda. Mr. Gibbons offered to amend his motion to include this reference. There were no objections.

Mr. Page explained that DRPT supports VRE and is hopeful that the funding for VRE will be approved. However, DRPT representatives are prohibited from voting on Legislative Agendas other than those generated by the Governor. Consequently, he needs to abstain from this vote.

The Board then voted on the motion and it passed. The vote in favor was cast by Caddigan, Covington, Dixon, Gibbons, Jenkins, Jones, Kauffman, McConnell, Milde, Smedberg and Waldron. Mr. Page abstained.

Authorization to Forward the FY 2006 Audited Financial Statements and Management Letter– 8D

Mr. Zehner introduced VRE's auditor, Mike Garber, from the firm of PBGH, LLC. PBGH has served as the auditor for VRE, PRTC and NVTC for the last few years. Mr. Garber stated that he met with VRE's Audit Committee prior to the Operations Board meeting to discuss in detail the results of the audit. He stated that VRE had an increase in capital assets. Operating revenues compared to FY 2006 and FY 2007 remained basically the same. With the capital improvements VRE has made, he stated that he would expect to see those revenues increase this upcoming year. In FY 07, VRE did not incur any new debt and reduced its debt load by about \$6.5 million. PBGH issued an unqualified opinion on the financial statements and an unqualified opinion on internal control and compliance. This year, there were new auditing standards, which required more in depth review. VRE is one of a few clients that did not have recommendations. In his opinion, VRE should be commended. There was only one item in the management letter and it has already been addressed by VRE staff. NVTC and PRTC also had excellent audits.

Mr. Waldron asked if VRE is eligible for a Government Finance Officers Association (GFOA) award. Mr. Garber stated that GFOA does have a program and this is the first year VRE will be submitting their financials. It is extremely difficult to get the award the first year, but VRE has a good chance. Mr. Waldron expressed his support of the GFOA submission.

Mr. Milde moved, with a second by Mr. Jenkins, to approve Resolution #8D-11-2007, which would forward the VRE financial statements for FY 2007 as audited, for Commission consideration. The vote in favor was cast by Board Members Caddigan, Covington, Dixon, Gibbons, Jenkins, Jones, Kauffman, McConnell, Milde, Page, Smedberg and Waldron.

Authorization for Construction Support Services – 8E

Mr. Zehner stated that Resolution #8E-11-2007 would authorize him to execute contracts (in an amount not to exceed \$300,000) for construction support services. It is expected that this amount will sustain the planned work for a two-year period. This work is needed because it helps VRE keep the projects on budget and on-time.

On a motion by Mr. Gibbons, and a second by Ms. Caddigan, the Board unanimously approved the Resolution. The vote in favor was cast by Board Members Caddigan,

Covington, Dixon, Gibbons, Jenkins, Jones, Kauffman, McConnell, Milde, Page, Smedberg and Waldron.

Authorization to Modify Fredericksburg Parking –8F

Mr. Zehner stated that the Board is being asked to authorize him to limit the use of Lot D in Fredericksburg to riders from VRE member jurisdictions. Resolution #8F-11-2007 would accomplish this. In May of 2005, 38 spaces in VRE's Lot C in Fredericksburg were converted from general use to use by residents of VRE member jurisdictions only. This change was made due to increasing crowding at the station and the resulting traffic impact on the City of Fredericksburg. It was also agreed that VRE would work with the City to restrict additional lots as needed. Last month, the issue of further restrictions was raised and the City and VRE agreed that additional spaces should be reserved for member jurisdictions. VRE is proposing that beginning on December 1, 2007, the 23 spaces in Lot D, located at 406/408 Princess Anne Street, be restricted to residents of member jurisdictions only. As with the other restricted lots, the City would provide enforcement.

Mr. Dixon moved, with a second by Mr. Gibbons, to approve the resolution. The vote in favor was cast by Board Members Caddigan, Covington, Dixon, Gibbons, Jenkins, Jones, Kauffman, McConnell, Milde, Page, Smedberg and Waldron.

[Mr. Gibbons departed the meeting and did not return.]

FY 2009 Budget – 9A

Mr. Zehner stated his concern that there may not be consensus on adoption of the budget at the December meeting due to the increases in subsidy. He explained that this presentation is to provide information to the Board on some of the issues being grappled with by staff. He is looking for guidance and opinions before putting the final budget together. He explained that critical issues VRE is faced with include the Trust Fund balance must be restored to \$10 million, more locomotives are needed, and expanded service hours are needed to meet work hour changes. These are in priority sequence.

Mr. Zehner stated that costs are increasing as a result of higher insurance premiums (tripled since 2001), diesel fuel tripling since 2003 and increasing maintenance costs due to the age of the locomotive fleet. Minimizing delays due to equipment issues is critical for on-time performance.

Mr. Jenkins observed that the increase in fuel prices result in increased gas tax revenues for the jurisdictions. Mr. Zehner explained that the use of gas tax revenues are used for various transportation costs for the jurisdictions and are not earmarked for VRE. Mr. Harf stated that the two percent gas tax revenues go to the jurisdictions.

In response to a question from Mr. Covington, Mr. Zehner stated that the Fredericksburg Line is growing faster in ridership. Mr. Covington observed that this could be a reflection of the infrastructure and money invested in that line.

Mr. Zehner showed what the subsidy would look like next year. To maintain service as it is today with no changes, the jurisdictional subsidy would need to increase by \$4.5 million. VRE needs more trains and can now add more with the completed MOU projects. VRE has proposed to restore the Manassas Line Train #334 (mid-day train), initiate a late night Manassas train, begin an earlier morning train on the Fredericksburg Line, and provide late night bus service to Fredericksburg. Fredericksburg Train #312 would be eliminated, which now comes back in the afternoon against the flow of normal train traffic.

Mr. Zehner stated that VRE will receive \$25 million annually from the HB 3202 funding. He commented that the issue of how to allocate these funds has raised some questions. How do you look at HB 3202 funding and who should benefit? Should the entire VRE system benefit or just those NVTA jurisdictions? Should the four NVTA jurisdictions get all or most of the benefit of the funds? Who should control the money?

In response to a question from Chairman Kauffman, Mr. MacIsaac explained that the statute requires that the money be spent to benefit those jurisdictions who are members of NVTA. What it means to “benefit” is not defined.

Ms. Bulova stated that there is division regarding the issue of the HB 3202 funds and asked for an overview of the arguments made with the pros and cons highlighted to lend understanding to the different jurisdictional views. Mr. Zehner stated that VRE’s perspective is to look at VRE as a regional entity and funding these projects are in the best interest of VRE to improve service and increase ridership. The NVTA jurisdictions tend to look at it as their money and to use it to focus investments in their particular jurisdiction. However, those capital improvements in those NVTA jurisdictions don’t necessarily equate with VRE ridership growth. In addition, some VRE jurisdictions, such as Stafford and Fredericksburg, don’t have the benefit of HB 3202 funding since they are not part of NVTA.

Mr. Milde asked if fares can be raised at only select stations to offset the benefits to the non-NVTA jurisdictions. Mr. Zehner stated that the fares would need to be increased so high that it would cause people to leave the system. Ms. Caddigan asked about raising the fares for Spotsylvania and Fauquier County riders since they are not part of the system.

In response to a question from Mr. Milde, Mr. Zehner stated that jurisdictions benefit from congestion relief when VRE ridership increases, but there is no financial benefit to the jurisdictions. Without the HB 3202 funding, VRE would not be able to expand service.

Mr. Jones stated that the region has had no experience with HB 3202 funding and it has not stood the test of judicial review, which is pending. He asked what makes VRE staff think that the \$25 million is actually going to be delivered. Mr. Zehner responded that the issue is really how soon NVTA begins collecting these taxes.

Ms. McConnell stated that this whole issue of funding is a good example of how this can divide the Operations Board. It is a bad precedent to not look at the VRE system as a whole and have a regional perspective. Mr. Waldron agreed and shared the same concerns. He stated that the HB 3202 funds should benefit VRE as a whole. Ms. Bulova agreed. VRE benefits the region and its bottom line mission is to take cars off the road and get people on the trains as a solution to congestion. If one starts to look at the money benefiting only one or some of the jurisdictions, VRE loses the big picture of what needs to be accomplished. HB 3202 funding is a solution to the Trust Fund deficit and the need for increased service and more equipment. Ms. Caddigan agreed and stated that these service improvements are needed and by using the HB 3202 funds, subsidies and fares won't need to be increased as much. Mr. Jenkins expressed his support for VRE staff's budget proposal. It is important to look at the system as a whole. Mr. Milde stated that as a representative from a non-NVTA jurisdiction he is humbled by the support of the rest of the Board.

Mr. Covington stated that he is still not a supporter of the "Big Pot" theory because there is still a philosophy of accountability to tax payers. However, he is confident that there can be a compromise. He stated that a bigger concern is how VRE continues to get funding from the state, which would allow for the HB 3202 funding to be used for other items.

Mr. Taube predicted that at the Commission level, all the NVTA jurisdictions will be compelled to present a competing budget. He suggested the Operations Board direct VRE staff to work with jurisdictional staff to reach a compromise. A factor to be considered if the HB 3202 funds are being collected in FY 08, VRE has a claim on \$12 - \$25 million that is not even part of the FY 09 budget discussion. If this money is available, it may solve some of these problems. The competing proposal from jurisdictional staff has a lot of money for the same things included in VRE's staff proposal, including the locomotives. It is in everyone's best interest to ask VRE staff and jurisdictional staff to go back and reach agreement on a proposal that the Board can adopt and the Commissions can approve.

Chairman Kauffman stated that it would be beneficial to look at timing of the NVTA funds and the decision making process on how VRE would get the funds. Mr. Jones reminded the Board on how HB 3202 came about. He reminded Board Members that they have some influence back at their respective elected bodies to facilitate a discussion. This needs to be done now. Ms. Bulova stated that it was her understanding that the \$25 million for VRE was suppose to come as a lump sum to VRE. She stated that she would hate to see the Operations Board lose its cohesiveness and not look at the system as a whole.

Chairman Kauffman observed that he is hearing that the consensus of the Board is to support the draft budget proposal presented by VRE staff. Mr. MacIsaac cautioned the Board that this issue hasn't yet reached the NVTA level. It is planned on being discussed at NVTA's December 13th meeting.

Mr. Dixon stated that as one of the non-NVTA members, he thanked the other Board Members for the outpouring of support for looking at VRE as a whole. It is important not to start looking at jurisdictions who have and those who have not. Mr. Waldron stated that timing is critical. It would be wise for the Board to communicate with NVTA and local jurisdictions to indicate the VRE Board's strong beliefs concerning this issue before NVTA takes action. It is important to support the \$25 million as a lump sum to be provided to VRE to be used for operations and capital for the benefit of the entire system.

[Ms. Barg and Mr. Jenkins left the discussion at 11:23 A.M. and 11:27 A.M., respectively.]

In response to a question from Chairman Kauffman, Mr. Zehner stated that the Commissions meet on December 6th, NVTA meets on December 13th and VRE Operations Board meets again on December 21st. Ms. McConnell asked if it was possible to ask that HB 3202 be amended to clarify how funds are allocated. Mr. Dave Tyeryar of Prince William County staff provides some history.

Chairman Kauffman stated that communication with both Commissions, NVTA and the jurisdictions should happen before their next meetings, to convey the Board's initial discussions and this draft budget. The VRE Board is comfortable with what has been prepared by VRE staff. A draft letter could be circulated among Board Members for their review.

Mr. Waldron suggested that it is the sense of the VRE Operations Board during the development of the budget process that the funds from HB 3202 be allocated as a lump sum for the benefit of the VRE system as a whole and the riders of the jurisdictions that the system represents. The Board also supports the guidance of the budget proposal as offered by the VRE CEO, which uses the NVTA funds to benefit major needs and improvements of the VRE system.

Board Members discussed the merits of sending a letter versus sending a resolution and it was decided to send a letter. The specific language of the letter could be circulated among Board Members before it was sent.

Mr. Waldron moved, with a second by Ms. McConnell, to authorize that a letter be sent conveying this sense to the NVTA chairman, NVTC and PRTC chairmen, and chairs and CAO's of the jurisdictions.

Mr. Smedberg stated that it is important to encourage staff to continue to have discussions to reach consensus. Mr. Covington went on record opposing this action.

The Board then voted on the motion and it passed. The vote in favor was cast by Board Members Caddigan, Dixon, Jones, Kauffman, McConnell, Milde, Smedberg and Waldron. Mr. Covington voted against the motion and Mr. Page abstained.

VRE Investment Report – 9B

Mr. Zehner reported that as the request of VRE's auditors, staff will continue to provide reports on the type of investment, amount and current interest rate of VRE's investments. All funds are invested in accordance with VRE's investment policy and Virginia regulations for the investment of public funds. In light of falling interest rates, the strategy for the next several months may include the direct purchase of federal treasury and agency securities. These investments would only take place in limited instances where the funds invested will not be used until after the maturity date of the securities. There were no questions.

Mr. Jones announced that Manassas Park has extended its council terms to now expire the first of January, as other jurisdictions already do. For those current council members, their terms will extend another six months and expire at the end of 2008.

Adjournment

On a motion by Mr. Covington, and a second by Ms. McConnell, the Board unanimously voted to adjourn. Chairman Kauffman adjourned the meeting at 11:40 A.M.

Approved this 21st day of December, 2007.

Dana Kauffman
Chairman

Elaine McConnell
Secretary

CERTIFICATION

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

Rhonda Gilcrest

Rhonda Gilcrest

ITEM #3B**Amendments to VRE's Insurance Fund Agreement and Agreement for the Management of the Liability Insurance Plan**

The VRE Operations Board recommends approval of Resolution #2083. This resolution formally authorizes VRE's Chief Executive Officer to amend the two agreements. The amendments clarify the intent of the commissions to provide coverage for specific incidents involving currently named freight railroads. More details are provided in the attached memorandum and the amended agreements are also attached.

RESOLUTION # 2083

SUBJECT: Amendments to VRE's Insurance Fund Agreement and Agreement for the Management of the Liability Insurance Plan.

WHEREAS: NVTC and PRTC established the Commuter Rail Liability Insurance Plan ("Insurance Plan") in 1989;

WHEREAS: The Insurance Plan is administered by the Commonwealth of Virginia Division of Risk Management (DRM) and provides for the indemnification obligations accepted by the commissions in agreement with the railroads;

WHEREAS: The Insurance Fund Agreement and Liability Insurance Plan have not been modified or updated since their original execution; and

WHEREAS: Certain language in the original agreements requires clarification.

NOW, THEREFORE, BE IT RESOLVED THAT the Northern Virginia Transportation Commission approves amendments to the Insurance Fund Agreement for Commuter Rail Operation Liability Insurance Plan and the Liability Insurance Plan, in accordance with the attached amended documents; and

BE IT FURTHER RESOLVED THAT NVTC authorizes the VRE Chief Executive Officer to execute each document on behalf of the commissions.

Approved this 6th day of December, 2007.

David F. 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-A ACTION ITEM

TO: CHAIRMAN KAUFFMAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: NOVEMBER 16, 2007

**RE: AUTHORIZATION TO AMEND INSURANCE FUND AGREEMENT
AND THE LIABILITY INSURANCE PLAN**

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to amend the Insurance Fund Agreement for Commuter Rail Operation Liability Insurance Plan and the Liability Insurance Plan.

BACKGROUND:

NVTC and PRTC established the Commuter Rail Liability Insurance Plan ("Insurance Plan") in 1989. The Insurance Plan, which is administered by the Commonwealth of Virginia Division of Risk Management (DRM), provides for the indemnification obligations accepted by the Commissions in each of their agreements with the railroads as a condition of gaining access to the railroads' rights of way.

At the time the Insurance Plan was established, the Commissions entered into an Insurance Fund Agreement and a Management Agreement with DRM. The agreements, as well as the Plan, have not been modified since their original execution and it is appropriate to update them. In discussions with DRM, amendments were identified to the Insurance Fund Agreement for Commuter Rail Operation Liability Insurance Plan and the Liability Insurance Plan. The changes

to the Plan are in addition to those identified and approved by the Commissions at their September 6th and October 4th meetings.

The proposed changes to the Insurance Fund Agreement for Commuter Rail Operation Liability Insurance Plan and the Liability Insurance Plan include updating the names of the freight railroads with which VRE now has contracts, ensuring that successors and assigns of the railroads are automatically covered under the Plan, clarifying the scope of certain exclusions from coverage under the Plan, correcting citations to the Code of Virginia, clarifying administrative procedures and addresses, and adding a signature line to the Plan for the Commissions. All changes are reflected in the attached drafts.

Changes to Agreement for the Management of the Liability Insurance Plan are still being reviewed with DRM and will be brought to the Operations Board and Commissions at a later date.

FISCAL IMPACT:

There is no fiscal impact associated with this action.

Nov. 8, 2007

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NORTHERN VIRGINIA AND POTOMAC AND RAPPAHANNOCK
TRANSPORTATION COMMISSIONS
COMMUTER RAIL OPERATIONS LIABILITY INSURANCE PLAN

As requested by the Northern Virginia and Potomac and Rappahannock Transportation Commissions (hereinafter the "Commissions"), the Department of Treasury, Division of Risk Management, in accordance with §2.2-1839 of the Code of Virginia, as amended, with the approval of the Governor, hereby establishes the terms and conditions of the Commissions Commuter Rail Operations Liability Insurance Plan (hereinafter the "Plan"), a "liability policy" within the meaning of §15.2-4526.C of the Code of Virginia, as amended, to fulfill the liabilities created by the indemnification portions of the various Operating and/or Access Agreements entered into between the Commissions and the several Rail Entities as well as direct liabilities of the Commissions arising out of the operation of the Commuter Services.

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Deleted: Northern Virginia and Potomac and Rappahannock Transportation Commissions (hereinafter the "

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The Plan and all INSURED/INDEMNITEES, as defined herein, agree as follows:

PART A. INSURING AGREEMENT

The Plan will pay on behalf of the INSURED/INDEMNITEE as defined hereafter all sums which the INSURED/INDEMNITEE shall become legally obligated to pay as DAMAGES as a result of OCCURRENCES. Such coverage provided hereunder shall be applicable despite the fact that such liability may have been caused, in whole or in part, by the negligence, regardless of its character or degree, of any employee, agent, or officer of any Rail Entity which has entered into an Agreement with the Commissions for the provision of COMMUTER RAIL SERVICE.

PART B. DEFENSE, SETTLEMENT AND SUPPLEMENTARY PAYMENTS

- 1) The Plan shall have the right and duty to defend any suit against the INSURED/INDEMNITEE seeking DAMAGES on account of such OCCURRENCE for which the Commissions are responsible pursuant to the respective Agreements, even if any of the allegations of the suit are groundless, false, or fraudulent, and may make such investigation and settlement, subject to the provisions of B(2)(b), of any claim or suit as it deems expedient: provided, however, the Plan shall not be obligated to pay any claim or judgment or defend any suit, after the applicable limit of the Plan's liability has been exhausted by payment of judgments, settlements, or supplementary expense payments, except as provided in Part B(4) below.

With respect to claims for which the Commissions are responsible and which involve litigation against the INSURED/INDEMNITEE, the Commissions will provide, at the Plan's expense, legal representation. Selection of counsel to represent any

INSURED/INDEMNITEE in such litigation shall be determined by the Plan. The INSUREDS/INDEMNITEES may, at their own expense, provide for legal representation with respect to claims which involve litigation against them.

- 2) a) An INSURED/INDEMNITEE shall not, except at his own cost and for his own account, make any payment, admit any liability, settle any claim, assume any obligation, or incur any expense for which the Plan would be liable without the written consent of the Plan except as provided below.
 - b) Each INSURED/INDEMNITEE, as the case may be, will promptly advise the Plan of claims. The Plan, however, agrees that AMTRAK will handle, subject to the Division of Risk Management's oversight, the investigation and settlement of all claims arising out of the COMMUTER RAIL SERVICE. The Division of Risk Management and AMTRAK will coordinate the investigation of all claims. Specifically, AMTRAK will evaluate each claim it receives upon receipt and provide the Commissions and the Division of Risk Management with an initial report. AMTRAK will also submit, at least semi-annually, a report on all claims of which it is aware indicating status. Under the Plan, AMTRAK has the authority to settle and pay individual claims up to \$10,000.00 for any one claim. Any proposed settlement or payment of a single claim which is in excess of \$10,000 will be submitted to the Division of Risk Management for prior approval.
- 3) The Plan will pay, as supplementary expenses:
- a) expenses for reasonable attorneys fees incurred in the defense of claims;
 - b) expenses incurred by the INSUREDS/INDEMNITEES for outside manpower and for other extraordinary expenses of handling individual claims, as set out in the Operating and/or Access Agreements, provided prompt and advance notice of such expenses is provided the Plan;
 - c) costs assessed against the INSURED/INDEMNITEE in any suit covered by the Plan and all interest on the amount of any judgment therein which accrues after entry of the judgment and before the Plan has paid or tendered or deposited in court that part of the judgment;
 - d) premium on appeal bonds required in any suit covered by the Plan and costs of attachment or similar bonds.
- 4) a) The expenses referred to in subparagraph 3(a) through 3(d) above shall be in addition to the \$100,000 per claimant limit set out in Part C(1), but shall be included within the limits set out in Part C(2).
- b) If suit is brought against an INSURED/INDEMNITEE alleging claims not arising out of an OCCURRENCE and for which the Commissions are not responsible together with claims arising out of an Occurrence for which the Commissions are

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responsible, the INSURED/INDEMNITEE and the Commissions, with the Plan's approval, will agree on a method of allocating equitably the costs of defense described in subparagraphs 3(a) through 3(d) above.

PART C. LIMITS OF LIABILITY

Regardless of the number of (1) INSUREDS/INDEMNITEES under this Plan, (2) persons or organizations who sustain DAMAGES payable under this PLAN, or (3) suits brought on account of insurance afforded by this Plan, the Plan's liability is limited as follows:

- 1) The Plan's liability with respect to any Insured defined in Part E(4)(a) shall not exceed ~~\$100,000~~ per claimant; Deleted: 75,000.00
- 2) With regard to the liability of any Insured/Indemnified Rail Entity or Liability Assumed by the Commissions by specific contractual indemnity:
 - a) The limit of liability under this Plan, regardless of the number of claims or the number of Insureds/Indemnitees, shall not exceed ~~\$250,000,000~~ as a result of, or arising from, OCCURRENCES in any one ANNUAL TERM. Deleted: 200,000,000
 - b) This limit of liability required by 2(a) above may be fulfilled by self-insurance, purchased commercial insurance or participation in any alternative insurance mechanism, provided however, that the extent of liability covered under this Plan shall not be reduced by, or limited to, the coverage provided by any such insurance. The reinstatement of all or any portion of any insurance coverage purchased by the Plan shall not operate to increase the annual aggregate liability of the Commissions under the Plan's self-insurance provisions to a sum in excess of ~~\$250,000,000~~. Deleted: 200,000,000
 - c) The Plan shall consist of a \$5 million self-insured retention and the balance of the coverage up to ~~\$250~~ million shall consist of commercial insurance or participation in any financially sound alternative insurance mechanism. Except for the initial \$5 million self-insurance retention, self-insurance shall be used only to the extent that commercial insurance or alternative Insurance mechanisms are not available. Deleted: 200
- 3) In the event that the Commuter Rail Operations Liability Insurance Trust Fund created and maintained for the purpose of implementing this Plan is rendered or becomes insolvent, neither the Commonwealth of Virginia, the General Assembly of Virginia nor any department, agency, institution, board, commission or officer, agent or employee, or any of the constituent jurisdictions of either Commission or any officer, agent or employee thereof, shall be liable for any claim that would have been covered under this Plan but for such insolvency. The establishment of this Plan does not, and shall not be deemed or construed to, pledge or obligate the full faith and credit of the Commonwealth of Virginia or any political subdivision thereof.

The determination of such insolvency rests solely with the Department of Treasury, Division of Risk Management, and will be communicated promptly to all INSUREDS/INDEMNITEES. The financial status of the Plan shall be reported to the INSUREDS/INDEMNITEES at least semi-annually.

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PART D. EXCLUSIONS

- 1) The Plan shall not be obligated to make any payment or defend any lawsuit in connection with any claim made against the INSURED/INDEMNITEE:
 - a) Based upon or attributed to their gaining in fact any profit, advantage or remuneration to which they were not legally entitled;
 - b) Brought about or contributed to by fraud or dishonesty of an INSURED/INDEMNITEE: provided, however, such exclusion shall not be effective unless a judgment or other final adjudication thereof adverse to such INSURED/INDEMNITEE shall establish that acts of active or deliberate dishonesty or fraud committed by such INSURED/INDEMNITEE were material to the cause of action so adjudicated; and further provided that this exclusion shall not apply to any INSURED/INDEMNITEE other than the entity, including its officers and employees, who committed such fraud or dishonesty.
 - c) Based on liability arising out of the ownership, maintenance and operation, loading or unloading of vehicles of any kind licensed for use on public highways, except that this exclusion shall not apply to the Commissions in instances where Commission owned vehicles provide transportation for commuters, on account of an interruption of service due to malfunction of the train, accident or other conditions which require commuters to be transported by means other than trains, and shall not apply to hyrail vehicles when not covered by automobile insurance. Any insurance or self-insurance provided by this Plan shall be excess over any other valid and collectable insurance maintained with respect to those vehicles.

Notwithstanding this exclusion, the Plan shall cover liability arising from a collision between a train and vehicle licensed for use on public highways, which occurs at a grade crossing, or anywhere else on the tracks and which collision arises out of an Occurrence.
 - d) Based on any injury or death to employees of Amtrak arising out of the COMMUTER RAIL SERVICE, except this exclusion shall not apply to any claim for injury or death to Amtrak employees brought against the Commissions, CSXT, or Norfolk Southern.
 - e) Based on property damage to property owned or leased by the Northern Virginia Transportation Commission or the Potomac and Rappahannock Transportation

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~~Deleted: In no event will any coverage by the Plan accrue to owners or operators of such hired vehicles.~~

~~Deleted: over which a commuter rail train is being operated~~

~~Deleted: any INSURED/INDEMNITEE~~

~~Deleted: of Conrail, RF&P~~

Commission unless such claim is asserted against one or more of the rail entities named in Part E (4) (b2), (b3) and (b4V) and (5) of this Plan.

This exclusion shall not apply to property of any other INSURED/INDEMNITEE or to property of other persons. Further, this exclusion shall not apply to the deductible amount of any property insurance for property owned or leased by the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission.

- f) Based on any claims arising from any contract dispute, provided however that this exclusion shall in no way apply to liability assumed by the Commissions by contract with Rail Entities, namely the National Railroad Passenger Corporation (AMTRAK), Norfolk Southern Railway Company (Southern), and CSX Transportation (CSXT).
- g) Based on any claim for normal wear or deterioration of roadbed and track, routine personnel requirements, delays, or any other loss or damage attributable to or exacerbated by the normal operations of the COMMUTER RAIL SERVICE, the costs of which claim, loss or damage are taken into account under the compensation provisions of any OPERATING AND/OR ACCESS AGREEMENTS.

~~Deleted: Richmond, Fredericksburg & Potomac Railroad Company (RF&P),~~
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PART E. DEFINITIONS

Whenever used in this Plan, the following words have these meanings:

- 1) ANNUAL TERM - means:

Any twelve month period beginning July 1. If the Commuter Rail Service begins operation, which may or may not be the date that passengers are first transported, other than on 1 July. That period between the date operations begin and the July 1 next ensuing shall constitute an annual term.

- 2) COMMUTER RAIL SERVICE (also known as Contract Service) - means all activities relating to the provision of rail passenger service along two lines between a point at or near Fredericksburg, Virginia and the Washington, D.C. Union Station, and between a point at or near Manassas Airport, Virginia and Washington, D.C. Union Station over the railroad tracks of the Norfolk Southern Railway Company, AMTRAK and CSXT with various intermediate stops. This term includes switching, maintenance, train storage and other services related to the provision of Commuter Rail Service as set forth in the Operating and/or Access Agreements.

~~Deleted: Richmond, Fredericksburg and Potomac Railroad Company,~~
~~Deleted: Conrail~~

- 3) DAMAGES - includes compensatory, liabilities assumed under the Operating and/or Access Agreements - Risk of Liability Article, punitive and equitable damages.
- 4) INSURED - means:

- a) The Northern Virginia Transportation Commission, the Potomac and Rappahannock Transportation Commission, and any other Transportation Commission subject to the Virginia Tort Claims Act that may become a participant in the Commuter Rail Service operated by or for the Commissions.
- b)
 - 1) the officers and employees of the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission;
 - 2) the National Railroad Passenger Corporation (AMTRAK), its officers, directors, agents and employees, including the Washington Terminal Company, its officers, directors, agents and employees, and all successors and assigns of the foregoing; and
 - 3) ~~CSXT~~, its corporate affiliates, its licensees, including entities which have trackage rights with ~~CSXT~~ to the extent, ~~CSXT~~ may be liable, its officers, directors, agents and employees, and all successors and assigns of the foregoing.
- 5) INDEMNITEE - means Norfolk Southern Railway Company, its officers, agents, employees and corporate affiliates, and all successors and assigns of the foregoing.
- 6) OCCURRENCE - means an event or series of events which are attributable in any way to or which are exacerbated by the operation of or the performance of the Commuter Rail Service or to the presence of cars, equipment, personnel or passengers of the Commuter Rail Service on or about the property of any Rail Entity.
- 7) OPERATING AND/OR ACCESS AGREEMENTS - means Agreements between the Commissions and any railroad for use of its respective facilities and for services to operate the Commuter Rail Service.

Deleted: The Richmond, Fredericksburg and Potomac Railroad Company (RF&P), the RF&P Corporation.

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4) . The Consolidated Rail Corporation (CONRAIL), its corporate affiliates, its licensees, officers and employees.

PART F. NOTICE OF CLAIM

- 1) The INSURED/INDEMNITEE, as a condition precedent to coverage under this Plan, shall give the Plan notice in writing as soon as practicable of any claim made and shall give the Plan such information and cooperation as it may reasonably require. Such notice shall be given to AMTRAK on behalf of the Plan.
- 2) If, during the period of coverage, an INSURED/INDEMNITEE receives written or oral notice from any party that it is the intention of such party to hold an INSURED/INDEMNITEE responsible for loss or damage arising from an OCCURRENCE, such INSURED/INDEMNITEE shall, as soon as practicable, give written notice to the Plan of the receipt of such notice, whether or not such notice is expressed in the form of a claim.

Deleted: the Division of Risk Management, Department of General Services, Commonwealth of Virginia

PART G. CONDITIONS

- 1) ACTION UNDER THIS PLAN. No action shall be brought by any INSURED/INDEMNITEE under this Plan unless, as a condition precedent thereto, such INSURED/INDEMNITEE has fully complied with all the terms hereof nor until the amount of the INSURED/INDEMNITEE'S obligation to pay shall have been finally determined either by judgment against the INSURED/INDEMNITEE after actual trial or by written agreement of the INSURED/INDEMNITEE, the claimant and the Plan. In the event of the bankruptcy or insolvency of the INSURED/INDEMNITEE, the Plan shall not be relieved of the payment of such indemnity hereunder as would have been payable but for such bankruptcy or insolvency.
- 2) ASSIGNMENT. Assignment of interest under this Plan shall not bind the Plan until its consent is endorsed thereon by the Division of Risk Management and the Commissions.
- 3) CHANGES. Notice to any agent or knowledge possessed by any agent or by any other person shall neither effect a waiver or a change in any part of this Plan nor estop the Plan from asserting any right under the terms hereof. No provisions of this Plan may be waived or changed, except by amendment hereto approved in accordance with §2.2-1839 of the Code of Virginia, as amended, and except with the approval of all INSUREDS/INDEMNITEES.
- 4) SUBROGATION CLAUSE. In the event of any payment under this Plan, the Plan shall be subrogated to the extent of such payment to all rights of recovery therefor, and the INSUREDS/INDEMNITEES shall execute all papers required and shall do everything that may be necessary to secure and preserve such rights including the execution of such documents necessary to enable the Plan effectively to bring suit in the name of the INSURED/INDEMNITEE.
- 5) SETTLEMENT OF DISPUTES.
 - a) To the extent permitted by law, issues that arise about the coverage or operation of this Plan, excluding interpretations or applications of provisions of an OPERATING AND/OR ACCESS AGREEMENT between the Commissions and an INSURED/INDEMNITEE, that cannot be resolved between any INSURED/INDEMNITEE and the Plan, shall be resolved by submitting the matter to arbitration as provided in Part G(5)(b) below.
 - b) Any controversy which is referable to arbitration shall be submitted to disinterested arbitrators, one of which shall be appointed by each disputant; and the arbitrators so chosen shall select a third arbitrator, or such numbers of arbitrators that would result in an uneven number of arbitrators if there are an odd number of disputants, and the decisions of a majority of them shall be final and conclusive between the parties hereto. In case either of the said parties shall fail or refuse to appoint an arbitrator as aforesaid for the period of thirty (30) calendar days after written notice given by the other party to make such appointment, then

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and in that event, a second arbitrator shall be appointed, upon application of the first arbitrator, by the American Arbitration Association, and the said two arbitrators, so appointed, shall select a third arbitrator, and the three so chosen shall hear and decide such difference or dispute, and their decision, or that of a majority of them, shall be final and conclusive upon the parties hereto. In the event that the appointed arbitrators shall be unable to agree upon a third or such additional arbitrators within thirty (30) days after the appointment of the last of the disputant's arbitrators, as needed to comprise an odd-numbered panel, such additional arbitrator or arbitrators shall be appointed, upon the application of any party hereto, upon reasonable notice to the other parties by the American Arbitration Association. If any arbitrator shall decline or fail to act, the party or person by whom he was chosen or appointed, as the case may be, shall appoint another to act in his place.

- c) Each party hereto shall bear the costs and expenses incurred by it in connection with such arbitration, including the cost of the arbitrator appointed by or for it. The parties shall share equally the costs and expenses attributable to the services of the third arbitrator or additional arbitrators provided for herein.
- d) Any findings made in any other proceeding involving the conduct out of which the dispute arises may be considered by the arbitrators, but shall not be conclusive, unless the arbitrators so determine.

- 6) No person or organization shall have any right under this plan to join the Commonwealth of Virginia, the Department of Treasury, the Division of Risk Management, or any of its employees as a party to any action against an INSURED/INDEMNITEE to determine the liability of the INSURED/INDEMNITEE, nor shall the Commonwealth of Virginia, the Department of Treasury, the Division of Risk Management, or any of its employees be impleaded by the INSURED/INDEMNITEE or its legal representative.

PART H. NUCLEAR ENERGY LIABILITY EXCLUSION ENDORSEMENT
(Broad Form)

This endorsement modifies the provisions of this Plan relating to ALL COVERAGE.

It is agreed that:

- 1) This Plan does not apply:
 - A) Under any Liability Coverage,
 - 1) with respect to which an INSURED/INDEMNITEE under this policy is also an INSURED under a nuclear energy liability policy issued by Nuclear Energy Liability Insurance Association, Mutual Atomic Energy Liability Underwriters or Nuclear Insurance Association of Canada, or would be an INSURED under any such policy but for its termination upon exhaustion of its limit of liability; or
 - 2) resulting from the HAZARDOUS PROPERTIES OF NUCLEAR MATERIAL and with respect to which (a) any person or organization is required to maintain financial protection pursuant to the Atomic Energy Act of 954, or any law amendatory thereof, or (b) the INSURED/INDEMNITEE is, or had this policy not been issued would be, entitled to indemnity from the United States of American, or any agency thereof, under any agreement entered into by the United States of America, or any agency thereof, with any person or organization.
 - B) Liability resulting from the HAZARDOUS PROPERTIES of NUCLEAR MATERIAL, if
 - 1) the NUCLEAR MATERIAL a) is at any NUCLEAR FACILITY owned by, or operated by or on behalf of an INSURED/INDEMNITEE or b) has been discharged or dispersed therefrom.
 - 2) the NUCLEAR MATERIAL is contained in SPENT FUEL or WASTE at any time possessed, handled, used, processed, stored, transported, or disposed of by or on behalf of the INSURED/INDEMNITEE, or
 - 3) Any injury or damage arises out of the furnishing by an INSURED/INDEMNITEE of services, materials, parts or equipment in connection with the planning, construction, maintenance, operation or use of any NUCLEAR FACILITY, but if such facility is located within the United States of America, its territories or possessions or Canada, this exclusion (3) applies only to damage to such NUCLEAR FACILITY and any property threat.

2) As used in this endorsement:

"HAZARDOUS PROPERTIES" include radioactive, toxic or explosive properties.

"NUCLEAR MATERIAL" means SOURCE MATERIAL, SPECIAL NUCLEAR MATERIAL or BY-PRODUCT MATERIAL.

"SOURCE MATERIAL", "SPECIAL NUCLEAR MATERIAL", and "BY-PRODUCT MATERIAL" have the meanings given them in the Atomic Energy Act of 1954 or in any law amendatory thereof.

"SPENT FUEL" means any fuel element or fuel component, solid or liquid, which has been used or exposed to radiation in a NUCLEAR REACTOR.

"WASTE" means any waste material (a) containing by-product material, other than the tailings or wastes produced by the extraction or concentration of uranium or thorium from any ore processed primarily for its SOURCE MATERIAL content, and (b) resulting from the operation by any person or organization of any NUCLEAR FACILITY included under the first two paragraphs of the definition of NUCLEAR FACILITY.

"NUCLEAR FACILITY" means

- a) any NUCLEAR REACTOR.
- b) any equipment or device designed or used for
 - (1) separating the isotopes of uranium or plutonium,
 - (2) processing or utilizing SPENT FUEL, or (3) handling, processing, or packaging WASTE.
- c) any equipment or device used for the processing, fabricating or alloying of SPECIAL NUCLEAR MATERIAL if at any time the total amount of such material in the custody of the INSURED/INDEMNITEE at the premises where such equipment or device is located consists of or contains more than 25 grams of plutonium or uranium 233 or any combination thereof, or more than 250 grams of uranium 235.
- d) any structure, basin, excavation, premises or place prepared or used for the storage or disposal of WASTE.

and includes the site on which any of the foregoing is located, all operations conducted on such site and all premises used for such operations.

"NUCLEAR REACTOR" means any apparatus designed or used to sustain nuclear fission in a self-supporting chain reaction or to contain a critical mass of fissionable material.

"DAMAGE" includes all forms of radioactive contamination of property.

IN WITNESS WHEREOF, this Plan has been executed effective this _____ day of _____, 2007.

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APPROVED BY NORTHERN VIRGINIA AND POTOMAC AND RAPPANNOCK TRANSPORTATION COMMISSIONS:

Chair, Northern Virginia Transportation Commission

Chair, Potomac and Rappahannock Transportation Commission

APPROVED:

J. Braxton Powell, Treasurer Don W. LeMond, Director
 Division of Risk Management
Department of Treasury

Deleted: Wendell L. Seidon, Director

Deleted: Department of General Services

APPROVED BY THE GOVERNOR:

Jody Wagner
Secretary of Finance

Deleted: Secretary of Administration, pursuant to the authority of Executive Order 25 (Revised), dated November 14, 1986

NORTHERN VIRGINIA COMMUTER RAIL PROJECT
VIRGINIA RAILWAY EXPRESS

AMENDED AND RESTATED
INSURANCE FUND AGREEMENT

FOR

COMMUTER RAIL OPERATION LIABILITY INSURANCE PLAN

AMENDED AND RESTATED
INSURANCE FUND AGREEMENT

Between

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

And

POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION

And

DIVISION OF RISK MANAGEMENT
DEPARTMENT OF TREASURY
COMMONWEALTH OF VIRGINIA

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DATED , 2007

~~Deleted: JUNE 1, 1990~~

November 8, 2007

THIS AMENDED AND RESTATED INSURANCE FUND AGREEMENT

(“Agreement”), is entered into as of _____, 2007, between NORTHERN VIRGINIA TRANSPORTATION COMMISSION and POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION (collectively, the Commissions”) and DIVISION OF RISK MANAGEMENT OF THE DEPARTMENT OF TREASURY OF THE COMMONWEALTH OF VIRGINIA (“Administrator”).

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WITNESSETH:

The Commissions have entered into a Master Agreement for the Provision of Commuter Rail Services in Northern Virginia – The Establishment of the Virginia Railway Express, dated as of October 3, 1989 (“Master Agreement”) and amended April 2, 1992 and July, 2007, with the Participating and the Contributing Jurisdictions, as defined in the Master Agreement, which provides for establishment of commuter rail service in Northern Virginia.

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In furtherance of the Master Agreement, the Commissions have entered into separate Access Agreements, dated May 5, 2000, as amended and extended, and February 10, 1995, as amended and extended, (“Access Agreements”), with the Norfolk Southern Railway Company, and CSX Transportation, Inc., (the “Railroads”), respectively, and an operating access agreement with the National Railroad Passenger Corporation (“Amtrak”), dated March 1, 1998, as amended, the terms of which, among other things, require that the Commissions maintain an insurance plan described in Exhibit F to the Master Agreement (“Insurance Plan”) consisting in part of purchased commercial insurance or other insuring risk transfer mechanisms and in part of

Deleted: as of December 1, 1989

Deleted: the Richmond, Fredericksburg & Potomac Railroad Company,

Deleted: the Consolidated Rail Corporation

Deleted: as of October 27, 1989

reserves to be administered by the Division of Risk Management (“Administrator”) of the Department of Treasury of the Commonwealth of Virginia.

In order to meet their obligations under the Access Agreements and pursuant to §2.2-1839 of the Code of Virginia, as amended (“Code”), the Commissions have entered into an Amended and Restated Management Agreement, dated as of _____, 2007, with the Administrator for management of the Insurance Plan (“Management Agreement”). The Commissions desire to establish this fund with the Administrator for the purposes of holding the reserves provided for under the Insurance Plan and Management Agreement.

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Deleted: Section 2-1-526.8:1

Deleted: October 27, 1989

ARTICLE I

Creation of Fund

Section 1.1 Creation of Fund. In order to establish insurance reserve required by the Insurance Plan and the Management Agreement, the Commissions establish with the Administrator this Insurance Fund to be held and administered under the terms of this Agreement. The Commission will pay or cause to be paid the Administrator to be administered under this Agreement all amounts required by the Management Agreement.

ARTICLE II

Authorized Payments

Section 2.1 Authorized Payments. The Administrator is authorized to make the following payments from the money held under this Agreement:

(a) Administrative costs of the Administrator and the Commissions, including actuarial costs, professional administrative expense, personnel costs and all other direct and indirect expenses related to the administration of the Insurance Plan;

(b) Liquidated liability insurance claims in amounts and to parties determined by the Administrator;

(c) Investigation and legal defense costs;

(d) Fees incurred by the Administrator in the administration of this Agreement;

(e) Amounts to be paid to Amtrak to establish and maintain the imprest fund of \$50,000 as described in the Management Agreement at such time in such amounts as directed by the Administrator;

(f) Premiums on insurance purchased pursuant to the Insurance Plan including deductible amounts if applicable;

(g) Purchase of stock in any excess or captive insurance company for the purpose of obtaining insurance coverage, and

(h) Costs related to subrogation.

All payments will be made at the sole discretion of the Administrator, unless otherwise noted above.

Section 2.2 Form of Application for Payment. Before any payment is made, the Administrator may require such written evidence to support the payment as the Administrator deems appropriate, including in the case of any payment to the Commission, a written request, signed by an authorized representative of the Commissions, stating:

(a) The name or names of the person, firm or corporation to whom the payment is due;

(b) The amount to be paid; and

(c) The purpose in reasonable detail for which the obligation to be paid was incurred.

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Section 2.3 Prompt Payment. The practice of the Administrator and the two Commissions shall be to effect prompt payment of all amounts due under the terms of the Insurance Plan and the Management Agreement.

ARTICLE III

Authorized Investments

Section 3.1 Investments. In addition to the making of payments authorized hereunder, any money held by the Administrator under this Agreement may be invested and reinvested by the Administrator in investments which are at the time permitted by ~~§§2.2-1839 and 1806, and §2.2-4500 et seq., the Investment of Public Funds Act, of the Code, and approved by the~~ Treasury Board. These may include but are not limited to the following:

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(a) Bonds, notes and other evidence of indebtedness to which the full faith and credit of the Commonwealth or of any of its political subdivisions is pledged for payment of its political subdivisions, agencies, districts, authorities or other public bodies and are rated in one of the two highest long-term debt rating categories by at least one of the Rating Agencies, without regard to any refinement or gradation of such rating category by numerical modifier or otherwise;

(b) Bonds, notes and other obligations of the United States of America and securities unconditionally guaranteed as to the payment of principal and interest by the United States of America;

(c) Certificates representing ownership of United State Treasury bond principal at maturity or coupons for accrued periods, which bonds or coupons are held by a bank or trust company organized and existing under the laws of the United States of America or any of its

states acceptable to the Administrator in the capacity of custodian and independent to the seller of such certificates.

(d) Bond, notes and other evidence of indebtedness issued by an agency of the United States of America; and

(e) Savings accounts, time deposits and certificates of deposit in any bank and its affiliates, within or without the Commonwealth, provided that such funds are secured in the manner required by §§2.2-4400 et seq. of the Code, the Virginia Security for Public Deposits Act, or any successor legislation.

Any investments described in subsections (b) and (d) above may be purchased pursuant to a repurchase agreement with any bank within or without the Commonwealth having a combined capital, surplus and undivided profits of not less than \$50,000,000 or any Primary Government Securities Dealers reporting to the Federal Reserve Bank of New York. Such repurchase agreement shall be considered a purchase of such investments even if title to and/or possession of such securities is not transferred to the Administrator so long as (i) the repurchase obligation is collateralized by the investments themselves, (ii) the investments have on each day that the repurchase agreement is in effect a fair market value equal to at least 102% of the amount of term repurchase obligations, and, at least 100% of the amount of overnight repurchase obligations including principal and interest, (iii) the investments are held by a third party (not as agent for the bank) for the benefit of the Administrator as fiduciary under this Agreement and segregated from securities owned generally by such third party or the bank, and (iv) a perfected security interest under the Uniform Commercial Code of Virginia or book entry procedures prescribed at 31 C.F.R. 306.1 et seq. or 31 C.F.R. 350.0 et seq., as amended, in the investments is created for the benefit of the beneficiaries under this Agreement.

All such investments shall be held by or under the control of the Administrator and while so held shall be deemed a part of the Insurance Fund. The interest accruing on and any profit realized from such investments shall be credited to the Insurance Fund and any loss resulting from such investments shall be charged to the Fund. The Administrator shall sell or cause to be sold a sufficient amount of such investments whenever the cash balance in the Insurance Fund is insufficient for its purposes.

In determining the amount on deposit in the Insurance Fund, investments will be valued at their market price, exclusive of accrued interest.

Section 3.2 Department of Treasury. Any investment of money held by the Administrator may be made through the Department of Treasury in accordance with such policies and procedures for investments as may then be in effect.

ARTICLE IV

The Administrator

Section 4.1 Reports by Administrator. Within fifteen business days following the end of each calendar quarter, the Administrator will deliver to the Commissions a statement describing the amounts held under this Agreement on the last day of the previous quarter, deposits to the Fund by the Commissions and others during the quarter, income earned during the quarter, and all payments made from the Insurance Fund since the last statement furnished pursuant to this Section.

Deleted: commencing with the first quarter of 1990

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Section 4.2 Liability of Administrator. The Administrator will have no responsibility to the Commissions, the Railroads, Amtrak, or any other person in connection with this Agreement, except as specifically provided, and will not be responsible for anything done or omitted to be done by it except for its own negligence or default in the performance of any obligation imposed

on it under this Agreement in accordance with the provisions of the Virginia Tort Claims Act. The Administrator is not a party to, nor bound by or need it give consideration to the terms or provisions of any other person, and the Administrator assents to and is to give consideration only to the terms and provisions of this Agreement. Unless specifically provided in this Agreement, the Administrator has no duty to determine or inquire into the happening or occurrence of any event or contingency or the performance or failure of performance of the Commissions with respect to arrangements or contracts with others, the Administrator's sole duty being to safeguard the Insurance Fund and to invest, pay out, and dispose of it in accordance with this Agreement. If the Administrator is called upon by the terms of this Agreement to determine the occurrence of any event or contingency, the Administrator may reasonably request from the Commissions or any other person such additional evidence as the Administrator in its discretion may deem necessary to determine any fact relating to the occurrence of such event or contingency, and in this connection may inquire and consult with the Commissions at any time.

Section 4.3 Evidence Upon Which Administrator May Act. The Administrator may act upon any notice, request, waiver, consent, certificate, receipt, authorization, power of attorney or other instrument of document which the Administrator in good faith believes to be genuine and to be what it purports to be.

Section 4.4 Replacement of Administrator. The Administrator may resign, and thereby become discharged from the Commissions. Such resignation shall take effect immediately, however, except as may hereafter be provided by law, the Administrator shall continue to serve as Administrator until a successor is appointed, the funds held under this Agreement, this or any successor Administrator shall rebate to the Commissions a ratable portion of any fee paid by the Commission to the Administrator for its services under this Agreement.

Section 4.5 Fees, Charges and Expenses of the Administrator. The Administrator is entitled to payment of and reimbursement for reasonable fees for its services and all expenses reasonably incurred by it under this Agreement, including the reasonable fees and disbursements of its counsel.

ARTICLE V

Termination

Section 5.1 Termination of Agreement. This Agreement shall terminate upon final payment of all distribution set forth in Section 5.2.

Section 5.2 Distribution of Funds on Termination. On termination of the Access Agreements with the Railroads, the Commissions reserve the right to terminate this Agreement with the Administrator. On receipt of written notice of termination from the Commissions, the Administrator will continue to perform its obligation under this Agreement until the expiration of those years after the date of the termination notice at which time any amounts remaining in the Insurance Fund, less any amounts to be reserved for the payment of pending claims and expenses, shall be paid by the Administrator to the Commissions or as the Commissions may direct.

ARTICLE VI

Miscellaneous

Section 6.1 Notices. Unless otherwise provided in this Agreement, all demands, notices, approvals, consents requests, opinions and other communications hereunder will be in writing and will be deemed to have been given when delivered in person or mailed by registered or certified mail, postage prepaid, addressed as follows:

(a) If to the Commissions, Virginia Railway Express, 1500 King Street, Suite 202, Alexandria, Virginia 22314, Attention: Chief Executive Officer; and

(b) if to the Administrator, 101 North 14th Street, 3rd Floor, Richmond, Virginia 23219, Attention Director.

Deleted: c/o Northern Virginia Transportation Commission, Arlington Executive Building, 2009 North 14th Street, Suite 300, Arlington, Virginia 22201, Attention: Executive Director, with a copy to the Potomac and Rappahannock Transportation Commission, 9257 Lee Avenue, Manassas, Virginia 22110

Deleted: 805 East Broad Street, 9th Floor

Formatted: Superscript

The parties may, by notice given under this Agreement, designate any further or different addresses to which subsequent demands, notices, approvals, consents, requests, opinions or other communications will be sent or persons to whose attention they will be directed.

Section 6.2 Successors and Assigns. This Agreement will be binding upon, inure to the benefit or and be enforceable by its parties and their respective successors and assigns.

Section 6.3 Counterparts. This Agreement may be executed in several counterparts each of which will be an original and all of which together will constitute but one and the same instrument.

Section 6.4 Conflicts between Various Agreements. Except with respect to the naming of the parties to the Insurance Fund Agreement, appearing on Page 2 of the Management Agreement, in which case the Insurance Fund Agreement will control, in the event of any conflict between the terms of this Agreement and the terms of the Management Agreement, the terms of the Management Agreement shall control. In the event of any conflict between the terms of this Agreement and/or the terms of the Management Agreement and the terms of the Master Agreement, the terms of the Master Agreement shall control.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly authorized officers.

COMMONWEALTH OF VIRGINIA
OFFICE OF THE GOVERNOR

NORTHERN VIRGINIA
TRANSPORTATION COMMISSION

By: _____

By: _____

Title: _____

Title: _____

COMMONWEALTH OF VIRGINIA
TRANSPORTATION COMMISSION
DEPARTMENT OF TREASURY

POTOMAC AND RAPPAHANNOCK

Deleted: DEPARTMENT OF
GENERAL SERVICES

By: _____

By: _____

Title: _____

Title: _____

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TREASURY
DIVISION OF RISK MANAGEMENT

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GENERAL SERVICES

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By: _____

Title: _____

ITEM #3C**Delegation of Authority to the VRE Operations Board**

The VRE Operations Board recommends approval of Resolution #2084. This resolution adopts the final phase of a delegation of authority plan, as amended, from the commission to the VRE Operations Board. The revised plans would take effect on July 1, 2008.

As explained in the attached memorandum, the final phase of the delegation plan would allow the VRE Board to approve expenditures of any amount (the current limit is \$1 million) as long as the item is in the approved budget. There are, however, several actions reserved for the commissions in the Master Agreement and in the amended delegation plan, including execution of agreements with CSX, NS and Amtrak, among others.

RESOLUTION #2084

SUBJECT: Delegation of Authority to the VRE Operations Board.

WHEREAS: In December of 2005, the commissions approved a three-phased plan to delegate authority to the VRE;

WHEREAS: The current authority of the Operations Board includes financial delegation of \$1,000,000, ability to determine the discretionary spending authority of VRE's CEO, and ability to determine the level of compensation of VRE's CEO;

WHEREAS: The final phase of the Delegation of Authority Plan has been modified from its original version such that the implementation date is July 1, 2008 and execution of agreements is not delegated for CSX and NS Operating Access Agreements, Amtrak or other Operating Agreements, or Insurance agreements;

WHEREAS: Commissioners will receive information on Operations Board agenda items prior to the meeting to allow their review and commissioners may request the VRE Board to forward any item to the commission; and

WHEREAS: Per the original Delegation of Authority Plan, the following items also will not be delegated:

- Amendments to the Master Agreement
- Hiring and termination of the Chief Executive Officer
- Statewide and federal grant applications
- Approval of legislative agendas
- Approval of strategic plan
- Sale or purchase of real property and equipment in the commissions' names
- Other major policies such as terms for new entrants
- Other actions reserved for the commissions by the Master Agreement such as approving annual budgets/six-year financial plans.

Continued Resolution #2084

NOW, THEREFORE, BE IT RESOLVED THAT the Northern Virginia Transportation Commission adopts the final phase of the Delegation of Authority Plan, as amended, to be implemented July 1, 2008.

Approved this 6th day of December, 2007.

DavidF.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-B ACTION ITEM

TO: CHAIRMAN KAUFFMAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: NOVEMBER 16, 2007

**RE: AUTHORIZATION TO ADOPT AMENDED DELEGATION OF
AUTHORITY PLAN**

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions adopt the final phase of the Delegation of Authority Plan, as amended, to be implemented July 1, 2008.

BACKGROUND:

In December of 2005, the Commissions approved a three-phased plan to delegate authority to the Operations Board in an effort to streamline the oversight of VRE. The plan includes phased implementation that requires evaluation at the conclusion of each year-long phase to assess whether to proceed further. In October/November of 2006, the Operations Board/Commissions approved phase two, which provides the Operations Board with financial delegation of \$1,000,000, determining the discretionary spending authority of VRE's CEO, and determining the level of compensation of VRE's CEO.

As originally designed and approved, phase three would provide the Operations Board with full authority on spending, provided the amount is included in the annual budget and six-year financial plan, as well as the ability to execute railroad, insurance and all other contractual agreements not excluded by the Master Agreement. Approval of fare tariffs would also be delegated to the Operations Board if consistent with annual budgets and six-year financial plans.

Over the past several months, discussions regarding the final phase of the plan have taken place with jurisdictional staff and the Operations Board. A consensus emerged that proceeding with phase three is advisable, but with the amendments described below:

Proposed Revisions to the Delegation of Authority Plan

1. Implementation Date – the last phase of delegation includes full Operations Board spending authority provided the amount is included in the annual budget and six-year financial plan. As such, VRE staff is recommending this change be implemented along with the beginning of the FY 2009 fiscal year (July 1, 2008). In addition, given the comprehensive changes to the Operations Board structure, which occurred over the past year, this implementation date provides several additional months for the new structure to solidify.
2. Execution of Agreements – Phase three of the proposed Delegation of Authority Plan recommends that the Operations Board be given authority to approve the execution of railroad, insurance and all other contractual agreements which were not excluded by the Master Agreement. VRE management is recommending that the Operations Board be authorized to execute all contractual agreements, provided funding is included in the approval budget, with the exception of the following:
 - a. CSX and NS Operating Access Agreements – VRE management is not recommending delegation of these agreements as both have been extended several times and the Commissions have been part of these negotiations. In addition, the magnitude of these agreements is such that Commission approval is more appropriate. It should be noted that other agreements with the railroads, such as independent leases, right of entry permits and force account agreements continue to be recommended for delegation to the Operations Board.
 - b. Amtrak or other Operating Agreements - VRE management is not recommending delegation of these agreements as they are financially substantial and include many nuances VRE staff feel are worthy of Commission discussion.
 - c. Insurance –VRE management is not recommending delegation of insurance agreements given the current challenges with the trust fund, claims and premiums.
3. Approval of fare changes (tariffs) – VRE staff is recommending that this approval be delegated to the Operations Board provided it is consistent with annual budgets and six-year financial plans. The requirement for public hearings will be maintained independent of this delegation.

4. Commission consideration of otherwise delegated action items – The Operations Board requested that a mechanism be established to allow Commission members to request an item be pushed to the Commission level for consideration. VRE proposes that each Commissioner be emailed a link to the Operations Board agenda package the Monday before the Board meeting. If after reviewing the agenda items, a Commissioner wishes to push an item to the Commission, he/she would request their Operations Board representative make such a motion at the Operations Board meeting. A favorable vote amending the resolution must occur in order for an item to be elevated to the Commissions for action. If no such motion is made, and the action is a delegated responsibility, the items is considered approved at the Operations Board meeting.

5. Responsibilities not delegated – the following items were specific exclusions in the originally adopted Delegation of Authority Plan and no changes are recommended. The following issues would remain at the Commission level:
 - a. Amendments to the Master Agreement
 - b. Hiring and termination of the Chief Executive Officer
 - c. Statewide and federal grant applications
 - d. Approval of legislative agendas
 - e. Approval of strategic plan
 - f. Sale or purchase of real property and equipment in the Commissions' name
 - g. Other major policies such as terms for new entrants
 - h. Other actions reserved for the Commissions by the Master Agreement, such as approving annual budgets/six-year financial plans.

Finally, it should be noted that the VRE CEO will continue to attend both the PRTC and NVTC monthly meetings to provide VRE updates.

ITEM #3D**FY 2009 VRE Budget Issues**

At its November 16, 2007 meeting the VRE Operations Board considered the attached presentation from VRE's Chief Executive Officer. As can be seen, the presentation asks for the board's support for a VRE staff proposal that would finance the FY 2009 VRE budget in part with a direct contribution of \$25 million from NVTA jurisdictions to be spent primarily on restoring the insurance trust and procuring new locomotives. A majority of the board agreed with the recommendation and asked staff to prepare a letter to the NVTA jurisdictions to that effect. The Board also has asked that the issue be discussed by the commissions on December 6th.

Staff of NVTA jurisdictions has been engaged with VRE staff in careful deliberations about alternative uses of the \$25 million. An alternative proposal is anticipated from the NVTA jurisdictions' staff. That alternative also provides \$16 million for locomotives and funds other worthwhile VRE investments. The two alternatives reflect opposite views of the purpose of the \$25 million reserved for VRE from regional funds in HB 3202. VRE staff argues that the funds should go to the VRE Board to be allocated to benefit the entire system. NVTA jurisdictions' staff believes that NVTA taxpayers should be protected by ensuring that the funds primarily benefit residents of the NVTA jurisdictions in which the taxes are collected.

Unless discussions resume between VRE and NVTA jurisdictions' staff aimed at reaching common ground, a possible outcome will be a recommended budget from the VRE Operations Board that will be accompanied by a competing version from NVTA jurisdictions' staff. NVTC and PRTC will then need to choose. That would be an unfortunate outcome as it may diminish the role of the VRE Operations Board in the budget process.

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Unless discussions resume between VRE and NVTA jurisdictions' staff aimed at reaching common ground, a possible outcome will be a recommended budget from the VRE Operations Board that will be accompanied by a competing version from NVTA jurisdictions' staff. NVTC and PRTC will then need to choose. That would be an unfortunate outcome as it may diminish the role of the VRE Operations Board in the budget process.



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

November 26, 2007

Honorable Christopher Zimmerman
Chairman, Northern Virginia Transportation Authority (NVTA)
2100 Clarendon Blvd, Suite 300
Arlington, VA 22201

RECEIVED

NOV 26 2007

Dear Chairman Zimmerman:

At the November 16, 2007 Virginia Railway Express (VRE) Operations Board meeting, a discussion took place regarding the allocation of the \$25 million collected via HB 3202 for VRE benefit. As you know, section 15.2-4838.1 was added to the Code of Virginia to allow for the collection and allocation of funding generated from HB 3202. Specifically, it provides that 60% of the NVTA revenues shall be distributed as follows: the first revenues are used for debt service, the next \$50 million goes to WMATA, and the next \$25 million goes to VRE for operating and capital improvements including, but not limited to, track lease payments, construction of parking, dedicated rail on the Fredericksburg line, rolling stock, expanded service in Prince William County, and service as may be needed as a result of the BRAC action.

The same Code section also requires that all revenues credited to NVTA shall be used for projects benefiting the localities embraced by the Authority, with each locality's total long term benefits being approximately equal to the total of the fees and taxes received by NVTA that are generated by or attributable to the locality divided by the total of such fees and taxes.

I have been authorized by the Operations Board to express, as the sense of the Board, that the HB 3202 funds allocated to VRE by NVTA should be distributed to VRE for projects that have the highest and best use for the entire commuter rail system. As such, upon review of the preliminary FY 2009 VRE budget, the Operations Board endorses the VRE CEO's proposal for use of the NVTA funds. Specifically, for restoration of the insurance trust fund, acquisition of locomotives, and expansion of VRE service. While this would result in some benefit to non-NVTA jurisdictions (one twenty-fifth of the total amount), it would have a more than proportional benefit to the overall service.

The VRE Operations Board is sensitive to the issues surrounding the allocation of this funding and has asked the CEO to continue working with the jurisdictions to reach consensus of the project list.

Northern Virginia
Transportation Commission
4350 North Fairfax Drive, Suite 720
Arlington, Virginia 22203
(703) 524-3322

- A Transportation Partnership -

Potomac and Rappahannock
Transportation Commission
14700 Potomac Mills Road
Woodbridge, Virginia 22192
(703) 583-7782

Honorable Christopher Zimmerman
November 26, 2007
Page Two

I thank you for the opportunity to address the allocation process and hope that resolution can be achieved in the near future. The Operations Board is proud of the recent successes of the VRE and takes very seriously our role in the regional transportation network.

Sincerely,



Dana Kauffman
VRE Operations Board Chairman

cc: Honorable David Snyder, Chairman, NVTC
Honorable Robert Gibbons, Chairman, PRTC
Honorable William Euille, Mayor, City of Alexandria
Honorable Paul Ferguson, Chairman, Arlington County
Honorable Gerry Connolly, Chairman, Fairfax County
Honorable Thomas J. Tomzak, M.D., Mayor, City of Fredericksburg
Honorable Douglas Waldron, Mayor, City of Manassas
Honorable Frank Jones, Mayor, City of Manassas Park
Honorable Corey Stewart, Chairman, Prince William County
Honorable Jack Cavalier, Chairman, Stafford County

Mr. James Hartmann, City Manager, City of Alexandria
Mr. Ron Carlee, County Administrator, Arlington County
Mr. Anthony Griffin, County Executive, Fairfax County
Mr. Phil Rodenberg, City Manager, City of Fredericksburg
Mr. Larry Hughes, City Manager, City of Manassas
Mr. Mercury Payton, City Manager, City of Manassas Park
Mr. Craig Gerhart, County Executive, Prince William County
Mr. Steve Crosby, County Executive, Stafford County



FY 2009 Budget Preview

November 16, 2007



Critical Issues

1. Restore Trust Fund balance to \$10M
2. Purchase new locomotives
3. Expand service hours to meet demand



Increasing Costs

- Insurance
 - Premiums have doubled since FY 2003
- Diesel Fuel
 - Cost has tripled since FY 2003
 - Continuing to climb – very volatile
- Maintenance Costs
 - Locomotive maintenance increasing
 - Emphasizing improved practices/techniques
 - Critical to maintain on-time performance

Ridership Up – 5.5%

Jurisdictions	Oct 2007 Survey		Oct 2006 Survey		Change
	FY 2009 Riders	%	FY 2008 Riders	%	
Prince William County	2,492	32.4%	2,232	30.6%	260
Fairfax	1,582	20.6%	1,478	20.3%	104
Stafford	1,301	16.9%	1,309	17.9%	(8)
Manassas	373	4.8%	347	4.8%	26
Fredericksburg	241	3.1%	204	2.8%	37
Manassas Park	230	3.0%	201	2.8%	29
Other	1,478	19.2%	1,524	20.9%	(46)
Total	7,697	100.0%	7,295	100.0%	402

All jurisdictions up except Stafford & non-members

Estimated Subsidy - FY 2009

- Assumes no service change
- Assumes no HB 3202 funding

Jurisdiction	FY 2008	FY 2009	Net
	Subsidy	Estimated	Inc/(Dec)
Fairfax County	4,700,508	5,650,000	949,492
Prince William County	4,624,876	6,760,000	2,135,124
Manassas	655,077	980,000	324,923
Manassas Park	359,573	590,000	230,427
Stafford County	2,429,735	3,120,000	690,265
Fredericksburg	330,713	510,000	179,287
Alexandria	113,140	118,797	5,657
Arlington	165,532	173,809	8,277
Total Subsidy	13,379,154	17,902,606	4,523,452

Need to Increase Trains

- Customers want expanded service hours
- Permitted by completion of MOU projects
- Proposed service change:

Manassas Line

Restore train 334 - 10:00 am departure

Add late night train - depart WUT 8:00 pm

Fredericksburg Line

Add early train - 4:45 am departure

Add late night bus service from Backlick

Eliminate train 312 - counter flow in PM

Estimated Subsidy – FY 2009

- Assumes additional service in January 2009

Jurisdiction	FY 2008 Subsidy	FY 2009 Estimated	Net Inc/(Dec)
Fairfax County	4,700,508	6,020,000	1,319,492
Prince William County	4,624,876	7,210,000	2,585,124
Manassas	655,077	1,040,000	384,923
Manassas Park	359,573	630,000	270,427
Stafford County	2,429,735	3,320,000	890,265
Fredericksburg	330,713	540,000	209,287
Alexandria	113,140	118,797	5,657
Arlington	165,532	173,809	8,277
Total	13,379,154	19,052,606	5,673,452



HB 3202 funding - \$25M

- Availability in FY 2009 unknown
- NVTA plans to allocate funding by ridership

Jurisdiction	Est. Amount
Prince William	\$11,621,463
Fairfax	\$10,777,155
Manassas	\$1,672,317
Manassas Park	\$929,065
Total	\$25,000,000

Recommended Use of \$25M

Category	First VRE Proposal	Revised Proposal
Fuel (30 Trains)	3,735,000	
Insurance Trust Restoration + Premiums	6,600,000	6,600,000
Net Cost of Additional Trains	840,000	1,157,000
Locomotive Acquisition	13,825,000	16,000,000
Platform/Canopy Extensions	-	-
Rippon Engineering for Turnback	-	-
Available for Other Projects		
Gainesville-Haymarket (Match) PWC only		475,000
Total	25,000,000	24,232,000

Do not have consensus on the use of HB 3202

Subsidy using VRE Proposal

Jurisdiction	FY 2008 Budget	FY 2009 Estimated	Net Inc/(Dec)
Fairfax County	4,700,508	3,990,000	(710,508)
Prince William County	4,624,876	4,780,000	155,124
Manassas	655,077	690,000	34,923
Manassas Park	359,573	420,000	60,427
Stafford County	2,429,735	2,200,000	(229,735)
Fredericksburg	330,713	360,000	29,287
Alexandria	113,140	118,797	5,657
Arlington	165,532	173,809	8,277
Total	13,379,154	12,732,606	(646,548)

Perspectives on use of HB 3202

Issue	Alternate Views	
Determining who benefits	VRE System	NVRTA jurisdictions only
Control of HB 3202 Funding	At Operations Board Level	At NVRTA Level
Perspective for use	Regional	NVRTA jurisdictions
Ridership	Increase by adding service and limiting fare increases	Limited ridership growth with focus on capital investments

Need Guidance

- Without HB 3202
 - Cannot recommend expanded service
 - Cannot restore Insurance Trust Fund balance for two more years
 - Limits expansion of VRE
- Will submit two budgets:
 1. One without HB 3202 funding
 2. One with HB 3202 funding included



End of Presentation

Questions

AGENDA ITEM #4

TO: Chairman Snyder and NVTC Commissioners

FROM: Rick Taube

DATE: November 29, 2007

SUBJECT: NVTC's and VRE's 2008 State and Federal Legislative Agendas

The members of NVTC's Legislative Committee have had an opportunity review the attached draft legislative agenda. Local staff also reviewed the document and their comments have been concluded. The commission is asked to approve the agenda and authorize NVTC's chairman to transmit the agenda to member governments and appropriate state and federal elected officials. Also, the attached media release should be approved as well as a colorful summary brochure.

In addition, NVTC staff has updated maps of General Assembly districts in Northern Virginia depicting transit systems serving the districts and showing the state funding shortfalls for each transit system. This information is expected to be especially beneficial for newly elected Delegates and Senators.

The VRE Operations Board has forwarded the attached VRE Legislative Agenda to NVTC with a request for approval.

Finally, a list of 2007 ballot measures around the U.S. reveals that in many locations transit projects and funding sources were approved.





Northern Virginia Transportation Commission

2008 Legislative Agenda



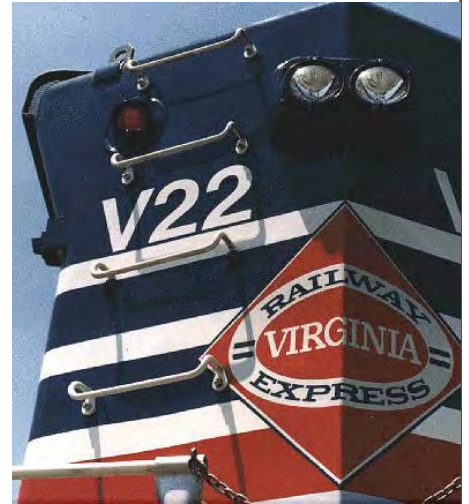
State Funding

NVTC calls upon the General Assembly to:

1. Recognize that NVTC's top priority is to protect the significant gains in state and regional funding for public transportation achieved during the 2007 General Assembly session. NVTC will also remind legislators that the commonwealth still falls far short of reaching its statutory target of 95 percent state funding of eligible net transit operating and capital costs. Another \$120 million was needed for FY 2008 for NVTC and VRE if the state intended to meet its statutory target. These funds would have paid for VRE locomotives and many other needed public transit investments.
2. Any proposed changes to the regional funding provisions of H.B. 3202 should be coordinated with Northern Virginia's jurisdictions in advance. Those Northern Virginia jurisdictions are not proposing any such changes.
3. If revenue is reduced or removed from the package of statewide transportation funding sources (e.g. abuser fees), the General Assembly must substitute at least as much revenue from another appropriate source to restore full funding.
4. NVTC favors the full participation of local governments in regional transit partnerships. As new transportation districts and authorities are created with the ability to collect new regional revenue sources, ensure that member jurisdictions adequately fund the transit systems serving their residents. For example, local jurisdictions whose residents use the Virginia Railway Express commuter rail system should be required to pay their fair share of VRE expenses.
5. Liability insurance is a significant expense for all of Virginia's transit systems. The General Assembly should require a study of effective remedies, including consideration of caps on liability. The General Assembly passed HB 371 in 2006 that caps liability for rail passenger accidents. Some details still need to be worked out. If additional protection is provided for freight railroads, those railroads should be: 1) compelled to offer access to their facilities to public rail passenger services on terms that are fair to all parties; and 2) with due consideration of federal liability limits, prohibited from demanding levels of insurance that exceed the state cap.
6. Fair terms of public passenger rail access should also be required for any state funding provided for the benefit of freight railroads.
7. In order to promote the safety and security of transit customers, employees and pedestrians, NVTC supports legislation to make it illegal for pedestrians to cross railroad tracks against warning signals. Also drivers should be required to stop for pedestrians in marked crosswalks on roads with posted speed limits of 35 miles per hour or less.
8. In considering legislation to boost energy conservation, the General Assembly should include measures to promote transit use and ensure that up to 20% of funding is available for energy efficient public transportation, since each person using public transit instead of driving alone saves an average of 273 gallons of gasoline per year.



9. PRTC has drafted legislation to compel the Virginia Department of Taxation to provide more information on collection of the regional two percent motor fuels tax to PRTC and NVTC. Also no compromise or settlement with a taxpayer shall be finalized by the Tax Commissioner without the consultation and consent of the relevant transportation district. The commissions' executive directors would be authorized to disclose to their board members the information received from the Tax Commissioner, subject to existing statutory safeguards. While NVTC appreciates the reasons for PRTC's action, NVTC is concerned that opening up its gas tax legislation for such amendments could have unintended consequences.
10. Ensure that additional state funding to address the adverse affects of the recommendations of the Base Realignment and Closure Commission (BRAC) includes an adequate amount to improve public transit and transportation demand management.
11. Examine changes in the Public-Private Transportation Act to create a more transparent process with greater local government involvement in decision making.
12. The Northern Virginia Transportation Commission asks the General Assembly to equalize the per diem payments allowed for its board members so that local and state elected officials earn identical payments for attending NVTC meetings.



Federal

NVTC asks Congress and the President to:

1. Provide at least \$1.5 billion for WMATA's unfunded capital needs over and above Metro Matters, with at least \$150 million annually to be matched 50/50 by non-federal sources. Federal legislation should actually dedicate funds, not just authorize federal funds and mandate state/local dedication. Direct participation in the governance of WMATA must be based on participation by the federal government as a funding partner. The \$1.5 billion of dedicated funding should result in one federal WMATA board member as long as the funding is provided. If the federal government agrees to participate as a full funding partner to the same extent as the current state and local partners, then the federal government should qualify for two voting members.
2. NVTC favors additional federal earmarks for WMATA's and VRE's top capital needs (e.g. capital improvements and locomotives, respectively) and for mitigating the adverse effects of the BRAC recommended actions through public transit and other means.
3. NVTC favors those provisions of S294, the Passenger Rail Investment and Improvement Act of 2007, which reauthorize Amtrak (VRE's contract operator), enable new federal grants in aid for rail corridor improvements, and authorize the Surface Transportation Board to investigate whether failure to achieve minimum passenger train performance is due to freight interference.
4. The federal cap on commuter rail liability should be broadened at a level no greater than \$200 million per occurrence to include third party protection for freight railroads on which commuter systems operate.
5. In the event of a strike against Amtrak, NVTC favors emergency legislation that would require employees to return to work so that VRE service could continue uninterrupted. This would insure that the 15,000 average daily trips served by VRE would not spill onto the region's already congested roads.

Northern Virginia Transportation Commission

2008 Legislative Agenda



www.thinkoutsidethecar.org

Northern Virginia Transportation Commission
4350 N. Fairfax Drive, #720
Arlington, VA 22203

Draft prepared for PRTC,
(See NVTC Item # 9)

PROPOSED LEGISLATION

PROPOSED AMENDMENTS TO TITLE 58.1.

(The following proposed amendments pertain to the collection of motor vehicle fuel sales tax in certain transportation districts.)

58.1-3. Secrecy of information; penalties.

A. Except in accordance with a proper judicial order or as otherwise provided by law, the Tax Commissioner or agent, clerk, commissioner of the revenue, treasurer, or any other state or local tax or revenue officer or employee, or any person to whom tax information is divulged pursuant to § 58.1-2712.2, or any former officer or employee of any of the aforementioned offices shall not divulge any information acquired by him in the performance of his duties with respect to the transactions, property, including personal property, income or business of any person, firm or corporation. Such prohibition specifically includes any copy of a federal return or federal return information required by Virginia law to be attached to or included in the Virginia return. This prohibition shall apply to any reports, returns, financial documents or other information filed with the Attorney General pursuant to the provisions of Article 6 (§ 3.1-336.3 et seq.) of Chapter 18 of Title 3.1. Any person violating the provisions of this section shall be guilty of a Class 2 misdemeanor. The provisions of this subsection shall not be applicable, however, to:

1. Matters required by law to be entered on any public assessment roll or book;
2. Acts performed or words spoken or published in the line of duty under the law;
3. Inquiries and investigations to obtain information as to the process of real estate assessments by a duly constituted committee of the General Assembly, or when such inquiry or investigation is relevant to its study, provided that any such information obtained shall be privileged;
4. The sales price, date of construction, physical dimensions or characteristics of real property, or any information required for building permits;
5. Copies of or information contained in an estate's probate tax return, filed with the clerk of court pursuant to § 58.1-1714, when requested by a beneficiary of the estate or an heir at law of the decedent;
6. Information regarding nonprofit entities exempt from sales and use tax under § 58.1-609.11, when requested by the General Assembly or any duly constituted committee of the General Assembly.

B. Nothing contained in this section shall be construed to prohibit the publication of statistics so classified as to prevent the identification of particular reports or returns and the items thereof or the publication of delinquent lists showing the names of taxpayers who are currently delinquent, together with any relevant information which in the opinion of the Department may assist in the collection of such delinquent taxes. This section shall not be construed to prohibit a local tax official from disclosing whether a person, firm or corporation is licensed to do business in that locality and divulging, upon written request, the name and address of any person, firm or corporation transacting business under a fictitious name. Additionally, notwithstanding any other provision of law, the commissioner of revenue is authorized to provide, upon written request stating the reason for such request, the Tax Commissioner with information obtained from local tax returns and other information pertaining to the income, sales and property of any person, firm or corporation licensed to do business in that locality.

C. Notwithstanding the provisions of subsection A or B or any other provision of this title, the Tax Commissioner is authorized to: (i) divulge tax information to any commissioner of the revenue, director of finance or other similar collector of county, city or town taxes who, for the performance of his official duties, requests the same in writing setting forth the reasons for such request; (ii) provide to the Commissioner of the Department of Social Services, upon written request, information on the amount of income, filing status, number and type of dependents, and whether a federal earned income tax credit has been claimed as reported by persons on their state income tax returns who have applied for public assistance or social services benefits as defined in § 63.2-100; (iii) provide to the chief executive officer of the designated student loan guarantor for the Commonwealth of Virginia, upon written request, the names and home addresses of those persons identified by the designated guarantor as having delinquent loans guaranteed by the designated guarantor; (iv) provide current address information upon request to state agencies and institutions for their confidential use in facilitating the collection of accounts receivable, and to the clerk of a circuit or district court for their confidential use in facilitating the collection of fines, penalties and costs imposed in a proceeding in that court; (v) provide to the Commissioner of the Virginia Employment Commission, after entering into a written agreement, such tax information as may be necessary to facilitate the collection of unemployment taxes and overpaid benefits; (vi) provide to the Alcoholic Beverage Control Board, upon entering into a written agreement, such tax information as may be necessary to facilitate the collection of state and local taxes and the administration of the alcoholic beverage control laws; (vii) provide to the Director of the State Lottery Department such tax information as may be necessary to identify those lottery ticket retailers who owe delinquent taxes; (viii) provide to the Department of the Treasury for its confidential use such tax information as may be necessary to facilitate the location of owners and holders of unclaimed property, as defined in § 55-210.2; (ix) provide to the State Corporation Commission, upon entering into a written agreement, such tax information as may be necessary to facilitate the collection of taxes and fees administered by the Commission; (x) provide to the ~~Executive Director of the transportation commission established for a transportation district created pursuant to §15.2-4500 et seq., the Potomac and Rappahannock Transportation Commission~~ for its confidential use such tax information as may be

necessary to facilitate the collection of the motor vehicle fuel sales tax; (xi) provide to the Director of the Department of Charitable Gaming such tax information as may be necessary to identify those applicants for registration as a supplier of charitable gaming supplies who have not filed required returns or who owe delinquent taxes; (xii) provide to the Department of Housing and Community Development for its confidential use such tax information as may be necessary to facilitate the administration of the remaining effective provisions of the Enterprise Zone Act (§ 59.1-270 et seq.), and the Enterprise Zone Grant Program (§ 59.1-538 et seq.); (xiii) provide current name and address information to private collectors entering into a written agreement with the Tax Commissioner, for their confidential use when acting on behalf of the Commonwealth or any of its political subdivisions; however, the Tax Commissioner is not authorized to provide such information to a private collector who has used or disseminated in an unauthorized or prohibited manner any such information previously provided to such collector; (xiv) provide current name and address information as to the identity of the wholesale or retail dealer that affixed a tax stamp to a package of cigarettes to any person who manufactures or sells at retail or wholesale cigarettes and who may bring an action for injunction or other equitable relief for violation of Chapter 10.1, Enforcement of Illegal Sale or Distribution of Cigarettes Act; (xv) provide to the Commissioner of Labor and Industry, upon entering into a written agreement, such tax information as may be necessary to facilitate the collection of unpaid wages under § 40.1-29; (xvi) provide to the Director of the Department of Human Resource Management, upon entering into a written agreement, such tax information as may be necessary to identify persons receiving workers' compensation indemnity benefits who have failed to report earnings as required by § 65.2-712; and (xvii) provide to any commissioner of the revenue, director of finance, or any other officer of any county, city, or town performing any or all of the duties of a commissioner of the revenue and to any dealer registered for the collection of the Communications Sales and Use Tax, a list of the names, business addresses, and dates of registration of all dealers registered for such tax. The Tax Commissioner is further authorized to enter into written agreements with duly constituted tax officials of other states and of the United States for the inspection of tax returns, the making of audits, and the exchange of information relating to any tax administered by the Department of Taxation. Any person to whom tax information is divulged pursuant to this section shall be subject to the prohibitions and penalties prescribed herein as though he were a tax official.

D. Notwithstanding the provisions of subsection A or B or any other provision of this title, the commissioner of revenue or other assessing official is authorized to (i) provide, upon written request stating the reason for such request, the chief executive officer of any county or city with information furnished to the commissioner of revenue by the Tax Commissioner relating to the name and address of any dealer located within the county or city who paid sales and use tax, for the purpose of verifying the local sales and use tax revenues payable to the county or city; (ii) provide to the Department of Professional and Occupational Regulation for its confidential use the name, address, and amount of gross receipts of any person, firm or entity subject to a criminal investigation of an unlawful practice of a profession or occupation administered by the Department of Professional and Occupational Regulation, only after the Department of Professional and

Occupational Regulation exhausts all other means of obtaining such information; and (iii) provide to any representative of a condominium unit owners' association, property owners' association or real estate cooperative association, or to the owner of property governed by any such association, the names and addresses of parties having a security interest in real property governed by any such association; however, such information shall be released only upon written request stating the reason for such request, which reason shall be limited to proposing or opposing changes to the governing documents of the association, and any information received by any person under this subsection shall be used only for the reason stated in the written request. The treasurer or other local assessing official may require any person requesting information pursuant to clause (iii) of this subsection to pay the reasonable cost of providing such information. Any person to whom tax information is divulged pursuant to this subsection shall be subject to the prohibitions and penalties prescribed herein as though he were a tax official.

Notwithstanding the provisions of subsection A or B or any other provisions of this title, the treasurer or other collector of taxes for a county, city or town is authorized to provide information relating to any motor vehicle, trailer or semitrailer obtained by such treasurer or collector in the course of performing his duties to the commissioner of the revenue or other assessing official for such jurisdiction for use by such commissioner or other official in performing assessments.

This section shall not be construed to prohibit a local tax official from imprinting or displaying on a motor vehicle local license decal the year, make, and model and any other legal identification information about the particular motor vehicle for which that local license decal is assigned.

E. Notwithstanding any other provisions of law, state agencies and any other administrative or regulatory unit of state government shall divulge to the Tax Commissioner or his authorized agent, upon written request, the name, address, and social security number of a taxpayer, necessary for the performance of the Commissioner's official duties regarding the administration and enforcement of laws within the jurisdiction of the Department of Taxation. The receipt of information by the Tax Commissioner or his agent which may be deemed taxpayer information shall not relieve the Commissioner of the obligations under this section.

F. Additionally, it shall be unlawful for any person to disseminate, publish, or cause to be published any confidential tax document which he knows or has reason to know is a confidential tax document. A confidential tax document is any correspondence, document, or tax return that is prohibited from being divulged by subsection A, B, C, or D of this section. This prohibition shall not apply if such confidential tax document has been divulged or disseminated pursuant to a provision of law authorizing disclosure. Any person violating the provisions of this subsection shall be guilty of a Class 2 misdemeanor.

(Code 1950, § 58-46; 1972, cc. 311, 565; 1974, c. 134; 1978, c. 161; 1980, c. 49; 1983, c. 372; 1984, cc. 319, 675; 1985, c. 78; 1988, c. 544; 1989, cc. 99, 327; 1990, c. 678; 1992,

c. 386; 1993, cc. 41, 519; 1994, c. 493; 1995, c. 38; 1996, cc. 614, 784, 793, 919, 988; 1997, cc. 517, 705, 787; 2000, cc. 717, 880, 901; 2001, c. 84; 2002, cc. 64, 747; 2003, cc. 757, 758, 884; 2004, cc. 166, 515, 536, 582, 594; 2005, cc. 863, 884; 2006, cc. 31, 159, 590, 780.)

§ **58.1-105**. Offers in compromise; Department may accept; authority and duty of Tax Commissioner.

A. In all cases in which under the laws of this Commonwealth a prosecution is authorized for violation of the revenue laws and in all cases in which a penalty is imposed upon the taxpayer for failure to comply with the requirements of the tax laws, the Department shall in its discretion have authority to accept offers made in compromise of such prosecution and in compromise or in lieu of such penalties. An offer in lieu of the assessment of a penalty shall be deemed to be made by the filing of a return or payment of tax without payment of a penalty if information filed with the return or payment of tax or obtained from other sources demonstrates reasonable cause for the failure or omission for which the penalty would be imposed. The reason for the acceptance of such offers in compromise shall be preserved among the records of the Department.

B. The Tax Commissioner may compromise and settle doubtful or disputed claims for taxes or tax liability of doubtful collectibility. An offer in compromise shall be deemed accepted only when the taxpayer is notified in writing of the acceptance by the Tax Commissioner. Whenever such a compromise and settlement is made, the Tax Commissioner shall make a complete record of the case showing the tax assessed, recommendations, reports and audits of departmental personnel, if any, the taxpayer's grounds for dispute or contest together with all evidences thereof, and the amounts, conditions and settlement or compromise of same. For the collection of motor vehicle fuel sales taxes levied pursuant to Section 58.1-1720 in transportation districts created under Section 15.2-4500 et seq., no compromise and settlement shall be finalized by the Tax Commissioner without the consultation and consent of the transportation district in which the taxes in issue were or should have been collected. Evidence of the transportation district's consent of the compromise and settlement shall also be made part of the case record.

C. The Department may deposit into the state treasury all payments submitted with offers in compromise, unless the taxpayer specifically and clearly directs otherwise.

(Code 1950, § 58-45; 1973, c. 446; 1984, c. 675; 1994, c. 800; 1996, cc. 640, 655.)

58.1-1720. Sales tax on fuel in certain transportation districts.

A. There is hereby levied, in addition to all other taxes imposed on fuels subject to tax under Chapter 22 (§ 58.1-2200 et seq.) of this title, in every county or city which is a member of any transportation district in which a rapid heavy rail commuter mass transportation system operating on an exclusive right-of-way and a bus commuter mass transportation system are owned, operated or controlled, by an agency or a commission as defined in § 15.2-4502, or in any transportation district which is subject to § 15.2-4515 C and which is contiguous to the Northern Virginia Transportation District, a sales tax of two percent of the retail price of such fuels sold within such county or city. As used in this section "retail sale" means a sale to a consumer or to any person for any purpose other than resale.

B. The tax imposed under this section shall be subject to the provisions of the Virginia Retail Sales and Use Tax Act (§ 58.1-600 et seq.), except that the exemption provided for motor vehicle fuels under § 58.1-609.13, and the bracket system provided in such act, shall not be applicable.

C. The tax imposed under this section shall be effective on the first day of the first month that is at least 60 days after the certification by the Secretary of the Commonwealth required under §§ 15.2-4504 and 15.2-4529.

(Code 1950, § 58-730.5; 1980, c. 225; 1982, c. 358; 1984, c. 675; 1986, c. 435; 1993, c. 310; 2006, c. 354.)

§ 58.1-1724. Disposition of tax revenues.

All taxes paid to the Commissioner pursuant to this article shall be for the benefit and use of the transportation districts in which they are collected. As such, the Commissioner shall not compromise and settle any dispute arising from the levy and collection of a motor vehicle fuel sale tax pursuant to §58.1-105 without the consultation and consent of the transportation district in which the taxes in dispute were or should have been collected. ~~After subtraction of the direct costs of administration by the Department, all taxes paid to the Commissioner pursuant to this article shall be deposited in a special fund entitled the "Special Fund Account of the Transportation District of"~~ The amounts deposited in the special fund shall be distributed monthly to the applicable transportation district commission of which the county or city is a member to be applied to the operating deficit, capital and debt service of the mass transit system of such district or, in the case of a transportation district subject to the provisions of § 15.2-4515 C, to be applied to and expended for any transportation purpose of such district. In the case of a

jurisdiction which, after July 1, 1989, joins a transportation district which was established on or before January 1, 1986, and is also subject to § 15.2-4515 C, the funds collected from that jurisdiction shall be applied to and expended for any transportation purpose of such jurisdiction. The direct costs of administration shall be credited to the funds appropriated to the Department.

(Code 1950, § 58-730.5; 1980, c. 225; 1982, c. 358; 1984, c. 675; 1986, c. 435; 1986, Sp. Sess., cc. 6, 15; 1989, c. 417; 1992, c. 579.)

§ 58.1-1724.1. Disclosure of information; penalties.

For purposes of administering the tax levied under this article, the Commissioner, upon written request, is authorized to provide to the executive director of a transportation commission as defined in §15.2-4502, the finance officer of said transportation commission and the finance officer of any city or county who is charged with administering the motor vehicle fuel sales tax, such information as may be necessary for the performance of official duties and the enforcement and collection of the tax. The executive director of the transportation commission, in the performance of his duties, is authorized to disclose to the governing bodies of the member jurisdictions the information received from the Tax Commissioner. Any person to whom information is provided pursuant to this section shall be subject to the prohibitions and penalties prescribed in § 58.1-3.

(1989, cc. 79, 328.)

AGENDA ITEM 8-C
ACTION ITEM

TO: CHAIRMAN KAUFFMAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: NOVEMBER 16, 2007

RE: AUTHORIZATION TO APPROVE THE 2007 LEGISLATIVE AGENDA

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to actively pursue elements of the VRE 2007 Legislative Agenda, in coordination with the local jurisdictional and Commission staffs.

BACKGROUND:

For almost a decade, VRE has sought discretionary funding for capital projects that address critical system needs. These funds supplement federal formula funding received from the Federal Transit Administration as well as state capital and operating funding. Based on a review of the prior federal and state legislative sessions, VRE staff is recommending the following projects and positions for the 2007 Legislative Agenda.

CAPITAL REQUESTS

Priority Project - Locomotives

Similar to last year, VRE's primary focus continues to be on fleet acquisition. This year, attention will remain on finding additional funding for locomotives. Requests will be made at both the federal and state level for the following projects, listed in priority order, and included in the VRE Strategic Plan:

- Acquisition of 20 Tier-II Locomotives - \$65.8 million (\$85.8 million program less \$20 million earmark already received)
- Parking Expansion Projects (requests to be made with jurisdictions) - \$30 million
- Platform Extensions/Additions - \$20 million
- Mid-day Storage Facility - \$10 million

It should also be noted that while Senator Webb has included a \$5 million appropriation in the Senate Appropriations bill for surface transportation funds for VRE locomotive acquisition, this allocation is not final. In addition, if approved, HB3202 funding may also be allocated to the locomotive acquisition.

State Funding

- Insurance Trust Fund - due to rapidly increasing insurance costs, VRE has been unable to fully maintain the Insurance Trust Fund to the level desired by the Virginia Division of Risk Management. Due to rising insurance costs and decreasing reserves, annual payments have risen from \$1.5 million to just under \$5 million per year. VRE will pursue a one-time request for assistance from the General Assembly to replenish the Insurance Trust Fund.
- Gainesville-Haymarket Extension – VRE will continue to seek funding to support the expansion of commuter rail service in Western Prince William County. This project is a top transportation project for Prince William County. VRE will also support the efforts of the City of Manassas to obtain funding for grade-separation projects related to the Gainesville-Haymarket extension.
- Third Track – VRE will continue to seek funding to add additional capacity on the Fredericksburg line through the construction of a third main line.

VRE will also partner with local jurisdictional staff and the Virginia Transit Association to:

- Advocate the continued growth of state funding for transit, specifically the continued payment of rail access fees for VRE.
- Encourage the Commonwealth to meet the statutory goal of funding 95 percent of eligible transit capital and operating costs from the Mass Transit Fund.

POLICY ISSUES

Legislative Initiatives

State - VRE is proposing to introduce legislation to amend Title 46 to prohibit pedestrians from crossing public thoroughfares when trains are present. VRE has been working with CSX and NS to get legislation in the Code to match the nearly 20 other states who have similar laws. VRE will also continue to look for opportunities to amend Title 56, Virginia Code to cap liability for commuter rail operations since the existing cap enacted in a prior session excludes third party claims. VRE will also seek state exemption from terrorism insurance coverage, as currently required by CSX and NS.

Federal - On the federal level, VRE will continue to advocate for the amendment of Title 49, United States Code, to cap liability insurance for commuter rail operations. CSX and NS continue to request liability insurance of \$500 million per incident as an element of the new access agreement. VRE will promote adding a liability cap of \$200 million for commuter rail to the federal language.

Corridor Improvements

Last year, Congresswoman Davis helped facilitate a working group of the Federal Railroad Administration, CSX and Amtrak to adopt a comprehensive plan for systematic corridor improvements along the Fredericksburg line. Proposed projects were required to have an immediate benefit to Fredericksburg line on-time performance. The following projects, estimated to cost \$20.2 million, will be submitted for consideration in the Omnibus bill.

- Installation of approximately two miles of Automated Train Control from Arlington, VA to Washington, DC. This area is currently the only portion of the Washington to Richmond corridor without this technology.
- Construction of several 600 foot long passenger second platforms and canopies as well as associated pedestrian stairs, bridges, and elevators. Locations include Lorton, Rippon, Brooke and Leeland. These platforms would provide VRE additional flexibility and capacity by permitting passenger operations on both main lines.

FISCAL IMPACT:

There is no funding requirement necessary to implement the FY 2008 VRE Legislative Program. Based on the success of federal and/or state appropriations, some local match may be required.

Rick Taube

From: APTA Legislative Update [legislativeupdate@apta.com]
Sent: Tuesday, November 20, 2007 5:35 PM
To: Rick Taube
Subject: APTA Legislative Alert-November 20, 2007

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November 20, 2007

**House Passes FY 2008 Transportation Appropriations Conference Report
 —\$9.68 Billion for Transit—
 Bill Remains On Hold in Senate Chamber**

House and Senate conferees approved the conference agreement on the fiscal year (FY) 2008 Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations bill (H.R. 3074), on Thursday, November 8, 2007. The House then passed the Conference Report (H.Rept. 110-446) on November 14, 2007 by a vote of 270-147, eight votes short of a two-thirds majority needed to override an expected veto by President Bush. The President has threatened to veto the THUD legislation in its current form because its total spending level exceeds his budget request by more than \$3 billion.

The Senate did not vote on the bill prior to adjourning for a two-week Thanksgiving recess. When Congress reconvenes on December 3, the Senate will either vote on the conference measure approved by the House and send it to the President as a "stand-alone" bill or House and Senate leaders could decide to combine the THUD bill with other unfinished appropriations bills in a year-end "omnibus" appropriations bill that funds all federal programs under appropriations bills not yet passed by Congress. Of the 12 annual appropriations bills, only two have been sent to the President. One of those bills, the Labor-HHS spending bill was vetoed and the House failed to override the presidential veto. The other measure, which appropriates funds for the Department of Defense, was signed into law. Federal programs under the remaining 11 unfinished FY 2008 appropriations bills are currently being funded under a continuing resolution (CR) which funds those programs at the FY 2007 level through December 14.

With Congress and the President unable to reach agreements on any of the remaining individual FY 2008 appropriations bills, including the transportation appropriations bill, Democratic leaders have indicated that Congress is likely to combine all of them into a single omnibus appropriations bill. Under that scenario, all agencies and departments, including the Department of Transportation (DOT), could be subject to an across-the-board funding cut as a part of the negotiations between Congress and the White House.

Details on FY 2008 Transit Program

The THUD conference agreement provides \$9.68 billion for public transportation programs in FY 2008, a 7.8 percent increase over the level enacted in FY 2007. The amount appropriated in the bill is \$53.2 million less than the amount authorized and guaranteed by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A

Legacy for Users (SAFETEA-LU) and provided in the House-passed version of the bill. The shortfall occurs because the legislation provides only \$1.65 billion for the New Starts and Small Starts program, \$50 million less than the authorized level, and \$3.2 million below the authorized level for Federal Transit Administration (FTA) administrative costs.

Program	FY 2007	FY 2008	FY 2008	FY 2008 House-Passed	
	Enacted	Authorization	House-Passed Conference	Conference Compared to FY 2007 Enacted	
	(Millions)	(Millions)	(Millions)	(Millions)	(Percent)
Total All Programs	8,974.8	9,730.9	9,677.6	702.8	7.8%
Formula Programs Total	7,262.8	7,972.9	7,872.9	610.1	8.4%
§ 5307 Urbanized Area	3,947.1	4,280.3	4,280.3	333.2	8.4%
§ 5311 Rural Area	467.0	606.5	536.5	39.5	8.5%
§ 5310 Elderly and Disabled	117.0	127.0	127.0	10.0	8.5%
§ 5317 New Freedom	81.0	87.5	87.5	6.5	8.0%
§ 5308 Clean Fuels Formula (a)	45.0	49.0	73.0	28.0	62.2%
§ 5308 Over-the Road Bus	7.6	8.3	8.3	0.7	9.2%
§ 5309 Fixed-Guideway Modernization	1,448.0	1,570.0	1,570.0	122.0	8.4%
§ 5309 Bus and Bus Facilities	858.5	927.8	909.8	48.3	5.5%
§ 5305 Planning	99.0	107.0	107.0	8.0	8.1%
§ 5316 Job Access and Reverse Commute	144.0	156.0	156.0	12.0	8.3%
§ 5320 Alternative Transportation in Parks	23.0	25.0	25.0	2.0	8.7%
§ 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%
§ 5309 Capital Investment Programs Total	1,566.0	1,700.0	1,550.0	84.0	5.4%
Research and University Centers	61.0	65.5	65.5	4.5	7.4%
FTA Operations	85.0	92.5	89.2	4.2	4.8%

(a) Includes \$24.0 million transferred from Bus and Bus Facilities to Clean Fuels Formula in FY 2008 Conference.

Two amendments approved as part of the Senate version of the THUD appropriations bill of particular interest to public transportation were included in the conference version as well. The first, an amendment, offered by Senate Banking Committee Chairman Christopher Dodd (D-CT) and THUD Appropriations Subcommittee Chairman Patty Murray (D-WA), prohibits the FTA from implementing a final rule for the New Starts and Small Starts program. During conference, the language was modified to allow the FTA to continue to review the comments received on the proposed rule, but not to issue a final rule.

The second amendment, offered by Senate Banking Committee Ranking Member Richard Shelby (R-AL) and THUD Appropriations Subcommittee Ranking Member Kit Bond (R-MO), limits the amount of Bus and Bus Facilities funds that the FTA can spend on its Urban Partnership Congestion Initiative (UPCI) to 10 percent of those bus funds not already earmarked by SAFETEA-LU and the THUD Conference Report. Within the Conference Report, \$249 million (52.5 percent) of the nearly \$475 million unallocated by SAFETEA-LU was earmarked. The remaining \$225 million becomes discretionary funds to be distributed by the FTA. Despite the inclusion of this limitation in the legislation, however, there is concern that the funds could be reallocated to the congestion reduction program because the U.S. DOT changed the name of the initiative in an effort presumed to circumvent the Senate amendment. A more detailed explanation is provided below.

Bus and Bus Facilities; New Starts and Small Starts Earmarks

As previously mentioned, the THUD Conference Report earmarked only 52.5 percent of the Bus and Bus Facility funds which were not otherwise earmarked under SAFETEA-LU, thus leaving nearly \$225 million to be distributed on a discretionary basis by the FTA. On November 13, the same day the FY 2008 THUD appropriations Conference Report was filed, FTA published a notice in the "Federal Register" soliciting applications for funding for a newly named "Congestion-Reduction Demonstration Initiative" program. In the request for proposals, the FTA stated that the new program would be funded with unallocated funds from the FTA's Bus and Bus Facilities program, Small Starts Program, Alternatives Analysis Program, and several FHWA programs. This program is essentially the same as last year's Urban Partnership Congestion Initiative (UPCI), but

with a different name. APTA has opposed the use of Bus and Bus Facilities funds to finance the UPCI program and has urged Congress to ensure that the Administration does not circumvent the intention of the provision that limits the amount of Bus and Bus Facilities funds that can be used to fund the UPCI program under the newly named initiative. APTA currently is working with appropriations leaders from both political parties to modify the prohibition so that it ensures that Bus and Bus Facilities funds and Small Starts and New Starts funds are used to meet needs under those programs and not other new programs. While the various congestion reduction programs may have worthwhile objectives, they should not be funded at the expense of FTA programs that are already authorized and designed to address important existing investment needs.

Further, nearly \$88 million of the \$1.65 billion (5.3 percent) allocated for the New Starts and Small Starts Program was not earmarked. This money may also be used by the FTA to fund congestion reduction initiatives. APTA is working with Congress to extend the limitation on spending for congestion initiatives to unallocated funds from the New Starts and Small Starts Program as well.

Other Provisions

Under the Federal Railroad Administration (FRA) budget, \$75 million is provided for grants for intercity passenger rail infrastructure improvements. The FRA is to use the funds to leverage a 50-50 shared cost agreement with states for capital projects to improve existing intercity passenger rail or provide new service. Priority will be placed on projects that improve the safety and reliability of intercity service, involve a commitment by the freight railroads to improve on-time performance, improve or extend service on a route that requires minimal federal operating assistance, and involve a financial commitment by states to improve highway or rail grade crossings.

Another provision in the THUD appropriations bill allows for a 90 percent federal share for biodiesel buses and for the net capital cost of factory-installed or retrofitted hybrid electric buses. Transit systems are required to finance only 10 percent of these costs as an incentive to reduce energy consumption and air pollution.

For more information on the FY 2008 THUD Appropriations bill, please contact Paul Dean of APTA's Government Affairs Department at (202) 496-4887 or email pdean@apta.com.

Action Call!

The House and Senate will continue work on the final FY 2008 Transportation, Housing and Urban Development, and Related Agencies Appropriations bill (H.R. 3074) bill in the coming weeks. Please contact your Senators, Representatives, and their staff members with the following messages:

- Ask Senators and Representatives to pass a THUD appropriations bill that provides no less funding than approved in the Conference Report (H.Rept. 110-446).
- Request support for language limiting the level of Bus and Bus Facilities and New Starts and Small Starts money that the FTA can use for its Congestion-Reduction Demonstration Initiative.
- Urge them to support language preventing the implementation of a final rule on the New Starts and Small Starts program.

Climate Change Bill Advances in the Senate Committee; Negotiations on Energy Bill Resume

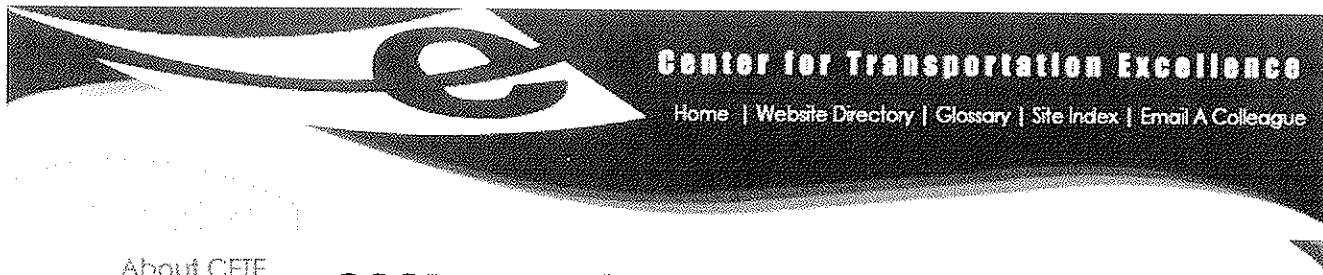
On November 1, a subcommittee of the Senate Environment and Public Works Committee (EPW) held a markup for the first major piece of climate change legislation to be introduced this year, the America's Climate Security Act of 2007 (S. 2191), sponsored by Sen. Joseph Lieberman (I-CT) and Sen. John Warner (R-VA). The bill would introduce an economy-wide cap and trade system to reduce the emission of carbon dioxide and other greenhouse gases. EPW plans to hold a full committee markup for the bill on December 5. APTA staff have met with Senate staff and key stakeholders in the environmental community to educate them about how public transportation is a net saver of carbon dioxide emissions. The current version of the Lieberman-Warner bill would make transit agencies eligible to receive funding from state revenues derived from the sale of carbon allowances, but future versions of the bill could designate specific funding for public transportation and other investments in transportation that reduce greenhouse gas emissions. In the House, two committees are developing climate change legislation, the Energy and Commerce Committee and the Select Committee on Energy Independence and Global Warming. Both Committees are expected to introduce bills next year.

Energy legislation that utilizes transit to promote energy conservation is also advancing in Congress. Pre-conference negotiations to reconcile the House and Senate-passed energy bills resumed this past week. Both versions include provisions that would promote public transit use as a means to reduce energy consumption and decrease the nation's dependence on imported oil. APTA staff is working closely with Congress to retain those provisions in the final legislation. A reconciled bill could be considered by Congress as early as December.

For more information on Climate Change or Energy legislation, contact Homer Carlisle of APTA's Government Affairs Department at 202-496-4810 or hcarlisle@apta.com.

American Public Transportation Association
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2007 Transit Ballot Measures

Some of the measures listed have not yet formally qualified for the ballot. Please send any corrections, additions, or omissions to info@cfte.org). For more information, visit the 2006 Election News Archive.

2007 Elections

Transit Factoids

In the last five years, transit use has increased faster than any other mode of transportation.

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STATE	CITY	SUBJECT	STATUS
CA	San Francisco	The Board of Supervisors put a measure on the ballot that supporters say would help fix Muni, the troubled but popular system with almost 700,000 riders a day. A separate measure, which qualified through the signature-gathering process, would increase the city's parking. But voters can't have it both ways. Even if both measures receive a majority of the vote, only one can take effect. Campaign Website: http://www.fixmuni.com/prop_a.html	Approved
CO	Aspen	Voter will decide if they should authorize two lanes of traffic plus bus lanes between Buttermilk and the Maroon Creek roundabout	Approved 63% to 37%
CO	Greeley	Greeley, CO ballot question 2B asks residents to raise the sales tax by .25 of a percent to pay for improvements to the city's bus system. Members of the city's transit services asked Greeley City Council to place the tax proposal on the ballot because city staff is concerned that Greeley will lose federal funding for bus operating costs when the U.S. Census compiles the next census in 2010. Campaign Website: http://www.goride.info/Home_Page.html	Defeated
CT	Milford, Stratford	A state Department of Transportation plan to eliminate the Milford and Stratford stops on the eastbound 4:42 p.m. Metro-North commuter train has been derailed after rider outcry.	Defeated
FL	Winter Park City	Winter Park city commissioners voted to put two questions related to commuter rail on the March 13 ballot. The two questions will ask voters whether they want a commuter-rail stop built on city-owned property, and whether it should be built with city funds.	City Land for Rail Station - Approved 52% to 48% City Money for Rail Station - Approved 53% to 47%
		On Nov. 6, city of Kalamazoo voters will be asked to	

MI	Kalamazoo	renew Kalamazoo Metro Transit's millage for one more year in 2008. First approved by voters in 1986, the Metro Transit millage has been successfully renewed in three-year increments ever since. This year's request is limited to one year, at the end of which Kalamazoo Metro Transit will merge with the Kalamazoo County Transportation Authority to create one countywide transportation service.	Approved
MI	Kent County	The total ballot request is for 1.12 mills. This includes a renewal of the current millage (0.95 mills) and a millage enhancement (0.17 mills) that is needed to improve/expand services and meet demands Campaign Site: Friends of Transit	Approved
MI	Lansing	CATA had asked property owners in Lansing, East Lansing and the townships of Delhi, Lansing and Meridian to pay staggered increases each year, amounting to 1 mill by 2010. The extra money, officials said, was needed to maintain existing service levels without boosting rider fees	Defeated
MI	Saginaw	3-mill three-year tax renewal for Saginaw Transit Authority Regional Services	Approved
NC	Charlotte	On Nov. 6, the citizens of Mecklenburg County will have the opportunity to weigh in on the future of mass transit, a defining issue for our community's future. The Vote Against Repeal Committee has been formed to oppose the repeal of the existing half-cent sales tax for our public transportation system. Campaign website: http://voteagainstrepeal.com/index.html	Approved
OH	Lorraine	0.25 percent sales tax increase for transit	Defeated
OH	Toledo	A levy asking voters' continued approval of a 1.5-mill operating levy for the TARTA bus system could go on the ballot in November. The finance committee of the Toledo Area Regional Transit Authority board of trustees yesterday recommended seeking a replacement 10-year levy. The existing 1.5-mill levy was last approved in 1997. Campaign Website: http://citizensfortarta.com/	Approved
UT	Box Elder County	Voters in 3 Northern Utah counties will be asked to approve a sales tax increase to support the development of transportation infrastructure. The tax increase, if approved, would raise as much as \$12 million in Davis County during its first year of authorization, \$8.7 million in Weber County, and \$800,000 in Box Elder County. The money would go to a mix of about 35 road and transit projects in Weber and Davis, and in Box Elder, it would fund expansion of commuter rail. Campaign Website: http://www.nutahtrans.com/mission.html	Approved
UT	Davis County	Voters in 3 Northern Utah counties will be asked to approve a sales tax increase to support the development of transportation infrastructure. The tax increase, if approved, would raise as much as \$12 million in Davis County during its first year of authorization, \$8.7 million in Weber County, and \$800,000 in Box Elder County. The money would go to a mix of about 35 road and transit projects in Weber and Davis, and in Box Elder, it would fund expansion of commuter rail. Campaign Website: http://www.nutahtrans.com/mission.html	Defeated

UT	Weber County	Voters in 3 Northern Utah counties will be asked to approve a sales tax increase to support the development of transportation infrastructure. The tax increase, if approved, would raise as much as \$12 million in Davis County during its first year of authorization, \$8.7 million in Weber County, and \$800,000 in Box Elder County. The money would go to a mix of about 35 road and transit projects in Weber and Davis, and in Box Elder, it would fund expansion of commuter rail. Campaign Website: http://www.nutahtrans.com/mission.html	Approved
VA	Fairfax County	Fairfax County voters will be asked to decide on a transportation bond question in the Nov. 6, 2007, general election. The question asks voters to allow the county to borrow up to \$110 million to fund the cost of constructing, reconstructing, improving and acquiring transportation improvements. If the majority of voters approve the question, the county would be allowed to issue bonds to fund transportation projects, including roadway, pedestrian, bicycle and transit improvements.	Approved
WA	Kitsap County	Kitsap Transit's Board of Commissioners approved a ballot measure asking voters to approve a three-tenths of 1-percent sales tax increase to fund passenger-only ferries between Seattle and up to four Kitsap locations.	Defeated
WA	King, Snohomish and Pierce	Voters in King, Snohomish and Pierce counties will be asked to approve Proposition 1, the ballot measure also known as "Roads & Transit," calls for a boost in sales and car-tab taxes to build 50 miles of new tracks to Lynnwood, Overlake and Tacoma by 2027, along with 186 miles of road lanes and partial funding for a new Highway 520 floating bridge. Campaign Website: http://yesonroadsandtransit.org/	Defeated

FUTURE BALLOT MEASURES

STATE	CITY	SUBJECT	STATUS
AR	Jonesboro City	The Jonesboro City Council voted to establish a transit agency, the Jonesboro Economical Transportation System (JETS). The system is established for three years after which voters will decide whether to continue the service.	2008
AR	Little Rock	Officials are exploring ways to fund increased street car service and other transit improvements, possibly with a dedicated tax.	MONITOR PROGRESS
CA	San Luis Obispo County	First countywide attempt for transportation funding	MONITOR PROGRESS
CA	Santa Cruz County	After being defeated in 2004, Santa Cruz County may again ask voters for additional transportation funds as soon as 2005.	MONITOR PROGRESS
CA	Shasta County	First countywide attempt for transportation funding	MONITOR PROGRESS
CA	Ventura County	Ventura County supervisors may again ask voters for additional transportation funding.	MONITOR PROGRESS
CA	West Placer County	County officials are considering placing a proposal for a half cent sales tax increase from 7.25% to 7.75% to fund transportation projects.	MONITOR PROGRESS
CA	Yolo County	First countywide attempt for transportation funding	MONITOR PROGRESS
		Lake County officials are considering adding an	

FL	Lake County	additional nickel gas tax to help pay for a bus service for elderly, disabled and low-income residents.	MONITOR PROGRESS
FL	Martin County	Martin County commissioners are considering a new tax to keep public transit running after federal operating dollars dry up next year.	MONITOR PROGRESS
FL	Tampa	Mayor Pam Iorio is proposing a transit referendum to help expand HARTline services throughout the Tampa region	MONITOR PROGRESS
ID	Nampa	Officials are mulling over funding options to support Valley Rides Regional Operations and Capital Improvement Plan.	MONITOR PROGRESS
IN	Indianapolis	After shelving a food and beverage tax proposal to fund transit in 2004, officials are looking for other options	MONITOR PROGRESS
LA	East Baton Rouge Parish	The governing board of the Capital Area Transit System is gearing up to ask East Baton Rouge Parish voters to approve a proposed 20-year, 8.5-mill property tax in September to help enhance local bus service. The proposed tax unveiled Tuesday would generate an estimated \$19 million .	MONITOR PROGRESS
MI	Van Buren County	The Van Buren Public Transit system has operated without a dedicated funding source. The county board has recommended a county levy of up to a quarter-mill. If passed, the levy would raise an estimated \$513,853 per year	MONITOR PROGRESS
MI	Ann Arbor-Detroit	Proposed commuter rail lines between Ann Arbor and Detroit and Ann Arbor and Howell	MONITOR PROGRESS
MN	Twin Cities	A diverse coalition of health, faith, environmental and labor groups have called for a half-cent Twin Cities sales tax to produce \$225 million a year in new funding for transit, pedestrian and bikeway initiatives.	MONITOR PROGRESS
MO & KS	Kansas City	Northland Kansas City Councilman Ed Ford, who chairs the newly formed Transportation and Infrastructure Committee of the city council, told the Northland Chamber of Commerce Light Rail Task Force on Wednesday, May 23, that he and his committee were leaning toward a November 2008 ballot that would bring the largest number of voters to the polls. The ballot issue called for a part of the sales tax that supports the transportation authority to be diverted to light rail in 2009, which would force the transportation authority to cut back on service.	Feb. 5, 2008
NM	Albuquerque	The City Council has approved a plan to ask voters to approve \$270 million in bonds to fund the Central Avenue streetcar project.	MONITOR PROGRESS
OH	Columbus	To improve transit service through implementation of the COTA Long Range Transit Plan, officials are considering a dedicated funding source. Light rail is one of several options under consideration in the north corridor, the COTA Board has not yet selected a locally preferred alternative.	MONITOR PROGRESS
OR		Metro is looking into putting a tax measure for roads and transit on the November 2008 election ballot.	MONITOR PROGRESS
SC	Columbia	Central Midlands Regional Transit Authority is considering a 1 penny sales tax increase in Richland and Lexington Counties to generate \$100 million annually for the transit system,	Postponed

		improvement of road ways, green space and bike paths. RTA will keep .25 of each penny in order to operate and with the counties receiving the remainder of the revenues.	until 2008
TX	Fort Bend	Municipal officials in Fort Bend County have indicated they will support a proposal to establish a rural transit district in the county.	MONITOR PROGRESS
TX	Arlington	Area leaders may seek voter approval of a five-county commuter rail system in 2005.	MONITOR PROGRESS
TX	Corinth	Voter will decide if the city should join the Denton County Transportation Authority	MONITOR PROGRESS
TX	Denton	The Denton County Transportation Authority is working to bring its regional passenger rail line to Denton as soon as 2010, three years earlier than projected.	MONITOR PROGRESS
UT	Box Elder County	Residents of Box Elder County, or at least some of its cities, could vote next November on a sales-tax increase to pay for mass transit in the Bear River Valley. If the tax is approved, it could mean bus service for the first time to the region. A transit study found that a half-cent sales tax could raise \$1.9 million a year, which would be enough to fund six routes.	MONITOR PROGRESS

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION
STATEWIDE ELIGIBILITY AND ASSISTANCE FOR CAPITAL AND OPERATING**

	<u>FY 2007</u>			<u>FY 2008</u>		
	<u>Eligibility</u>	<u>Actual</u>	<u>Shortfall</u>	<u>Eligibility</u>	<u>Actual</u>	<u>Shortfall</u>
Capital						
MTTF	140.359	32.504	(107.855)	102.899	56.324	(46.576)
MTCF	-	-	-	22.256	18.741	(3.515)
Special Appropriations	-	-	-	60.681	51.100	(9.581)
TTF	5.318	5.598	0.280	5.402	5.686	0.284
Total	<u>145.677</u>	<u>38.102</u>	<u>(107.575)</u>	<u>191.238</u>	<u>131.851</u>	<u>(59.387)</u>
Operating	<u>215.166</u>	<u>96.514</u>	<u>(118.652)</u>	<u>233.634</u>	<u>102.293</u>	<u>(131.341)</u>
Total	<u>360.843</u>	<u>134.615</u>	<u>(226.227)</u>	<u>424.872</u>	<u>234.144</u>	<u>(190.728)</u>

Eligibility assumes target of 95% for all capital lines.

MTTF - Mass Transit Trust Fund. Capital formula funds with target of 95%, actual FY07 at 22% and actual FY08 at 52%

MTCF - Mass Transit Capital Fund. State-wide bond funds for select capital categories, including buses, vans, safety / security, bus shelters, and bus related facilities partially funded with federal assistance matched at 80%

TTF - Transportation Trust Fund. The required match to SAFETEA-LU, CMAQ and RSTP is funded at 100% from the TTF.

Special Appropriations for Rail & Bus. State funds provided at 80% of project costs for WMATA railcars (\$20 million), VRE locomotives (\$15 million), and Hampton Roads (\$16.1 million).



MEDIA RELEASE

For Immediate Release
December 7, 2007

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

THE NORTHERN VIRGINIA TRANSPORTATION COMMISSION (NVTC) APPROVES 2008 LEGISLATIVE AGENDA

***TOP PRIORITIES INCLUDE PROTECTING GAINS UNDER H.B. 3202 WITH STATE AND REGIONAL
FUNDING and SECURING \$1.5 BILLION IN FEDERAL FUNDS FOR METRO***

Arlington, VA -- At its meeting on December 6, 2007, the Northern Virginia Transportation Commission (NVTC) approved a legislative agenda for the upcoming 2008 Virginia General Assembly session. NVTC's primary goal during this year's session is to protect the significant gains in state and regional funding for public transportation achieved during the 2007 General Assembly session. NVTC will also remind legislators that the commonwealth still falls far short of reaching its statutory target of 95 percent state funding of eligible net transit operating and capital costs. Another \$120 million was needed for FY 2008 for NVTC and VRE if the state intended to meet its statutory target. These funds would have paid for VRE locomotives and many other needed public transit investments.

In addition, NVTC requests that any proposed changes to the regional funding provisions of H.B. 3202 should be coordinated with Northern Virginia's jurisdictions in advance. Those Northern Virginia jurisdictions are not proposing any such changes. Further, if revenue is reduced or removed from the package of statewide transportation funding sources (e.g. abuser fees), the General Assembly must substitute at least as much revenue from another appropriate source to restore full funding.

##MORE##

NVTC's Chairman, David Snyder (Falls Church), explained, "NVTC's action is designed to safeguard the new funding resources provided by the General Assembly in 2007 in H.B. 3202 while ensuring that there is no further degradation of state funding for public transit in Northern Virginia. NVTC wants to be sure that the General Assembly understands that just because they gave us the ability to raise money for transportation improvements and projects within Northern Virginia, it does not let the commonwealth off the hook for transportation funding. Northern Virginia needs a total of approximately \$700 million annually in addition to current federal, state and local revenue sources to adequately fund its transportation needs. HB3202 funds roughly \$400 million of that, however we are still looking at a \$300 million shortfall."

Gerry Connolly (Chairman of the Fairfax County Board of Supervisors) chairs NVTC's Legislative Committee. Mr. Connolly noted that NVTC's legislative goals have been coordinated with those of the Northern Virginia Transportation Authority (NVTA) and NVTC's local jurisdictions. On December 6, 2007 the commission approved 12 specific legislative initiatives for state action and five related federal legislative proposals. Among those items were requests for:

1. \$1.5 billion in dedicated federal funding for Metro;
2. Full participation of local governments in any new regional transit partnerships with fair amounts of funding for VRE;
3. Limits on commuter rail and public transit liability;
4. Improved safety and security measures, making it illegal for pedestrians to cross railroad tracks against warning signals;
5. Boosting energy conservation, ensuring that 20% of any new funding is made available for energy efficient public transportation;
6. Additional federal earmarks for WMATA's and VRE's top capital needs;
7. Emergency legislation to prevent interruption of VRE service in the event of an Amtrak strike.

The complete NVTC Legislative agenda follows and is available on NVTC's web site at 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

House Districts

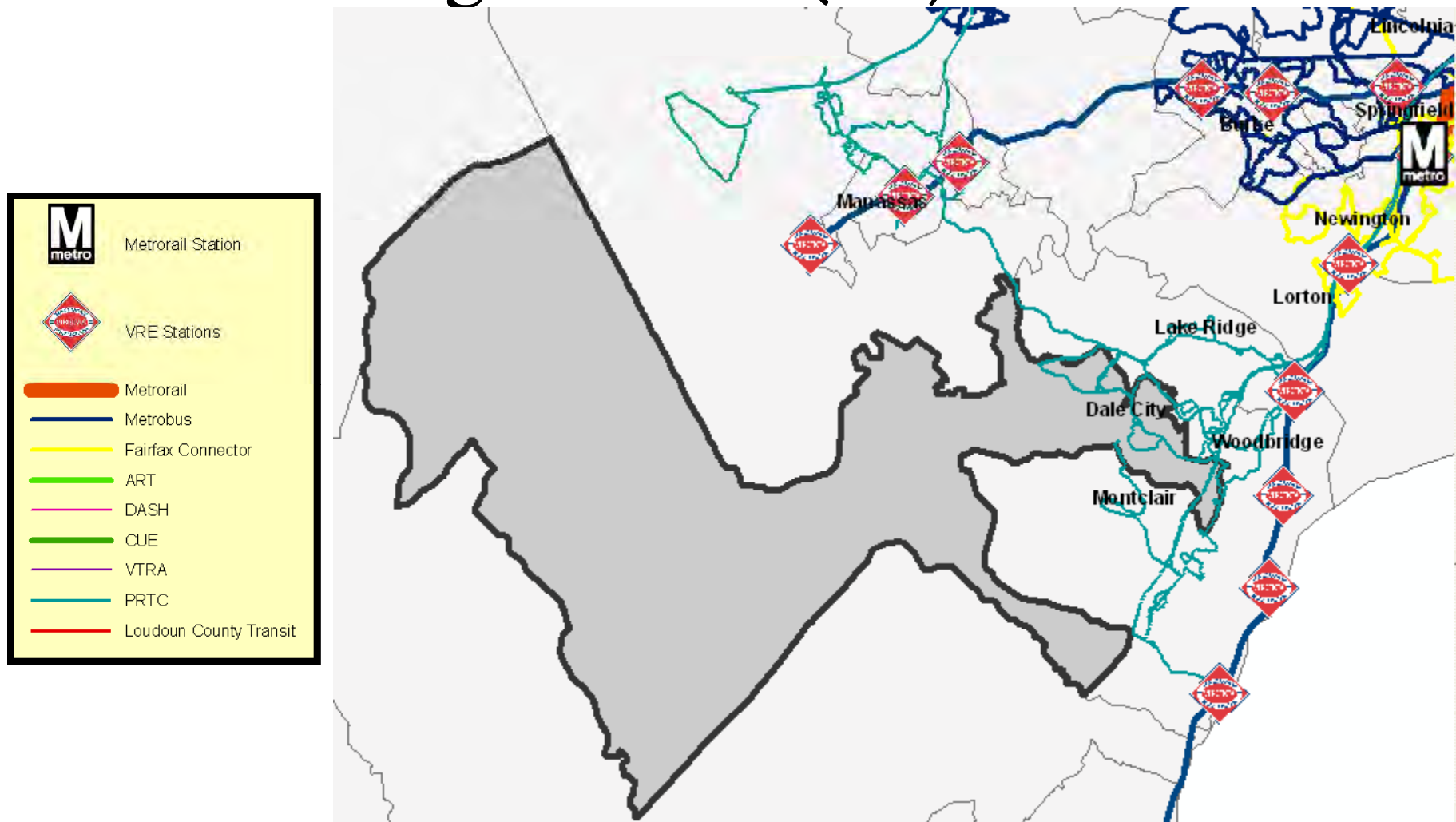
Public Transit Systems serving each district with state capital and operating formula funding increases for FY 2008 if the Commonwealth meets its statutory 95 percent target.

House Finance Committee

Northern Virginia Districts

Public Transit Systems serving each district with state capital and operating formula funding increases for FY 2008 if the Commonwealth meets its statutory 95 percent target.

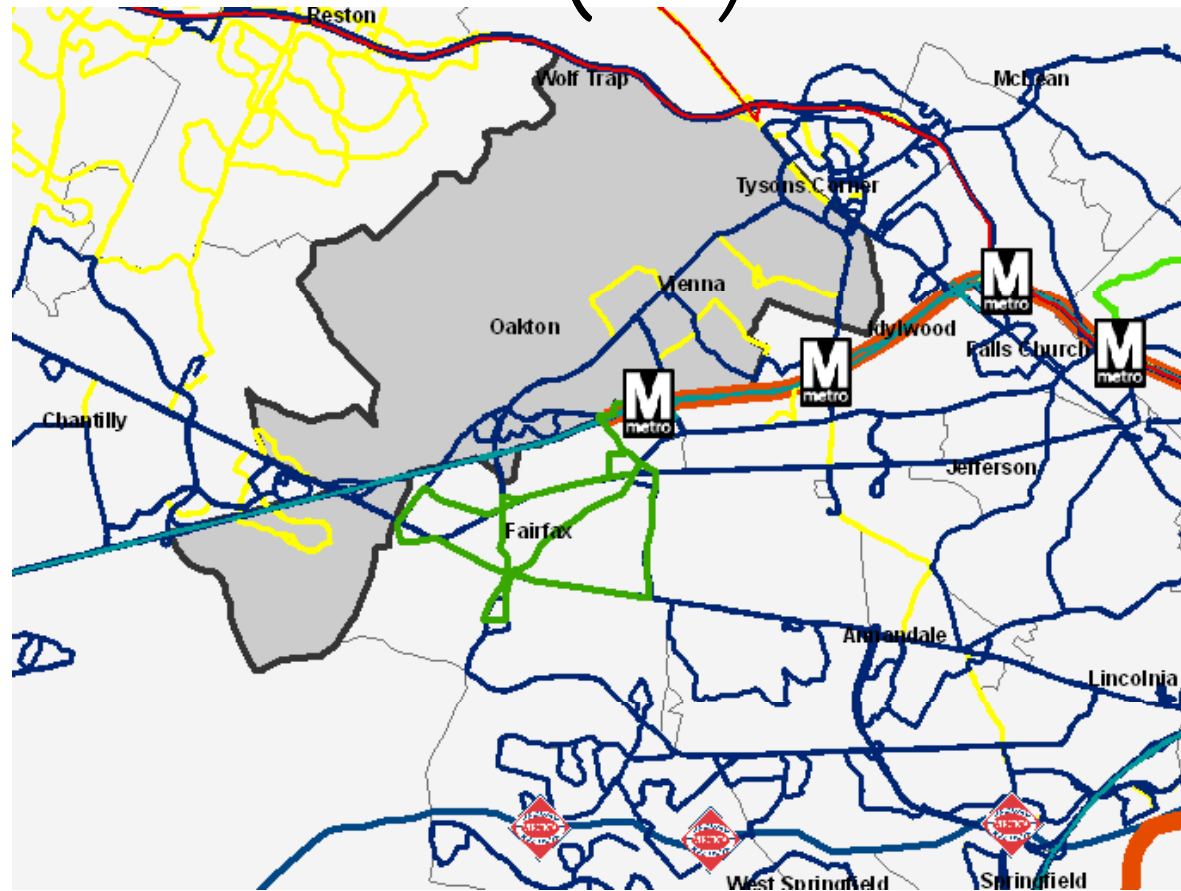
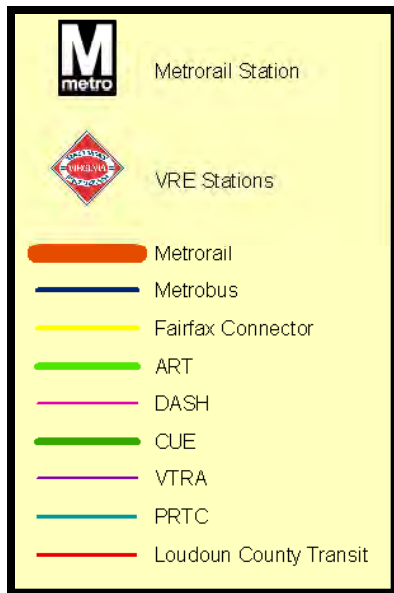
Scott L. Lingamfelter (31)



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

System (FY 2005 Ridership)	Capital	Operating	Total
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457
VRE (3,654,324)	\$8,528,088	\$6,097,222	\$14,625,310

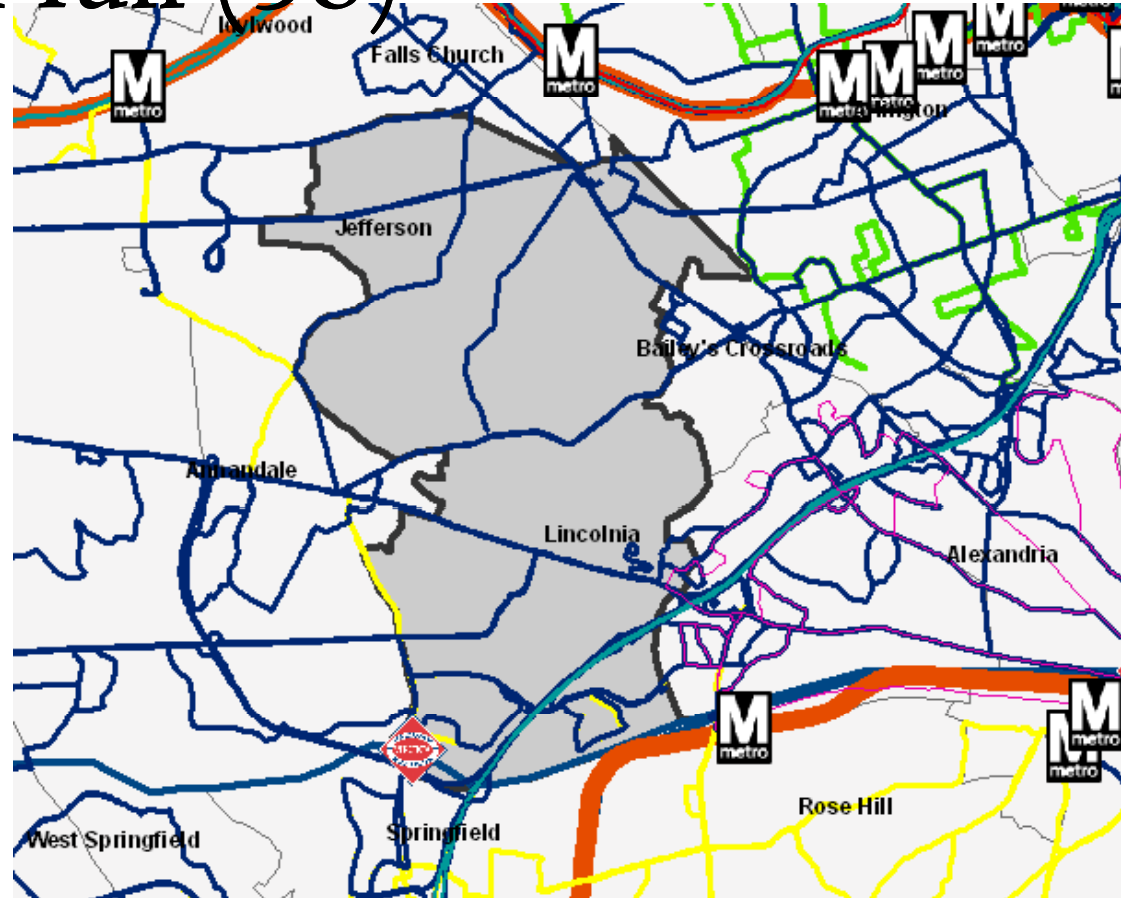
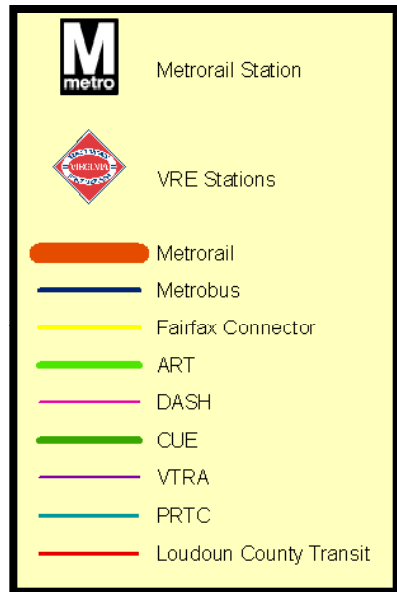
Stephen C. Shannon (35)



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

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA (108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436
CUE (1,053,321)	\$450,000	\$435,729	\$885,729
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457
LCT (515,430)	\$379,453	\$201,035	\$580,488

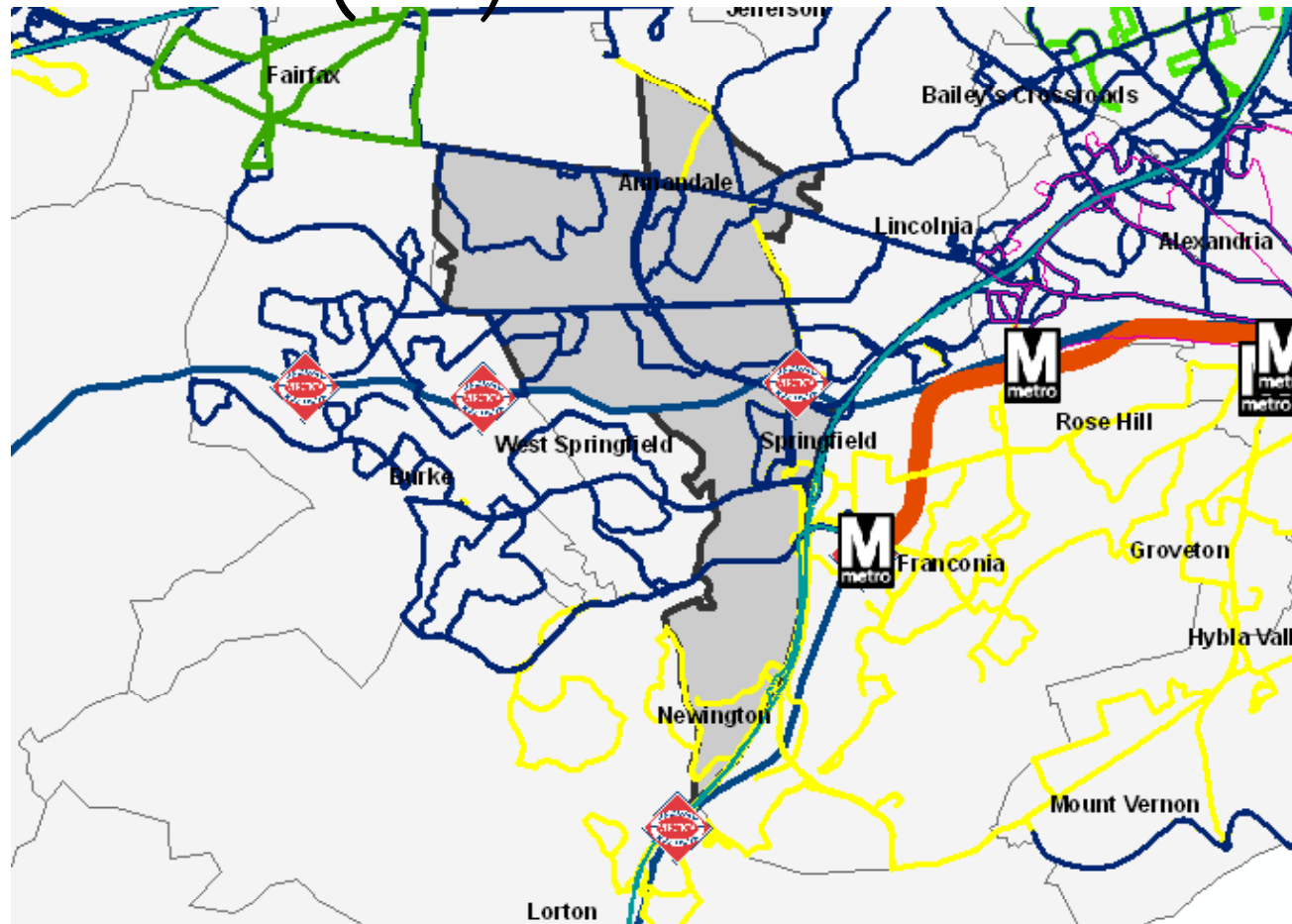
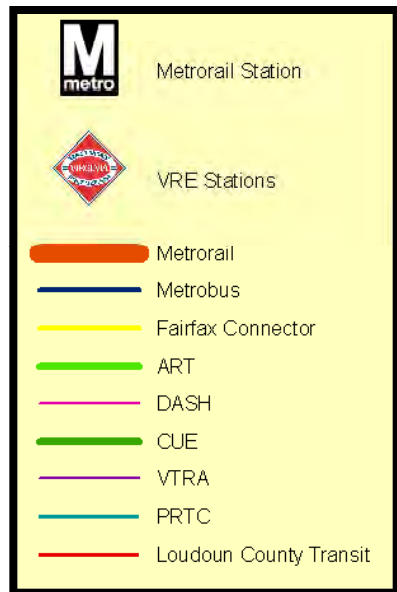
Robert D. Hull (38)



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

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA (108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436
DASH (3,378,735)	\$44,876	\$930,418	\$975,294
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457
VRE (3,654,324)	\$8,528,088	\$6,097,222	\$14,625,310

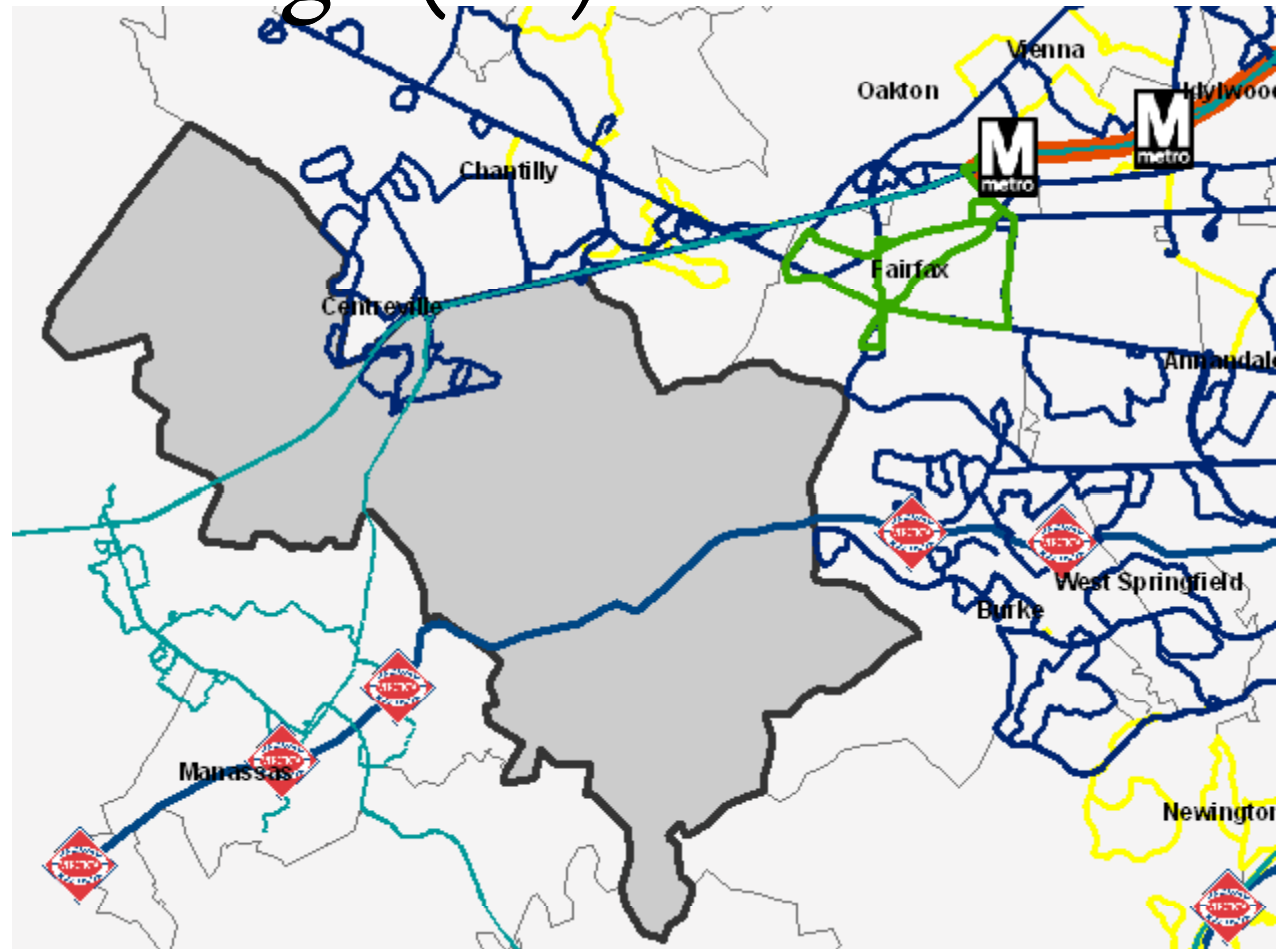
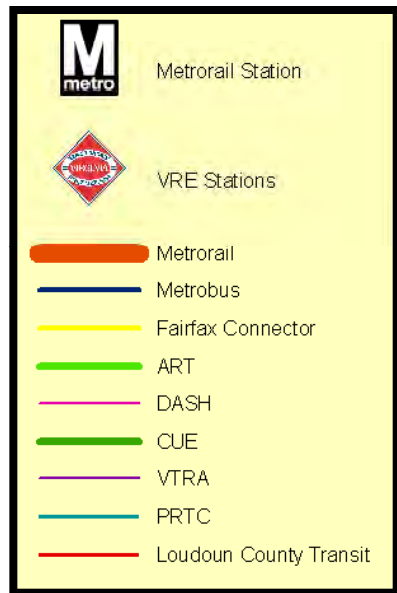
Vivian E. Watts (39)



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

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA (108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457
VRE (3,654,324)	\$8,528,088	\$6,097,222	\$14,625,310

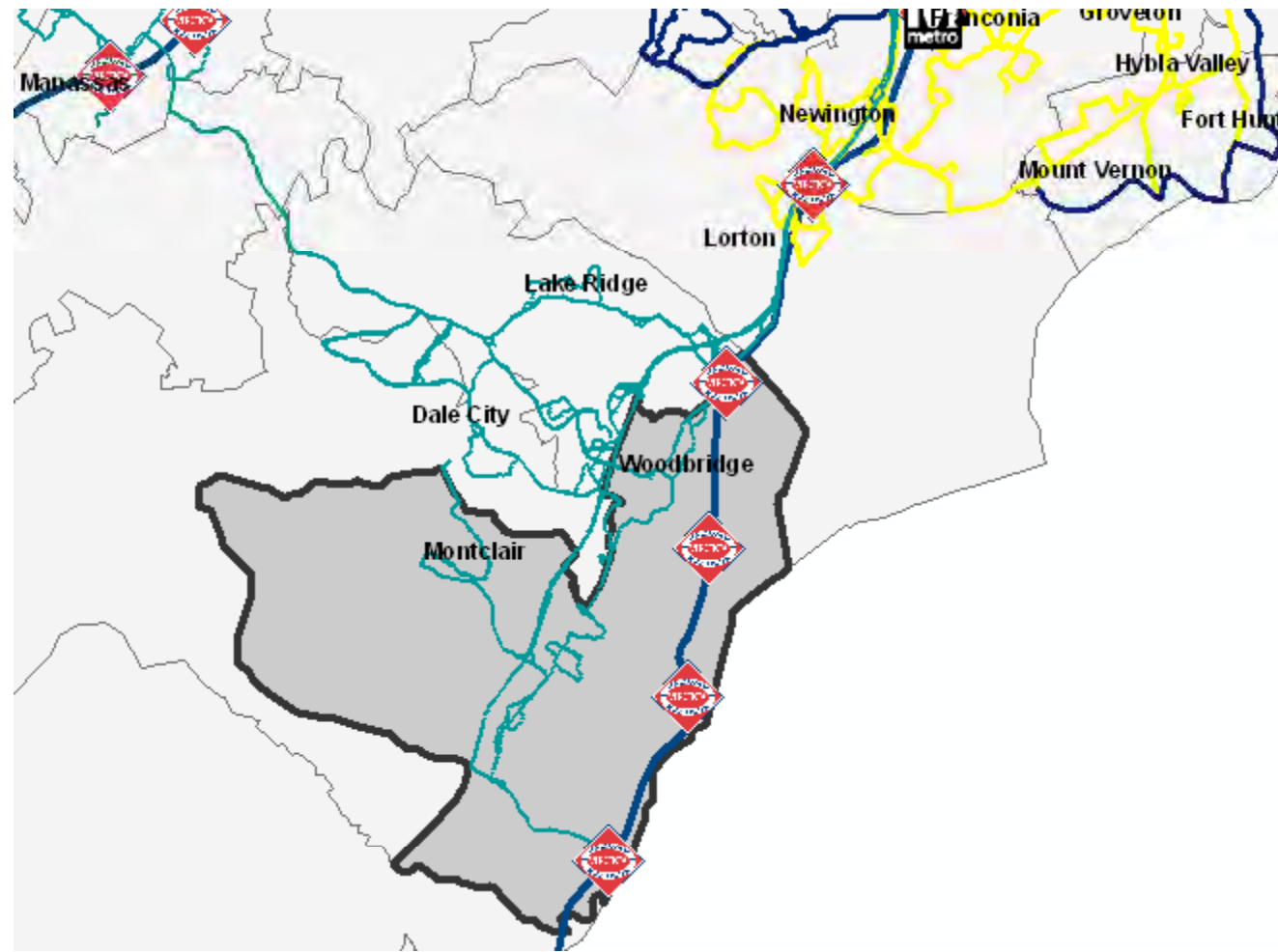
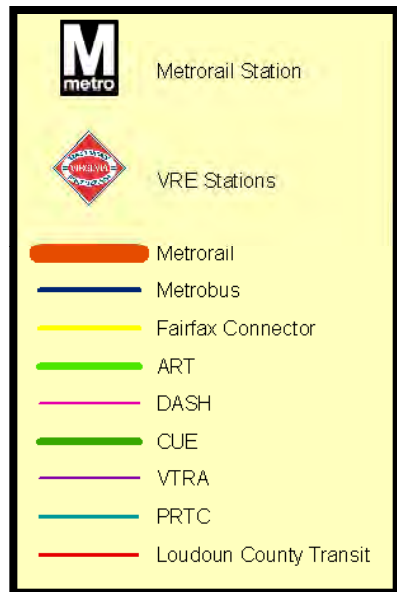
Timothy D. Hugo (40)



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

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA (108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457
VRE (3,654,324)	\$8,528,088	\$6,097,222	\$14,625,310

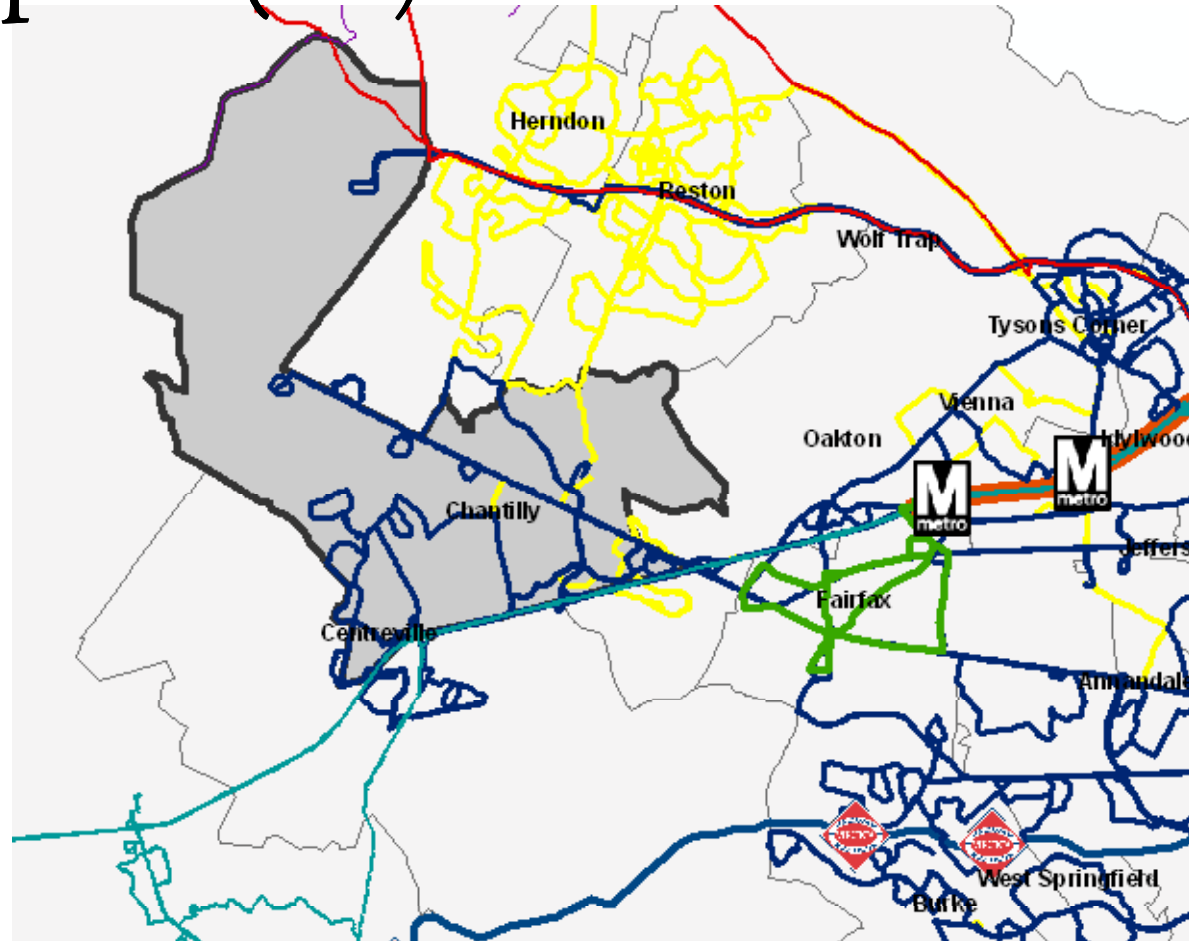
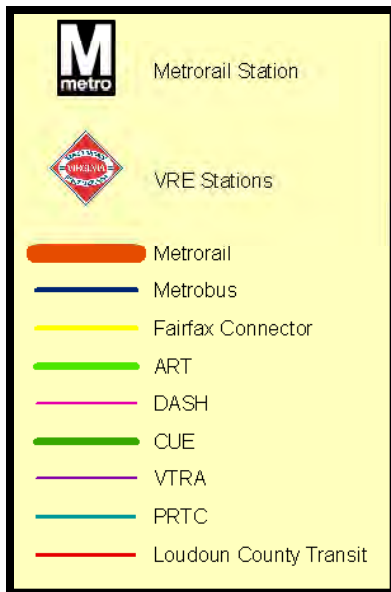
Jeffery M. Frederick (52)



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

System (FY 2005 Ridership)	Capital	Operating	Total
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457
VRE (3,654,324)	\$8,528,088	\$6,097,222	\$14,625,310

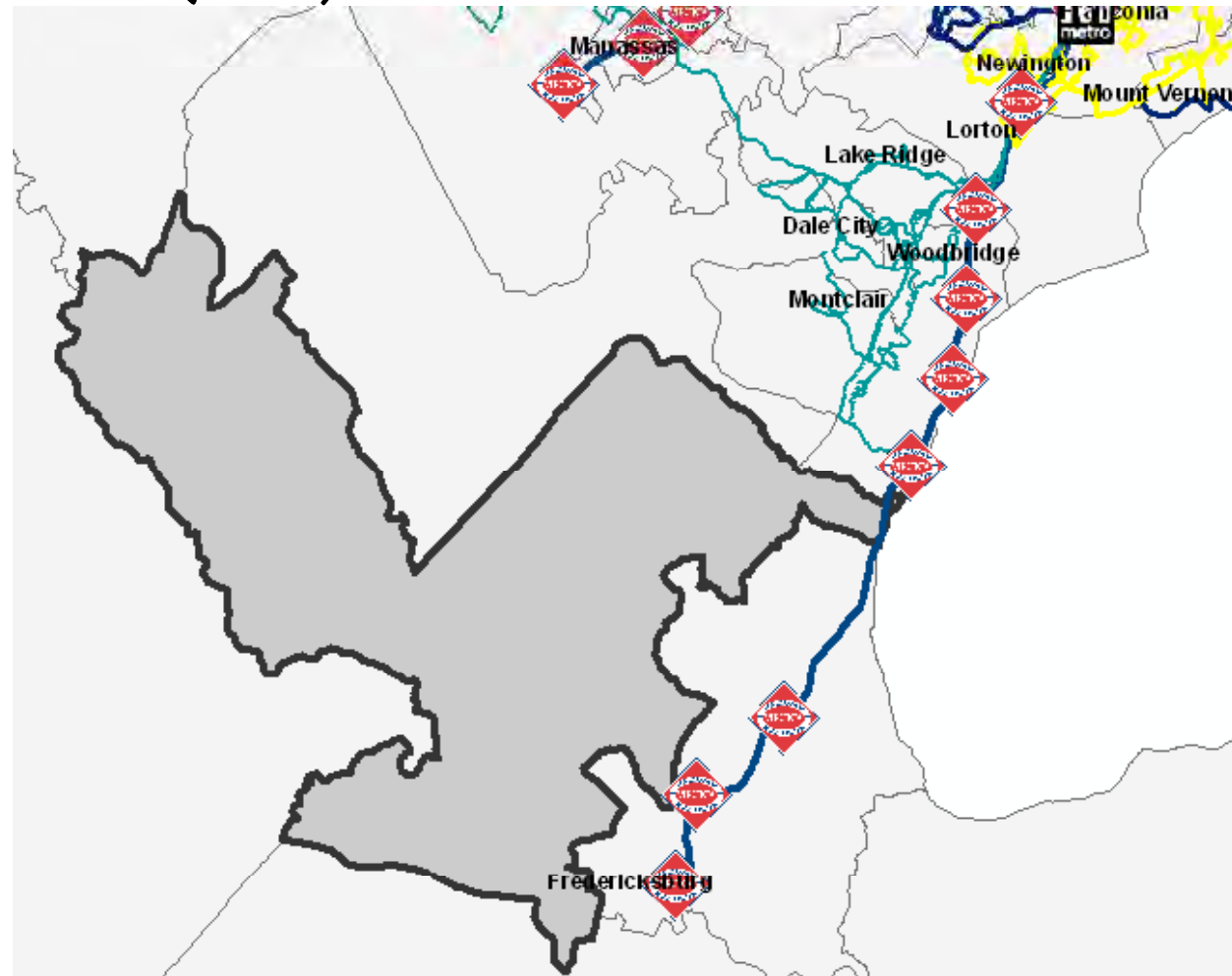
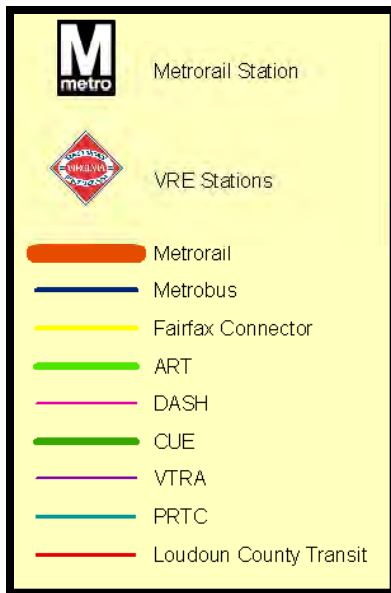
Charles Caputo (67)



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

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA (108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457

Mark L. Cole (88)



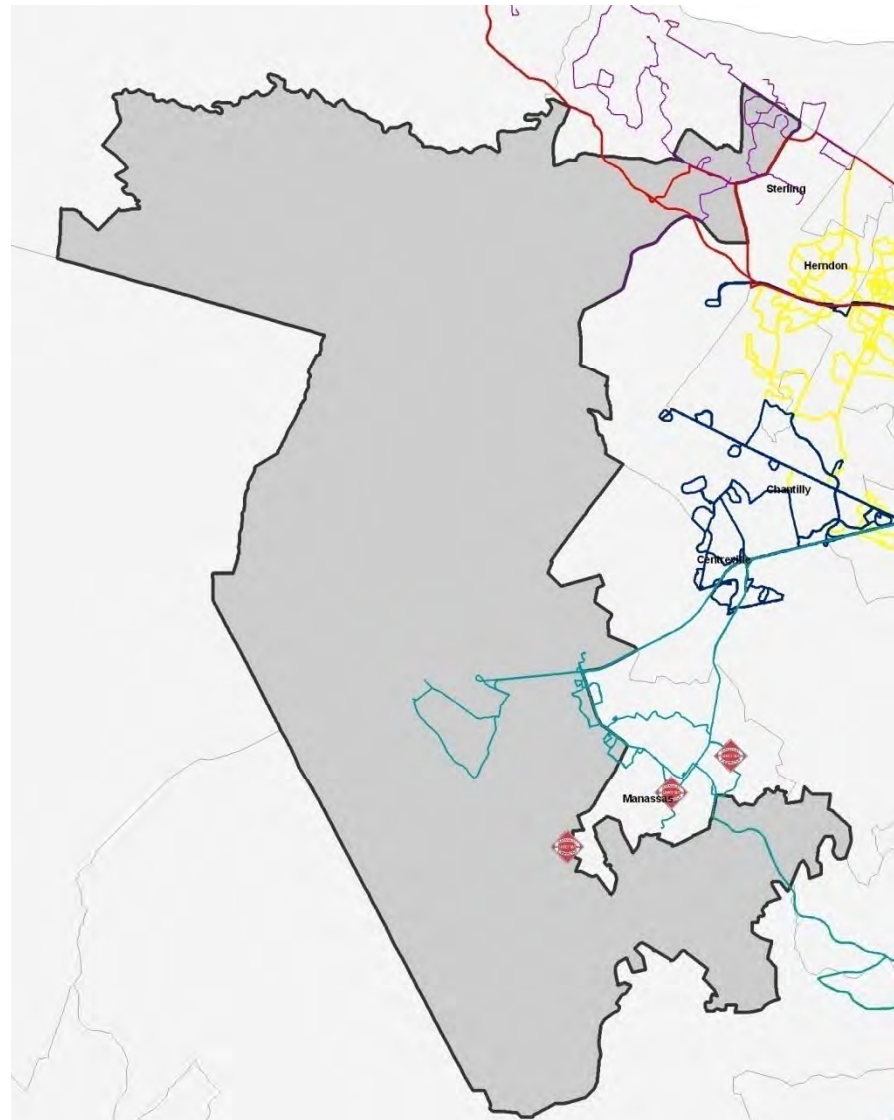
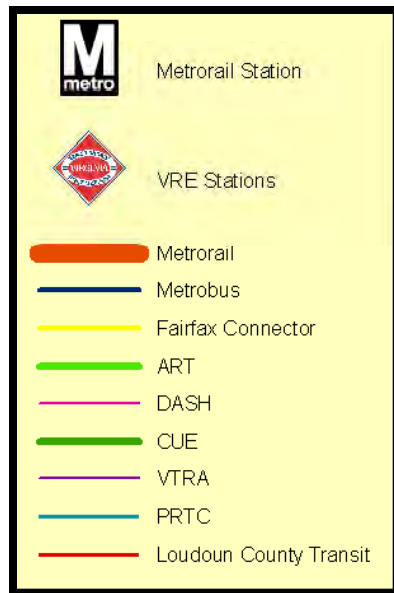
Public transit systems serving District 88 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
VRE (3,654,324)	\$8,528,088	\$6,097,222	\$14,625,310

Northern Virginia Districts

Public Transit Systems serving each district with state capital and operating formula funding increases for FY 2008 if the Commonwealth meets its statutory 95 percent target.

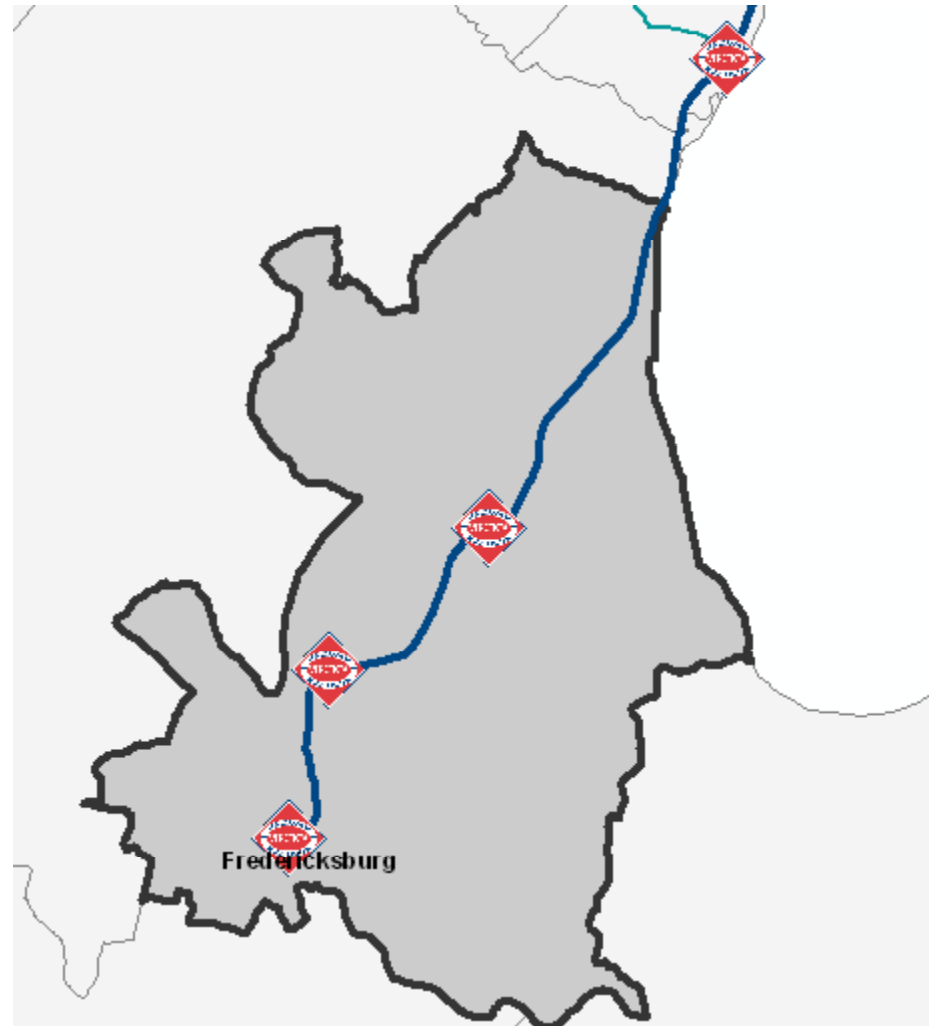
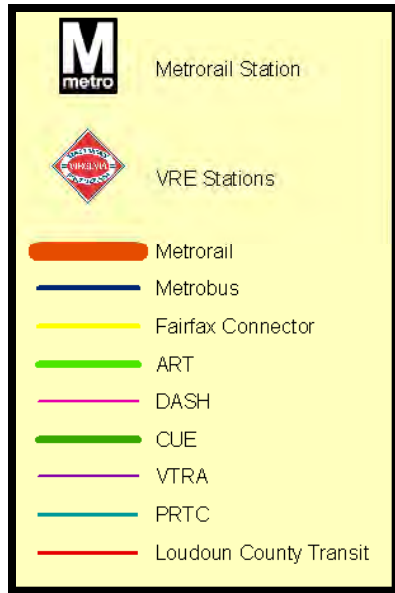
Robert G. Marshall (13)



Public transit systems serving District 13 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
LCT (515,430)	\$379,453	\$201,035	\$580,488
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457

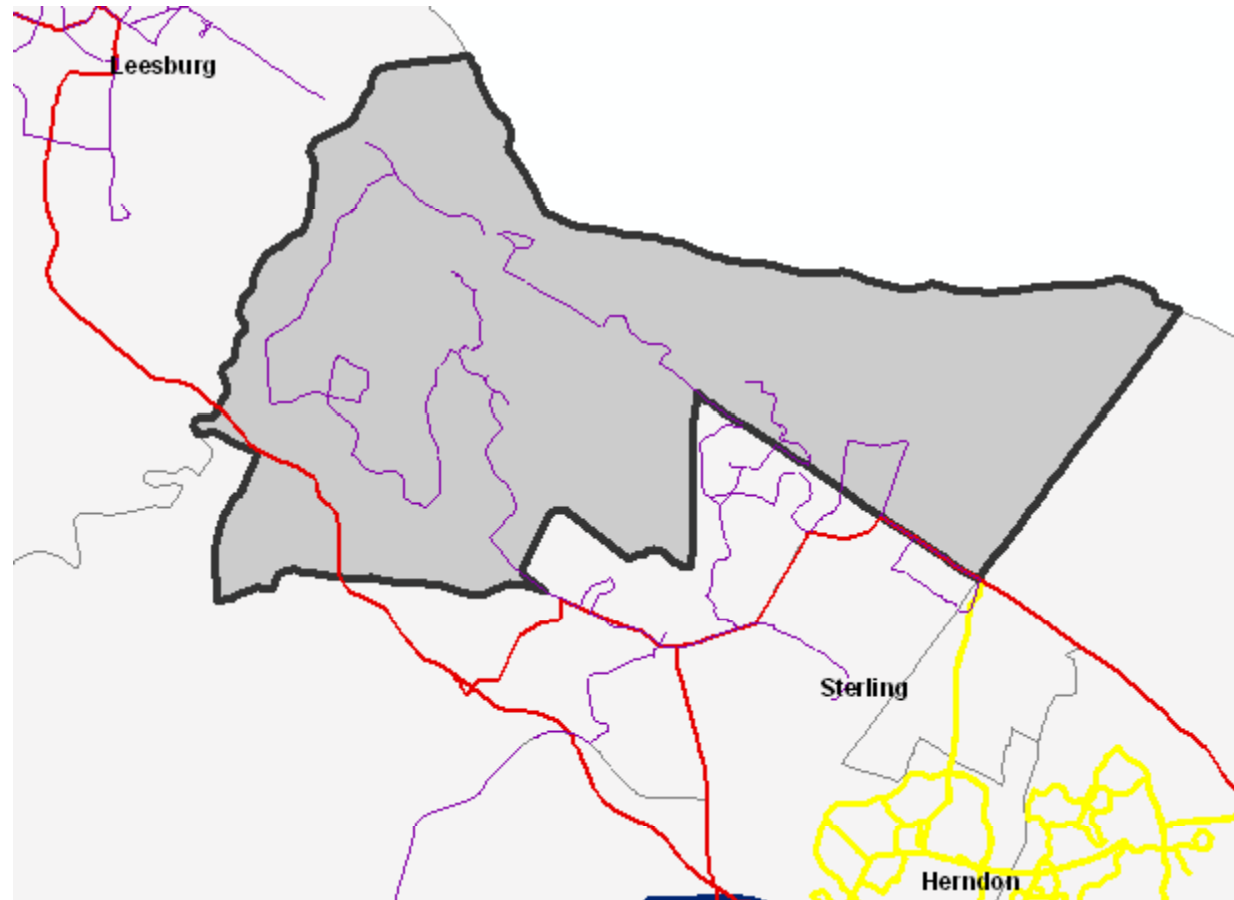
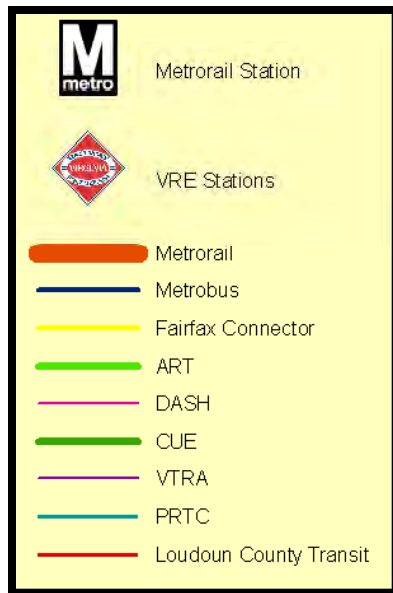
William J. Howell (28)



Public transit systems serving District 28 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
VRE (3,654,324)	\$8,528,088	\$6,097,222	\$14,625,310

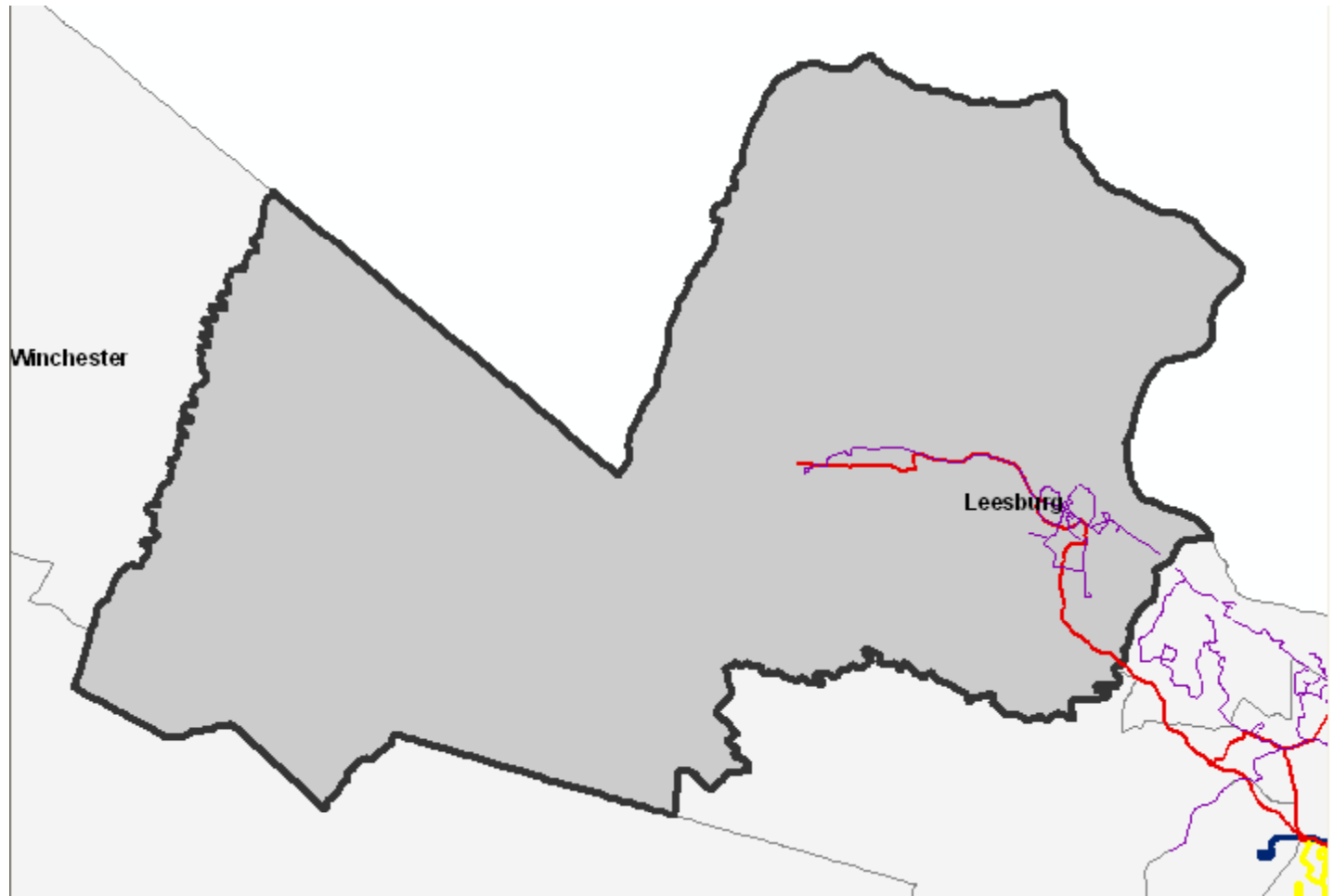
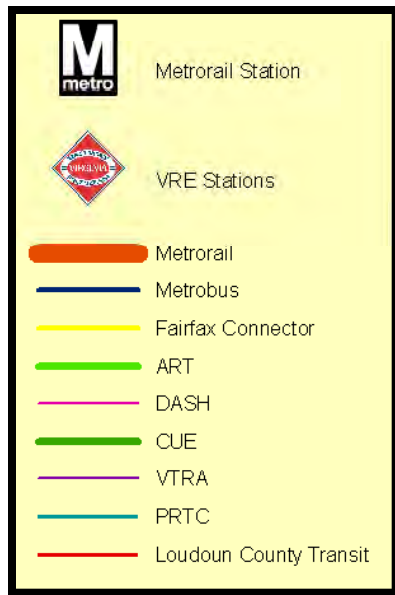
David E. Poisson (32)



Public transit systems serving District 32 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
LCT (515,430)	\$379,453	\$201,035	\$580,488

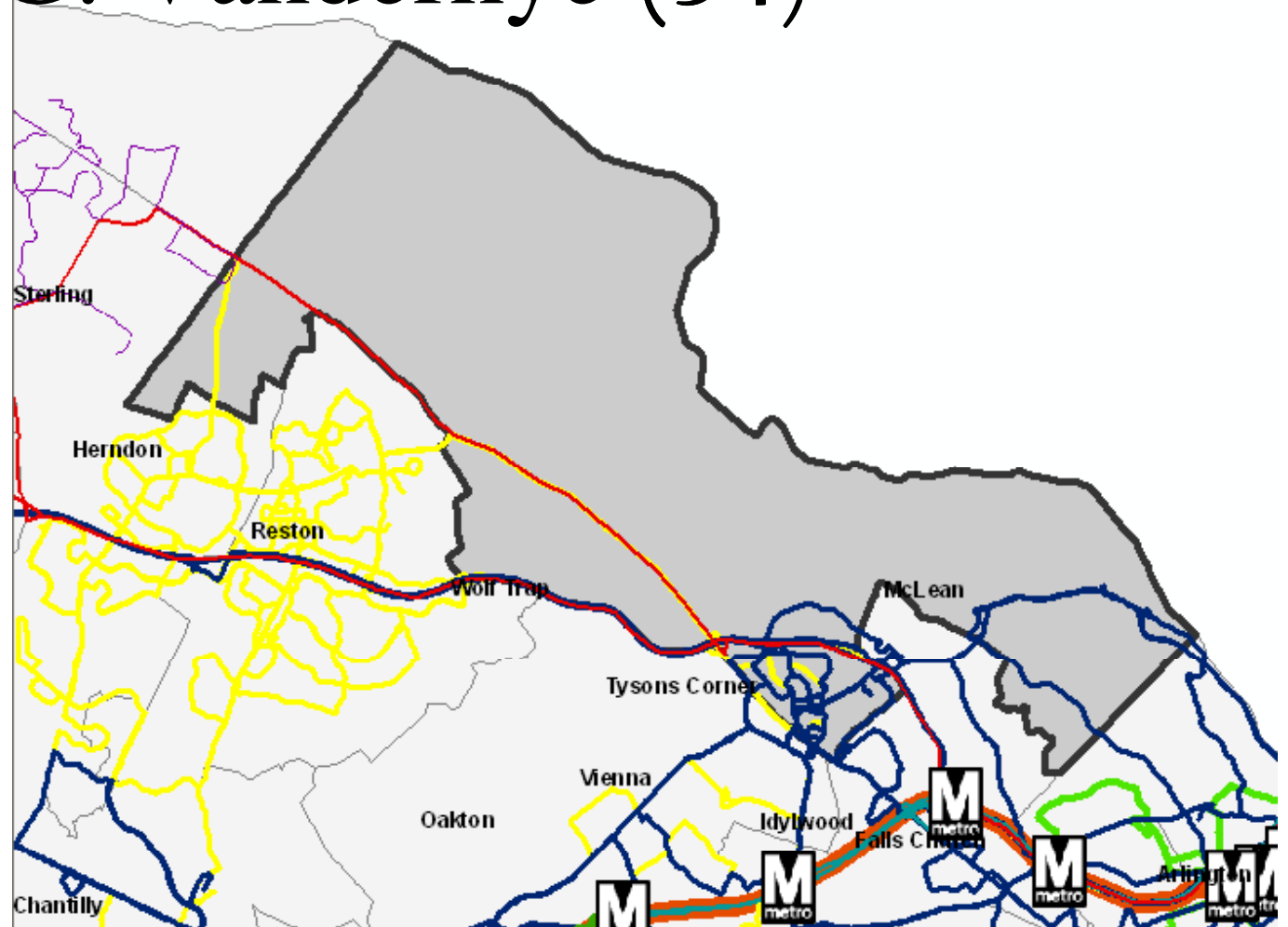
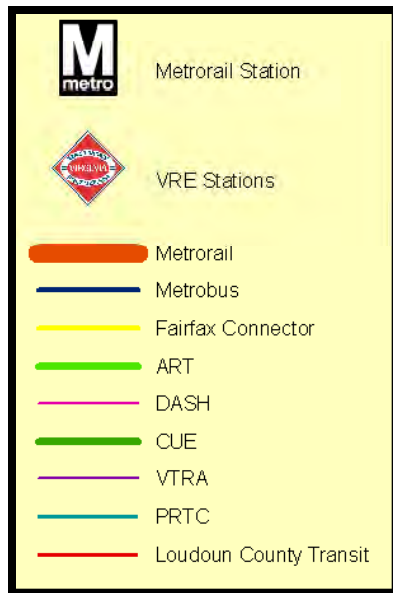
Joe T. May (33)



Public transit systems serving District 33 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
LCT (515,430)	\$379,453	\$201,035	\$580,488

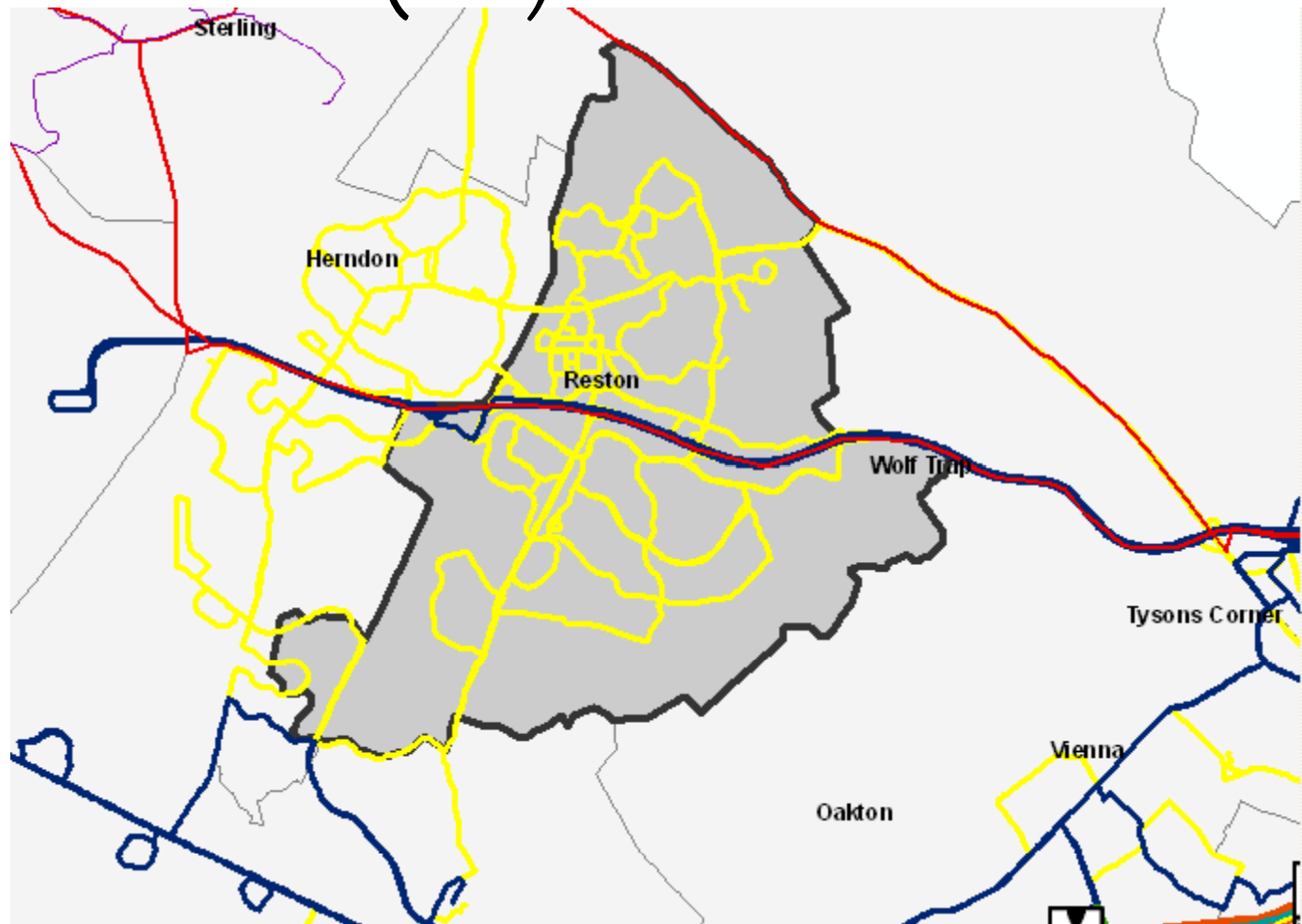
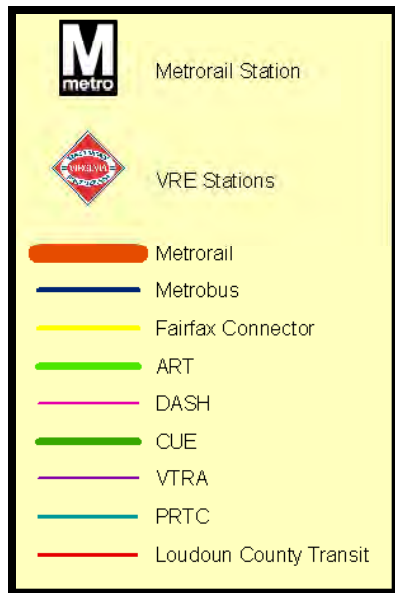
Margaret G. Vanderhye (34)



Public transit systems serving District 34 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA (108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436
VRE (3,654,324)	\$8,528,088	\$6,097,222	\$14,625,310

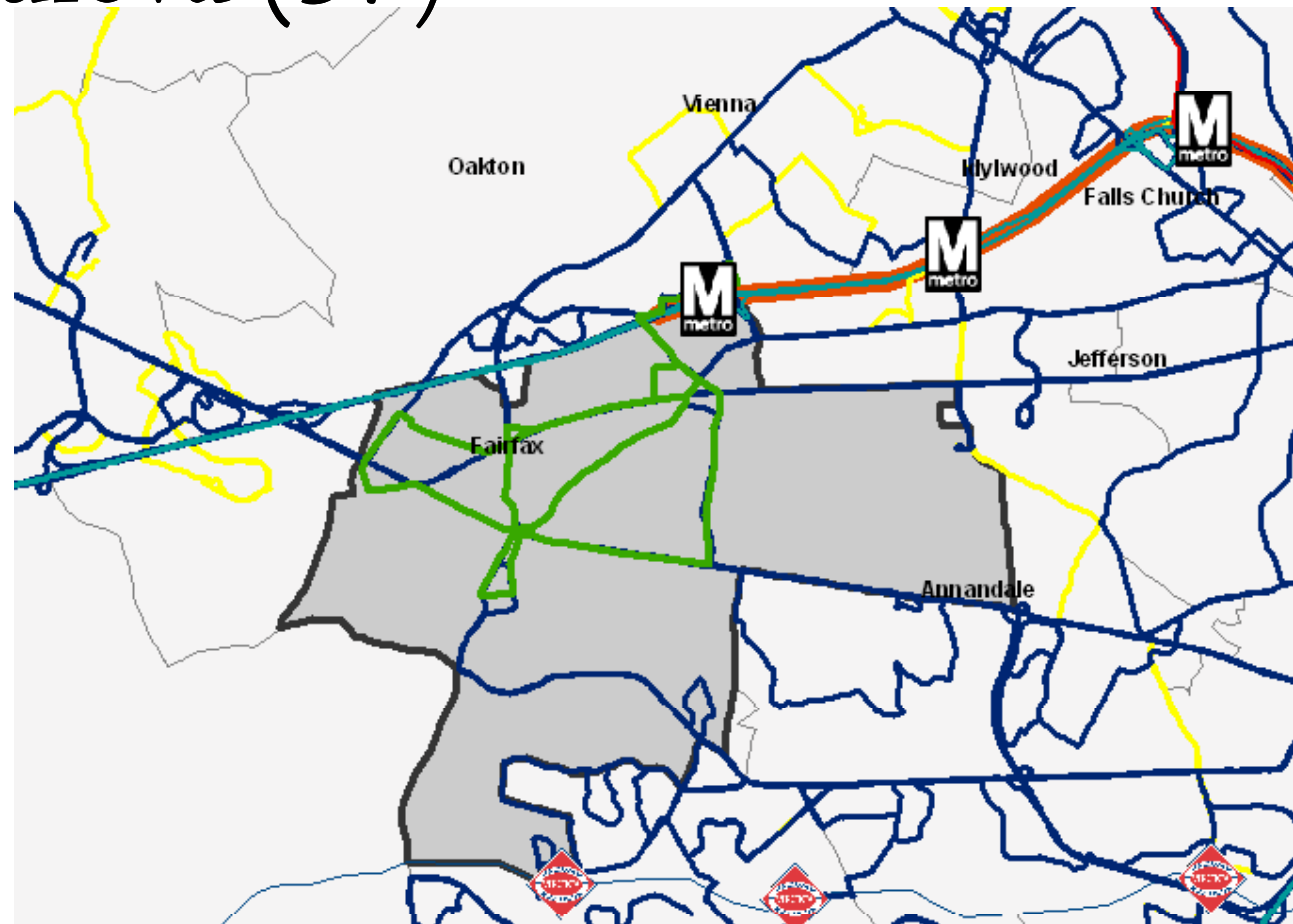
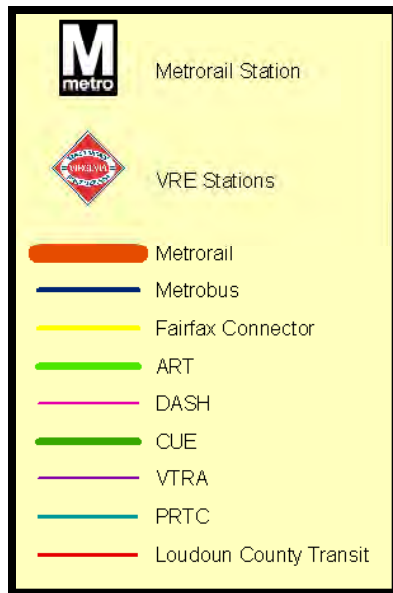
Kenneth R. Plum (36)



Public transit systems serving District 36 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA (108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436
VRE (3,654,324)	\$8,528,088	\$6,097,222	\$14,625,310

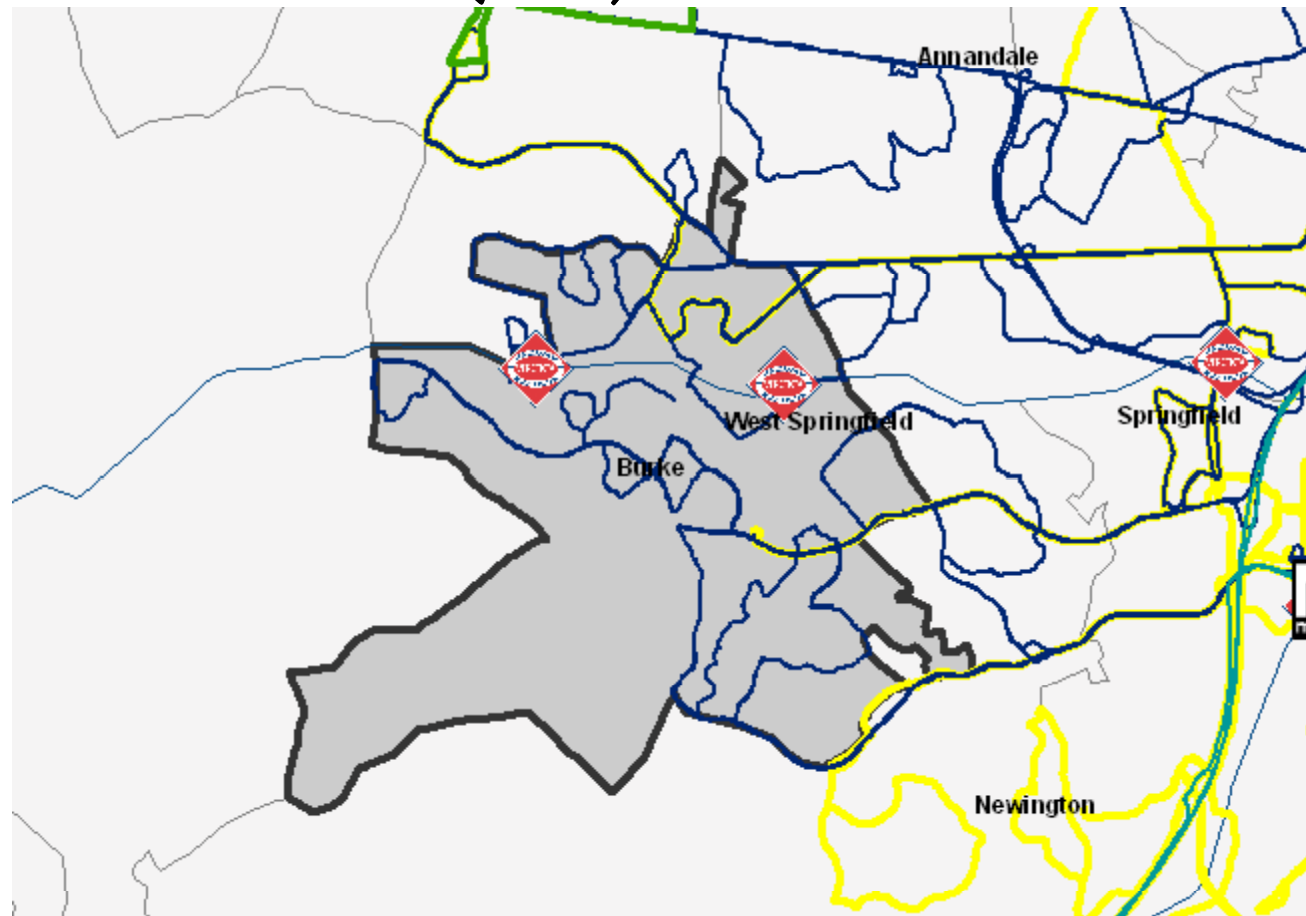
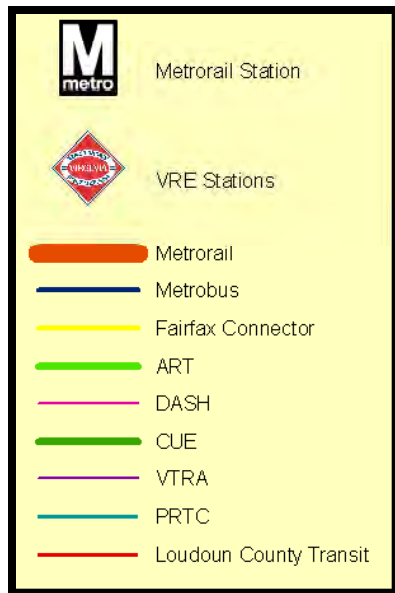
David L. Bulova (37)



Public transit systems serving District 37 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA (108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436
CUE (1,053,321)	\$450,000	\$435,729	\$885,729
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457

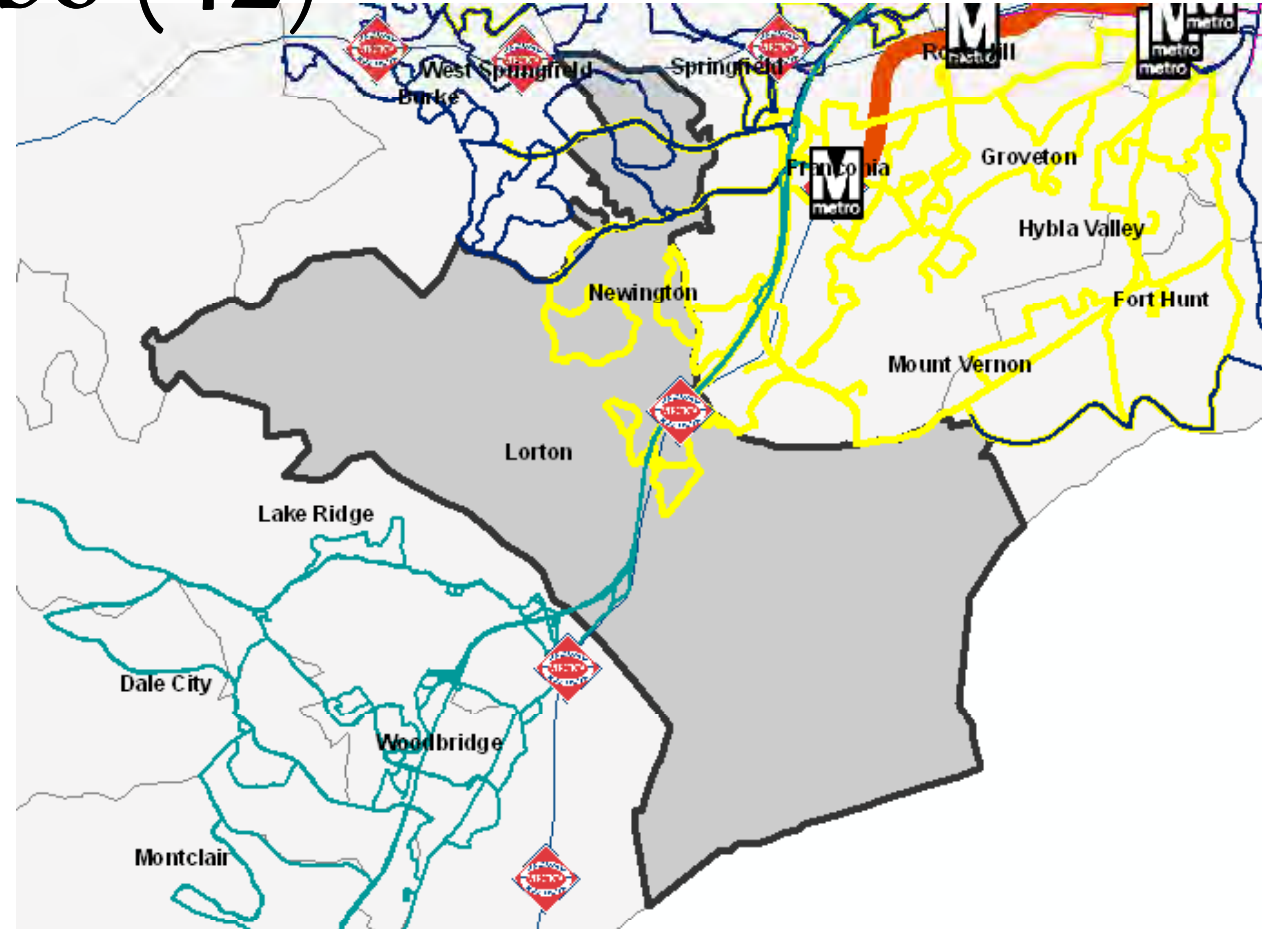
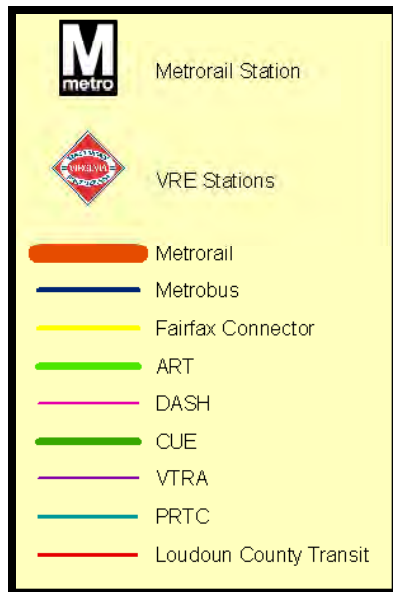
David W. Marsden (41)



Public transit systems serving District 41 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA (108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436
VRE (3,654,324)	\$8,528,088	\$6,097,222	\$14,625,310

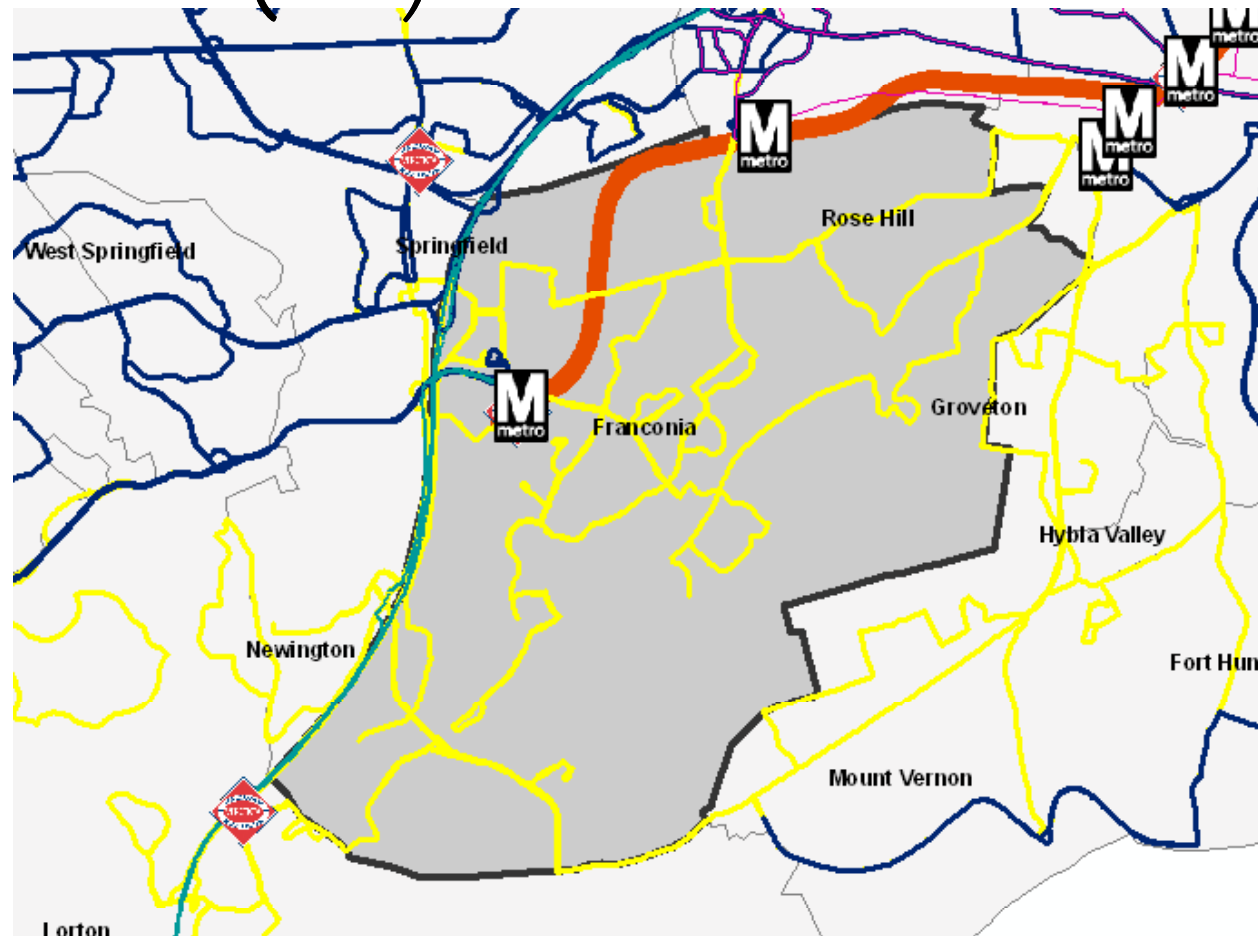
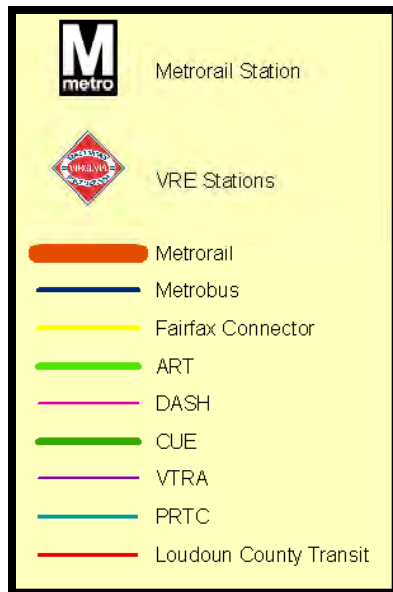
David B. Albo (42)



Public transit systems serving District 42 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA (108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457
VRE (3,654,324)	\$8,528,088	\$6,097,222	\$14,625,310

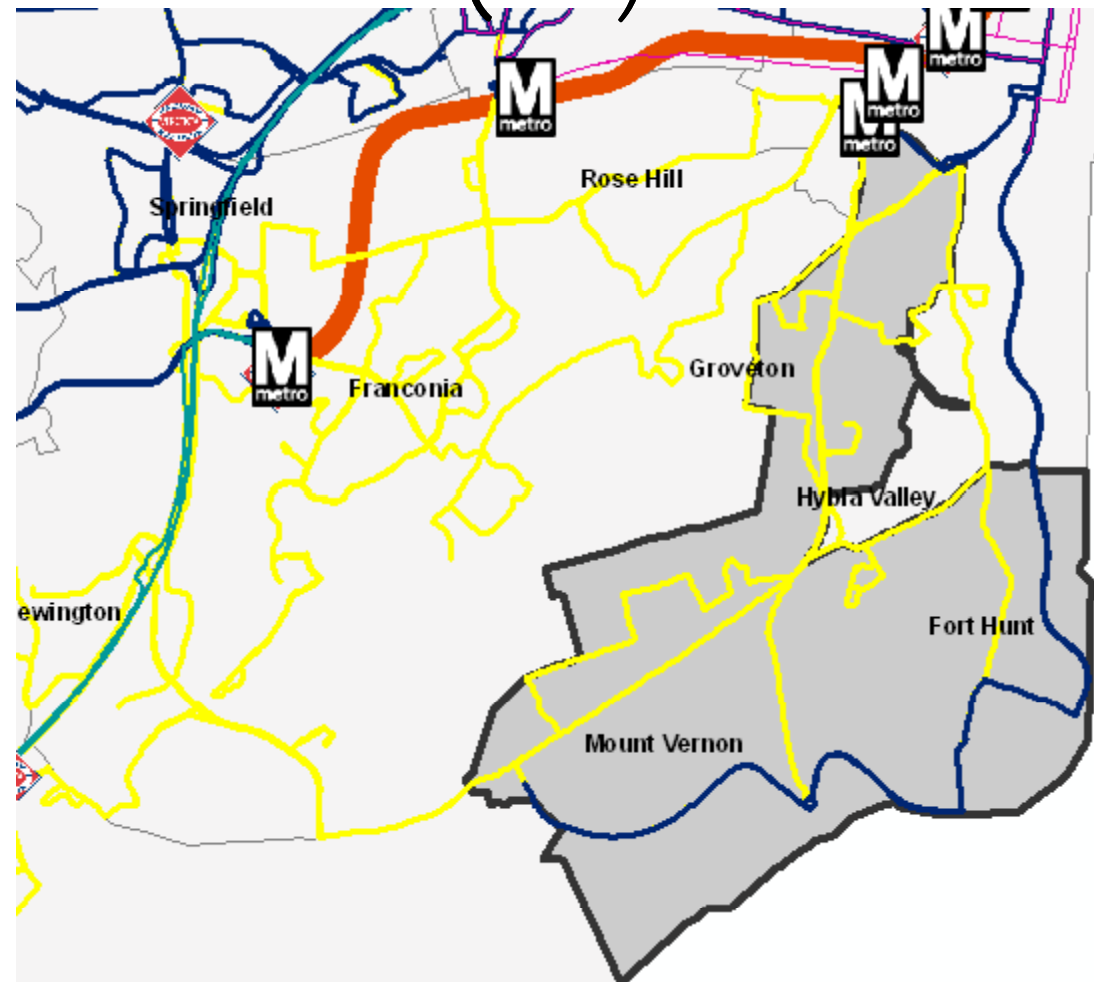
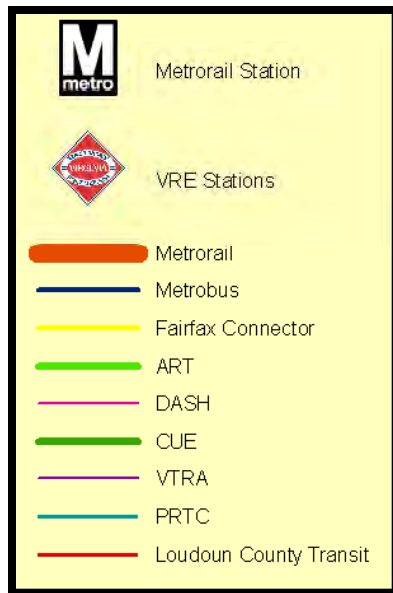
Mark D. Sickles (43)



Public transit systems serving District 43 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA (108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457
VRE (3,654,324)	\$8,528,088	\$6,097,222	\$14,625,310

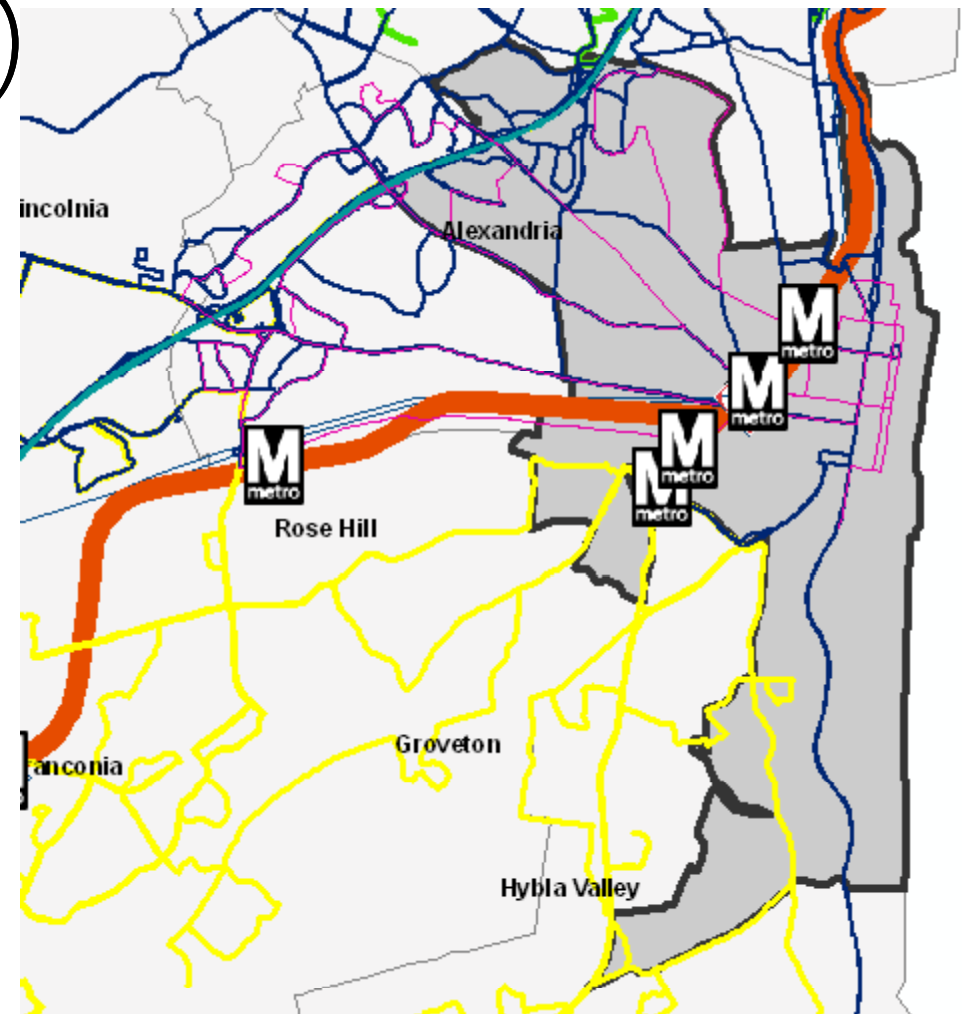
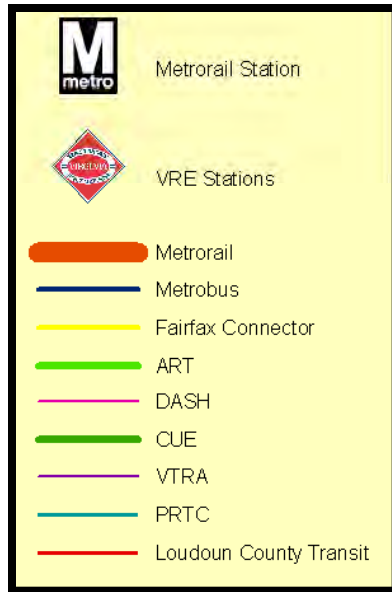
Kristen J. Amundson (44)



Public transit systems serving District 44 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA (108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436

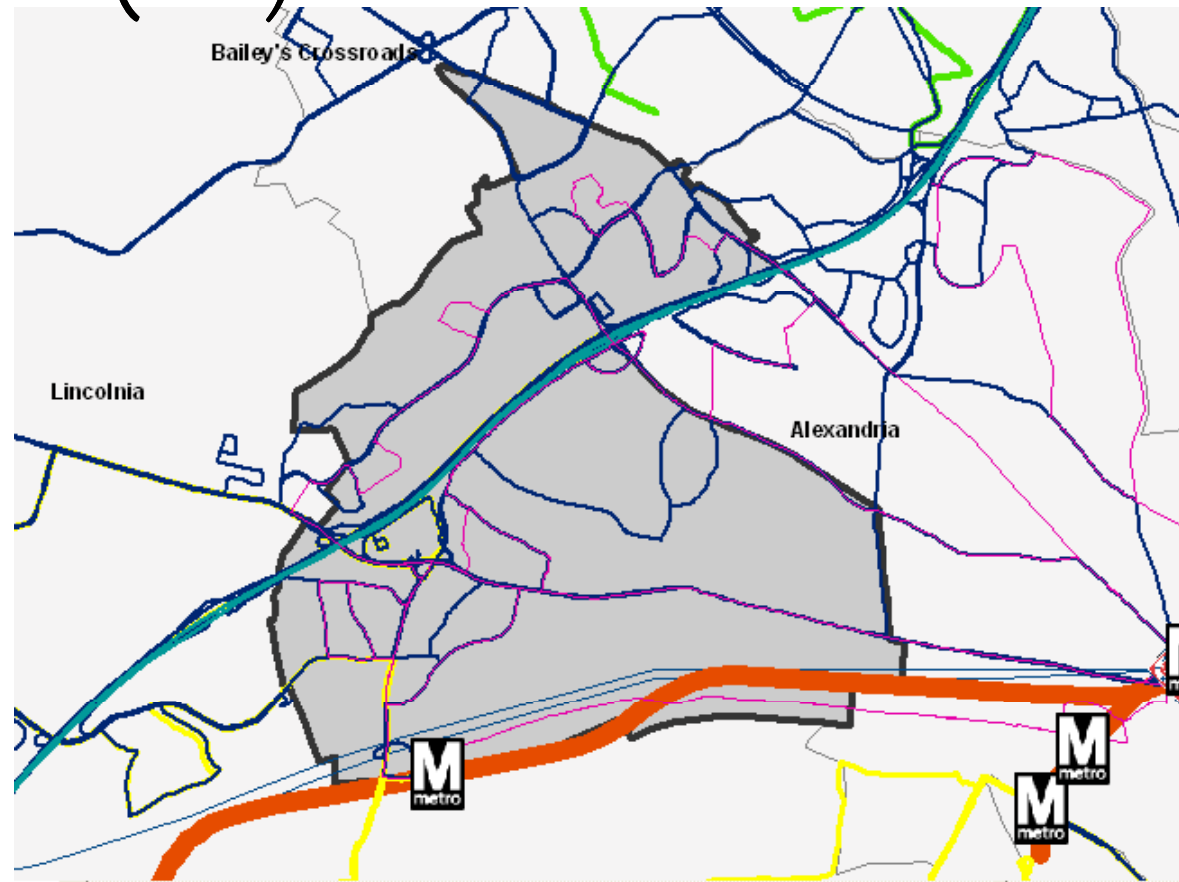
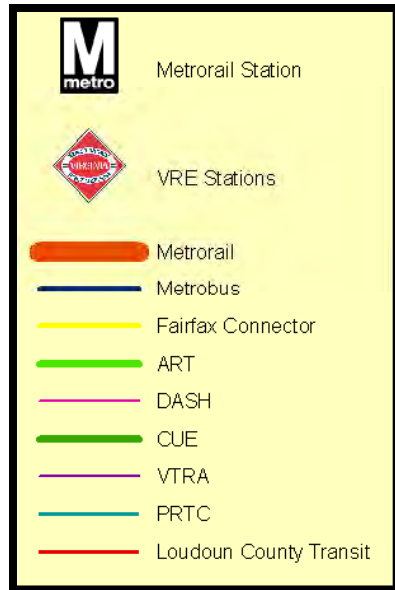
David L. Englin (45)



Public transit systems serving District 45 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA (108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436
DASH (3,378,735)	\$44,876	\$930,418	\$975,294
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457
VRE (3,654,324)	\$8,528,088	\$6,097,222	\$14,625,310

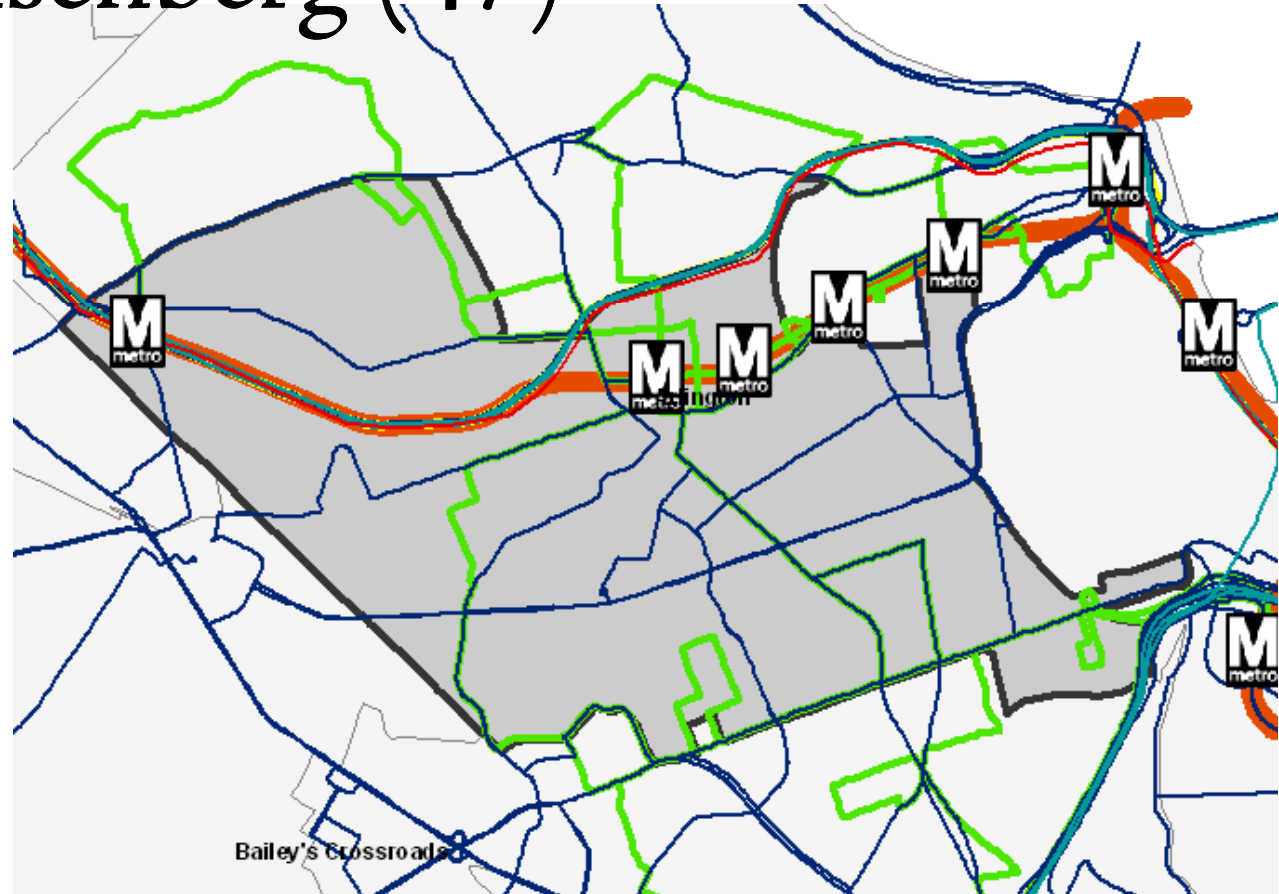
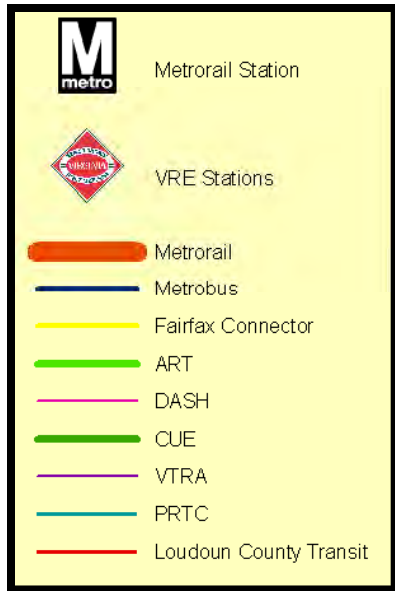
Brian J. Moran (46)



Public transit systems serving District 46 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA (108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436
DASH (3,378,735)	\$44,876	\$930,418	\$975,294
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457
VRE (3,654,324)	\$8,528,088	\$6,097,222	\$14,625,310

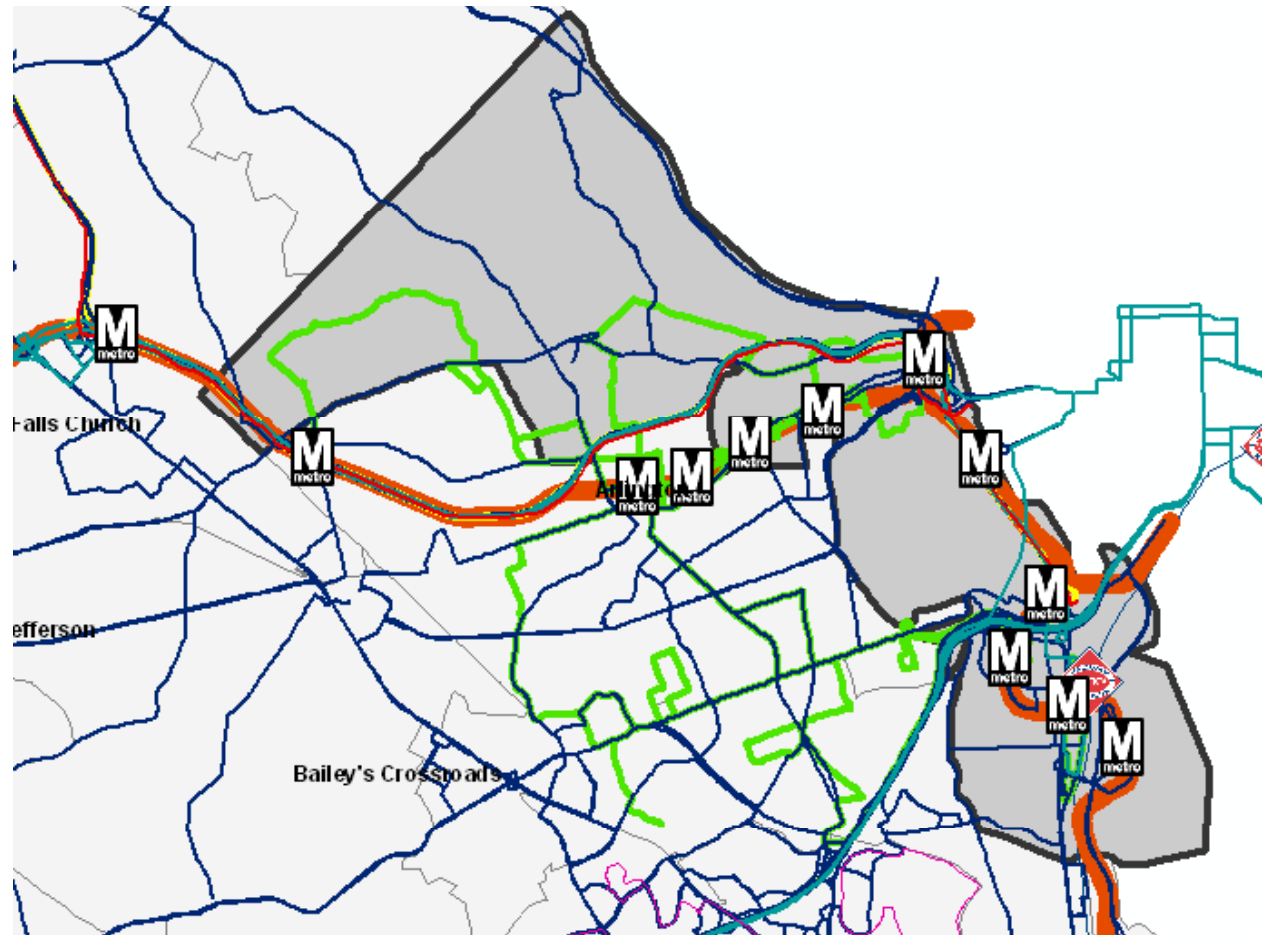
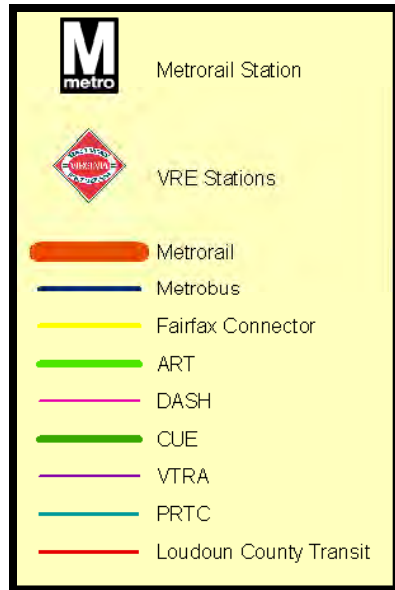
Albert C. Eisenberg (47)



Public transit systems serving District 47 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA (108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436
ART (788,854)	\$1,927,727	\$2,702,618	\$4,630,345
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457
LCT (515,430)	\$379,453	\$201,035	\$580,488

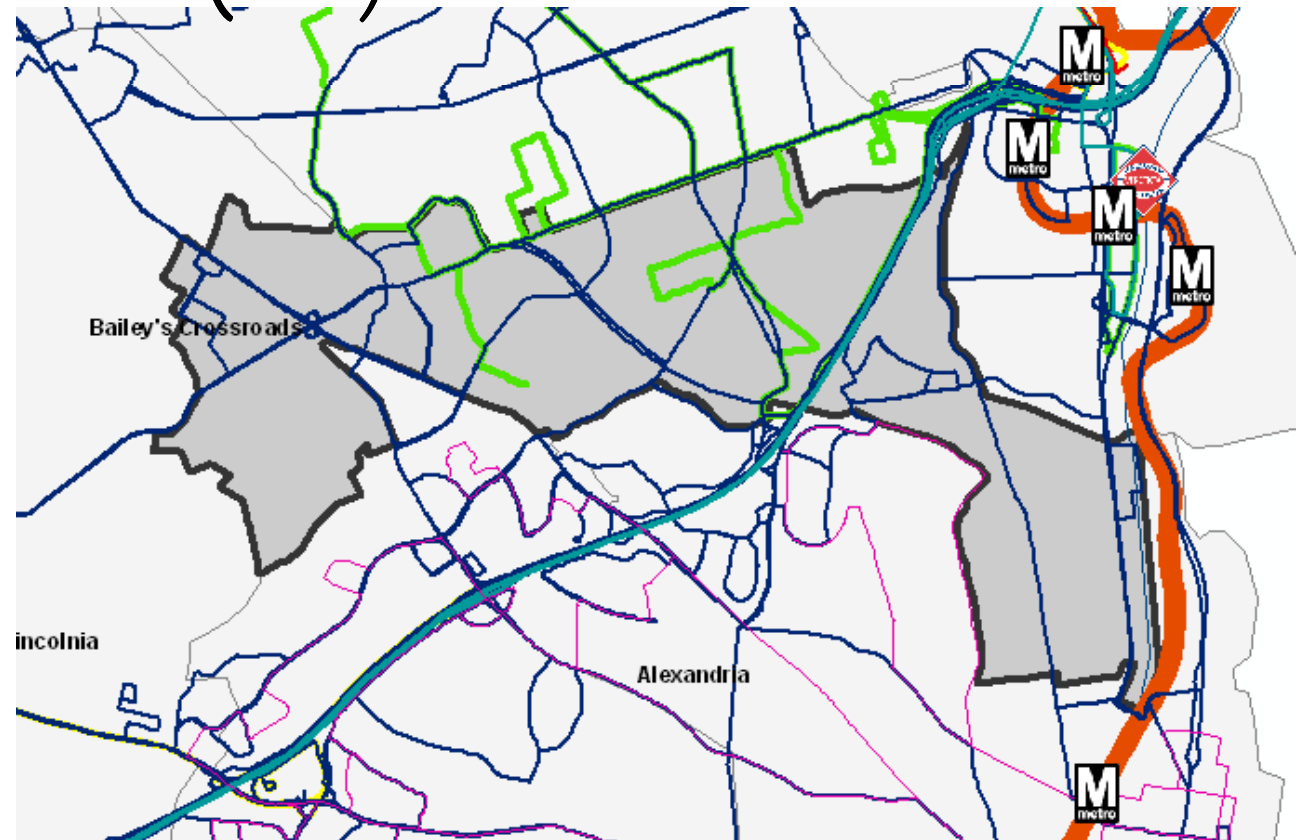
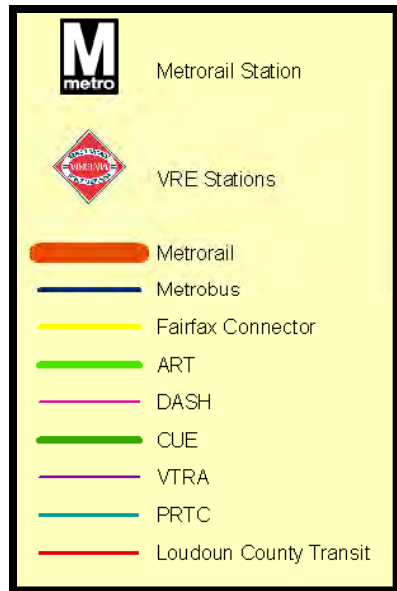
Robert H. Brink (48)



Public transit systems serving District 48 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA (108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436
ART (788,854)	\$1,927,727	\$2,702,618	\$4,630,345
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457
VRE (3,654,324)	\$8,528,088	\$6,097,222	\$14,625,310
LCT (515,430)	\$379,453	\$201,035	\$580,488

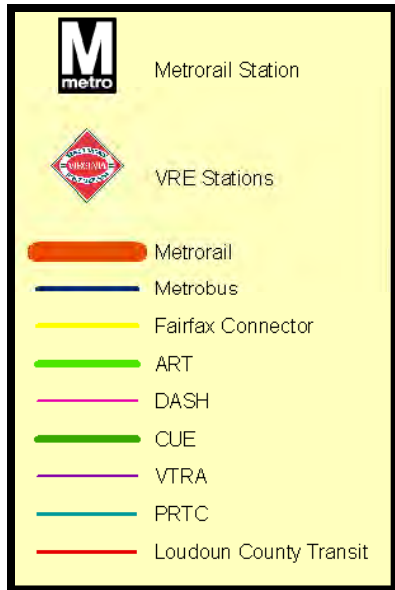
Adam P. Ebbin (49)



Public transit systems serving District 49 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA (108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436
ART (788,854)	\$1,927,727	\$2,702,618	\$4,630,345
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457
VRE (3,654,324)	\$8,528,088	\$6,097,222	\$14,625,310
DASH (3,378,735)	\$44,876	\$930,418	\$975,294

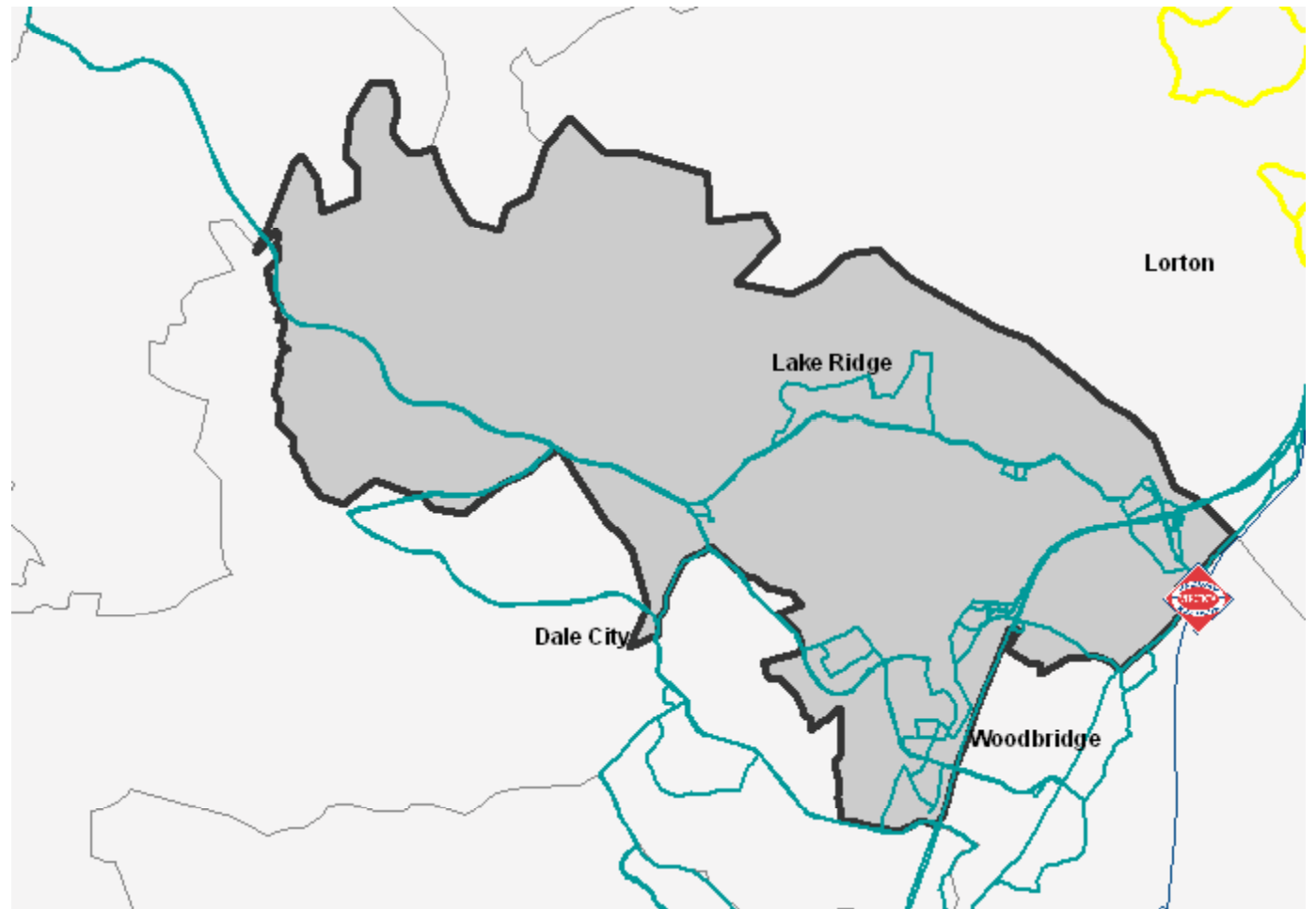
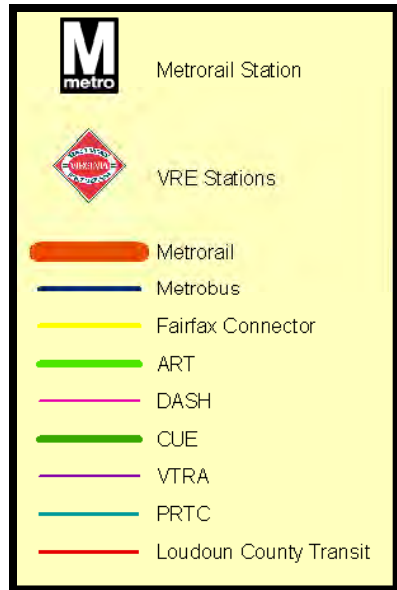
Jackson Hunter Miller (50)



Public transit systems serving District 50 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457
VRE (3,654,324)	\$8,528,088	\$6,097,222	\$14,625,310

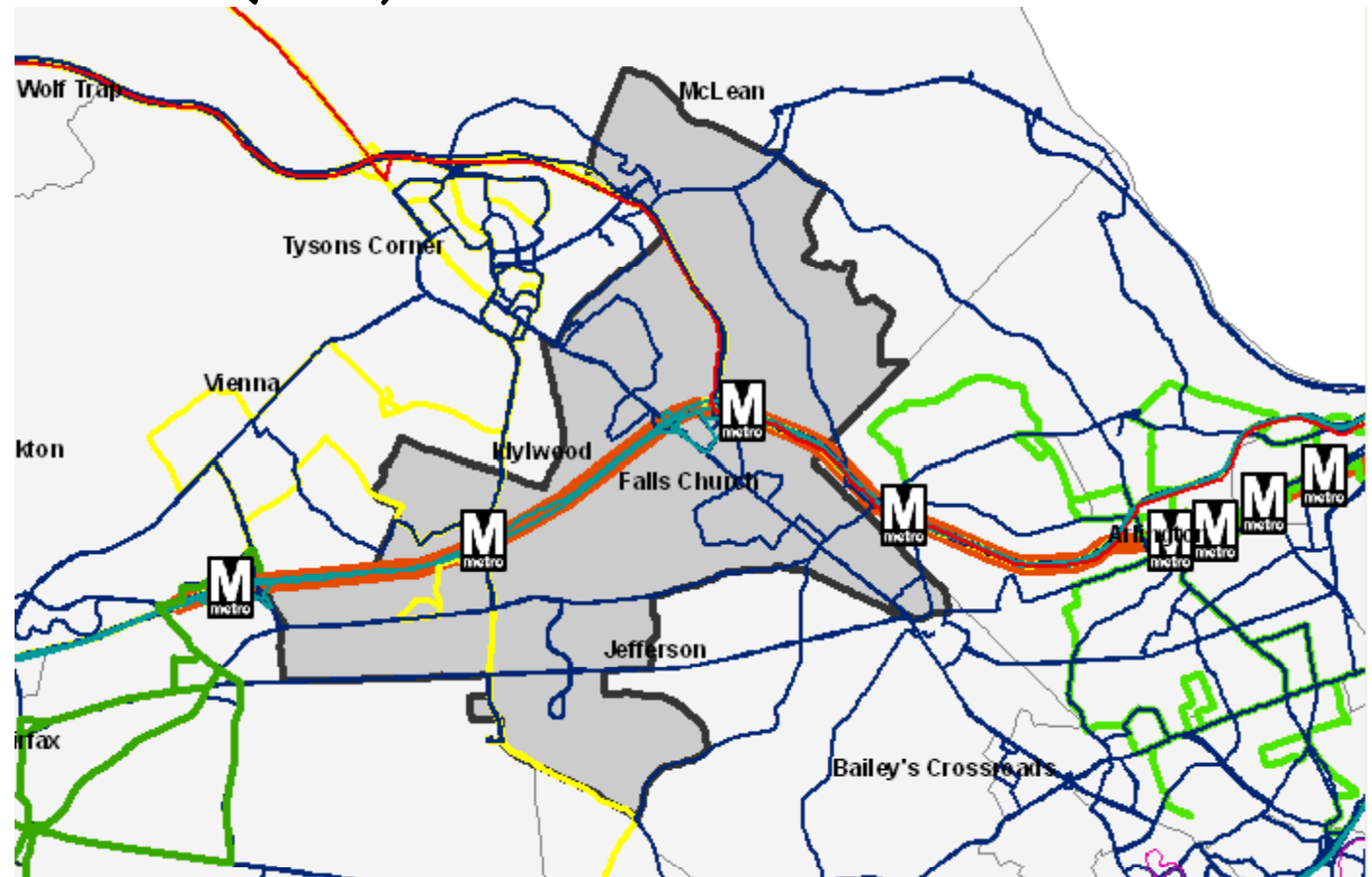
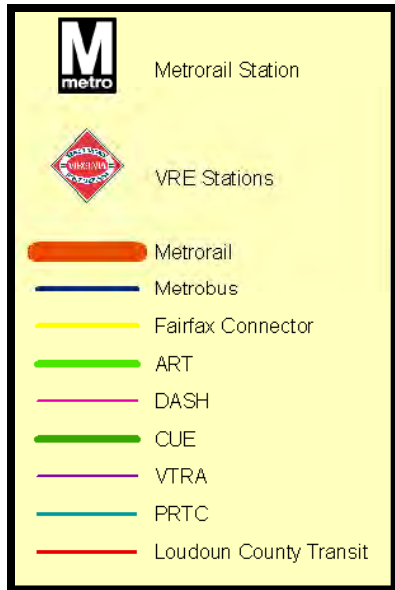
Paul F. Nichols(51)



Public transit systems serving District 51 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457

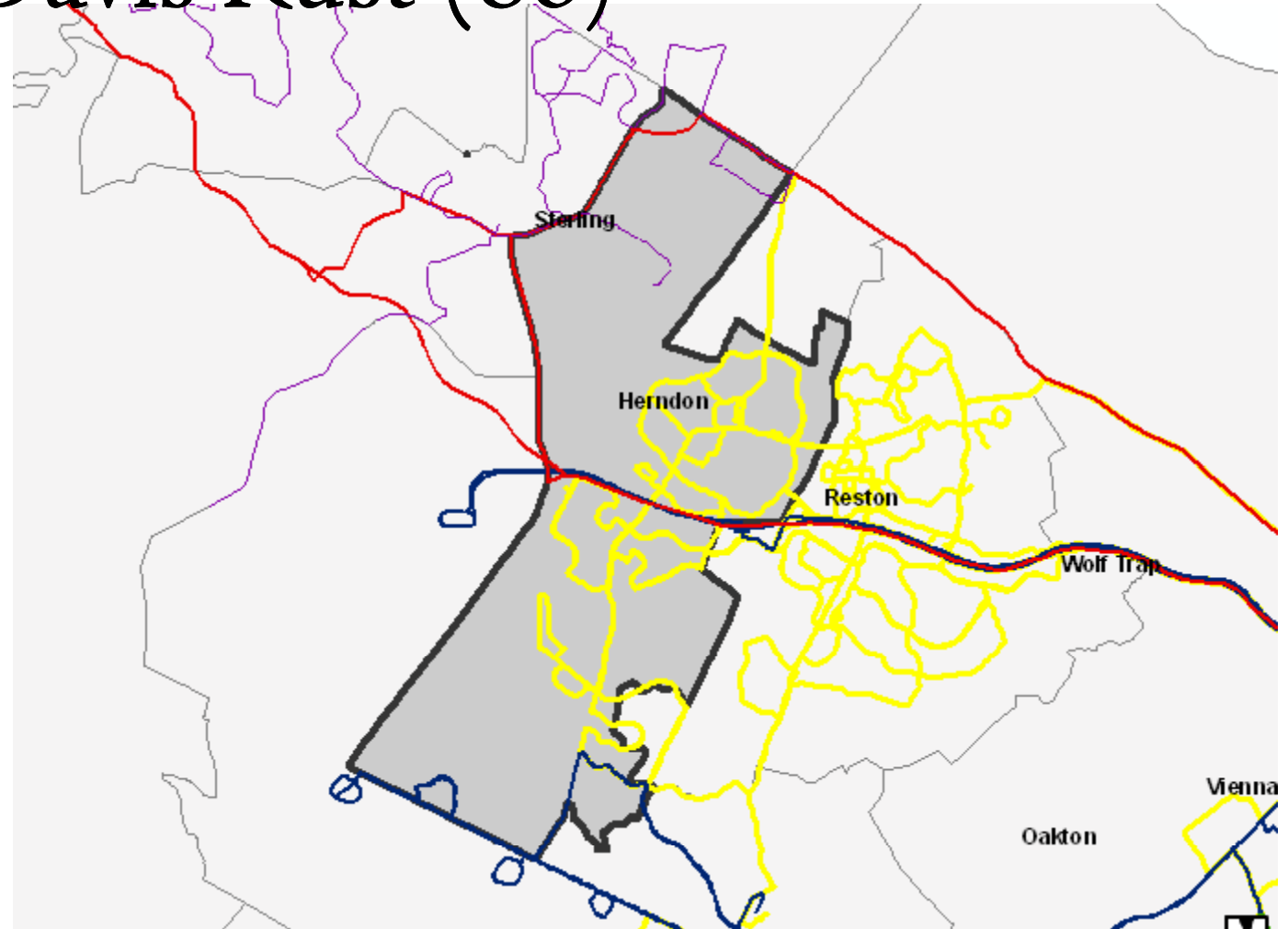
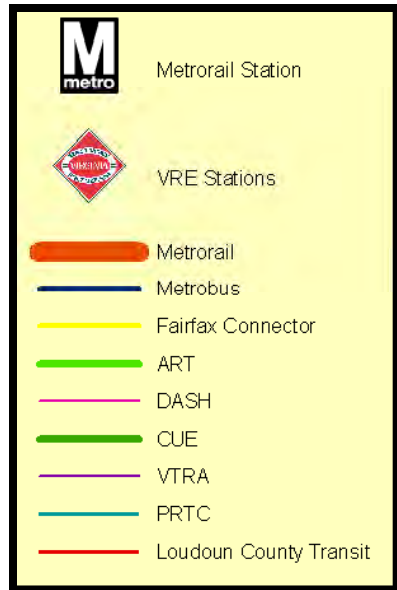
James M. Scott (53)



Public transit systems serving District 53 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA (108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457
LCT (515,430)	\$379,453	\$201,035	\$580,488

Thomas Davis Rust (86)



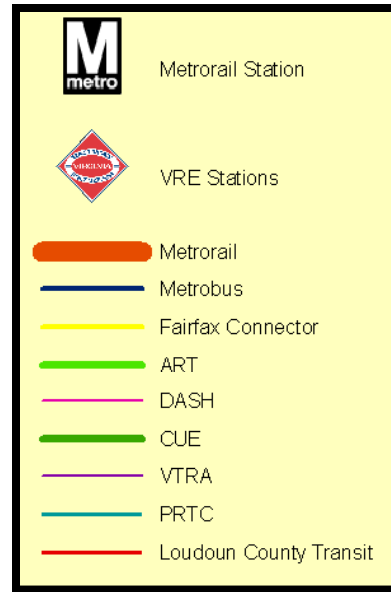
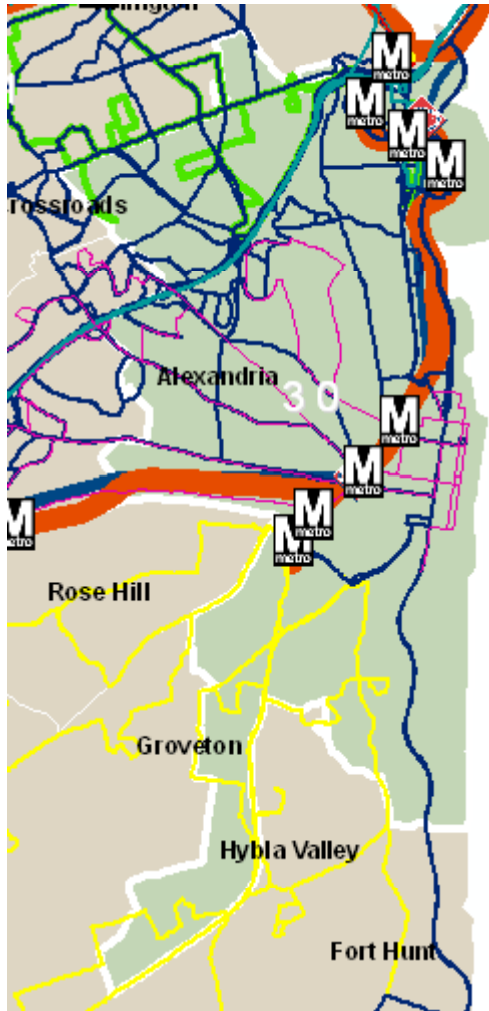
Public transit systems serving District 86 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA (108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436
LCT (515,430)	\$379,453	\$201,035	\$580,488

Senate Districts

Public Transit Systems serving each district with state capital and operating formula funding increases for FY 2008 if the Commonwealth meets its statutory 95 percent target.

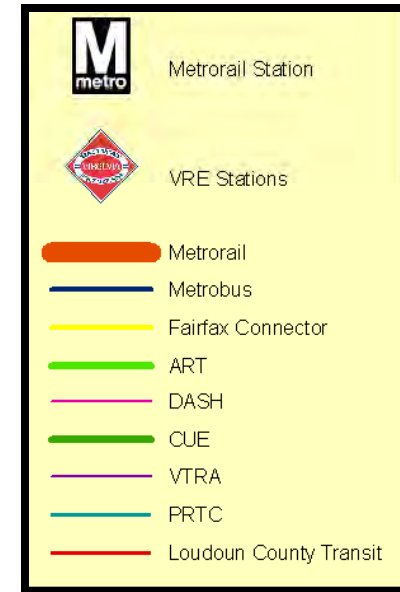
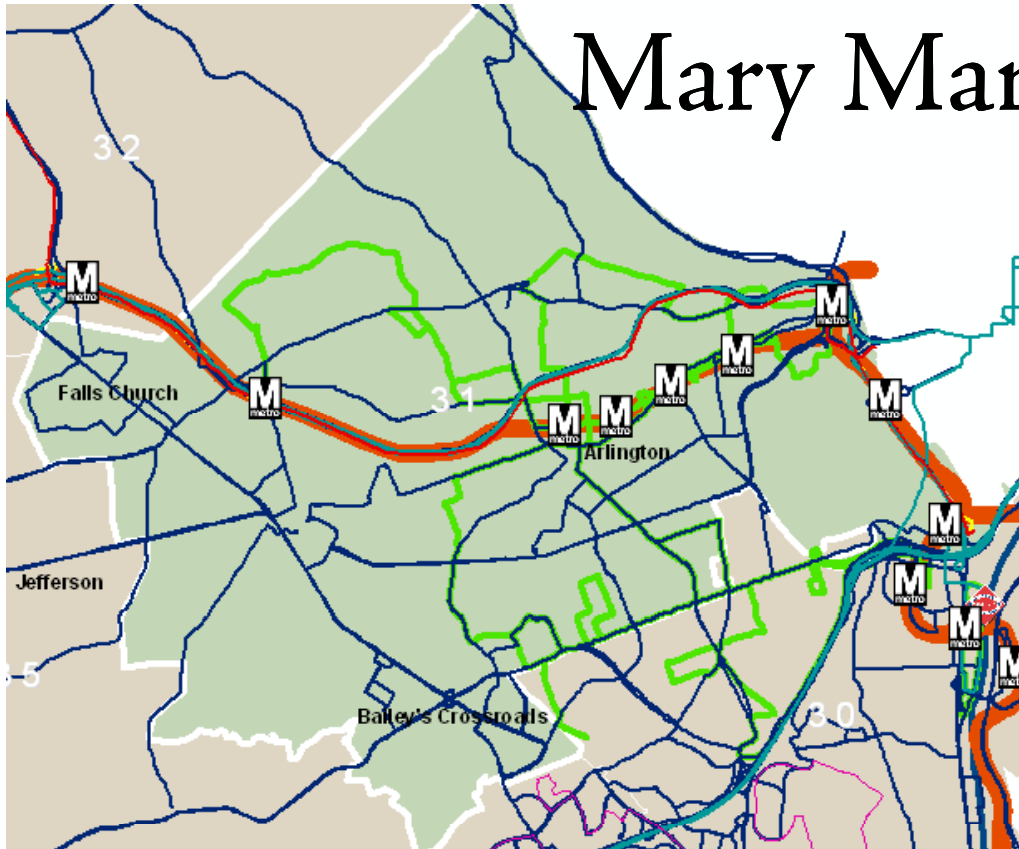
Patricia S. Ticer (30)



System (FY 2005 Ridership)	Capital	Operating	Total
WMATA(108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457
VRE (3,654,324)	\$8,528,088	\$6,097,222	\$14,625,310
DASH (3,378,735)	\$44,876	\$930,418	\$975,294
ART (788,854)	\$1,927,727	\$2,702,618	\$4,630,345

Public transit systems serving District 86 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

Mary Margaret Whipple (31)



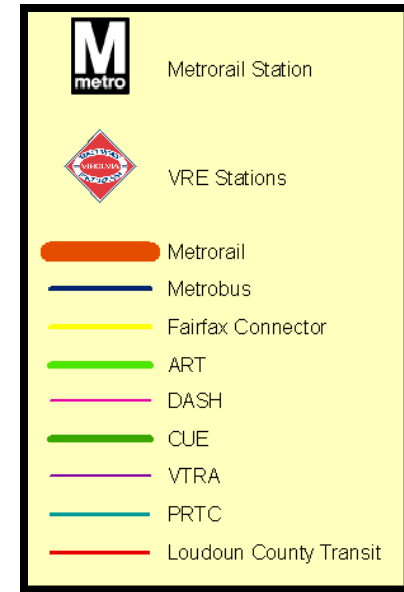
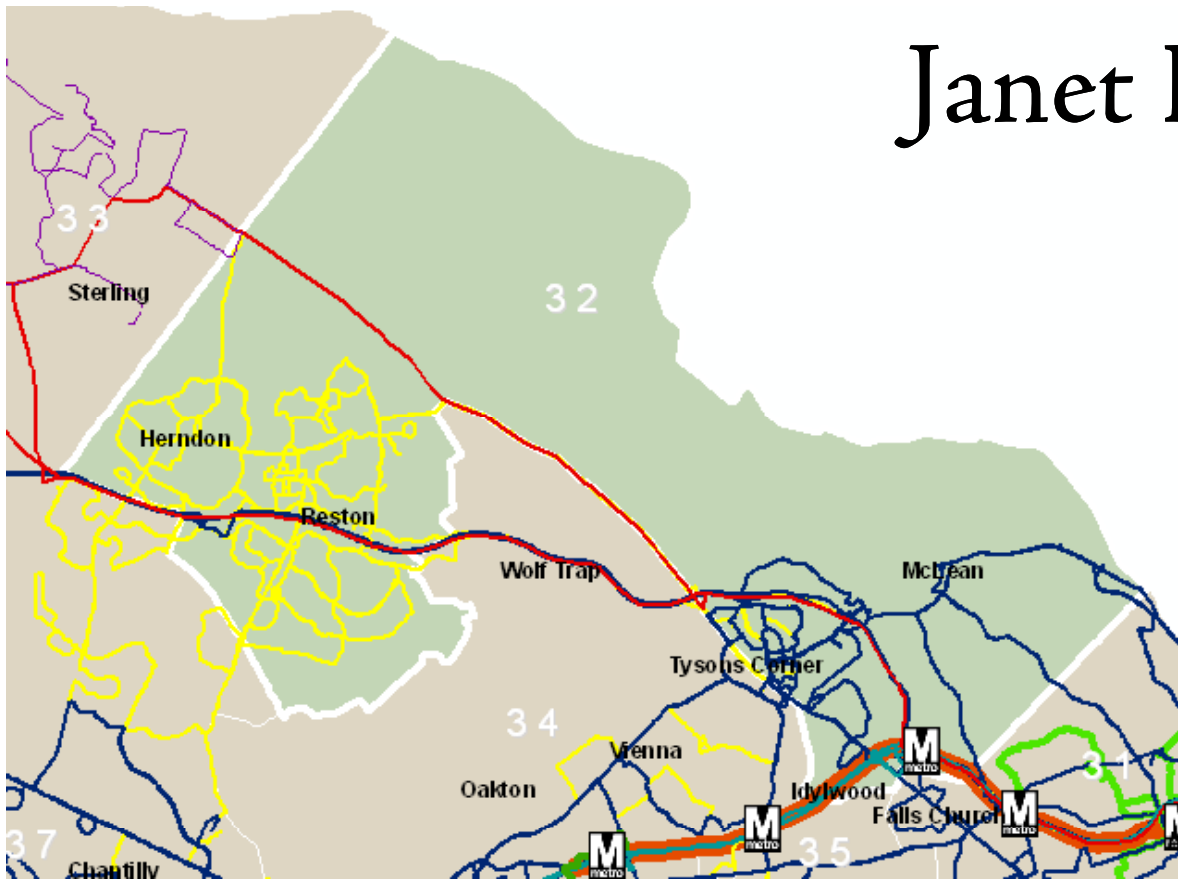
Potomac and Rappahannock
Transportation Commission



Public transit systems serving District 50 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA(108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
ART (788,854)	\$1,927,727	\$2,702,618	\$4,630,345
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457
LCT (515,430)	\$379,453	\$201,035	\$580,488

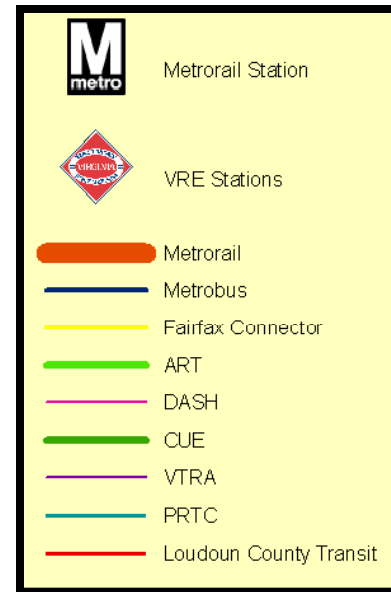
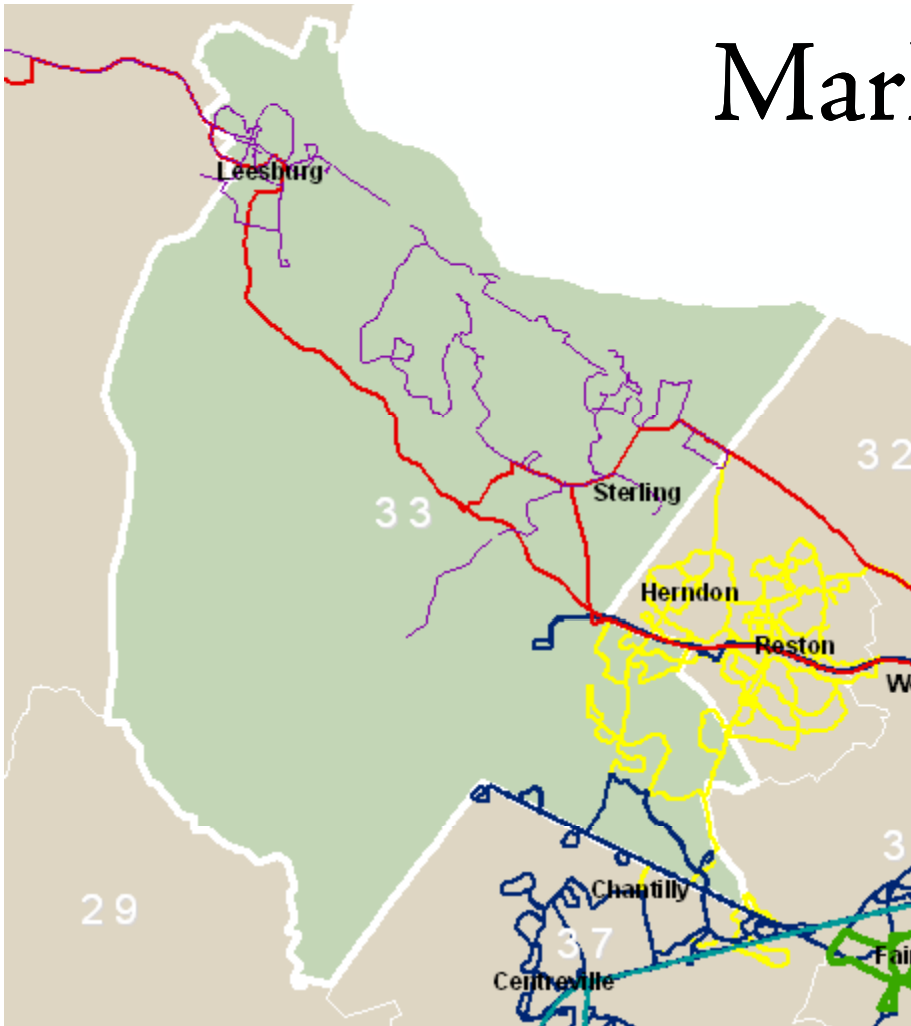
Janet D. Howell (32)



Public transit systems serving District 50 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA(108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457
LCT (515,430)	\$379,453	\$201,035	\$580,488

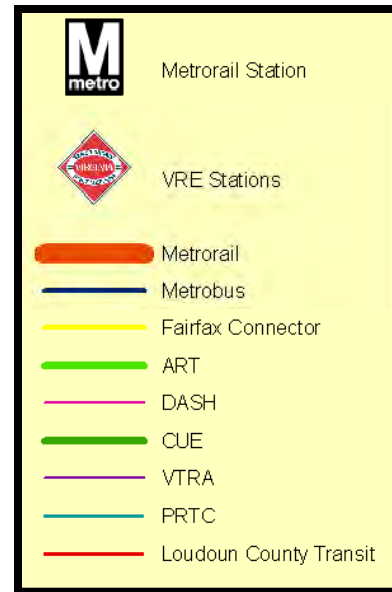
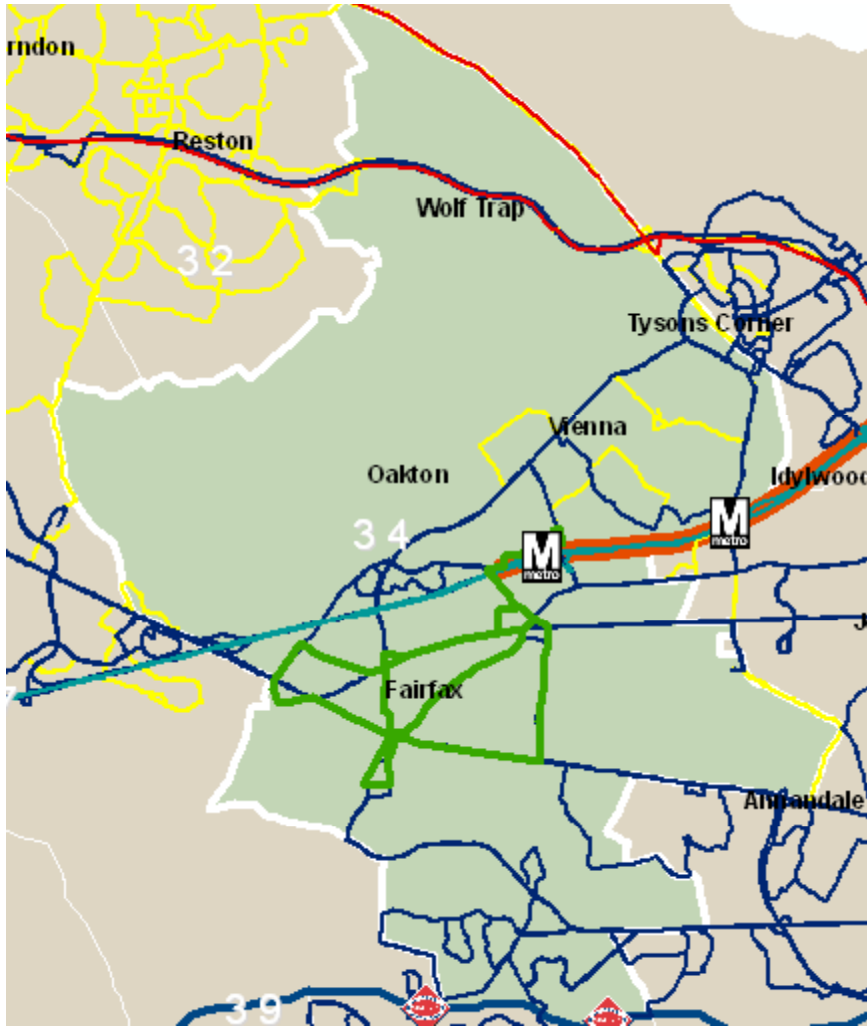
Mark R. Herring (33)



Public transit systems serving District 50 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA(108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436
LCT (515,430)	\$379,453	\$201,035	\$580,488

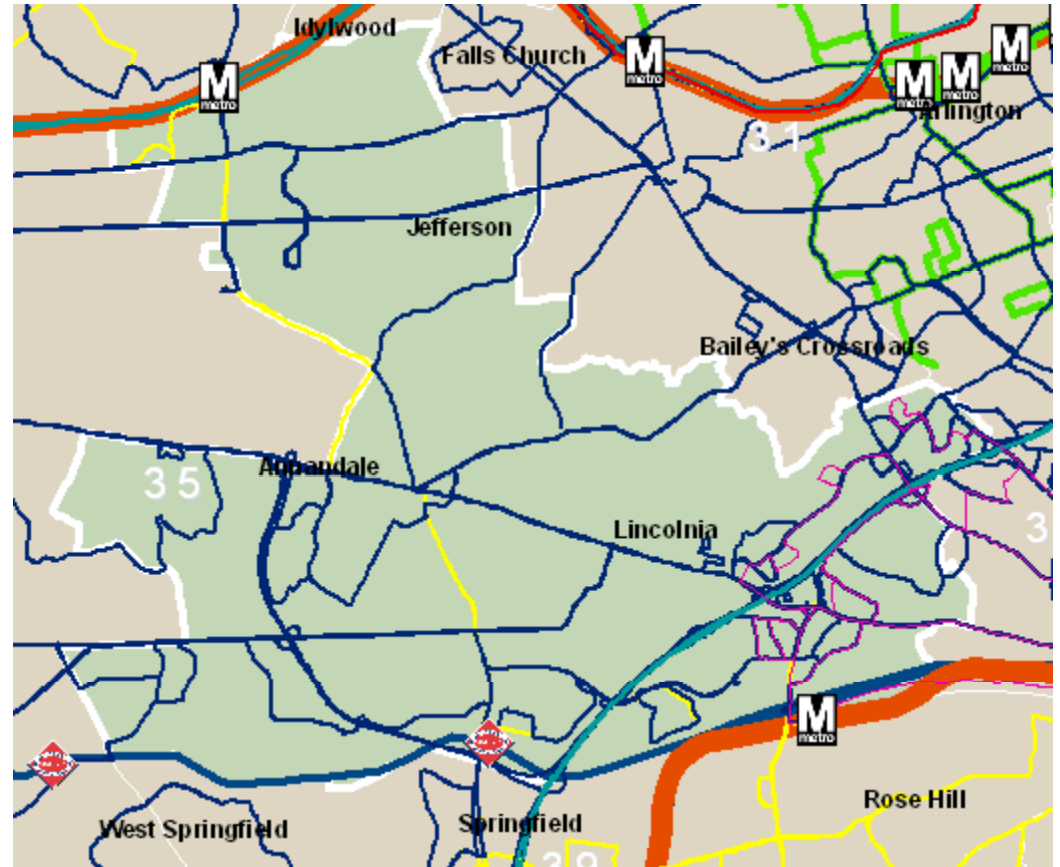
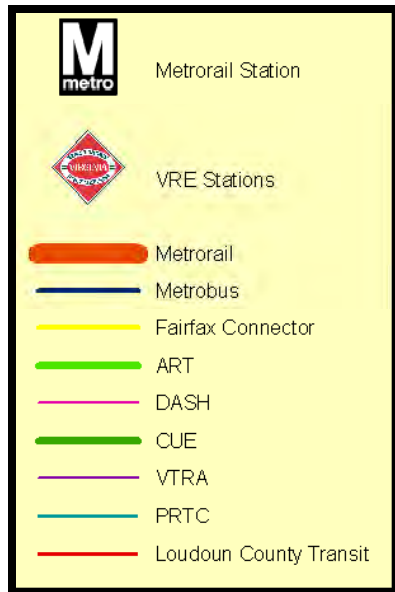
J. C. "Chap" Petersen (34)



Public transit systems serving District 50 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA(108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436
CUE (1,053,321)	\$450,000	\$435,729	\$885,729
LCT (515,430)	\$379,453	\$201,035	\$580,488

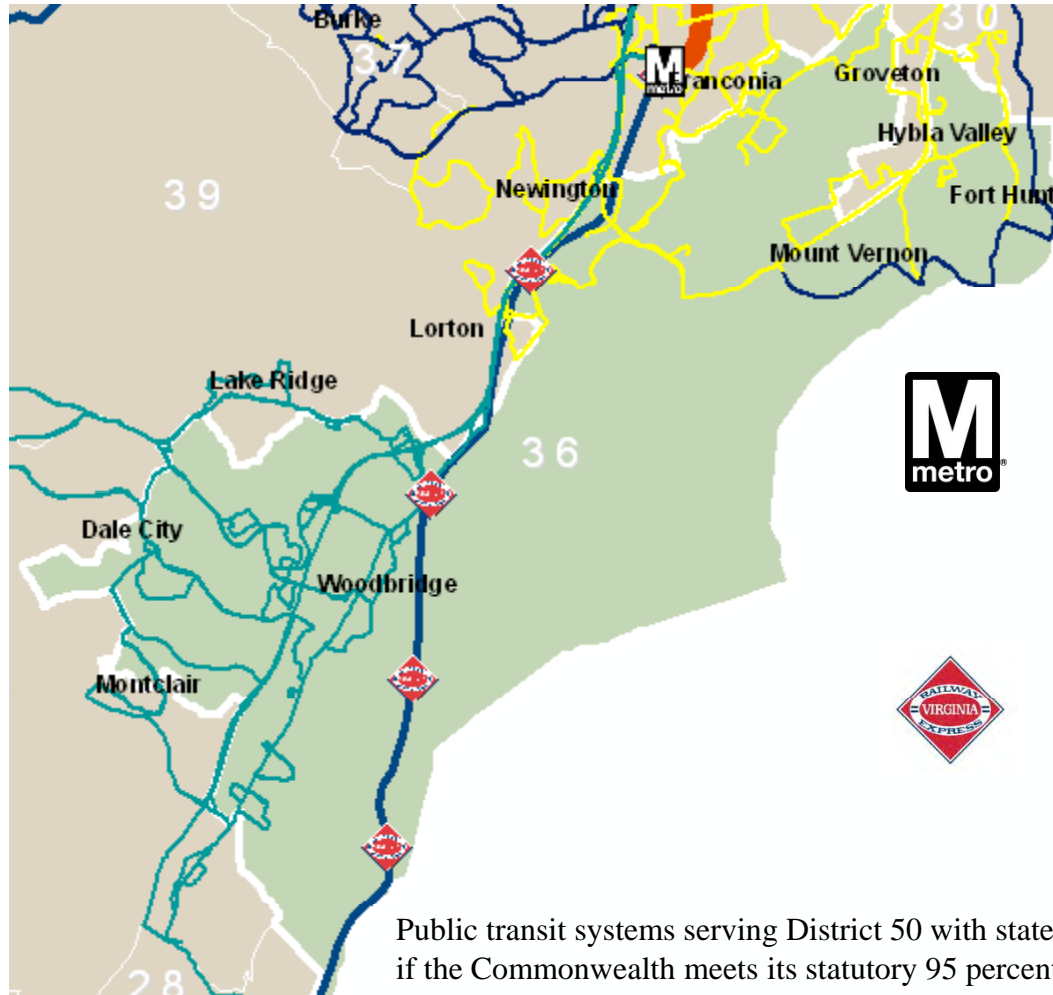
Richard L. Saslaw (35)



Public transit systems serving District 50 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA(108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457
DASH (3,378,735)	\$44,876	\$930,418	\$975,294

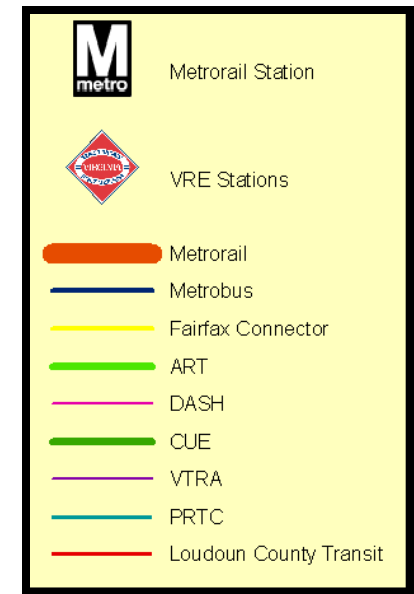
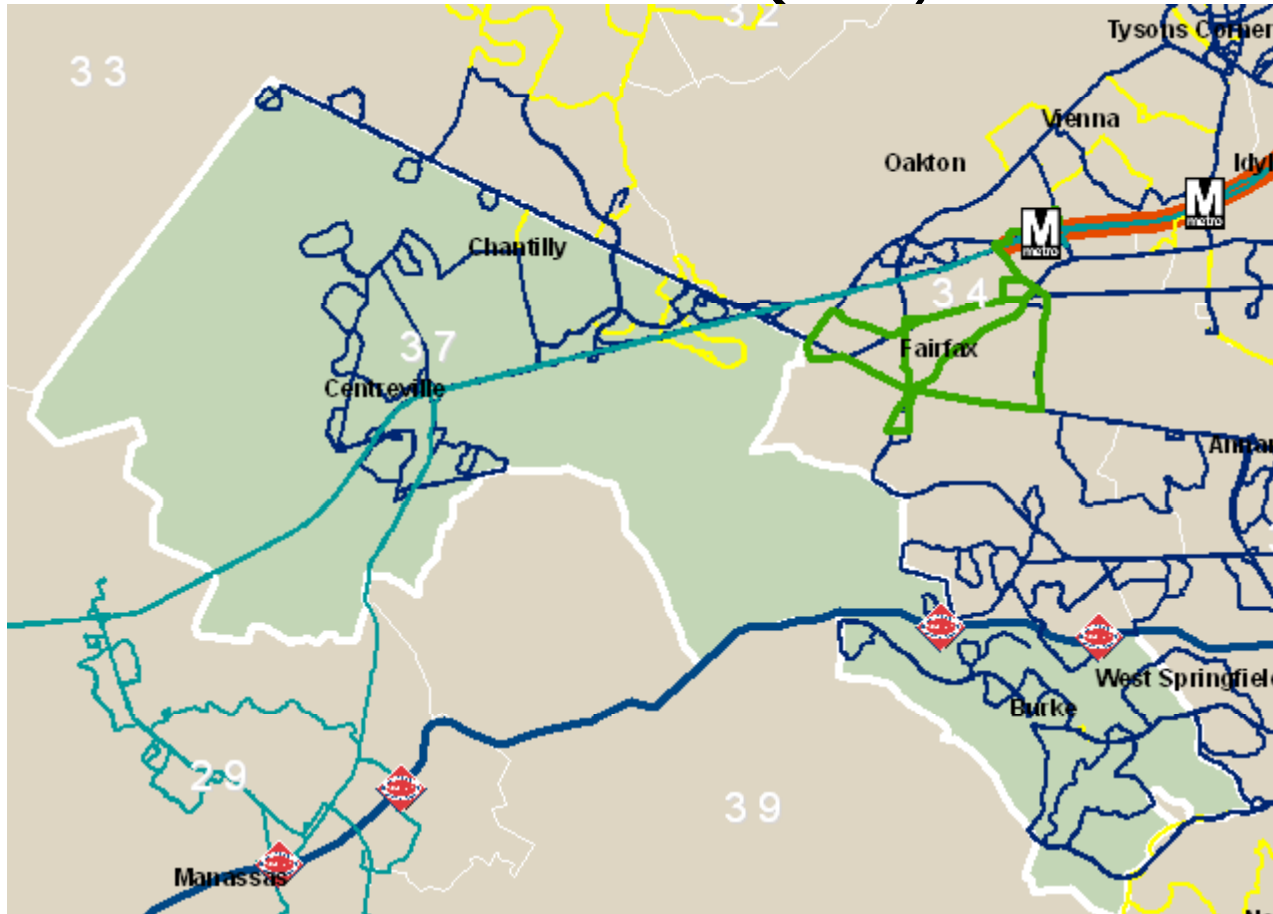
Toddy Puller (36)



Public transit systems serving District 50 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA(108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457
VRE (3,654,324)	\$8,528,088	\$6,097,222	\$14,625,310

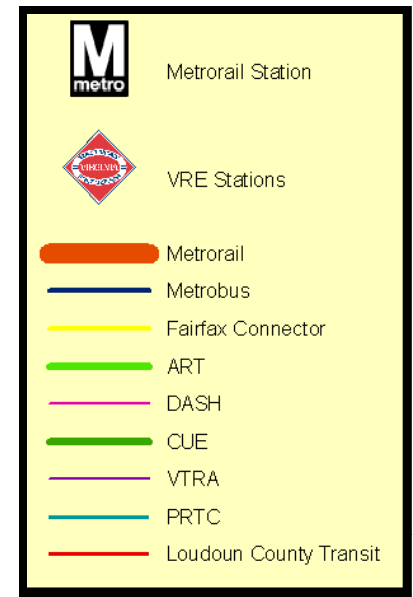
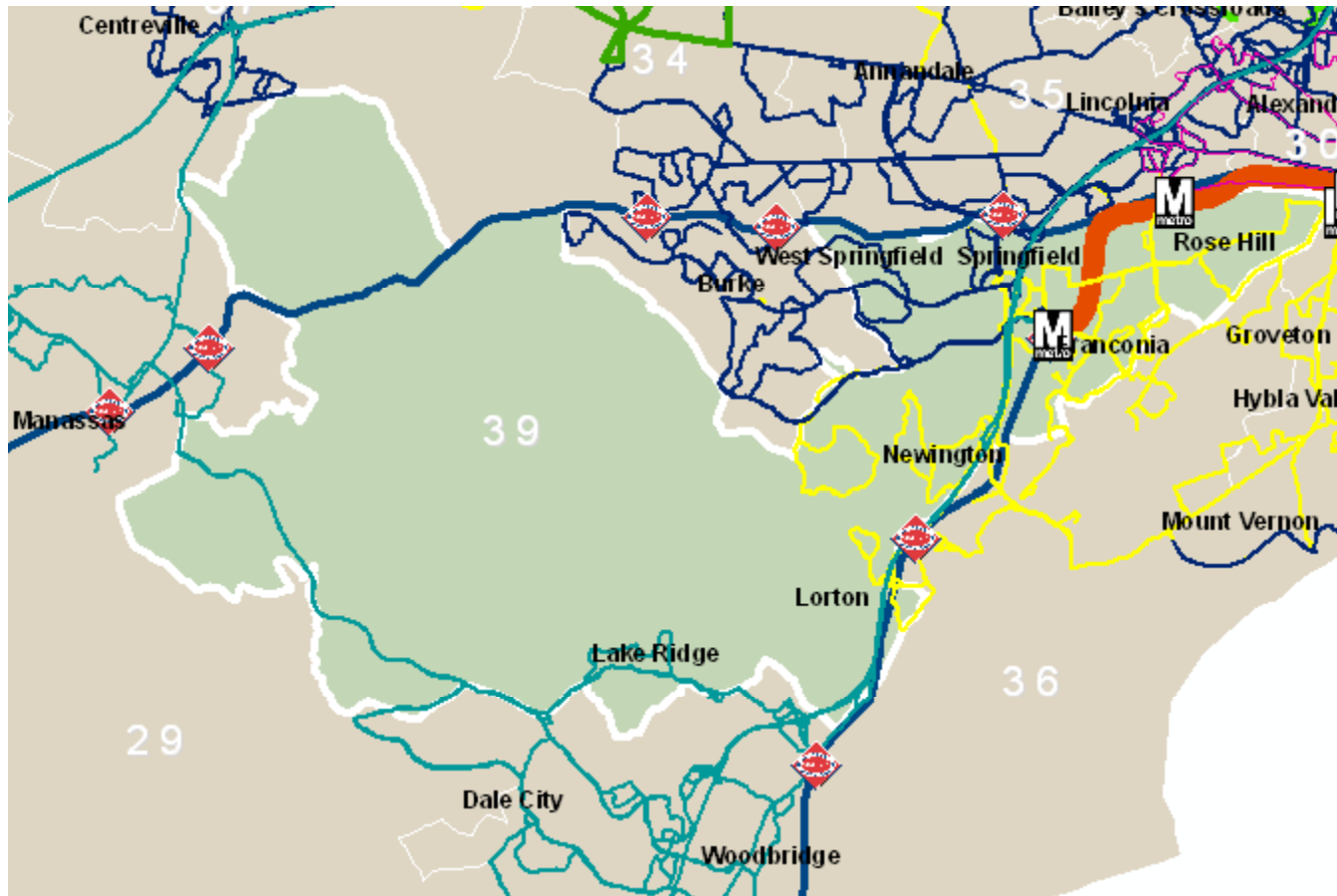
Ken Cuccinelli, II (37)



Public transit systems serving District 50 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA(108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457
VRE (3,654,324)	\$8,528,088	\$6,097,222	\$14,625,310

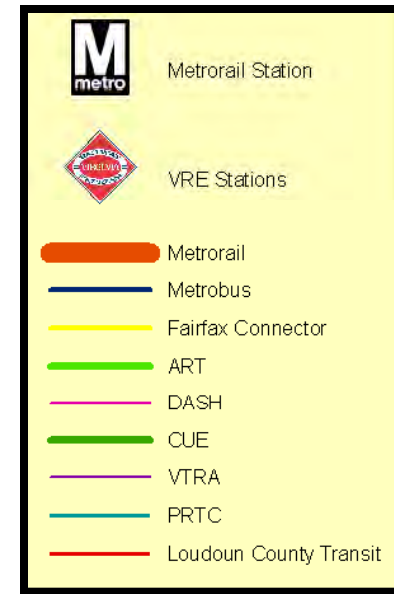
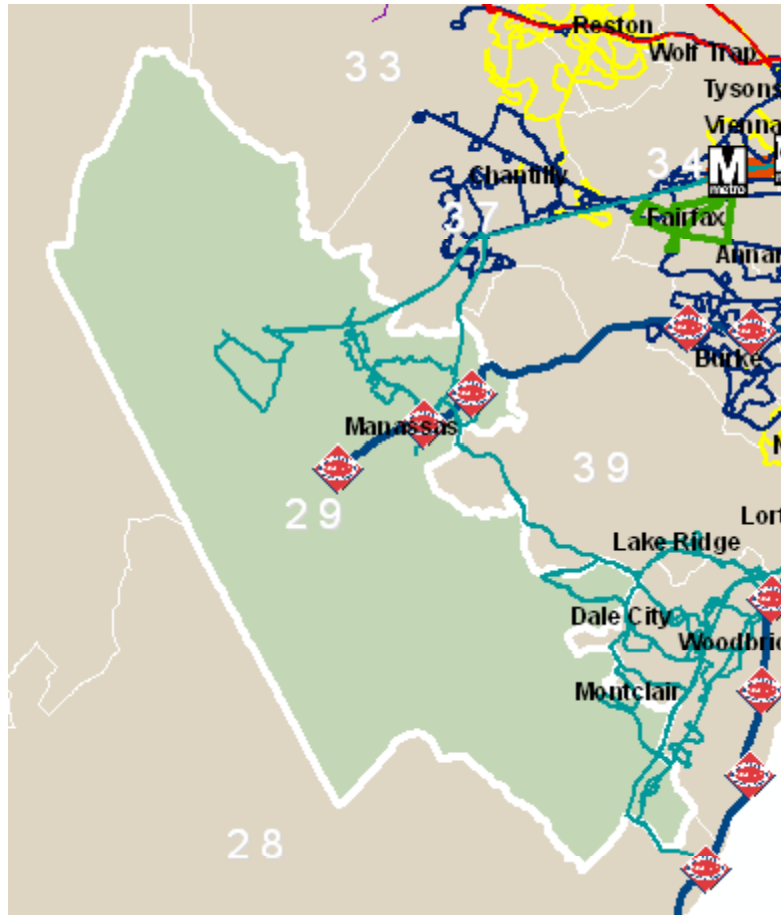
George L. Barker (39)



Public transit systems serving District 50 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
WMATA(108,995,687)	\$26,817,707	\$68,980,983	\$95,798,690
Fairfax Connector (8,474,143)	\$6,577,757	\$3,694,679	\$10,272,436
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457
VRE (3,654,324)	\$8,528,088	\$6,097,222	\$14,625,310

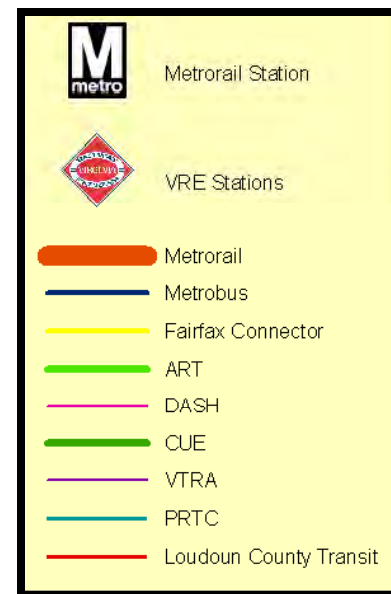
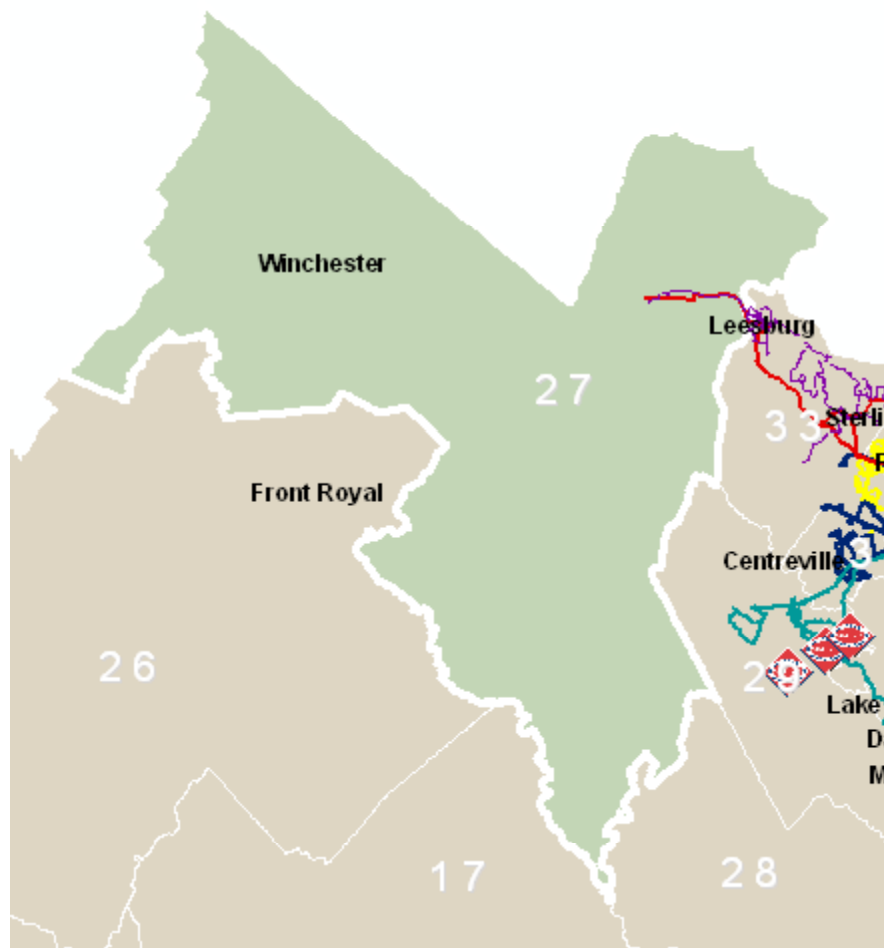
Charles J. Colgan (29)



Public transit systems serving District 50 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457
VRE (3,654,324)	\$8,528,088	\$6,097,222	\$14,625,310

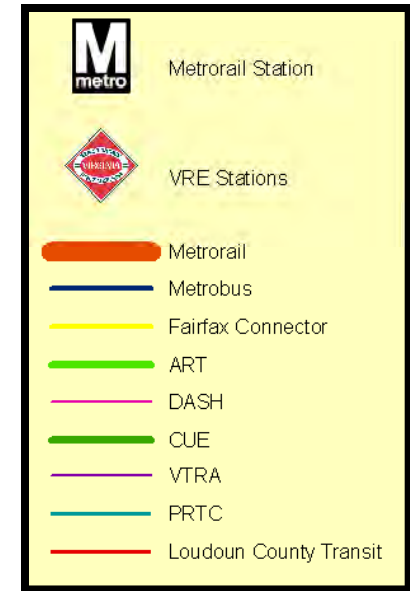
Jill Holtzman Vogel (27)



Public transit systems serving District 50 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
LCT (515,430)	\$379,453	\$201,035	\$580,488

Richard H. Stuart (28)



Public transit systems serving District 50 with state capital and operating formula funding increases if the Commonwealth meets its statutory 95 percent target.

System (FY 2005 Ridership)	Capital	Operating	Total
PRTC (2,086,691)	\$1,466,682	\$6,167,775	\$7,634,457
VRE (3,654,324)	\$8,528,088	\$6,097,222	\$14,625,310

AGENDA ITEM #5

TO: Chairman Snyder and NVTC Commissioners

FROM: Elizabeth Rodgers and Rick Taube

DATE: November 29, 2007

SUBJECT: FY 2007 Northern Virginia Transit Ridership

Each year NVTC staff compiles ridership and other performance information from the transit systems operating in this district. For consistency, data are used from the official reports these systems submit to the National Transit Database (NTD). However, NVTC works with WMATA to determine the numbers of Metrorail and Metrobus customers traveling in Virginia, since WMATA files NTD data only for its entire system.

The attachments reflect the new information available so far for FY 2007. Additional data will be available soon (extended NTD filing deadlines have delayed receipt of some information this year). The commission is asked to authorize staff to place this new information on NVTC's web-site and to issue a media release to publicize the favorable results.



Figure 5: Northern Virginia Average Weekday and Annual Public Transit Passenger Trips, FY 2006 - 2007

System	Average Weekday Passenger Trips, FY 2006	Average Weekday Passenger Trips, FY 2007	Annual Passenger Trips, FY 2006	Annual Passenger Trips, FY 2007
Metrorail Virginia	313,371	312,853	94,642,466	94,161,091
Metrobus Virginia	70,564	71,930	20,899,080	21,011,434
Fairfax Connector	33,154	33,877	9,529,056	9,717,392
VRE	14,667		3,619,578	
DASH	12,178	12,785	3,556,486	3,743,449
PRTC Omni Ride	6,308	7,094	1,608,583	1,738,556
CUE	3,831	3,988	1,093,926	1,135,758
ART	3,528	3,812	926,574	1,060,441
PRTC Omni Link	3,303	3,516	843,407	870,206
Loudoun County Transit	2,449	2,606	602,333	652,347
Total	463,353	452,461	137,321,489	134,090,674

Note: Ridership on WMATA reimbursable services such as GEORGE, REX, PikeRide, and TAGS is included in the Metrobus Virginia ridership figure.

**Figure 7: FY2006- 2007 Metrorail Ridership Summary
Average Daily Passenger Trips by Station**

Station	Weekday FY 2006	Saturday FY 2006	Sunday FY 2006	Weekday FY 2007	Saturday FY 2007	Sunday FY 2007
Stations in Alexandria*						
Blue/Yellow Line Stations						
Braddock Road	8,222	3,460	2,398	8,153	3,448	2,370
Van Dorn Street	7,271	3,626	2,528	7,175	3,205	2,174
Eisenhower Avenue	3,520	1,799	1,219	3,723	1,953	1,195
King Street	16,175	7,679	5,612	15,695	7,405	5,316
Total Alexandria:	35,188	16,564	11,756	34,746	16,012	11,056
Stations in Arlington						
Orange Line Stations						
East Falls Church	7,802	4,102	2,972	7,741	4,231	2,786
Ballston	22,911	10,723	7,299	23,121	10,534	7,134
Virginia Square	6,638	2,342	1,648	7,206	2,599	1,759
Clarendon	7,563	4,705	3,106	7,777	5,203	3,259
Courthouse	14,147	6,483	4,453	13,642	6,270	4,326
Rosslyn	31,188	11,681	9,407	30,488	11,761	8,970
Blue/Yellow Line Stations						
Arlington Cemetery	2,810	4,310	4,138	2,791	4,507	3,820
Pentagon	29,528	4,420	3,380	29,772	4,871	3,456
Pentagon City	30,636	22,220	16,114	30,503	22,592	15,529
Crystal City	24,978	9,415	6,982	25,949	9,463	6,659
National Airport	10,993	7,166	9,012	11,290	7,045	9,329
Total Arlington:	189,195	87,568	68,511	190,280	89,076	67,026
Stations in Fairfax County*						
Orange Line Stations						
Vienna	25,023	10,646	7,537	24,529	11,101	7,090
Dunn Loring	9,902	4,251	2,984	10,114	4,514	2,992
West Falls Church	18,918	6,253	4,656	18,785	5,807	4,025
Blue/Yellow Line Stations						
Huntington	16,263	6,230	4,572	15,963	6,299	4,452
Franconia-Springfield	18,882	8,740	6,313	18,436	8,114	5,262
Total Fairfax:	88,988	36,121	26,062	87,827	35,834	23,821
Total Virginia:	313,371	140,254	106,329	312,853	140,922	101,903

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

**Figure 7A: FY2006 - 2007 Metrorail Ridership Summary
Average Daily Passenger Trips by Station (Weekday)**

Station	Weekday FY 2006	Weekday FY 2007	Total Change FY 06-07	Percentage Change FY 06-07
Stations in Alexandria*				
Blue/Yellow Line Stations				
Braddock Road	8,222	8,153	-69	-1%
Van Dorn Street	7,271	7,175	-96	-1%
Eisenhower Avenue	3,520	3,723	204	6%
King Street	16,175	15,695	-480	-3%
Total Alexandria:	35,188	34,746	-442	-1%
Stations in Arlington				
Orange Line Stations				
East Falls Church	7,802	7,741	-61	-1%
Ballston	22,911	23,121	210	1%
Virginia Square	6,638	7,206	568	9%
Clarendon	7,563	7,777	214	3%
Courthouse	14,147	13,642	-505	-4%
Rosslyn	31,188	30,488	-700	-2%
Blue/Yellow Line Stations				
Arlington Cemetery	2,810	2,791	-19	-1%
Pentagon	29,528	29,772	243	1%
Pentagon City	30,636	30,503	-133	0%
Crystal City	24,978	25,949	971	4%
National Airport	10,993	11,290	297	3%
Total Arlington:	189,195	190,280	1,085	1%
Stations in Fairfax County*				
Orange Line Stations				
Vienna	25,023	24,529	-494	-2%
Dunn Loring	9,902	10,114	212	2%
West Falls Church	18,918	18,785	-133	-1%
Blue/Yellow Line Stations				
Huntington	16,263	15,963	-300	-2%
Franconia-Springfield	18,882	18,436	-447	-2%
Total Fairfax:	88,988	87,827	-1,161	-1%
Total Virginia:	313,371	312,853	-518	0%

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

**Figure 7B: FY2006- 2007 Metrorail Ridership Summary
Average Daily Passenger Trips by Station (Saturday)**

Station	Saturday FY 2006	Saturday FY 2007	Total Change FY 06-07	Percentage Change FY 06-07
Stations in Alexandria*				
Blue/Yellow Line Stations				
Braddock Road	3,460	3,448	-12	0%
Van Dorn Street	3,626	3,205	-421	-12%
Eisenhower Avenue	1,799	1,953	154	9%
King Street	7,679	7,405	-274	-4%
Total Alexandria:	16,564	16,012	-553	-3%
Stations in Arlington				
Orange Line Stations				
East Falls Church	4,102	4,231	130	3%
Ballston	10,723	10,534	-190	-2%
Virginia Square	2,342	2,599	257	11%
Clarendon	4,705	5,203	499	11%
Courthouse	6,483	6,270	-213	-3%
Rosslyn	11,681	11,761	79	1%
Blue/Yellow Line Stations				
Arlington Cemetery	4,310	4,507	197	5%
Pentagon	4,420	4,871	451	10%
Pentagon City	22,220	22,592	372	2%
Crystal City	9,415	9,463	47	1%
National Airport	7,166	7,045	-121	-2%
Total Arlington:	87,568	89,076	1,508	2%
Stations in Fairfax County*				
Orange Line Stations				
Vienna	10,646	11,101	455	4%
Dunn Loring	4,251	4,514	262	6%
West Falls Church	6,253	5,807	-447	-7%
Blue/Yellow Line Stations				
Huntington	6,230	6,299	69	1%
Franconia-Springfield	8,740	8,114	-627	-7%
Total Fairfax:	36,121	35,834	-287	-1%
Total Virginia:	140,254	140,922	668	0%

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

**Figure 7C: FY2006 - 2007 Metrorail Ridership Summary
Average Daily Passenger Trips by Station (Sunday)**

Station	Sunday FY 2005	Sunday FY 2006	Total Change FY 05-06	Percentage Change FY 05-06
Stations in Alexandria*				
Blue/Yellow Line Stations				
Braddock Road	2,029	2,398	369	18%
Van Dorn Street	2,193	2,528	335	15%
Eisenhower Avenue	1,132	1,219	87	8%
King Street	4,579	5,612	1,033	23%
Total Alexandria:	9,933	11,756	1,824	18%
Stations in Arlington				
Orange Line Stations				
East Falls Church	2,509	2,972	463	18%
Ballston	5,972	7,299	1,327	22%
Virginia Square	1,354	1,648	294	22%
Clarendon	2,235	3,106	870	39%
Courthouse	3,853	4,453	600	16%
Rosslyn	7,974	9,407	1,433	18%
Blue/Yellow Line Stations				
Arlington Cemetery	4,132	4,138	6	0%
Pentagon	2,735	3,380	644	24%
Pentagon City	13,923	16,114	2,192	16%
Crystal City	5,780	6,982	1,202	21%
National Airport	8,993	9,012	19	0%
Total Arlington:	59,462	68,511	9,049	15%
Stations in Fairfax County*				
Orange Line Stations				
Vienna	6,318	7,537	1,219	19%
Dunn Loring	2,511	2,984	473	19%
West Falls Church	3,660	4,656	996	27%
Blue/Yellow Line Stations				
Huntington	3,867	4,572	704	18%
Franconia-Springfield	4,902	6,313	1,411	29%
Total Fairfax:	21,258	26,062	4,803	23%
Total Virginia:	90,653	106,329	15,676	17%

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

**Figure 8: FY2006 - 2007 Metrorail Ridership Summary
Annual Passenger Trips by Station**

Station	Weekday FY 2006	Saturday FY 2006	Sunday FY 2006	Weekday FY 2007	Saturday FY 2007	Sunday FY 2007
Stations in Alexandria*						
Blue/Yellow Line Stations						
Braddock Road	2,144,627	179,916	125,474	2,118,935	183,387	123,983
Van Dorn Street	1,897,440	189,145	132,413	1,865,384	170,906	113,972
Eisenhower Avenue	918,436	93,538	64,163	968,129	103,656	62,688
King Street	4,220,990	399,388	293,445	4,080,456	394,258	277,585
Total Alexandria:	9,181,493	861,987	615,494	9,032,904	852,207	578,229
Stations in Arlington						
Orange Line Stations						
East Falls Church	2,035,892	213,142	155,947	2,012,621	225,333	146,006
Ballston	5,977,165	555,503	380,882	6,010,523	559,114	372,501
Virginia Square	1,731,054	121,678	86,044	1,873,120	137,724	91,813
Clarendon	1,973,350	243,403	162,155	2,021,585	275,995	170,059
Courthouse	3,690,877	336,883	233,186	3,546,592	333,042	226,351
Rosslyn	8,133,052	609,160	499,334	7,920,913	624,963	474,559
Blue/Yellow Line Stations						
Arlington Cemetery	732,336	226,787	221,186	724,380	241,684	201,819
Pentagon	7,705,053	230,626	179,057	7,741,026	256,928	183,012
Pentagon City	7,992,759	1,158,799	841,155	7,925,452	1,199,794	811,142
Crystal City	6,516,528	491,576	366,971	6,746,724	502,432	350,313
National Airport	2,869,850	373,795	471,710	2,935,202	374,828	486,321
Total Arlington:	49,357,916	4,561,351	3,597,629	49,458,138	4,731,837	3,513,896
Stations in Fairfax County*						
Orange Line Stations						
Vienna	6,527,706	554,329	395,117	6,377,437	591,877	372,090
Dunn Loring	2,583,315	221,658	156,623	2,629,611	240,435	156,919
West Falls Church	4,936,902	325,787	244,238	4,884,962	309,108	210,716
Blue/Yellow Line Stations						
Huntington	4,243,393	323,989	239,056	4,151,053	335,187	232,977
Franconia-Springfield	4,926,818	455,819	331,843	4,791,803	433,068	276,565
Total Fairfax:	23,218,134	1,881,583	1,366,878	22,834,866	1,909,675	1,249,267
TOTAL VIRGINIA:	81,757,544	7,304,921	5,580,000	81,325,909	7,493,719	5,341,392

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

**Figure 8A: FY2006 - 2007 Metrorail Ridership Summary
Annual Passenger Trips by Station (Weekday)**

Station	Weekday FY 2006	Weekday FY 2007	Total Change FY 06-07	Percentage Change FY 06-07
Stations in Alexandria*				
Blue/Yellow Line Stations				
Braddock Road	2,144,627	2,118,935	-25,691	-1%
Van Dorn Street	1,897,440	1,865,384	-32,056	-2%
Eisenhower Avenue	918,436	968,129	49,692	5%
King Street	4,220,990	4,080,456	-140,534	-3%
Total Alexandria:	9,181,493	9,032,904	-148,589	-2%
Stations in Arlington				
Orange Line Stations				
East Falls Church	2,035,892	2,012,621	-23,271	-1%
Ballston	5,977,165	6,010,523	33,359	1%
Virginia Square	1,731,054	1,873,120	142,066	8%
Clarendon	1,973,350	2,021,585	48,235	2%
Courthouse	3,690,877	3,546,592	-144,285	-4%
Rosslyn	8,133,052	7,920,913	-212,139	-3%
Blue/Yellow Line Stations				
Arlington Cemetery	732,336	724,380	-7,956	-1%
Pentagon	7,705,053	7,741,026	35,973	0%
Pentagon City	7,992,759	7,925,452	-67,307	-1%
Crystal City	6,516,528	6,746,724	230,196	4%
National Airport	2,869,850	2,935,202	65,352	2%
Total Arlington:	49,357,916	49,458,138	100,222	0%
Stations in Fairfax County*				
Orange Line Stations				
Vienna	6,527,706	6,377,437	-150,270	-2%
Dunn Loring	2,583,315	2,629,611	46,297	2%
West Falls Church	4,936,902	4,884,962	-51,940	-1%
Blue/Yellow Line Stations				
Huntington	4,243,393	4,151,053	-92,340	-2%
Franconia-Springfield	4,926,818	4,791,803	-135,016	-3%
Total Fairfax:	23,218,134	22,834,866	-383,268	-2%
Total Virginia:	81,757,544	81,325,909	-431,635	-1%

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

**Figure 8B: FY2006 - 2007 Metrorail Ridership Summary
Annual Passenger Trips by Station (Saturday)**

Station	Saturday FY 2006	Saturday FY 2007	Total Change FY 06-07	Percentage Change FY 06-07
Stations in Alexandria*				
Blue/Yellow Line Stations				
Braddock Road	179,916	183,387	3,471	2%
Van Dorn Street	189,145	170,906	-18,239	-10%
Eisenhower Avenue	93,538	103,656	10,118	11%
King Street	399,388	394,258	-5,130	-1%
Total Alexandria:	861,987	852,207	-9,780	-1%
Stations in Arlington				
Orange Line Stations				
East Falls Church	213,142	225,333	12,191	6%
Ballston	555,503	559,114	3,611	1%
Virginia Square	121,678	137,724	16,046	13%
Clarendon	243,403	275,995	32,592	13%
Courthouse	336,883	333,042	-3,841	-1%
Rosslyn	609,160	624,963	15,804	3%
Blue/Yellow Line Stations				
Arlington Cemetery	226,787	241,684	14,897	7%
Pentagon	230,626	256,928	26,302	11%
Pentagon City	1,158,799	1,199,794	40,995	4%
Crystal City	491,576	502,432	10,856	2%
National Airport	373,795	374,828	1,033	0%
Total Arlington:	4,561,351	4,731,837	170,485	4%
Stations in Fairfax County*				
Orange Line Stations				
Vienna	554,329	591,877	37,548	7%
Dunn Loring	221,658	240,435	18,777	8%
West Falls Church	325,787	309,108	-16,679	-5%
Blue/Yellow Line Stations				
Huntington	323,989	335,187	11,198	3%
Franconia-Springfield	455,819	433,068	-22,751	-5%
Total Fairfax:	1,881,583	1,909,675	28,092	1%
Total Virginia:	7,304,921	7,493,719	188,797	3%

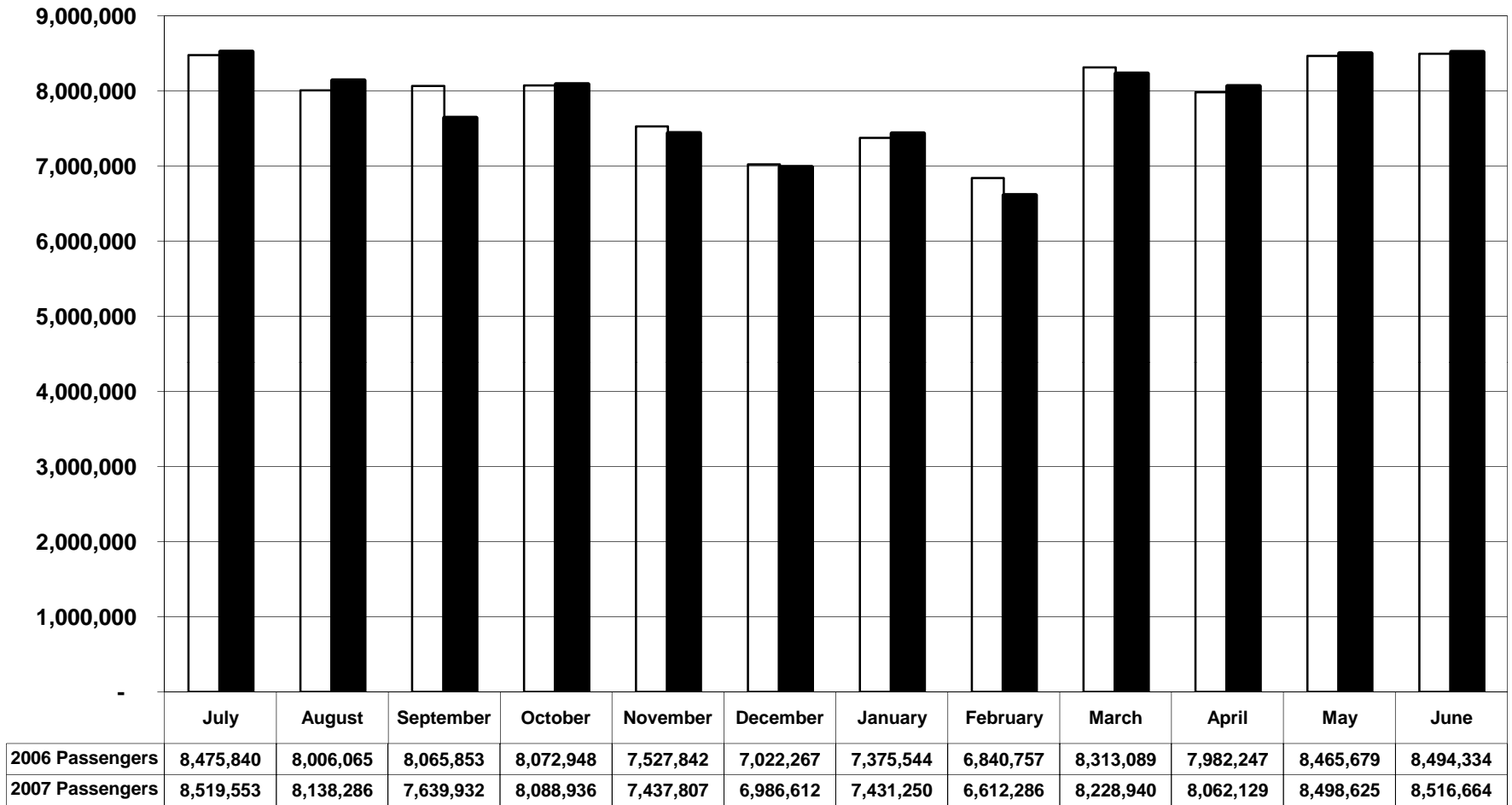
*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

**Figure 8C: FY2006 - 2007 Metrorail Ridership Summary
Annual Passenger Trips by Station (Sunday)**

Station	Sunday FY 2006	Sunday FY 2007	Total Change FY 06-07	Percentage Change FY 06-07
Stations in Alexandria*				
Blue/Yellow Line Stations				
Braddock Road	125,474	123,983	-1,490	-1%
Van Dorn Street	132,413	113,972	-18,441	-14%
Eisenhower Avenue	64,163	62,688	-1,475	-2%
King Street	293,445	277,585	-15,859	-5%
Total Alexandria:	615,494	578,229	-37,265	-6%
Stations in Arlington				
Orange Line Stations				
East Falls Church	155,947	146,006	-9,942	-6%
Ballston	380,882	372,501	-8,382	-2%
Virginia Square	86,044	91,813	5,770	7%
Clarendon	162,155	170,059	7,904	5%
Courthouse	233,186	226,351	-6,836	-3%
Rosslyn	499,334	474,559	-24,775	-5%
Blue/Yellow Line Stations				
Arlington Cemetery	221,186	201,819	-19,366	-9%
Pentagon	179,057	183,012	3,955	2%
Pentagon City	841,155	811,142	-30,013	-4%
Crystal City	366,971	350,313	-16,658	-5%
National Airport	471,710	486,321	14,611	3%
Total Arlington:	3,597,629	3,513,896	-83,733	-2%
Stations in Fairfax County*				
Orange Line Stations				
Vienna	395,117	372,090	-23,027	-6%
Dunn Loring	156,623	156,919	296	0%
West Falls Church	244,238	210,716	-33,522	-14%
Blue/Yellow Line Stations				
Huntington	239,056	232,977	-6,079	-3%
Franconia-Springfield	331,843	276,565	-55,278	-17%
Total Fairfax:	1,366,878	1,249,267	-117,610	-9%
Total Virginia:	5,580,000	5,341,392	-238,609	-4%

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

Figure 9: Metrorail Monthly Northern Virginia Passenger Trips, FY2006 - FY2007



□ 2006 Passengers ■ 2007 Passengers

Figure 10: Metrorail Annual Northern Virginia Passenger Trips, FY 1996 - 2007

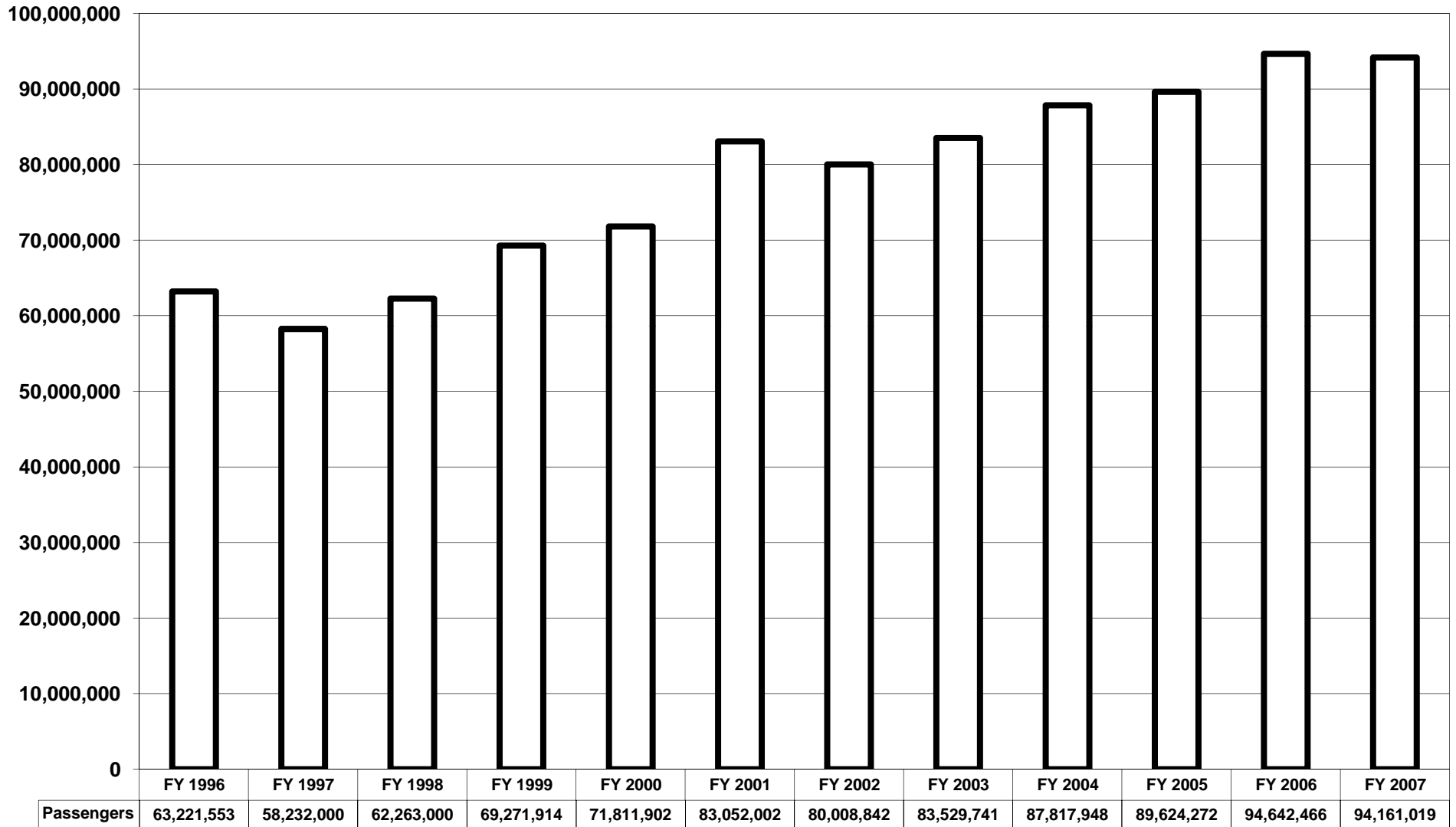


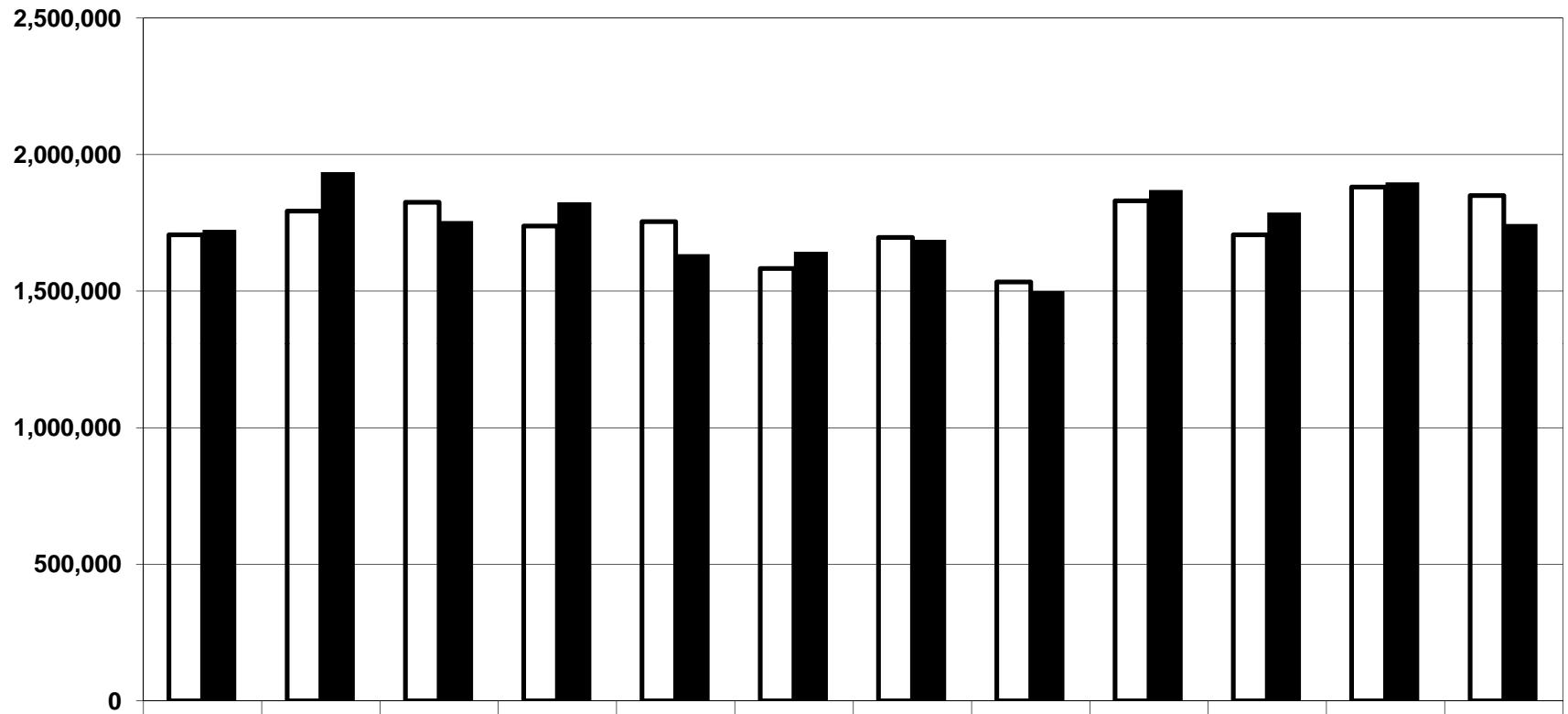
Figure 15: Northern Virginia Metrobus Average Daily Passenger Trips, FY 2006 - FY 2007

	Weekday FY 06	Saturday FY 06	Sunday FY 06	Weekday FY 07	Saturday FY 07	Sunday FY 07
Ballston Terminal Services						
1B,B/,C,D,E,F,F/,Z,Z/	4,144	2,662	1,830	4,220	2,881	2,038
2A,B,B/,C,G	3,676	1,421	664	3,496	1,809	743
10B,B/,C,D	3,008	2,188	1,309	2,867	2,275	1,405
22A,B,B/,F	2,142			2,243	471	
23A,B,C,C/,T,T/	3,591	2,283	1,490	3,775	2,666	1,586
24M,P	775	302		783		
25A,A/,F,F/,G,J,P,P/,R	1,279	158	433	1,359	293	493
25B	1,271	711		1,317	763	
38B	2,412	1,431	383	2,626	1,471	539
Subtotal	22,298	11,156	6,108	22,685	12,629	6,804
Rosslyn Terminal Services						
3A,B,C,E,F	2,316	962	720	2,367	1,208	685
4A,B,E,H,S	2,144	656	437	2,226	749	480
Subtotal	4,460	1,618	1,157	4,593	1,957	1,165
Pentagon Terminal Services						
7A,A/,C,E,F,H,P,W,X	4,201	1,496	671	4,294	1,574	763
8S,W,X,Z	1,153			1,097		
9A,B,C,C/,E	1,971	1,049	813	1,688	900	702
10A,A/,E	2,098	1,382	755	2,108	1,548	757
13A,B,F,G,M	878	223	683	861	155	295
16A,B,B/,C,D,E,F,J	6,420	4,633	2,911	6,648	5,142	3,266
16L	187			208		
16G,H,K,W	3,480	1,669	1,289	3,854	1,958	1,620
17 Series	1,382			1,413		
18 Series	1,281			1,338		
21A,B,C,D,F	697			636		
28F,G	571			631		
29C,E,H,X	1,130			1,079		
Subtotal	25,451	10,451	7,122	25,854	11,277	7,403
Other Terminal Services						
2W	165			156		
REX	3,034	2,064	797	3,207	2,259	905
10P	458				<i>Route Discontinued</i>	
11Y	319			315		
12 Series	1,813			1,826		
15K,L	584			606		
20 Series	396			377		
24T	224			201		
VA 80,91	860			840		
28A,B,B/	4,785	3,212	1,878	4,711	3,703	2,064
GEORGE	301			267		
29K,N,N/	2,031	1,133		2,018	1,181	
2T	752	556	167	930	629	197
3T	885	619		661	107	
3Y	227			270		
9S	115			842		
16Y	839			939		
28T	567			630		
Subtotal	18,355	7,584	2,841	18,798	7,879	3,166
Metrobus Total-Virginia	70,564	30,809	17,228	71,930	33,742	18,538

Figure 16: Northern Virginia Metrobus Annual Passenger Trips, FY 2006 - FY 2007

	Weekday FY 06	Saturday FY 06	Sunday FY 06	Weekday FY 07	Saturday FY 07	Sunday FY 07
Ballston Terminal Services						
1B,B/,C,D,E,F,F/,Z,Z/	1,081,776	138,030	95,059	1,071,832	152,669	105,996
2A,B,B/,C,G	959,587	73,937	34,474	887,897	95,881	38,616
10B,B/,C,D	784,973	113,329	67,945	728,178	120,588	73,039
22A,B,B/,F	559,391			569,611	14,594	
23A,B,C,C/,T,T/	936,977	118,695	77,799	958,812	141,287	82,475
24M,P	202,189	15,633		198,803	3,881	
25A,A/,F,F/,G,J,P,P/,R	334,175	8,315	22,664	345,158	15,522	25,629
25B	331,836	36,975		334,593	40,444	
38B	629,397	74,155	19,916	667,094	77,956	28,052
Subtotal	5,820,301	579,069	317,857	5,761,978	662,822	353,807
Rosslyn Terminal Services						
3A,B,C,E,F	604,510	49,845	37,436	601,307	64,041	35,622
4A,B,E,H,S	559,730	34,166	24,519	565,346	39,690	24,982
Subtotal	1,164,240	84,011	61,955	1,166,653	103,731	60,604
Pentagon Terminal Services						
7A,A/,C,E,F,H,P,W,X	1,096,556	77,604	34,962	1,090,610	83,417	39,680
8S,W,X,Z	300,925			278,634		
9A,B,C,C/,E	514,168	54,246	42,177	428,685	47,693	36,487
10A,A/,E	547,728	71,967	39,326	535,361	82,063	39,359
13A,B,F,G,M	229,173	11,535	35,544	218,679	8,202	15,337
16A,B,B/,C,D,E,F,J	1,675,535	240,266	151,169	1,688,543	272,551	169,822
16L	48,843			52,831		
16G,H,K,W	908,654	87,182	67,025	978,870	103,773	84,240
17 Series	360,709			358,993		
18 Series	334,368			339,891		
21A,B,C,D,F	181,736			161,639		
28F,G	149,236			160,231		
29C,E,H,X	295,305			273,944		
Subtotal	6,642,936	542,800	370,203	6,566,911	597,699	384,925
Other Terminal Services						
2W	43,097			39,745		
REX	791,696	107,065	41,497	814,642	119,734	47,043
10P	119,569					
11Y	83,307			80,119		
12 Series	473,151			463,823		
15K,L	152,390			153,875		
20 Series	103,501			95,866		
24T	58,457			51,166		
VA 80,91	224,771			213,357		
28A,B,B/	1,248,697	167,083	97,524	1,196,582	196,247	107,314
GEORGE	78,511			67,770		
29K,N,N/	530,079	58,810		512,637	62,614	
2T	196,324	28,973	8,575	236,337	33,355	10,223
3T	231,061	14,445		168,008	959	
3Y	59,323			68,584		
9S	30,529			213,926		
16Y	219,003			238,425		
28T	147,772			159,953		
Misclassified Routes		328	170			
Subtotal	4,791,238	376,704	147,766	4,774,815	412,909	164,580
Metrobus Total-Virginia	18,418,715	1,582,584	897,781	18,270,357	1,777,161	963,916

**Figure 17: Metrobus Northern Virginia Passenger Trips
Monthly Totals, FY2006 - 2007**



	July	August	September	October	November	December	January	February	March	April	May	June
FY 2006 Passengers	1,705,96	1,793,06	1,825,68	1,738,19	1,754,61	1,583,25	1,696,88	1,533,18	1,830,51	1,706,52	1,881,20	1,849,98
FY 2007 Passengers	1,724,08	1,935,47	1,757,02	1,825,00	1,635,30	1,644,02	1,688,03	1,500,47	1,870,96	1,787,37	1,898,03	1,745,63

FY 2006 Passengers

 FY 2007 Passengers

**Figure 18: Metrobus Northern Virginia Annual Passenger Trips,
FY 1996 - FY 2007**

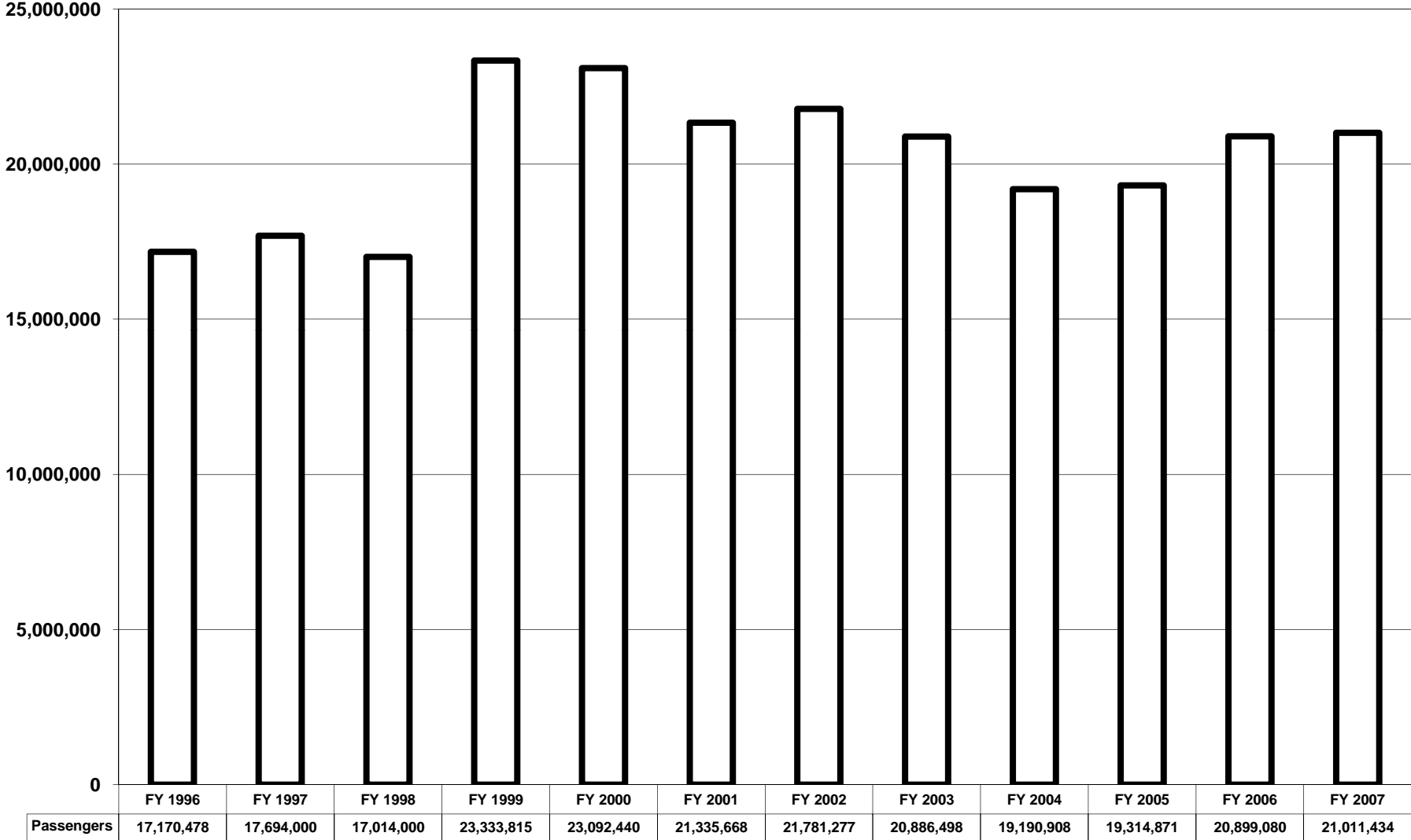
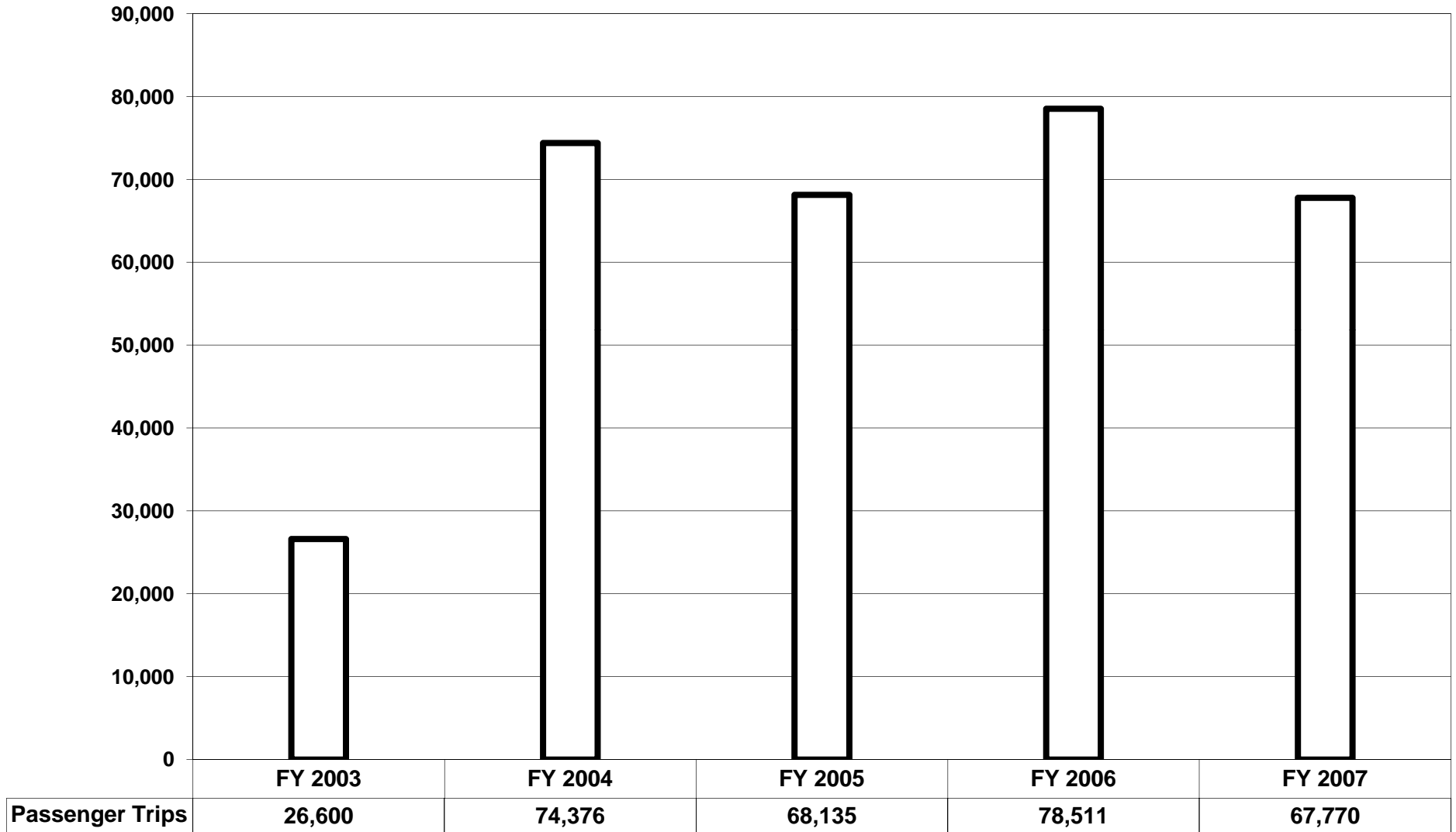


Figure 19: GEORGE Annual Passenger Trips, FY 2003-2007



(note: GEORGE service began in January of 2003, GEORGE ridership included in WMATA ridership figures for Northern Virginia)

Figure 20: ART Annual Passenger Trips, FY 1994 - FY 2007

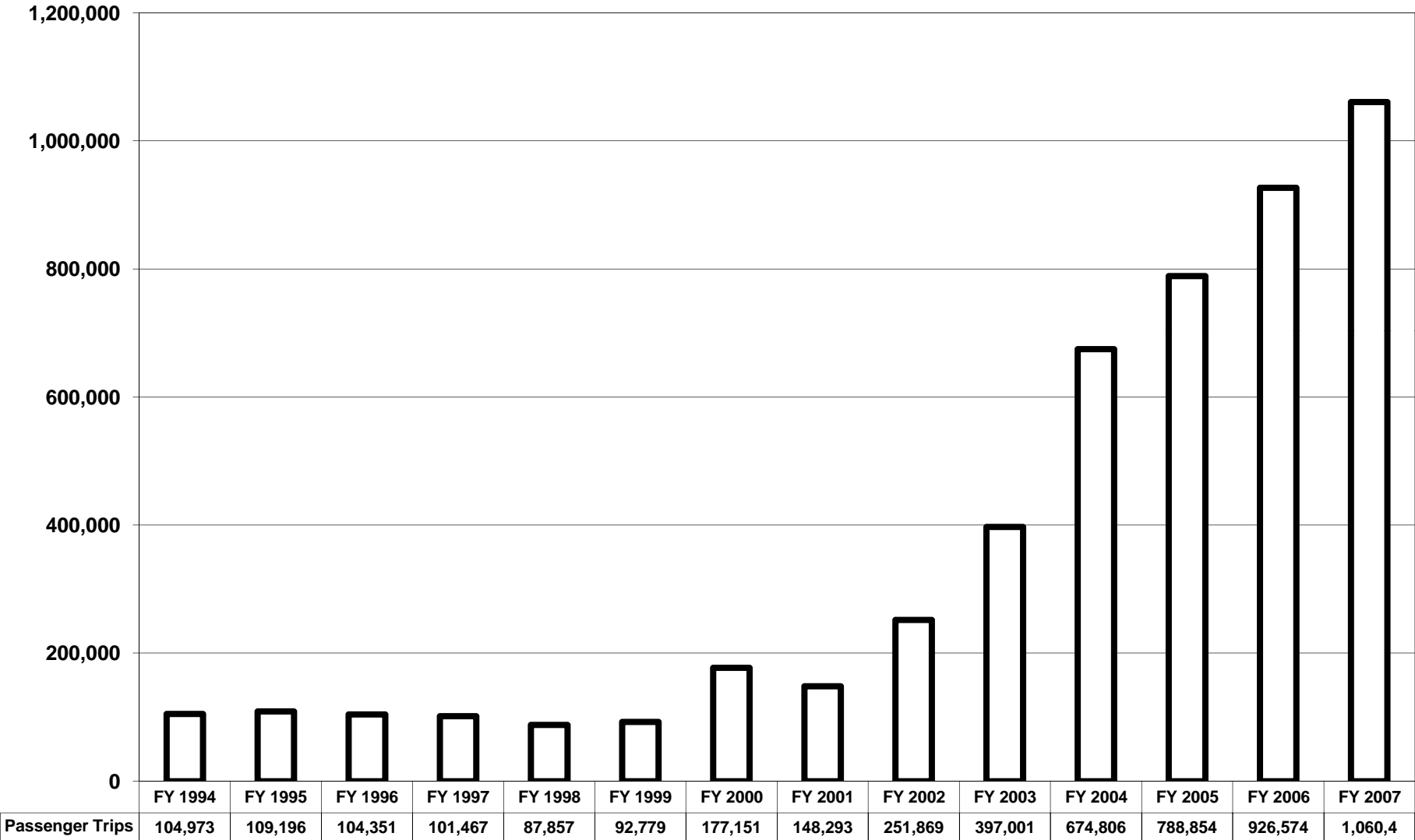


Figure 21: CUE Annual Passenger Trips, FY 1994 - FY 2007

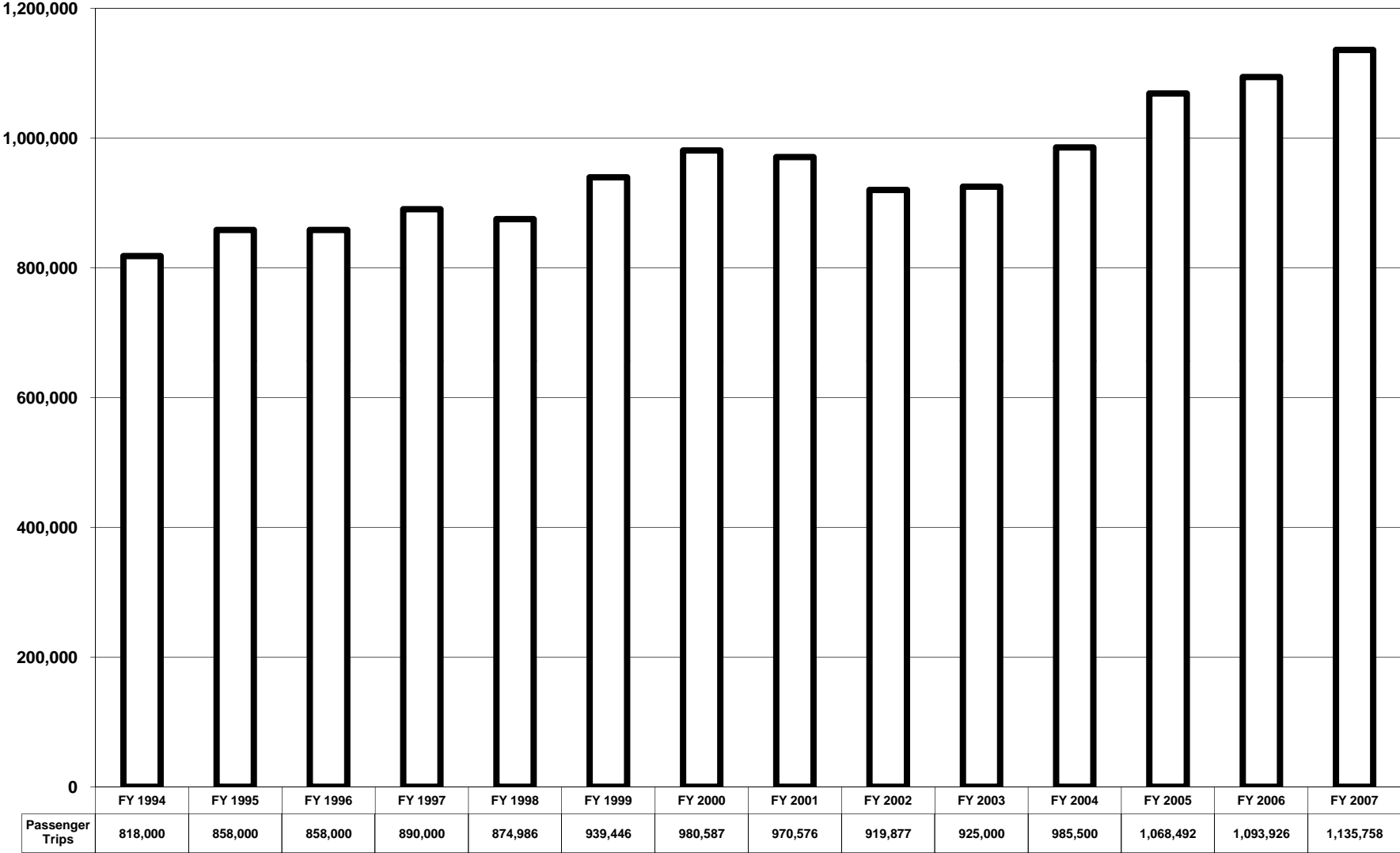


Figure 22: DASH Annual Passenger Trips, FY 1984 - FY 2007

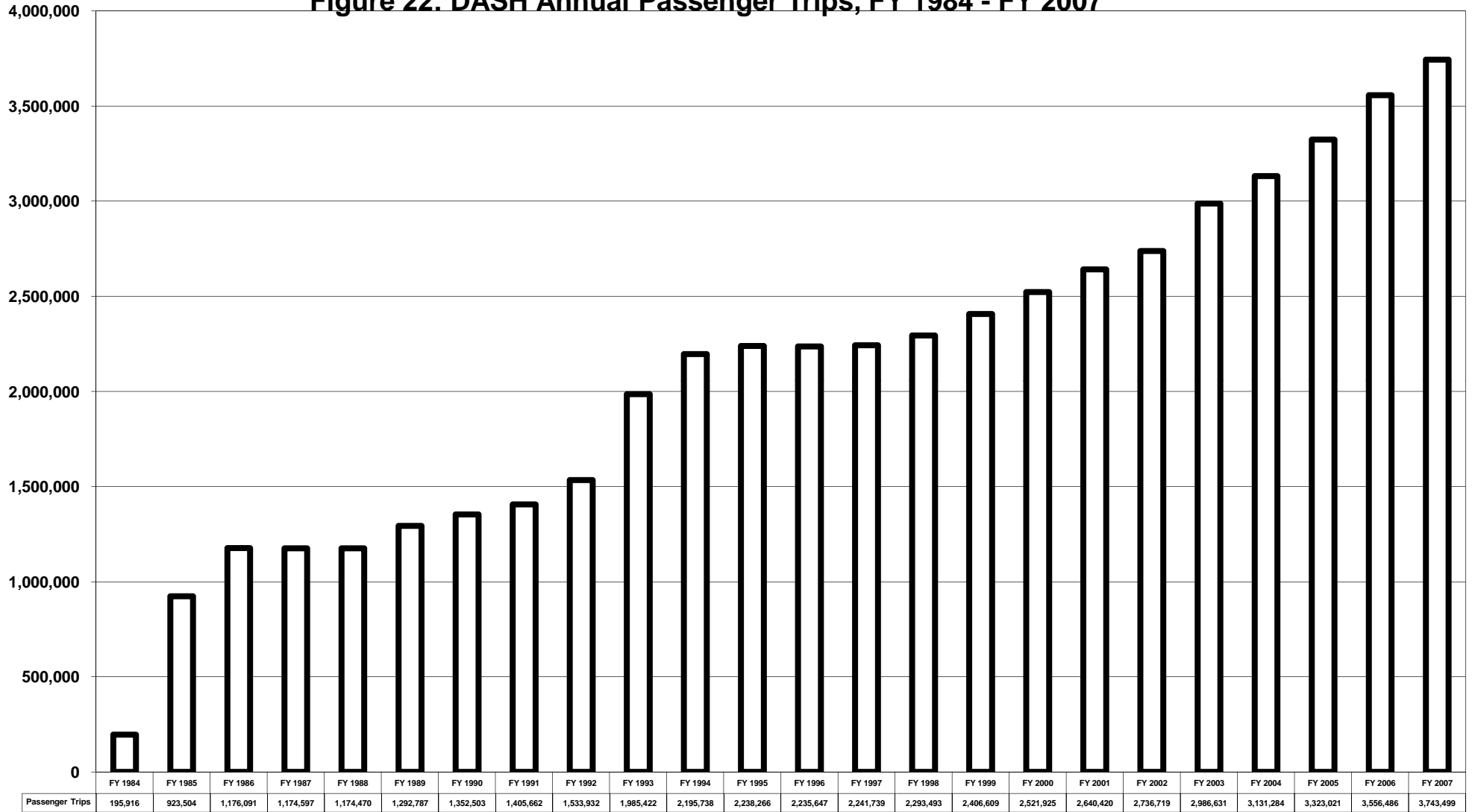
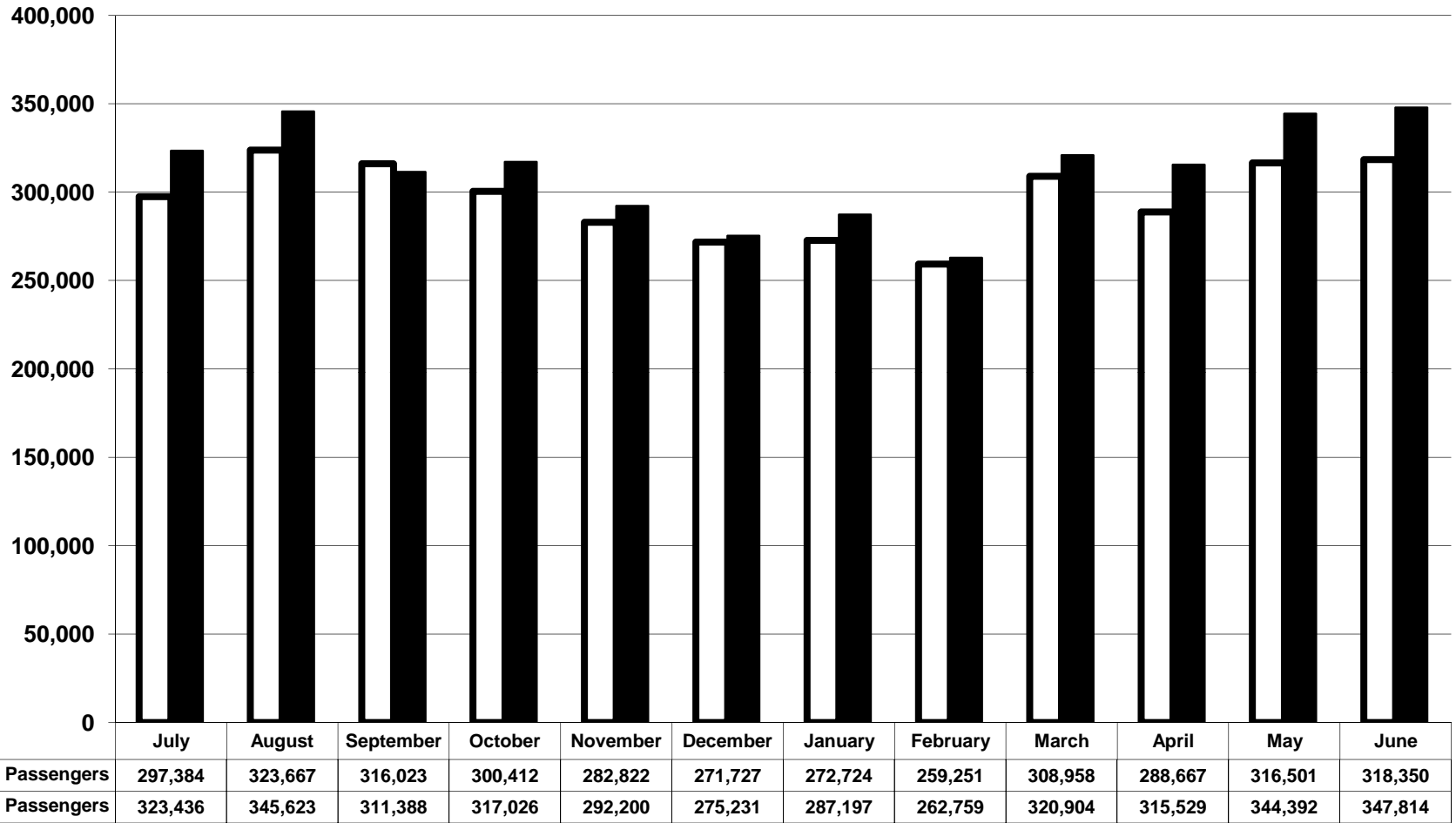


Figure 23: DASH Monthly Passenger Trips, FY 2006 - FY 2007



□ FY 2006 Passengers ■ FY 2007 Passengers

Figure 24: Fairfax Connector Annual Passenger Trips, FY 1994 - FY 2007

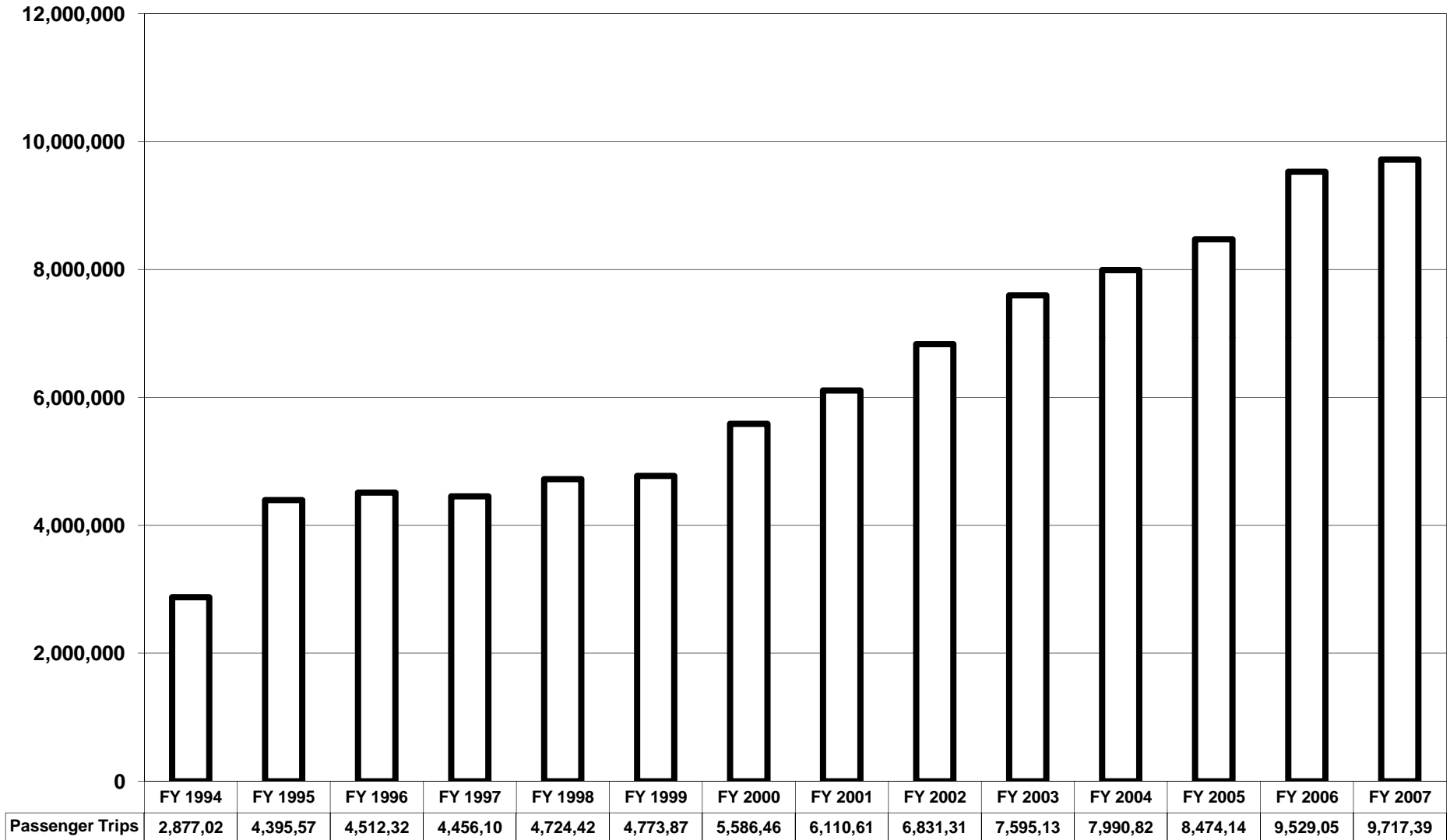


Figure 25: Loudoun County Transit Annual Passenger Trips, FY 1995 - FY 2007

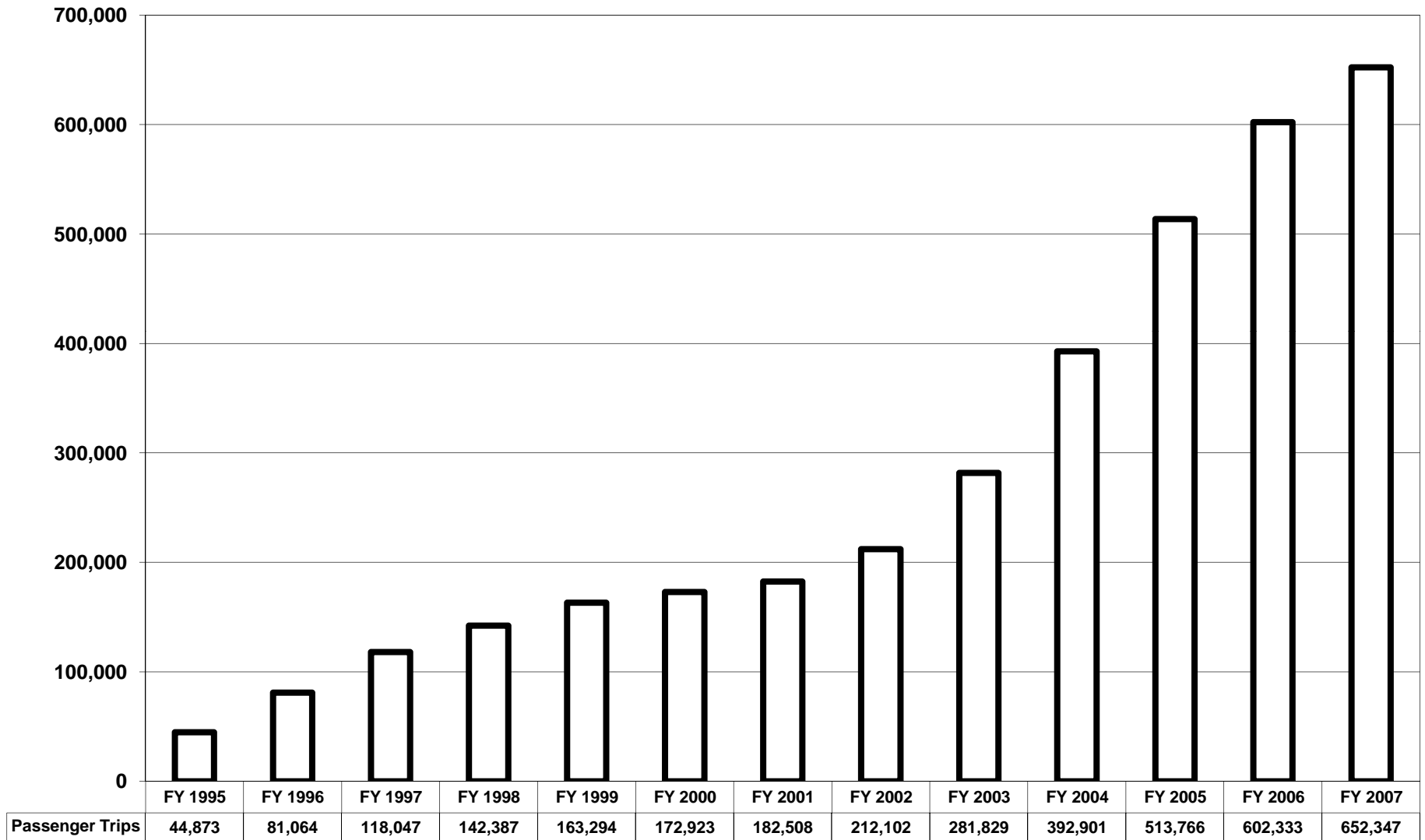


Figure 26: PRTC Omni Ride Annual Passenger Trips, FY 1994 - FY 2007

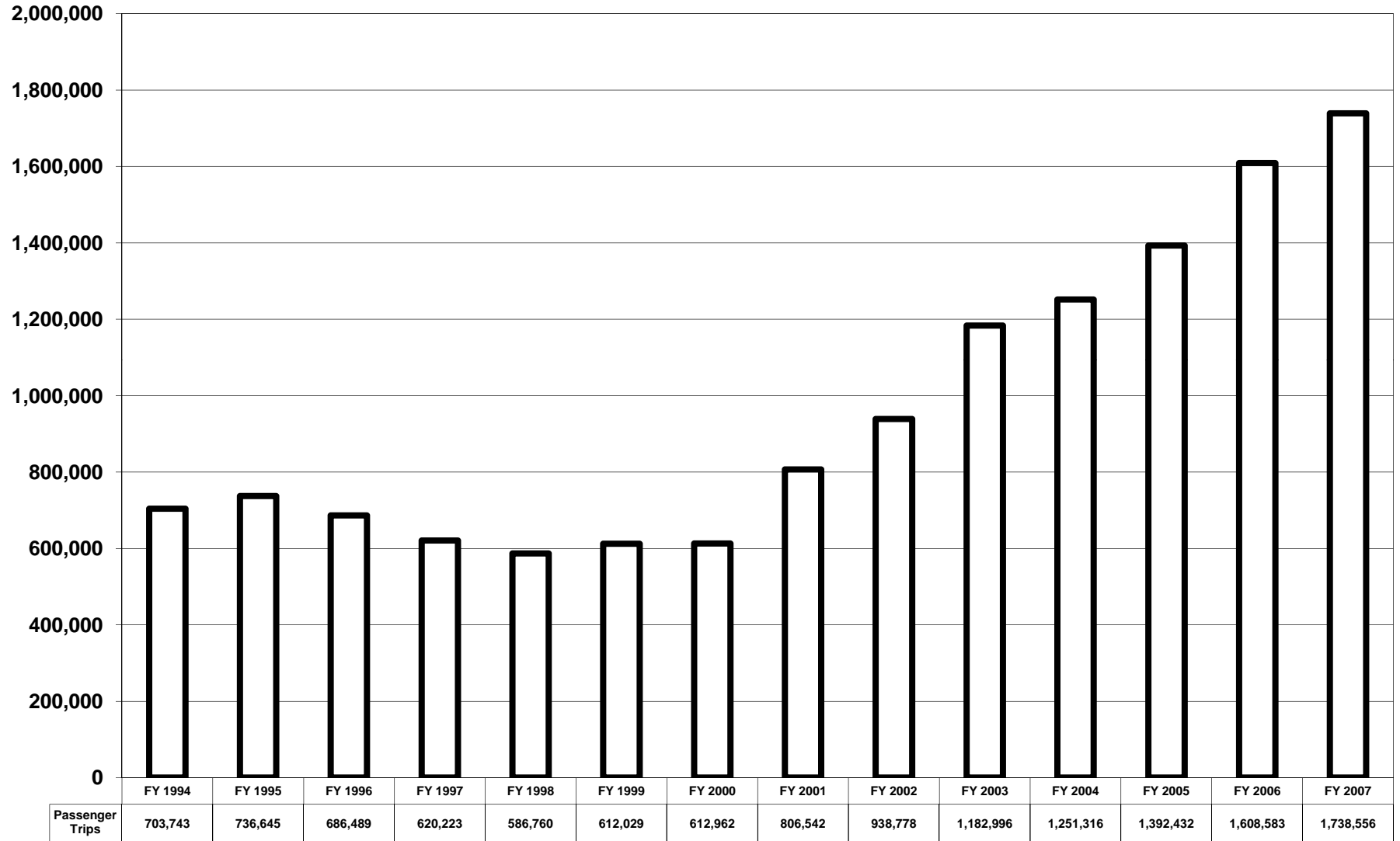
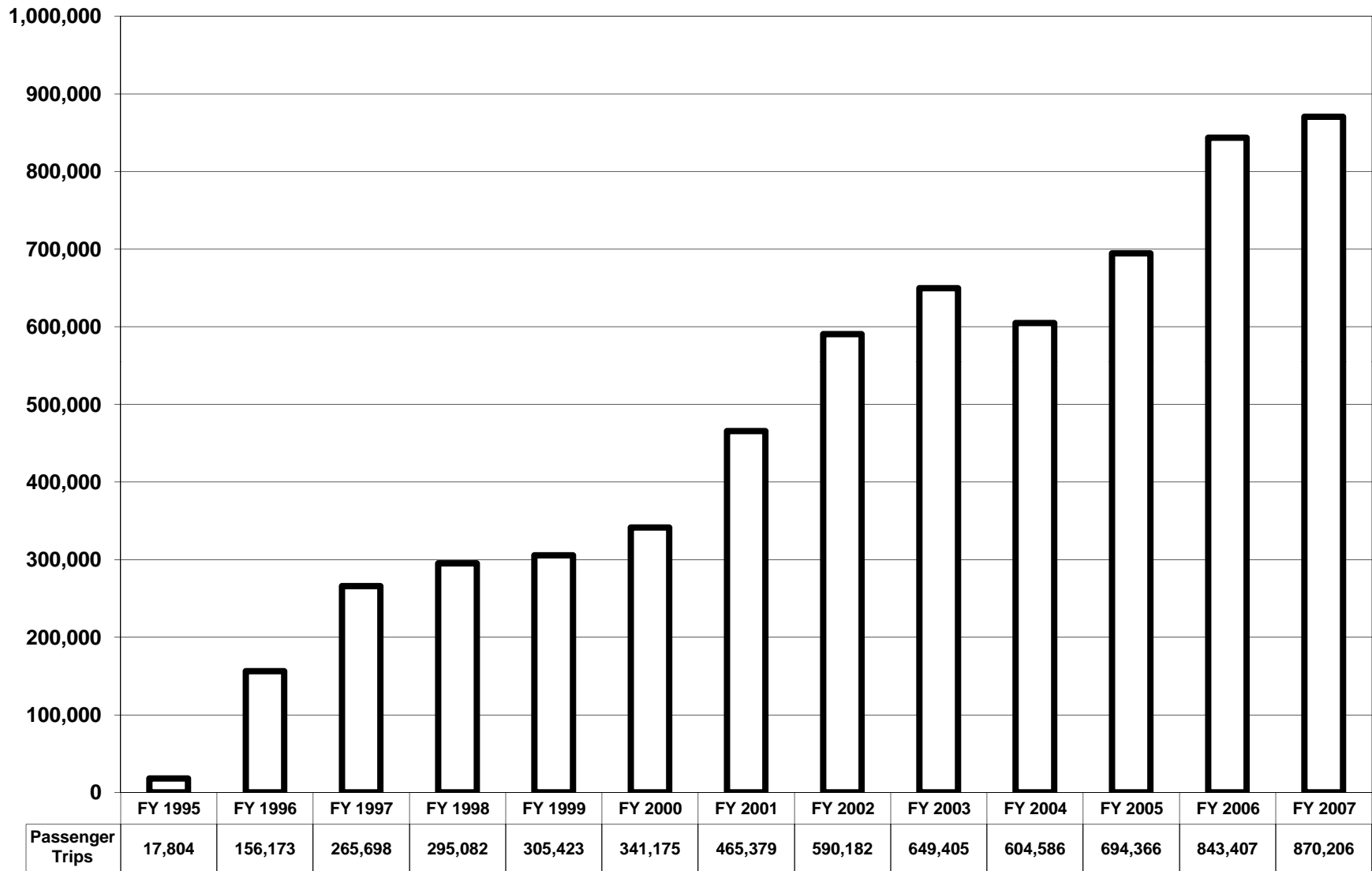


Figure 27: PRTC Omni Link Annual Passenger Trips, FY 1995 - FY 2007



AGENDA ITEM #6

TO: Chairman Snyder and NVTC Commissioner

FROM: Rick Taube

DATE: November 29, 2007

SUBJECT: Draft NVTC Work Program for 2008

A draft work program for 2008 is provided for your review. The commission is asked to authorize staff to post the draft on the NVTC web-site together with the announcement of a public hearing to be held on the work program on January 3, 2008.

At the January 3rd NVTC meeting, staff will review the plan with emphasis on new items. After public comment, the commission will be asked to approve the work program and accompanying meeting schedule.

Local staff reviewed the document in November and their comments have been considered. Commissioners with comments should feel free to contact NVTC staff or share them at the December 6th or January 3rd NVTC meetings.





NVTC'S 2008 GOALS, OBJECTIVES AND WORKPROGRAM

--Draft: December 6, 2007--



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2008 NVTC MEETING SCHEDULE

[Meetings at 8:00 P.M.]

<u>MONTH</u>	<u>DATE</u>	<u>AGENDA</u>
January	3	Elect officers. Select WMATA and VRE Board members, VTA representatives and NVTC Legislative Committee members. Conduct a public hearing and approve 2008 goals, schedule and workprogram. Approve FY 2009 VRE budget. Discuss draft NVTC FY 2009 budget.
February	7*	Approve FY 2009 NVTC budget. Review progress on state and federal legislative agenda. Approve NVTC and VRE state grant applications.
March	6	Review progress on state and federal legislative agenda. Review progress on WMATA budget for FY 2009. Approve RFP for audit services.
April	3	Review completed 2008 General Assembly session. Approve RFP for telephones.
May	1	Approve comments on WMATA FY 2009 budget. Approve contract for audit services.
June	5	Focus on VRE performance. Approve contract for telephones.
July	3	Review mid-year progress on NVTC workprogram. Approve DRPT contracts for NVTC and VRE FY 2009 grants.
August		No meeting.
September	4	Forward preliminary NVTC FY 2010 budget to local jurisdictions.
October	2	Review quarterly progress on NVTC's workprogram. Approve CTB pre-allocation testimony.
November	6	Approve FY 2008 NVTC and VRE audits.
December	4	Select NVTC Nominating Committee for 2009 officers. Approve legislative agenda for 2009. Review progress on 2008 workprogram and release draft 2009 workprogram for public review and comment.

*February meeting in the General Assembly building in Richmond starting at 5:30p.m.

NVTC EXECUTIVE COMMITTEE
2008 MEETING SCHEDULE

[All meetings 7:30 - 8:00 P.M. prior to NVTC meetings in the small conference room.]

<u>MONTH</u>	<u>DATE</u>	<u>SUBJECT</u>
January	3	Legislative items.
February	7	No meeting.
March	6	Review General Assembly session.
April	3	Review quarterly progress on workprogram.
May	1	Review NVTC policies on topical transit issues.
June	5	Examine VRE performance.
July	3	Mid-year review of progress on workplan. Meet with auditors to preview FY 2008 audit.
August		No meeting.
September	4	Preliminary NVTC FY 2010 budget. Executive director performance review.
October	2	Review quarterly progress on workprogram.
November	6	FY 2008 NVTC and VRE audits.
December	4	Select NVTC Nominating Committee for 2009 officers. Consider 2009 legislative agenda. Review progress on 2008 workprogram and preview 2009 workprogram.

NVTC MANAGEMENT ADVISORY COMMITTEE
2008 MEETING SCHEDULE

[All meetings begin at NVTC at 1:30 P.M. on the third Tuesday of each month. At each meeting the agenda and suggested material for the upcoming NVTC board meeting are reviewed.]

<u>MONTH</u>	<u>DATE</u>	<u>SUBJECT</u>
January	15	FY 2009 state grant application; NVTC administrative budget for FY 2009; NVTC legislative agenda.
February	19	Progress on legislative agenda.
March	18	Review of legislative accomplishments; WMATA FY 2009 budget issues.
April	15	To be determined.
May	20	Review progress on NVTC's workprogram.
June	17	Mid-year progress review on NVTC workprogram; authorize funding of scope of work for NTD data collection; authorize funding of scope of work for e-schedules maintenance and promotion.
July	15	No meeting.
August	19	NVTC preliminary administrative budget for FY 2010.
September	16	Review draft CTB pre-allocation testimony.
October	21	NVTC audit for FY 2008.
November	18	Draft NVTC legislative agenda for 2009; first draft 2009 NVTC work program.
December	16	Proposed 2009 workprogram; VRE and NVTC budgets for FY 2010.

NVTC MISSION STATEMENT

To serve the public by providing a forum for elected officials to achieve an effective regional transportation network. Focusing primarily on transit, NVTC will develop strategies, identify funding sources, advocate for additional funding, prioritize allocations, oversee transit systems such as VRE and WMATA, and pursue new transit programs. NVTC will work to improve mobility, reduce traffic congestion, protect the environment and stimulate the regional economy by increasing transit and ridesharing use.

GOALS AND ACTIONS FOR 2008

1. DEVELOP POLICY AND ADVOCATE FAVORABLE LEGISLATION

Goal: Devise and implement legislative strategies based on sound policy analysis to increase transit ridership, obtain adequate funding, and coordinate priorities with members and other agencies.

Actions:

1. With the support of local staff, identify transit issues that require policy decisions and assemble data and perform policy analyses to facilitate those decisions (e.g. fare integration, development of new technology, service expansion, customer safety and system security). Work with local legislative liaisons to develop strategies for improved transit funding and to educate General Assembly members about Northern Virginia's transit needs. Update and distribute tools such as GIS maps of General Assembly districts to illustrate transit service availability and funding needs.
2. Adopt a state and federal legislative agenda and work with local jurisdictions, Virginia Transit Association (VTA) and other groups, as appropriate, to implement the agenda and the supporting NVTC policies. Work with delegations in Richmond and in Washington D.C. as needed to promote NVTC's approved agendas. Conduct NVTC's February meeting on Local Government Day at the General Assembly in Richmond. Obtain reduced rate for on-line legislative monitoring service and share access with member jurisdictions. Provide legislative alerts to commissioners and local staff during the session. Focus on transit funding.
3. Participate on the American Public Transportation Association's (APTA) legislative and commuter rail committees to define and implement a federal legislative strategy as part of a broad, nationwide pro-transit coalition. Provide special assistance to areas contemplating new commuter rail service.
4. Participate on VTA's executive, legislative and ad hoc committees to help define and implement an effective state legislative strategy for the transit industry and strengthen VTA as an organization and keep it responsive to Northern Virginia's concerns. Co-chair VTA events such as the Transit Day rally in Richmond, chair VTA's Legislative Committee and assist transit systems in special legislative promotions with NVTC's public outreach and web-design expertise.
5. Prepare written testimony and appear at the CTB's annual pre-allocation hearings on public transit funding priorities and at the Transportation Planning Board (TPB) and other hearings as appropriate. Advocate NVTC's policies including balanced transportation and stable and reliable funding.

2. SEEK AND ADVOCATE FUNDING

Goal: Identify and implement cooperative strategies with member governments to gain additional transit revenues and work to obtain adequate, dedicated, stable and reliable financial support from the federal government and the commonwealth and the private sector.

Actions:

1. Through NVTC's Management Advisory Committee, coordinate with WMATA and local transit systems potential regional CMAQ and RSTP transit project applications to be submitted to the Northern Virginia Transportation Authority (NVTA) by NVTC each year. Apply for funds and prepare air quality analyses at the request of NVTC's jurisdictions (e.g. Air Quality Code Orange/Red free bus fares).
2. Produce financial projections and analyze alternative funding mechanisms to bridge the growing gap between transit operating and capital needs versus available financial resources. Actively participate in regional and statewide efforts to define public transit needs and identify funding sources, such as corridor studies, TPB's vision plan and constrained financial plan update, VTrans 2025 and related studies such as the regional transportation funding adequacy report, and Northern Virginia's 2030 transportation plan update. Analyze funding proposals produced by those studies and identify policy issues for consideration by the commission. Maintain a PowerPoint presentation on "The Case for Increased Funding of Public Transportation in Northern Virginia" to help educate elected officials, the media and the public.
3. Identify and seek to implement stable, reliable, permanent and dedicated funding sources for operating and capital expenses for WMATA, VRE and local transit systems. Help coordinate regional efforts and prepare analysis tools, brochures and editorials to promote such funding. Safeguard the current sources of transit funding available to NVTC's local governments.
4. Organize improved information sharing between local governments and the Virginia Department of Taxation and more effective auditing to facilitate efficient collection of NVTC's two percent motor fuels tax and increased knowledge of taxpayer responsibility on the part of gas station owners. Provide office space for an administrative employee of the Department to assist in monitoring compliance. Employ database and spreadsheet models to identify unanticipated deviations for particular stations and jurisdictions. Monitor the required reconciliation of motor fuels tax collections by jurisdiction. Brief NVTC's MAC group regularly on processes, issues, and solutions.

5. Serve as the central point of contact for Northern Virginia transit system financial information. Periodically update NVTC's guidebook on sources of funding for transit projects. Identify and obtain funding for new transit projects that are recommended by NVTC's jurisdictions.

3. **COORDINATE TRANSIT SERVICE**

Goal: Work with all public and private transit providers to coordinate all transit service within Northern Virginia, with emphasis on understandable fares, convenient schedules, proper information, good customer service, efficient performance and access by disabled persons. Help to clarify roles of respective agencies and governments to avoid overlaps or gaps in jurisdiction. Work to improve the safe and orderly movement of people and goods, primarily by encouraging greater use of integrated public transit and ridesharing systems. Involve the public in identifying problems and solutions. Use NVTC's management advisory committee as a forum to work out cooperative solutions and keep local governments fully informed. Emphasize better bicycle and pedestrian access to transit facilities and services.

Actions:

1. Work with local governments to coordinate collection and dissemination of performance data for FTA's National Transit Database reports. Collect performance data and maintain a shared database that uses NTD and other sources. Encourage transit systems to use the data to improve efficiency. Publish the data on NVTC's website. Help Northern Virginia's transit systems comply with DRPT's new performance data requirements.
2. Manage consultants to continue NTD data collection for all of Northern Virginia's transit systems and oversee collective funding of this work that brings at least \$5 million annually of federal revenues to this region.
3. In cooperation with the Virginia Department of Rail and Public Transportation (DRPT), implement the detailed workprogram for NVTC's grant-funded project to install compatible fare collection systems for WMATA, VRE, and local bus systems, using SmarTrip technology. Manage \$5 million local transit system procurement of SmarTrip-compatible fareboxes from WMATA's contract with Cubic/GFI, new contracts for additional fareboxes and a separate contract for technical consulting on fare collection issues. Expend federal grant funds by the deadline and report to FTA on a detailed evaluation of the project and lessons for other grantees. Serve as a secure repository of SmarTrip initialization security keys.
4. Manage a related contract with DRPT for SmarTrip point-of-sale devices for Loudoun County.

5. Assist Northern Virginia's transit systems in planning for the success of the regional SmarTrip customer service center/clearinghouse.
6. Manage the region's ongoing CMAQ-funded program to provide free bus fares during forecast Air Quality Code Orange/Red Ozone alerts. Seek funding for a new monthly "ozone pass" for summer of 2009.
7. Continue an ongoing project to provide free electronic transit schedules to persons using personal digital assistants and pocket computers. Ensure that transit schedules are kept current, work to expand to the entire metropolitan region and report regularly on performance. Develop an annual operational and promotional budget for funding by the local jurisdictions and manage the agreed upon marketing campaign, including interior bus and bus shelter display ads and website promotions.
8. Support regional pedestrian safety initiatives and encourage bicycle and pedestrian use. Publicize and seek to expand "bike on rail" opportunities, especially on VRE in its new railcar procurement. Encourage all agencies to incorporate bike and pedestrian access at major transit centers and transfer locations. Assist VDOT in ensuring that the recommendations from its Northern Virginia Regional Bikeway and Trail Network study that focus on connections to transit are implemented. Support initiatives of such groups as the National Center for Bicycling and Walking and its Walkable Communities Workshops. Poll transit systems to determine the extent of bicycles on-board buses and railcars. With this data, propose methods to increase such use.
9. Assist NVTC jurisdictions, employers and transit operators in responding to job access and reverse commute opportunities by identifying funding and specific projects to demonstrate innovations.
10. Serve on regional task forces examining options for improved transit, such as WMATA's Regional Mobility Panel and the Pike Transit initiative.
11. Assist Northern Virginia's transit systems in monitoring progress on 511 traveler information telephone systems.
12. Utilize regional bus stop and route network databases to analyze opportunities for transit service improvements, using GIS and other tools. Also consider improvements in bus shelter availability and maintenance.
13. Serve on MWCOG's Human Service Transportation Task Force and emphasize coordination with public transit services.
14. Examine mechanisms to improve bus service reliability and quality to boost ridership, including the ways amenities offered by over-the-road buses for long-distance commuters could be utilized to attract shorter distance commuters.

4. MANAGE GRANTS, CONTRACTS AND TRUST FUNDS

Goal: Facilitate the fair and equitable allocation of costs among governments, persons using transportation services and facilities and others who benefit. Manage grants fairly and effectively, according to state and federal laws and NVTC's policies. Invest trust fund assets prudently to maximize returns consistent with safety.

Actions:

1. Use NVTC's subsidy allocation model to incorporate the most recent WMATA and local budget information on transit costs, revenues and subsidies. Using NVTC's adopted allocation formula, determine each local government's share of NVTC assistance. Use their percentages to apportion shares of local contributions to NVTC's administrative budget. Maintain detailed spreadsheets to calculate NVTC's formula. Provide early estimates each year to assist local governments in budget planning.
2. Prepare and submit NVTC and VRE state grant applications (approximately \$200 million) due in February, 2008, using DRPT's automated OLGA system.
3. Manage state grants to prepare proper billings, obtain timely reimbursements and file quarterly progress reports. Reprogram funds as needed, in consultation with NVTC's Management Advisory Committee, to be certain grant funds are spent on eligible projects within the state time limits. Work with grantor agencies to achieve the maximum feasible flexibility in using the funds in order to meet expiration deadlines with no loss of funds.
4. Prepare timely and accurate quarterly cash flow forecasts of transit assistance sources and uses for NVTC's local jurisdictions. Assist local jurisdictions in spending promptly the proceeds of state bond issues.
5. Prepare financial reports for NVTC's annual audit. Manage a multi-year audit services contract. Accomplish an unqualified auditors' opinion and provide to the appropriate regulatory agencies. Anticipate concerns of outside auditors and work to alleviate in advance any such concerns. Develop and implement appropriate responses to any concerns of auditors contained in management letters.
6. Respond to DRPT's new audit initiatives and grant policies and work with NVTC's jurisdictions to fine-tune the new procedures, if necessary, so they work to the advantage of all parties.
7. Maintain up-to-date compilations of state and federal grant regulations. Ensure staff is adequately trained in grant and project management and

- alerted to any changes in regulations. Maintain current procurement documents to facilitate prompt release of authorized requests for proposals and invitations for bids.
8. Promote NVTC as an effective grant-management agency to assist NVTC's jurisdictions. Approach other agencies to have NVTC apply for and manage such grants as CMAQ/ RSTP and TEIF.
 9. Apply for federal funds on behalf of Alexandria for demonstrations of new bus technologies made possible with citywide Wi-Fi access. Procure consulting assistance and manage the project for the city.
 10. Apply for federal funds on behalf of Fairfax County for bus facility and service improvements in the Route 1 corridor. Work with Fairfax County's project manager to ensure timely compliance with all federal grant regulations.
 11. Work with Alexandria and Arlington to apply for federal funds for BRT service improvements in the Crystal City/Potomac Yard corridor and for subsequent citywide transit improvements in Alexandria. If it is mutually agreed to proceed, seek authorization to execute administrative agreements with those jurisdictions. The agreements would specify the respective management responsibilities of all the parties and the timing of the future grant applications that NVTC will be called upon to submit.
 12. If asked by Arlington and Fairfax County, serve as project manager for the Pike Ride Trolley project.
 13. Work with NVTA to supply project management expertise for transit-related projects, if requested.
 14. Recognizing the aging population, manage grant-funded research on Senior Mobility trends in this region, tied to recommendations for transit systems to take advantage of these evolving markets. Manage consulting contracts for Phase 2 involving senior travel training. Complete a final report and close out contracts. Continue to publicize the results of the Phase 1 study and Phase 2. Work with the transit systems to test and implement the recommendations.
 15. To facilitate NVTC management accountability, accomplish performance-based budgeting. The proposed FY 2009 budget incorporates 12 performance measures for NVTC's administrative and financial management functions as well as eight measures for the planning, project management, public outreach and legislative functions.
 16. Manage a consulting contract to develop and test low-cost software to use cell-phones mounted on buses to locate vehicles and allow customers to receive real-time arrival information. Test the product (known as MARTHA) in the Falls Church GEORGE bus system. Provide the results for use at smaller transit systems around the commonwealth.

17. Manage a grant-funded contract to equip four city of Fairfax CUE buses with hydrogen fuel injection systems to demonstrate for at least 9 months the air quality and fuel efficiency benefits compared to costs.

5. PROVIDE OVERSIGHT FOR WMATA AND VRE

Goal: Exercise leadership on issues pertaining to oversight of the WMATA and VRE systems, particularly budget and finance, to reduce costs and control the growth of local subsidies and fares while improving service quality. Effectively manage ongoing transit services for which NVTC is responsible and develop efficient management structures that facilitate regional cooperation and support.

Actions:

1. In January, appoint Virginia's two principal and two alternate members of the WMATA Board of Directors. Provide staff support to WMATA Board members. As needed, facilitate caucuses of Virginia's Board members and their staffs to develop consensus positions prior to committee and board meetings. Keep NVTC commissioners informed of pending WMATA Board decisions of regional significance.
2. Monitor the development of WMATA's budget. Provide recommendations to local jurisdictions and the WMATA Board, as appropriate.
3. Participate actively on WMATA's Jurisdictional Coordinating Committee.
4. Work with NVTC's MAC group to monitor WMATA's MetroAccess, focusing on cost sharing and performance issues.
5. Assist local and state officials in obtaining dedicated funding for WMATA in order to qualify for \$1.5 billion of proposed federal funding.
6. As co-owner of VRE (with assets of \$217 million, outstanding debt issued by NVTC of \$83 million and annual operating/capital budgets of over \$60 million) appoint NVTC's three principals and one alternate member of the VRE Operations Board, maintain close communications with PRTC and VRE staff, coordinate presentation of action items to the VRE Board and commissions, and monitor ongoing operations for consistency with the Master Agreement and approved budgets, customer service quality and NVTC jurisdictions' interests.
7. Support the VRE team as it negotiates with DRPT, CSXT, Norfolk Southern and Amtrak to agree on multi-year access and operations contracts and to clarify and accomplish rail service priorities in the Richmond-Washington, DC corridor.

8. Support annual VRE customer service surveys each spring and ridership surveys each October, by reviewing the design of the survey and providing zip code verification.
9. As agreed with VRE management, assist in implementation of VRE projects as well as in the implementation of the VRE strategic plan and other initiatives. Focus on policy analysis (e.g. cost and service neutrality for new VRE entrants).

6. **SUPPORT COORDINATED REGIONAL EFFORTS**

Goal: Support coordinated regional efforts to improve air quality, conserve energy, boost the economy, respond to emergencies and integrate land use and transportation. Pursue new transit opportunities and actively support telework.

Actions:

1. Seek opportunities to act on NVTC's policy of preserving future transit rights-of-way (e.g. on I-66) and WMATA's and VRE's policies promoting transit-oriented development.
2. Monitor the implementation by VDOT and the Virginia State Police of revised and improved policies for notifying and consulting with transit systems when lifting HOV restrictions during traffic emergencies. Support enhanced enforcement on all HOV facilities and utilize VDOT's promised real-time database to analyze performance and recommend solutions.
3. Participate in planning, preliminary engineering and environmental analysis for transit in the Dulles Corridor and other locations such as the Capital Beltway and I-95/395 as requested by WMATA, VDOT, DRPT and/or local jurisdictions. For example, at VDOT's request represent transit's interests on a subcommittee of the Operations Committee for the I-95 Beltway HOT lanes project. NVTC is also a core project partner on VDOT/ FHWA's Integrated Corridor Management Initiative for I-66/50/29 (in Phase 1 a concept of operations is being developed). NVTC is also a stakeholder in the ongoing EIS review for the 14th Street Bridge project and is represented on a multi-agency Capital Beltway Southside study.
4. Advocate coordination of the transit, vanpool and ridesharing components of planning studies by MWCOCG, VDOT, DRPT, NVTA and others, and provide data if applicable.
5. Assist NVTC commissioners who are members of NVTA, TPB, and other regional groups and provide data, responses, NVTC meeting summaries and recommendations to these organizations as appropriate.
6. Work to establish NVTC as the chief advocate of Intelligent Transportation Systems (ITS) investments for transit, not by competing for scarce funding

- but by conducting low-cost demonstrations, evaluating the results, and more actively encouraging all of NVTC's transit providers to adopt similar technologies. Examples include: web-based automated bus stop information signs; on-board bus stop enunciators; passenger counters; automated maintenance devices; parking carousels; variable pricing of roads and parking; parking capacity electronic message signs; and alternative fuel technologies. Promote joint procurements for uniformity and cost saving. Advocate inter-operability. Help educate board members and the public. Utilize NVTC's web-based ITS performance methodology and link to similar methods made available by USDOT. Complete evaluation reports on lessons learned from demonstrations of new technology for grant-funding agencies and other interested parties.
7. Develop information from research on this and other regions to help NVTA, WMATA and other transit organizations define lower-cost strategies for meeting congestion challenges in the short term using such mechanisms as exclusive transit lanes, bus rapid transit, priority lanes, queue jumping, jitneys, route-deviation transit, and real-time information devices. Publicize the results and work to achieve public acceptance. Work with the local jurisdictions to initiate appropriate demonstrations of these mechanisms.
 8. From various published forecasts, plans and corridor studies, assemble mode split and other data to provide a convenient source of comprehensive transit market performance data. Use the data to encourage efficient transit management, expanded transit ridership and greater public awareness. Use newly available statistically significant traffic counts by MWCOG/TPB of persons traveling in Northern Virginia's major corridors in both peak flow and reverse commute directions. Advocate continued and expanded funding for these corridor traffic counts. Make this information available in user-friendly formats on NVTC's website. Follow up on the successful screenline count on I-66 at Glebe Road and on I-395 in cooperation with VDOT, TPB and local transit systems. Work to expand the counts and mode share calculations to screenlines in corridors outside the Beltway, starting with I-95.
 9. Actively promote telework initiatives and encourage the commonwealth to take the lead with its own employees and the private sector. Initiate a telework policy for NVTC staff.
 10. Assist transit systems, VDOT, DRPT, TPB, MWCOG and others in developing and testing coordinated regional emergency response plans. Focus on developing a unified transit position to facilitate these plans. Update a series of transit emergency response plans, focusing on key station areas in Northern Virginia. Considerations include bus re-routing, traffic signalization, signs, and communications. Monitor MWCOG's RESF 1 process for responses to severe emergencies and assist in developing MWCOG's Regional Transportation Coordination Plan for incidents of less severity.

11. Examine public-private HOT lane proposals for the Beltway, I-95 and elsewhere and work to ensure adequate transit access and the use of toll revenues to help support transit operations. Actively participate on the new DRPT Transit Advisory Committee to articulate transit concerns and resolve any issues. Take the lead in assertively presenting a coordinated transit plan.
12. Assist area transit agencies and local governments in resolving an effort by the Fredericksburg Area MPO to divert some federal transit formula assistance away from WMATA. NVTC opposes this diversion.
13. Assist area transit agencies and local governments in preparing for the expected disruptions due to the Base Realignment and Closure Commission's recommendations to shift tens of thousands of new jobs to Ft. Belvoir/Engineering Proving Ground. Help articulate and advocate comprehensive transit improvements.
14. Assist other MWCOG groups working for cleaner air, including MWAQC and Clean Air Partners with an emphasis on reducing greenhouse gases through transit use.

7. DELIVER PUBLIC INFORMATION, MARKETING AND CUSTOMER SERVICE

<p>Goal: Reach out to transit customers and the general public, listen to customer concerns and implement improvements to boost regional transit ridership.</p>
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Actions:

1. Serve as the central point of contact for the news media, interest groups and the general public for transit issues in Northern Virginia, making referrals to other transit agencies and local governments when appropriate. Initiate contacts with media representatives via calls and visits. Provide NVTC's reports, analyses and policies with easy to understand explanations of their content and significance. Help transit systems prepare to respond effectively to media and other public inquiries during emergencies and at other times by sponsoring seminars on best practices. Establish media opportunities for NVTC board members to promote NVTC's mission.
2. Assist NVTA's public outreach mission actively (at least until it acquires its own staff).
3. Provide the following resources to the public utilizing enhanced graphics and GIS-mapping:

- a. Maintain and improve NVTC's website, to focus on informing the public about opportunities to be involved in regional transit and ridesharing planning;
 - b. Distribute NVTC's brochure, reports and agendas to encourage more public involvement, again emphasizing easy-to-use web-based applications;
 - c. Publish electronically an annual NVTC Handbook to provide a detailed description of the commission's history, mission and accomplishments, including the commission's workprogram, policies and by-laws;
 - d. Link to other regional transit databases to provide information about regional transit services to better inform the public;
 - e. Maintain a transit system performance database;
 - f. Staff transit information booths at fairs and other public events;
 - g. Prepare NVTC faxed/e-mailed alerts to persons wishing to be kept informed on some or all transit issues in Northern Virginia, with direct links to NVTC's website;
 - h. Distribute periodic "transit nuggets" with information about transit's success in a catchy format that can be posted on web-sites and used by transit advocates in educating the public;
 - i. Provide draft letters on NVTC's website for the use of citizens wishing to support NVTC's legislative and policy positions. Provide links to other groups supporting these positions; and
 - j. Continue distribution of NVTC's monthly meeting materials primarily via NVTC's website with e-mailed notices.
 - k. Provide timely material for "blog sites" on relevant topics.
4. Survey WMATA, VRE and local jurisdictions to compile innovative marketing activities, host coordination meetings, facilitate transit topics for the Marketing and Outreach Specialists Consortium and the Northern Virginia Public Information Officers and report at least annually to the commission and jurisdictions. Cooperate with DRPT in establishing an annual statewide conference for Virginia transit communicators to share insights. Assist APTA in marketing and public information activities. Help plan the VTA conference set for June, 2008 in Northern Virginia.
 5. Continue technical support for transit stores and Transportation Management Associations (e.g., serve on Boards of Directors and consultant selection committees). Assist with logo design, marketing, consultant selection, performance evaluation, fare collection, web design

and customer service issues.

6. Look for opportunities to partner in order to stage events that will promote the effectiveness of transit and ridesharing and the need for additional transit funding.
7. Conduct periodic tours of transit systems and transit-oriented development for legislators and senior state officials, with the cooperation of NVTC's transit systems and local legislative liaisons.
8. Monitor website performance with monthly and quarterly compilations of user statistics.
9. Reach out to "electronic hitchhiking" firms (e.g. NuRide) and car-sharing organizations (e.g. Zip Car) for joint promotion opportunities.
10. Help the region's transit systems receive recognition for outstanding achievements by pursuing awards (such as APTA's Ad Wheel for marketing excellence).
11. Upgrade NVTC's commission equipment and meeting facilities to improve public access. With budgeted funds, procure a new telephone system and consider "Voice Over Internet Protocol." Consider installation of an overhead projector, web-cam and sound system. Investigate streaming video of NVTC meetings.
12. Seek funding for additional public surveys, focus groups and "coffee talks" to test innovative fare and service initiatives.
13. Produce videos for the web on such topics as the "Agony of Auto Commuting;" "Adventures on the Bus;" "Seniors on Transit;" etc.
14. Provide a web portal (homepage with links to appropriate web-sites) for paratransit users in Northern Virginia and seek grant funds to provide a similar automated telephone system. Test the responsiveness of customers (especially seniors and persons with disabilities) to these two approaches. Also seek grant funds to promote the services.



NVTC FY 2008 WORK PROGRAM

List of Products/ Projects

Goal#

1. Policy and Advocacy

Products/Projects

-GIS maps of General Assembly districts showing transit routes and state transit funding shortfalls.

-Annual state and federal legislative agenda.

-Annual Virginia Transit Association legislative agenda.

-Provide subscription legislative tracking service to jurisdictions/agencies.

-CTB pre-allocation testimony.

2. Funding

-Maintain Power Point presentation on the "Case for Increased Funding of Public Transit in Northern Virginia."

-Reports to MAC and NVTC on reconciliation of Department of Taxation's motor fuel tax collections (\$40 million annually).

-On-line guidebook on sources of funding for transit projects.

3. Coordination

-Manage consultants and auditors for collection and filing of National Transit Database reports (yields \$5 million for WMATA annually).



- Complete and close out \$5 million regional SmarTrip farebox project.

- Manage and promote \$1.5 million annual Ride Free program (free bus fares on forecast bad air days).

- Manage and promote regional e-schedules project.

4. Grants/Contracts/Trust Funds

- Maintain and update NVTC's subsidy allocation model (up to \$200 million distributed annually).

- Apply on the behalf of the region for state grants (eligibility of up to \$300 million).

- Manage jurisdiction trust fund accounts (average over \$100 million).

- Prepare financial statements for fiscal year independent audit.

- Manage Alexandria's grant-funded city wide bus technology project (\$1 million +) and its share of the Potomac Yard project (\$1 million so far)

- Manage Arlington's federal grants for Potomac Yard (\$1 million so far).

- Complete phase 2 of Senior Mobility project (\$150,000) and publish final report on senior transit travel training.

- Produce and adhere to performance based annual administration budget (\$1 million +).

- Manage test of low-cost software for automated bus location software in Falls Church (\$100,000).

- Manage test of hydrogen fuel injection technology in the city of Fairfax's CUE buses (\$100,000).

5. WMATA and VRE

-Appoint WMATA and VRE Board members.

6. Coordinated Regional Efforts

-Maintain transit performance on-line database.

-Direct annual mode share corridor studies and reports with VDPT and MWCOG and publicize the results.

7. Public Outreach

-Maintain, improve and promote NVTC's website as the primary source of transit performance data for the region.

AGENDA ITEM #7

TO: Chairman Snyder and NVTC Commissioners

FROM: Rick Taube and Adam McGavock

DATE: November 29, 2007

SUBJECT: Metro Items

A. Fare Increase Public Hearings

As explained by WMATA General Manager John Catoe at NVTC's September 6th meeting, Metro faces a significant budget shortfall in FY 2009 and he proposed a fare increase to take effect in FY 2008 to help close the gap.

Various Metro Board members have proposed alternative ways to raise more revenue. The Board ultimately approved a series of six public hearings from November 13-15 on a proposal that included significant increases in Metrorail fares and parking charges and very moderate increases in Metrobus fares (only for those not using SmarTrip cards). A summary of the proposal is attached. NVTC's Metro board members will be able to brief the commission on any significant developments prior to anticipated Metro action on December 13th.

B. Metrorail Passenger Survey (2007).

As described in detail in the attached memo from Adam McGavock, the 2007 survey produced several noteworthy results. Among the highlights:

- From FY 2002 through FY 2007 residents of NVTC's five compact jurisdictions increased their trips on Metrorail by just over 4%. D.C. had the largest increase at 17%, while Maryland compact jurisdictions grew by 8.5%. Virginia non-compact jurisdictions grew by 14%.
- Mode of access to Metrorail stations in the morning peak travel period featured significant shares in Virginia for walking (35%) and bus (25%).



- Federal employees comprised 37% of Metrorail riders living in Virginia.
- Almost 60% of Metrorail riders living in Virginia received monthly employer-provided transit benefits.
- Average Metrorail fares were highest for those living in the city of Fairfax (\$2.99) and lowest in D.C. (\$1.63).



WMATA Fare Increase Proposal for Public Hearing

Fare Increase Component	Amount of Increase	New Total
Bus		
Cash Fare	Increases by \$0.10	\$1.35
SmarTrip Fare	No change	\$1.25
Weekly Pass	No change	\$11.00
Paper Transfers	Maintain for 1-year transition period	
Rail Peak		
Boarding Charge	Increase by \$0.30	\$1.65
Charge for miles 3-6	Increase by \$0.05	\$0.27
Charge for miles over 6	Increase by \$0.045	\$0.24
Maximum Fare	Increase by \$0.80	\$4.70
Rail Off-Peak		
Boarding Charge	No change	\$1.35
Charge for miles 7-10	No change	\$1.85
Maximum Fare	No change	\$2.35
Parking		
Daily Parking	Increase by \$1.15	\$4.90
Reserved Pass	Increase by \$10.00, and add 3,500 spaces	\$55.00
MetroAccess		
Fare	No change	\$2.50
Supplemental Zone Fare	No change	\$1.00 - \$4.00

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Adam McGavock
DATE: December 6, 2007
SUBJECT: 2007 WMATA Rail Passenger Survey Data

In order to get a better understanding of where Metrorail riders are coming from, and revise the ridership factor in the operating subsidy allocation, WMATA conducted a rail passenger survey in April and May of 2007. This survey used the exact same method for data collection and tabulation as the 2002 survey, to facilitate valid comparisons. NVTC staff provided assistance to WMATA staff with quality checks on the Virginia response data, ensuring that the respondents were assigned to the proper jurisdiction.

NVTC staff has prepared four tables summarizing survey data for your review. These tables represent a small sample of available data. Should commissioners want additional data or details, staff will be pleased to investigate and provide that information. The list of available data and cross-tabulations is included with this package.

The first table shows the weekday passenger trips breakdown by jurisdiction of residence, for 2002 and 2007. The table also shows the share of overall weekday system ridership for each jurisdiction, on a percentage basis. The rightmost columns show the growth in ridership for residents of each jurisdiction, both in terms of raw numbers and percentages. The District of Columbia saw the largest growth in riders between 2002 and 2007, both in terms of number of passengers (28,166) and percentage growth (17%). Virginia saw modest growth overall (4.15%), with the largest growth among Alexandria residents (11.74%), and residents of jurisdictions outside the compact area (13.94%).



The second table shows a jurisdictional breakdown of responses to the question "How did you get to the Metro station where you received this card?" for the AM Peak period. Fairfax County and City of Fairfax residents were the most likely to have driven to the station and parked, while Arlington residents were by far the most likely to have accessed the station by walking. Alexandria residents accessed Metrorail via bus service at a rate (49%) approximately twice as high as any other jurisdiction in Virginia.

The third table shows a jurisdictional breakdown of responses to the question "Are you an employee of the Federal Government?" Fairfax County and Falls Church had the highest concentrations of Federal employees riding Metrorail (approximately 45%), with a large number also coming from outside the compact area.

The fourth table shows a jurisdictional breakdown of responses to the question "Do you receive a monthly transit benefit from your employer?" The percentages of residents receiving transit benefits in each of the Virginia jurisdictions were very similar, all falling between 57% and 62%, with Fairfax County residents the most likely to receive transit benefits.

The final table shows the average fare paid by respondents, broken down by jurisdiction and time period. Reflecting primarily distance traveled, Fairfax County and Fairfax City residents pay the highest fares on average, while Arlington residents pay the lowest fares.

Metrorail Daily Ridership By Jurisdiction of Residence, Ridership Growth, 2002 vs. 2007

Jurisdiction of Residence	2002 Weekday Trips	% of Total System Ridership	2007 Weekday Trips	% of Total System Ridership	Ridership Growth 02-07	Ridership Growth %
D. C.	164,337	25.38%	192,503	26.82%	28,166	17.14%
Maryland Compact	230,318	35.57%	249,856	34.81%	19,538	8.48%
Montgomery County	120,222	18.57%	132,544	18.47%	12,322	10.25%
Prince George's	110,096	17.01%	117,312	16.34%	7,216	6.55%
Virginia Compact	183,142	28.29%	190,740	26.57%	7,598	4.15%
Arlington County	63,767	9.85%	64,052	8.92%	285	0.45%
City of Alexandria	27,140	4.19%	30,325	4.22%	3,185	11.74%
Fairfax County	86,896	13.42%	91,152	12.70%	4,256	4.90%
Falls Church	3,034	0.47%	2,818	0.39%	-216	-7.12%
City of Fairfax	2,305	0.36%	2,393	0.33%	88	3.82%
Virginia Non-Compact	16,927	2.61%	19,286	2.69%	2,359	13.94%
Maryland Non-Compact	33,121	5.12%	38,456	5.36%	5,335	16.11%
Other	19,585	3.03%	26,919	3.75%	7,334	37.45%

Question C. "HOW DID YOU GET TO THE METRO STATION WHERE YOU RECEIVED THIS CARD?" A.M. Peak Respondents

	Jurisdiction of Residence									
	D.C.	Maryland	Virginia	Arlington	Alexandria	Fairfax	Falls Ch.	Ffx City	Other VA	Other
Total Responses	57,038	86,723	65,393	22,177	10,453	30,949	852	962	6,965	4,503
Walk	37,312	15,984	22,930	15,356	3,474	3,771	276	53	258	1,609
Drove and Parked	3,888	37,879	17,823	998	673	15,301	278	573	1,690	832
Passenger and Park	130	1,029	791	65	64	632	14	16	318	34
Dropped Off	2,779	10,298	6,280	1,227	1,044	3,769	103	137	1,612	323
Amtrak, MARC, VRE	76	1,129	365	13	8	344	0	0	1,665	1,209
Bus	12,475	19,419	16,595	4,340	5,077	6,836	166	176	1,417	489
Bicycle	324	689	538	166	88	262	14	8	0	0
Taxi	53	295	74	11	26	37	0	0	8	8
No Answer	429	859	3,004	133	102	2,758	11	0	493	236

Percentage of Respondents From Each Jurisdiction

Walk	65.42%	18.43%	35.06%	69.24%	33.23%	12.18%	32.39%	5.51%	3.70%	35.73%
Drove and Parked	6.82%	43.68%	27.26%	4.50%	6.44%	49.44%	32.63%	59.56%	24.26%	18.48%
Passenger and Park	0.23%	1.19%	1.21%	0.29%	0.61%	2.04%	1.64%	1.66%	4.57%	0.76%
Dropped Off	4.87%	11.87%	9.60%	5.53%	9.99%	12.18%	12.09%	14.24%	23.14%	7.17%
Amtrak, MARC, VRE	0.13%	1.30%	0.56%	0.06%	0.08%	1.11%	0.00%	0.00%	23.91%	26.85%
Bus	21.87%	22.39%	25.38%	19.57%	48.57%	22.09%	19.48%	18.30%	20.34%	10.86%
Bicycle	0.57%	0.79%	0.82%	0.75%	0.84%	0.85%	1.64%	0.83%	0.00%	0.00%
Taxi	0.09%	0.34%	0.11%	0.05%	0.25%	0.12%	0.00%	0.00%	0.11%	0.18%
No Answer	0.75%	0.99%	4.59%	0.60%	0.98%	8.91%	1.29%	0.00%	7.08%	5.24%

Question L. "ARE YOU AN EMPLOYEE OF THE FEDERAL GOVERNMENT?"

	Jurisdiction of Residence									
	D.C.	Maryland	Virginia	Arlington	Alexandria	Fairfax	Falls Ch.	Ffx City	Other VA	Other
Total Responses	190,300	285,364	255,013	63,432	29,881	90,523	2,762	2,361	19,106	26,402
Yes	47,589	107,304	93,519	22,490	11,622	40,095	1,270	936	8,553	5,748
No	142,711	178,059	133,646	40,942	18,260	50,428	1,492	1,424	10,550	20,654
No Answer	2,203	2,944	2,141	620	444	629	56	32	180	518
Percentage of Respondents From Each Jurisdiction										
Yes	25.01%	37.60%	36.67%	35.46%	38.89%	44.29%	45.98%	39.64%	44.77%	21.77%
No	74.99%	62.40%	52.41%	64.54%	61.11%	55.71%	54.02%	60.31%	55.22%	78.23%
No Answer	1.16%	1.03%	0.84%	0.98%	1.49%	0.69%	2.03%	1.36%	0.94%	1.96%

Question M. "DO YOU RECEIVE A MONTHLY TRANSIT BENEFIT FROM YOUR EMPLOYER?"

	Jurisdiction of Residence									
	D.C.	Maryland	Virginia	Arlington	Alexandria	Fairfax	Falls Ch.	Ffx City	Other VA	Other
Total Responses	189,114	283,564	188,229	63,362	29,892	89,864	2,779	2,332	18,972	25,940
Yes, SmartBenefits	38,412	70,467	52,460	17,856	8,179	24,986	777	662	3,000	890
Yes, Metrocheks	39,794	83,965	59,551	18,549	8,901	30,489	877	735	8,046	3,141
Total Yes	78,206	154,430	112,010	36,405	17,080	55,474	1,654	1,397	11,046	4,032
Do Not Receive	110,908	129,130	76,219	26,957	12,812	34,390	1,126	934	7,927	21,909
No Answer	3,390	4,741	2,510	690	433	1,288	38	61	313	979
Percentage of Respondents From Each Jurisdiction										
Yes, SmartBenefits	20.31%	24.85%	27.87%	28.18%	27.36%	27.80%	27.96%	28.39%	15.81%	3.43%
Yes, Metrocheks	21.04%	29.61%	31.64%	29.27%	29.78%	33.93%	31.56%	31.52%	42.41%	12.11%
Total Yes	41.35%	54.46%	59.51%	57.46%	57.14%	61.73%	59.52%	59.91%	58.22%	15.54%
Do Not Receive	58.65%	45.54%	40.49%	42.54%	42.86%	38.27%	40.52%	40.05%	41.78%	84.46%
No Answer	1.79%	1.67%	1.33%	1.09%	1.45%	1.43%	1.37%	2.62%	1.65%	3.77%

Average Fare by Jurisdiction of Residence, Time Period, 2007 Data

Jurisdiction of Residence	Total	AM Peak	AM Off-Peak	PM Peak	PM Off-Peak
D.C.	\$1.63	\$1.81	\$1.40	\$1.73	\$1.44
Montgomery County	\$2.49	\$2.83	\$1.77	\$2.73	\$1.87
Prince George's	\$2.30	\$2.57	\$1.76	\$2.39	\$1.79
Arlington County	\$1.64	\$1.80	\$1.42	\$1.70	\$1.43
City of Alexandria	\$1.98	\$2.21	\$1.56	\$2.04	\$1.69
Fairfax County	\$2.56	\$2.80	\$1.81	\$2.73	\$1.98
Falls Church	\$2.11	\$2.41	\$1.43	\$2.25	\$1.65
City of Fairfax	\$2.99	\$3.30	\$2.04	\$3.36	\$2.31

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Origin Station by Time Period	A	1	1	A
Origin Station by Mode of Access	A	1	19	A
Origin Station by Jurisdiction of Residence	A	1	55	A
Origin Station by Station of Destination	A	1	91	A
Origin Station by Mode of Egress	A	1	199	A
Origin Station by Going To	A	1	235	A
Origin Station by Coming From	A	1	253	A
Origin Station by Fare Type	A	1	271	A
Time Period				
Time Period by Mode of Access	A	1	289	A
Time Period by Jurisdiction of Residence	A	1	293	A
Time Period by Station of Destination	A	1	297	A
Time Period by Mode of Egress	A	1	309	A
Time Period by Going To	A	1	313	A
Time Period by Coming From	A	1	315	A
Time Period by Fare Type	A	1	317	A
Mode of Access				
Mode of Access by Time Period	A	1	319	C
Mode of Access by Jurisdiction of Residence	A	1	323	C
Mode of Access by Station of Destination	A	1	331	C
Mode of Access by Mode of Egress	A	1	355	C
Mode of Access by Going To	A	1	363	C
Mode of Access by Coming From	A	1	367	C
Mode of Access by Fare Type	A	1	371	C
Residence				
Residence by Time Period	A	1	375	H
Residence by Mode of Access	A	1	380	H
Residence by Station of Destination	A	1	390	H
Residence by Mode of Egress	A	1	420	H
Residence by Going To	A	1	430	H
Residence by Coming From	A	1	435	H
Residence by Fare Type	A	1	440	H
Residence by Auto Ownership	A	1	445	H
Residence by Federal Employee	A	1	450	H
Residence by Transit Benefits	A	1	455	H

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Group A: System Summary (continued)

<u>Cross-tabulation</u>	<u>Group</u>	<u>Part</u>	<u>Page</u>	<u>Question</u>
Destination Station				
Destination Station by Time Period	A	2	460	E
Destination Station by Mode of Access	A	2	478	E
Destination Station by Jurisdiction of Residence	A	2	514	E
Destination Station by Mode of Egress	A	2	550	E
Destination Station by Going To	A	2	586	E
Destination Station by Coming From	A	2	604	E
Destination Station by Fare Type	A	2	622	E
Mode of Egress				
Mode of Egress by Time Period	A	2	640	G
Mode of Egress by Mode of Access	A	2	644	G
Mode of Egress by Jurisdiction of Residence	A	2	652	G
Mode of Egress by Station of Destination	A	2	660	G
Mode of Egress by Going To	A	2	684	G
Mode of Egress by Coming From	A	2	688	G
Mode of Egress by Fare Type	A	2	692	G
Going To				
Going To by Time Period	A	2	696	F
Going To by Mode of Access	A	2	698	F
Going To by Jurisdiction of Residence	A	2	702	F
Going To by Station of Destination	A	2	706	F
Going To by Mode of Egress	A	2	718	F
Going To by Coming From	A	2	722	F
Going To by Fare Type	A	2	724	F
Coming From				
Coming From by Time Period	A	2	726	B
Coming From by Mode of Access	A	2	728	B
Coming From by Jurisdiction of Residence	A	2	732	B
Coming From by Station of Destination	A	2	736	B
Coming From by Mode of Egress	A	2	748	B
Coming From by Going To	A	2	752	B
Coming From by Fare Type	A	2	754	B

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Group A: System Summary (continued)

<u>Cross-tabulation</u>	<u>Group</u>	<u>Part</u>	<u>Page</u>	<u>Question</u>
Fare Type				
Fare Type by Time Period	A	3	756	D
Fare Type by Mode of Access	A	3	757	D
Fare Type by Jurisdiction of Residence	A	3	759	D
Fare Type by Station of Destination	A	3	761	D
Fare Type by Mode of Egress	A	3	767	D
Fare Type by Going To	A	3	769	D
Fare Type by Coming From	A	3	770	D
Autos Owned				
Autos Owned by Time Period	A	3	771	K
Autos Owned by Mode of Access	A	3	773	K
Autos Owned by Jurisdiction of Residence	A	3	777	K
Federal Government Transit				
Federal Government Transit by Time Period	A	3	781	L
Federal Government Transit by Mode of Access	A	3	782	L
Federal Government Transit by Jurisdiction of Residence	A	3	784	L
Federal Government Transit by Station of Destination	A	3	786	L
Employer Subsidized Transit				
Employer Subsidized Transit by Time Period	A	3	792	M
Employer Subsidized Transit by Mode of Access	A	3	793	M
Employer Subsidized Transit by Jurisdiction of Residence	A	3	795	M
Employer Subsidized Transit by Station of Destination	A	3	797	M

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Group B: System Average Summary

<u>Cross-tabulation</u>	<u>Group</u>	<u>Part</u>	<u>Page</u>	<u>Question</u>
Time Period				
Time Period by Time Period	B	1	1	
Time Period by Mode of Access	B	1	3	
Time Period by Station of Destination	B	1	7	
Time Period by Mode of Egress	B	1	19	
Time Period by Going To	B	1	23	
Time Period by Coming From	B	1	25	
Time Period by Fare Type	B	1	27	
Time Period by Jurisdiction of Residence	B	1	29	
Time Period by Trips in One Rail Mile Increments	B	1	33	
Time Period by Trips in One Composite Mile Increments	B	1	37	
Time Period by Jurisdiction of Destination Station	B	1	41	
Time Period by Auto Ownership	B	1	43	
Time Period by Federal Employee	B	1	45	
Time Period by Transit Benefits	B	1	47	
Average Fare by Station by Time Period	B	2	49	
Average Trip Length				
Average Trip Length in Rail Miles by Time Period	B	2	56	
Average Trip Length in Composite Miles by Time Period	B	2	59	
Average Fare (in Dollars) by Jurisdiction of Residence by Time Period	B	2	62	
Average Trip Time (in Minutes) by Jurisdiction of Residence by Time Period	B	2	65	
Trips per Jurisdiction, in One Mile Increments, Rail Miles				
Peak Trips per Jurisdiction (Rail Miles)	B	3	68	
Off Peak Trips per Jurisdiction (Rail Miles)	B	3	72	
Daily Trips per Jurisdiction (Rail Miles)	B	3	76	
Trips per Jurisdiction, in One Miles Increments, Composite Miles				
Peak Trips per Jurisdiction (Composite Miles)	B	3	92	
Off Peak Trips per Jurisdiction (Composite Miles)	B	3	96	
Daily Trips per Jurisdiction (Composite Miles)	B	3	100	
Average Estimated Full Fare for DC Students (in Dollars) by Jurisdiction of Residence by Time Period	B	4	116	
Passenger Revenue by Jurisdiction of Residence by Fare Type	B	4	119	
Station to Station Trip Matrix for 2007 (Regular Fare, Peak Periods)	B	5	122	A
Station to Station Trip Matrix for 2007 (Regular Fare, Daily)	B	5	140	A
Passenger Revenue by Current Fare Structure (Peak Periods) by Fare Type	B	6	338	
Jurisdiction of Origin Station by Jurisdiction of Destination Station	B	6	341	

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Group C: Summary by Compact Jurisdiction

<u>Cross-tabulation</u>	<u>Group</u>	<u>Part</u>	<u>Page</u>	<u>Question</u>
District of Columbia Resident AM Peak:				
Origin Station by Mode of Access	C	1	1	A
Origin Station by Station of Destination	C	1	37	A
Origin Station by Fare Type	C	1	145	A
Destination Station by Mode of Egress	C	1	163	E
Autos Owned	C	1	199	K
Federal Government Transit	C	1	201	L
Employer Subsidized Transit	C	1	202	M
District of Columbia Resident AM Off Peak:				
Origin Station by Mode of Access	C	1	203	A
Origin Station by Station of Destination	C	1	239	A
Origin Station by Fare Type	C	1	347	A
Destination Station by Mode of Egress	C	1	365	E
Autos Owned	C	1	401	K
Federal Government Transit	C	1	403	L
Employer Subsidized Transit	C	1	404	M
District of Columbia Resident PM Peak:				
Origin Station by Mode of Access	C	1	405	A
Origin Station by Station of Destination	C	1	441	A
Origin Station by Fare Type	C	1	549	A
Destination Station by Mode of Egress	C	1	567	E
Autos Owned	C	1	603	K
Federal Government Transit	C	1	605	L
Employer Subsidized Transit	C	1	606	M
District of Columbia Resident PM Off Peak:				
Origin Station by Mode of Access	C	2	607	A
Origin Station by Station of Destination	C	2	643	A
Origin Station by Fare Type	C	2	751	A
Destination Station by Mode of Egress	C	2	769	E
Autos Owned	C	2	805	K
Federal Government Transit	C	2	807	L
Employer Subsidized Transit	C	2	808	M
Montgomery County Resident AM Peak:				
Origin Station by Mode of Access	C	2	809	A
Origin Station by Station of Destination	C	2	845	A
Origin Station by Fare Type	C	2	953	A
Destination Station by Mode of Egress	C	2	971	E
Autos Owned	C	2	1007	K
Federal Government Transit	C	2	1010	L
Employer Subsidized Transit	C	2	1011	M
Montgomery County Resident AM Off Peak:				
Origin Station by Mode of Access	C	2	1012	A
Origin Station by Station of Destination	C	2	1047	A
Origin Station by Fare Type	C	2	1155	A
Destination Station by Mode of Egress	C	2	1173	E
Autos Owned	C	2	1209	K
Federal Government Transit	C	2	1211	L
Employer Subsidized Transit	C	2	1212	M

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Group C: Summary by Compact Jurisdiction (continued)

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Montgomery County Resident PM Peak:				
Origin Station by Mode of Access	C	3	1213	A
Origin Station by Station of Destination	C	3	1249	A
Origin Station by Fare Type	C	3	1357	A
Destination Station by Mode of Egress	C	3	1375	E
Autos Owned	C	3	1411	K
Federal Government Transit	C	3	1413	L
Employer Subsidized Transit	C	3	1414	M
Montgomery County Resident PM Off Peak:				
Origin Station by Mode of Access	C	3	1415	A
Origin Station by Station of Destination	C	3	1451	A
Origin Station by Fare Type	C	3	1559	A
Destination Station by Mode of Egress	C	3	1577	E
Autos Owned	C	3	1613	K
Federal Government Transit	C	3	1615	L
Employer Subsidized Transit	C	3	1616	M
Prince George's County Resident AM Peak:				
Origin Station by Mode of Access	C	3	1617	A
Origin Station by Station of Destination	C	3	1653	A
Origin Station by Fare Type	C	3	1761	A
Destination Station by Mode of Egress	C	3	1779	E
Autos Owned	C	3	1815	K
Federal Government Transit	C	3	1817	L
Employer Subsidized Transit	C	3	1818	M
Prince George's County Resident AM Off Peak:				
Origin Station by Mode of Access	C	4	1819	A
Origin Station by Station of Destination	C	4	1855	A
Origin Station by Fare Type	C	4	1963	A
Destination Station by Mode of Egress	C	4	1981	E
Autos Owned	C	4	2017	K
Federal Government Transit	C	4	2019	L
Employer Subsidized Transit	C	4	2020	M
Prince George's County Resident PM Peak:				
Origin Station by Mode of Access	C	4	2021	A
Origin Station by Station of Destination	C	4	2057	A
Origin Station by Fare Type	C	4	2165	A
Destination Station by Mode of Egress	C	4	2183	E
Autos Owned	C	4	2219	K
Federal Government Transit	C	4	2221	L
Employer Subsidized Transit	C	4	2222	M
Prince George's County Resident PM Off Peak:				
Origin Station by Mode of Access	C	4	2223	A
Origin Station by Station of Destination	C	4	2259	A
Origin Station by Fare Type	C	4	2367	A
Destination Station by Mode of Egress	C	4	2385	E
Autos Owned	C	4	2421	K
Federal Government Transit	C	4	2423	L
Employer Subsidized Transit	C	4	2424	M

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Alexandria Resident AM Peak:				
Origin Station by Mode of Access	C	5	2425	A
Origin Station by Station of Destination	C	5	2461	A
Origin Station by Fare Type	C	5	2569	A
Destination Station by Mode of Egress	C	5	2587	E
Autos Owned	C	5	2623	K
Federal Government Transit	C	5	2625	L
Employer Subsidized Transit	C	5	2626	M
Alexandria Resident AM Off Peak:				
Origin Station by Mode of Access	C	5	2627	A
Origin Station by Station of Destination	C	5	2663	A
Origin Station by Fare Type	C	5	2771	A
Destination Station by Mode of Egress	C	5	2789	E
Autos Owned	C	5	2825	K
Federal Government Transit	C	5	2827	L
Employer Subsidized Transit	C	5	2828	M
Alexandria Resident PM Peak:				
Origin Station by Mode of Access	C	5	2829	A
Origin Station by Station of Destination	C	5	2865	A
Origin Station by Fare Type	C	5	2973	A
Destination Station by Mode of Egress	C	5	2991	E
Autos Owned	C	5	3027	K
Federal Government Transit	C	5	3029	L
Employer Subsidized Transit	C	5	3030	M
Alexandria Resident PM Off Peak:				
Origin Station by Mode of Access	C	6	3031	A
Origin Station by Station of Destination	C	6	3067	A
Origin Station by Fare Type	C	6	3175	A
Destination Station by Mode of Egress	C	6	3193	E
Autos Owned	C	6	3229	K
Federal Government Transit	C	6	3231	L
Employer Subsidized Transit	C	6	3232	M
Arlington County Resident AM Peak:				
Origin Station by Mode of Access	C	6	3233	A
Origin Station by Station of Destination	C	6	3269	A
Origin Station by Fare Type	C	6	3377	A
Destination Station by Mode of Egress	C	6	3395	E
Autos Owned	C	6	3431	K
Federal Government Transit	C	6	3433	L
Employer Subsidized Transit	C	6	3434	M
Arlington County Resident AM Off Peak:				
Origin Station by Mode of Access	C	6	3435	A
Origin Station by Station of Destination	C	6	3471	A
Origin Station by Fare Type	C	6	3579	A
Destination Station by Mode of Egress	C	6	3597	E
Autos Owned	C	6	3633	K
Federal Government Transit	C	6	3635	L
Employer Subsidized Transit	C	6	3636	M

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Arlington County Resident PM Peak:				
Origin Station by Mode of Access	C	7	3637	A
Origin Station by Station of Destination	C	7	3673	A
Origin Station by Fare Type	C	7	3781	A
Destination Station by Mode of Egress	C	7	3799	E
Autos Owned	C	7	3835	K
Federal Government Transit	C	7	3837	L
Employer Subsidized Transit	C	7	3838	M
Arlington County Resident PM Off Peak:				
Origin Station by Mode of Access	C	7	3839	A
Origin Station by Station of Destination	C	7	3875	A
Origin Station by Fare Type	C	7	3983	A
Destination Station by Mode of Egress	C	7	4001	E
Autos Owned	C	7	4037	K
Federal Government Transit	C	7	4039	L
Employer Subsidized Transit	C	7	4040	M
Fairfax City Resident AM Peak:				
Origin Station by Mode of Access	C	7	4041	A
Origin Station by Station of Destination	C	7	4077	A
Origin Station by Fare Type	C	7	4185	A
Destination Station by Mode of Egress	C	7	4203	E
Autos Owned	C	7	4239	K
Federal Government Transit	C	7	4241	L
Employer Subsidized Transit	C	7	4242	M
Fairfax City Resident AM Off Peak:				
Origin Station by Mode of Access	C	8	4243	A
Origin Station by Station of Destination	C	8	4279	A
Origin Station by Fare Type	C	8	4387	A
Destination Station by Mode of Egress	C	8	4405	E
Autos Owned	C	8	4441	K
Federal Government Transit	C	8	4443	L
Employer Subsidized Transit	C	8	4444	M
Fairfax City Resident PM Peak:				
Origin Station by Mode of Access	C	8	4445	A
Origin Station by Station of Destination	C	8	4481	A
Origin Station by Fare Type	C	8	4589	A
Destination Station by Mode of Egress	C	8	4607	E
Autos Owned	C	8	4643	K
Federal Government Transit	C	8	4645	L
Employer Subsidized Transit	C	8	4646	M
Fairfax City Resident PM Off Peak:				
Origin Station by Mode of Access	C	8	4647	A
Origin Station by Station of Destination	C	8	4683	A
Origin Station by Fare Type	C	8	4791	A
Destination Station by Mode of Egress	C	8	4809	E
Autos Owned	C	8	4845	K
Federal Government Transit	C	8	4847	L
Employer Subsidized Transit	C	8	4848	M

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Fairfax County Resident AM Peak:				
Origin Station by Mode of Access	C	9	4849	A
Origin Station by Station of Destination	C	9	4885	A
Origin Station by Fare Type	C	9	4993	A
Destination Station by Mode of Egress	C	9	5011	E
Autos Owned	C	9	5047	K
Federal Government Transit	C	9	5049	L
Employer Subsidized Transit	C	9	5050	M
Fairfax County Resident AM Off Peak:				
Origin Station by Mode of Access	C	9	5051	A
Origin Station by Station of Destination	C	9	5087	A
Origin Station by Fare Type	C	9	5195	A
Destination Station by Mode of Egress	C	9	5213	E
Autos Owned	C	9	5249	K
Federal Government Transit	C	9	5251	L
Employer Subsidized Transit	C	9	5252	M
Fairfax County Resident PM Peak:				
Origin Station by Mode of Access	C	9	5253	A
Origin Station by Station of Destination	C	9	5289	A
Origin Station by Fare Type	C	9	5397	A
Destination Station by Mode of Egress	C	9	5415	E
Autos Owned	C	9	5451	K
Federal Government Transit	C	9	5453	L
Employer Subsidized Transit	C	9	5454	M
Fairfax County Resident PM Off Peak:				
Origin Station by Mode of Access	C	10	5455	A
Origin Station by Station of Destination	C	10	5491	A
Origin Station by Fare Type	C	10	5599	A
Destination Station by Mode of Egress	C	10	5617	E
Autos Owned	C	10	5653	K
Federal Government Transit	C	10	5655	L
Employer Subsidized Transit	C	10	5656	M
Falls Church Resident AM Peak:				
Origin Station by Mode of Access	C	10	5657	A
Origin Station by Station of Destination	C	10	5693	A
Origin Station by Fare Type	C	10	5801	A
Destination Station by Mode of Egress	C	10	5819	E
Autos Owned	C	10	5855	K
Federal Government Transit	C	10	5857	L
Employer Subsidized Transit	C	10	5858	M
Falls Church Resident AM Off Peak:				
Origin Station by Mode of Access	C	10	5859	A
Origin Station by Station of Destination	C	10	5895	A
Origin Station by Fare Type	C	10	6003	A
Destination Station by Mode of Egress	C	10	6021	E
Autos Owned	C	10	6057	K
Federal Government Transit	C	10	6059	L
Employer Subsidized Transit	C	10	6060	M

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Group C: Summary by Compact Jurisdiction (continued)

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Falls Church Resident PM Peak:				
Origin Station by Mode of Access	C	11	6061	A
Origin Station by Station of Destination	C	11	6097	A
Origin Station by Fare Type	C	11	6205	A
Destination Station by Mode of Egress	C	11	6223	E
Autos Owned	C	11	6259	K
Federal Government Transit	C	11	6261	L
Employer Subsidized Transit	C	11	6262	M
Falls Church Resident PM Off Peak:				
Origin Station by Mode of Access	C	11	6263	A
Origin Station by Station of Destination	C	11	6299	A
Origin Station by Fare Type	C	11	6407	A
Destination Station by Mode of Egress	C	11	6425	E
Autos Owned	C	11	6461	K
Federal Government Transit	C	11	6463	L
Employer Subsidized Transit	C	11	6464	M

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Group D: Summary by Time Period

<u>Cross-tabulation</u>	<u>Group</u>	<u>Part</u>	<u>Page</u>	<u>Question</u>
Time Period = AM Peak				
AM Peak Origin Station by Mode of Access	D	1	1	A
AM Peak Origin Station by Jurisdiction of Residence	D	1	37	A
AM Peak Origin Station by Station of Destination	D	1	73	A
AM Peak Origin Station by Going To	D	1	181	A
AM Peak Origin Station by Coming From	D	1	199	A
AM Peak Origin Station by Fare Type	D	1	217	A
AM Peak Mode of Access by Jurisdiction of Residence	D	1	235	C
AM Peak Mode of Access by Going To	D	1	243	C
AM Peak Mode of Access by Coming From	D	1	247	C
AM Peak Residence by Mode of Access	D	1	251	H
AM Peak Residence by Station of Destination	D	1	261	H
AM Peak Residence by Going To	D	1	291	H
AM Peak Residence by Coming From	D	1	296	H
AM Peak Residence by Fare Type	D	1	301	H
AM Peak Destination Station by Jurisdiction of Residence	D	1	306	E
AM Peak Destination Station by Mode of Egress	D	1	342	E
AM Peak Destination Station by Going To	D	1	378	E
AM Peak Destination Station by Coming From	D	1	396	E
AM Peak Destination Station by Fare Type	D	1	414	E
AM Peak Mode of Egress by Jurisdiction of Residence	D	1	432	G
AM Peak Mode of Egress by Going To	D	1	440	G
AM Peak Mode of Egress by Coming From	D	1	444	G
AM Peak Going To by Jurisdiction of Residence	D	1	448	F
AM Peak Coming From by Jurisdiction of Residence	D	1	452	B
AM Peak Fare Type by Jurisdiction of Residence	D	1	456	D
AM Peak Fare Type by Mode of Access	D	1	458	D
AM Peak Fare Type by Mode of Egress	D	1	460	D
AM Peak Autos Owned by Jurisdiction of Residence	D	1	462	K
AM Peak Federal Government Transit by Jurisdiction of Residence	D	1	466	L
AM Peak Employer Subsidized Transit by Jurisdiction of Residence	D	1	468	M
AM Peak Jurisdiction of Origin Station by Jurisdiction of Residence	D	1	470	

TABLE OF CONTENTS (continued)

Group D: Summary by Time Period (continued)

<u>Cross-tabulation</u>	<u>Group</u>	<u>Part</u>	<u>Page</u>	<u>Question</u>
Time Period = AM Off Peak				
AM Off Peak Origin Station by Mode of Access	D	2	472	A
AM Off Peak Origin Station by Jurisdiction of Residence	D	2	508	A
AM Off Peak Origin Station by Station of Destination	D	2	544	A
AM Off Peak Origin Station by Going To	D	2	652	A
AM Off Peak Origin Station by Coming From	D	2	670	A
AM Off Peak Origin Station by Fare Type	D	2	688	A
AM Off Peak Mode of Access by Jurisdiction of Residence	D	2	706	C
AM Off Peak Mode of Access by Going To	D	2	714	C
AM Off Peak Mode of Access by Coming From	D	2	718	C
AM Off Peak Residence by Mode of Access	D	2	722	H
AM Off Peak Residence by Station of Destination	D	2	732	H
AM Off Peak Residence by Going To	D	2	762	H
AM Off Peak Residence by Coming From	D	2	767	H
AM Off Peak Residence by Fare Type	D	2	772	H
AM Off Peak Destination Station by Jurisdiction of Residence	D	2	777	E
AM Off Peak Destination Station by Mode of Egress	D	2	813	E
AM Off Peak Destination Station by Going To	D	2	849	E
AM Off Peak Destination Station by Coming From	D	2	867	E
AM Off Peak Destination Station by Fare Type	D	2	885	E
AM Off Peak Mode of Egress by Jurisdiction of Residence	D	2	903	G
AM Off Peak Mode of Egress by Going To	D	2	911	G
AM Off Peak Mode of Egress by Coming From	D	2	915	G
AM Off Peak Going To by Jurisdiction of Residence	D	2	919	F
AM Off Peak Coming From by Jurisdiction of Residence	D	2	923	B
AM Off Peak Fare Type by Jurisdiction of Residence	D	2	927	D
AM Off Peak Fare Type by Mode of Access	D	2	929	D
AM Off Peak Fare Type by Mode of Egress	D	2	931	D
AM Off Peak Autos Owned by Jurisdiction of Residence	D	2	933	K
AM Off Peak Federal Government Transit by Jurisdiction of Residence	D	2	937	L
AM Off Peak Employer Subsidized Transit by Jurisdiction of Residence	D	2	939	M
AM Off Peak Jurisdiction of Origin Station by Jurisdiction of Residence	D	2	941	

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Group D: Summary by Time Period (continued)

<u>Cross-tabulation</u>	<u>Group</u>	<u>Part</u>	<u>Page</u>	<u>Question</u>
Time Period = PM Peak				
PM Peak Origin Station by Mode of Access	D	3	943	A
PM Peak Origin Station by Jurisdiction of Residence	D	3	979	A
PM Peak Origin Station by Station of Destination	D	3	1015	A
PM Peak Origin Station by Going To	D	3	1123	A
PM Peak Origin Station by Coming From	D	3	1141	A
PM Peak Origin Station by Fare Type	D	3	1159	A
PM Peak Mode of Access by Jurisdiction of Residence	D	3	1177	C
PM Peak Mode of Access by Going To	D	3	1185	C
PM Peak Mode of Access by Coming From	D	3	1189	C
PM Peak Residence by Mode of Access	D	3	1193	H
PM Peak Residence by Station of Destination	D	3	1203	H
PM Peak Residence by Going To	D	3	1233	H
PM Peak Residence by Coming From	D	3	1238	H
PM Peak Residence by Fare Type	D	3	1243	H
PM Peak Destination Station by Jurisdiction of Residence	D	3	1248	E
PM Peak Destination Station by Mode of Egress	D	3	1284	E
PM Peak Destination Station by Going To	D	3	1320	E
PM Peak Destination Station by Coming From	D	3	1338	E
PM Peak Destination Station by Fare Type	D	3	1356	E
PM Peak Mode of Egress by Jurisdiction of Residence	D	3	1374	G
PM Peak Mode of Egress by Going To	D	3	1382	G
PM Peak Mode of Egress by Coming From	D	3	1386	G
PM Peak Going To by Jurisdiction of Residence	D	3	1390	F
PM Peak Coming From by Jurisdiction of Residence	D	3	1394	B
PM Peak Fare Type by Jurisdiction of Residence	D	3	1398	D
PM Peak Fare Type by Mode of Access	D	3	1400	D
PM Peak Fare Type by Mode of Egress	D	3	1402	D
PM Peak Autos Owned by Jurisdiction of Residence	D	3	1404	K
PM Peak Federal Government Transit by Jurisdiction of Residence	D	3	1408	L
PM Peak Employer Subsidized Transit by Jurisdiction of Residence	D	3	1410	M
PM Peak Jurisdiction of Origin Station by Jurisdiction of Residence	D	3	1412	

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Group D: Summary by Time Period (continued)

<u>Cross-tabulation</u>	<u>Group</u>	<u>Part</u>	<u>Page</u>	<u>Question</u>
Time Period = PM Off Peak				
PM Off Peak Origin Station by Mode of Access	D	4	1414	A
PM Off Peak Origin Station by Jurisdiction of Residence	D	4	1449	A
PM Off Peak Origin Station by Station of Destination	D	4	1485	A
PM Off Peak Origin Station by Going To	D	4	1593	A
PM Off Peak Origin Station by Coming From	D	4	1611	A
PM Off Peak Origin Station by Fare Type	D	4	1629	A
PM Off Peak Mode of Access by Jurisdiction of Residence	D	4	1647	C
PM Off Peak Mode of Access by Going To	D	4	1655	C
PM Off Peak Mode of Access by Coming From	D	4	1659	C
PM Off Peak Residence by Mode of Access	D	4	1663	H
PM Off Peak Residence by Station of Destination	D	4	1673	H
PM Off Peak Residence by Going To	D	4	1703	H
PM Off Peak Residence by Coming From	D	4	1708	H
PM Off Peak Residence by Fare Type	D	4	1713	H
PM Off Peak Destination Station by Jurisdiction of Residence	D	4	1718	E
PM Off Peak Destination Station by Mode of Egress	D	4	1754	E
PM Off Peak Destination Station by Going To	D	4	1790	E
PM Off Peak Destination Station by Coming From	D	4	1808	E
PM Off Peak Destination Station by Fare Type	D	4	1826	E
PM Off Peak Mode of Egress by Jurisdiction of Residence	D	4	1844	G
PM Off Peak Mode of Egress by Going To	D	4	1852	G
PM Off Peak Mode of Egress by Coming From	D	4	1856	G
PM Off Peak Going To by Jurisdiction of Residence	D	4	1860	F
PM Off Peak Coming From by Jurisdiction of Residence	D	4	1864	B
PM Off Peak Fare Type by Jurisdiction of Residence	D	4	1868	D
PM Off Peak Fare Type by Mode of Access	D	4	1870	D
PM Off Peak Fare Type by Mode of Egress	D	4	1872	D
PM Off Peak Autos Owned by Jurisdiction of Residence	D	4	1874	K
PM Off Peak Federal Government Transit by Jurisdiction of Residence	D	4	1878	L
PM Off Peak Employer Subsidized Transit by Jurisdiction of Residence	D	4	1880	M
PM Off Peak Jurisdiction of Origin Station by Jurisdiction of Residence	D	4	1802	

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Group E: Special Tabulations

<u>Cross-tabulation</u>	<u>Group</u>	<u>Part</u>	<u>Page</u>	<u>Question</u>
School Fare AM Peak School Fare AM Peak Origin Station by Station of Destination	E	1	1	A
School Fare AM Off Peak School Fare AM Off Peak Origin Station by Station of Destination	E	1	79	A
School Fare PM Peak School Fare PM Peak Origin Station by Station of Destination	E	1	157	A
School Fare PM Off Peak School Fare PM Off Peak Origin Station by Station of Destination	E	1	235	A
Elderly/Disabled AM Peak Elderly/Disabled AM Peak Origin Station by Station of Destination	E	2	313	A
Elderly/Disabled AM Off Peak Elderly/Disabled AM Off Peak Origin Station by Station of Destination	E	2	391	A
Elderly/Disabled PM Peak Elderly/Disabled PM Peak Origin Station by Station of Destination	E	2	469	A
Elderly/Disabled PM Off Peak Elderly/Disabled PM Off Peak Origin Station by Station of Destination	E	2	547	A



Washington Metropolitan Area Transit Authority

2007 Metrorail Passenger Survey

Presented by
Department of Planning & Joint Development

October 26, 2007





Survey Implementation

- Conducted survey on weekdays between April 17th and May 24th, 2007
- Completed follow-up surveys in June 2007 at stations identified to have very low return rates
- Used same method for data collection and tabulation as the 2002 survey
- Achieved the accuracy requirements at system and station levels

	2007	2002
Boardings on Survey Days*	717,754	647,431
Forms Distributed	261,009	207,788
Overall Distribution Rate	36%	32%
Valid Responses	66,321	57,700
Response Rate	25%	28%



Compact Ridership

Compact Jurisdictions	Weekday Trips	
	2002	2007
District of Columbia	164,337	192,503
Montgomery County	120,222	132,544
Prince George's County	110,096	117,312
Arlington County	63,767	64,052
City of Alexandria	27,140	30,325
Fairfax County	86,896	91,152
City of Falls Church	3,034	2,818
Fairfax City	2,305	2,393
Compact Total	577,797	633,099
System Total	647,430	717,760

Breakout of Growth:

- PM off-peak grew the most (22%)
- Peak periods grew at system average (10%)
- Midday grew below system average 9:30 - 3:00
- DC growth
 - 19% in am and pm peak periods
 - 30% in pm offpeak period



Mode of Access

AM Peak Mode of Access

Mode	2002	2007	Increase
Walk	66,432	78,460	18%
Park&Ride	69,995	68,969	-1%
Metrobus	28,543	34,952	22%
Other bus	13,033	17,620	35%
Dropped Off	21,000	21,911	4%
Commuter Train	8,675	9,002	4%
Ride sharing	2,606	2,463	-5%
Bicycle	969	1,550	60%
Total AM Peak Trips Reported	216,854	240,512	11%

Significant increase in bus access to Metrorail, including both Metrobus and local bus services

Increase in walking and biking access is likely related to developments around station areas and provision of bike racks and lockers

Park&Ride use exceeds Metro parking capacity

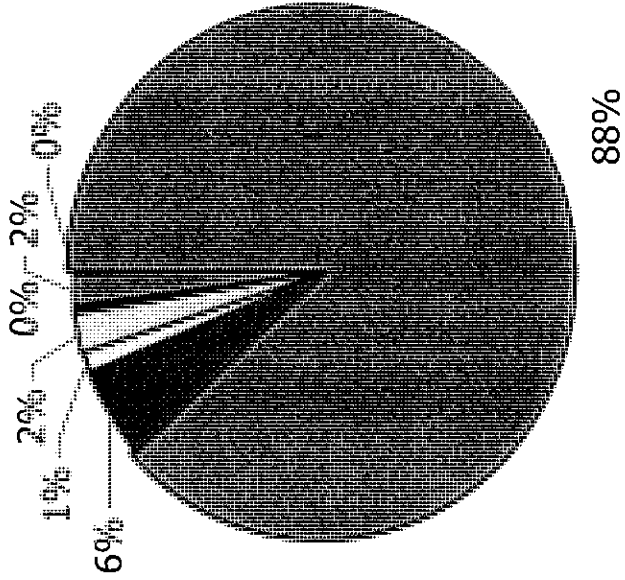
- AM Peak: 69,000

- Daily: 96,000

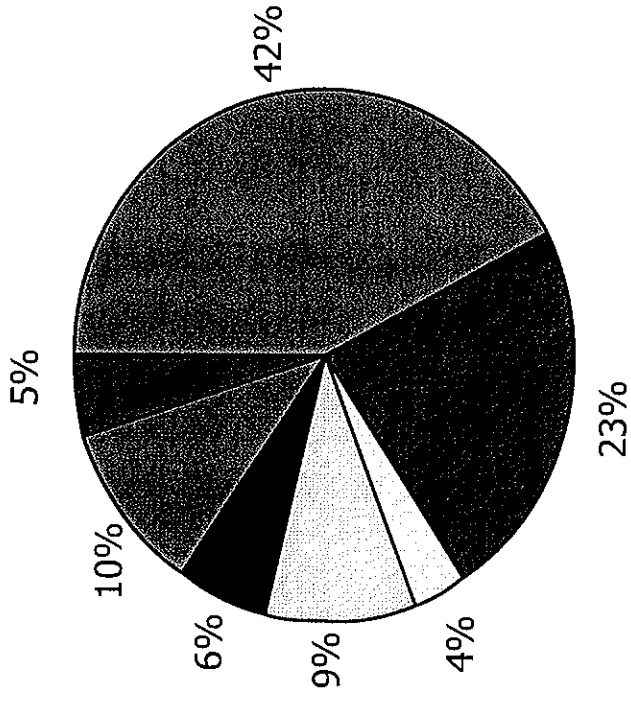


Trip Purposes

AM Peak: 240,512 trips



Midday: 137,886 trips



- Work
- Home
- School
- Business
- Shopping/Meal
- Personal
- Recreational



Survey Reports

Reports:

- Executive summary report
- CD contains:
 - Table of content
 - Questionnaire
 - Cross-tabulations

• Contact:

Wendy Jia

Office of Long Range Planning

202-962-6474

wjia@wmata.com

AGENDA ITEM #8

TO: Chairman Snyder and NVTC Commissioners

FROM: Rick Taube

DATE: November 29, 2007

SUBJECT: Regional Transportation Items.

A. NVTA Administrative Actions.

At its November 8th meeting, NVTA approved: brochures explaining new taxes and fees; the six-year program process and recommendations; FY 2009 CMAQ/RSTP allocations; directions to staff regarding the 2008 NVTA legislative agenda; and negotiations for office/space in the city of Fairfax. The next scheduled meeting is December 6th. Staff will be prepared to brief the commission on significant actions.

B. Economic Impact of WMATA

Attached is a Power Point presentation by NVTC's executive director given at Virginia's Annual Transportation Conference on November 8, 2007. The presentation documents the economic value of investments in public transit to the Washington Metropolitan region, the commonwealth of Virginia and Northern Virginia.

For example, fuel savings from public transit use (compared to driving alone) in Northern Virginia are estimated to be worth about \$190 million annually (with gas at \$3 per gallon). Transit use saves 5.1 million pounds per day of CO₂ in Northern Virginia.



A. Draft Response to FAMPO

The attached material from the November 8th NVTA meeting summarizes a revised draft response to the Fredericksburg Area Metropolitan Planning Organization regarding several requests to share federal transit funds. The new draft response still invites FAMPO to submit project requests to TPB but now notes several factors that would be considered in determining whether to grant such requests. Also, it specifies that currently all expected federal funds have been allocated to projects already included in the CLRP.

TPB may be asked to discuss the new version at its December 19, 2007 meeting.

B. Parking Experiment in San Francisco

The attached article describes a planned two-year experiment in San Francisco to apply market prices to metered parking spaces in high demand areas. An audit report to the board of supervisors predicted the current \$30 million annual revenue would climb to \$150 million with such pricing, better enforcement and tighter controls on the use of disability placards.

Meter prices would be adjusted to achieve the target of 85% occupancy promoted by Professor Donald Shoup (NVTC discussed his research at a previous meeting).

The article also describes a more limited ongoing demonstration in nearby Redwood City.

C. Electric Car Power Grid

The attached article explains the plans of a software entrepreneur, Shai Agassi, to bring about the mass adoption of electric cars by providing a dense network of on-demand charging stations. He has raised \$200 million for the project so far. His proposed electric recharge grid will tap into the existing power grid using software that identifies and allocates excess capacity. He also plans to provide switching stations for longer trips in which drivers can quickly exchange batteries to receive fully charged versions. He also plans to manufacture electric cars.

D. Dulles Corridor Rail Association Survey

The Dulles Corridor Rail Association has sponsored a public opinion poll which found 93% of Northern Virginians favor the Metrorail extension in the corridor and 86% favor it in the entire Metropolitan Washington region. The respective percentages who strongly support the extension are 77% and 68%.

Other potential Metrorail extensions are also viewed as important, as shown in the detailed results that are attached. Traffic congestion is ranked as the number one issue in Northern Virginia (38%), ahead of runner up illegal immigration (22%).

E. Transit Trouble in Chile

While Metrorail occasionally receives sharp criticism for poor performance, the situation in Santiago, Chile is bordering on chaos. Months after a redesign of the city's transportation system was announced (it featured an expanded subway as a spine with bus feeders), a class action lawsuit has been filed and Chile's congress is investigating. At issue is the increased number of transfers required and a lack of advance public outreach. As a result, auto traffic has increased by 20%. More details are provided in the attached article.



Northern Virginia Transportation Commission

NVTC

Thinking Outside the Car Since 1964



Virginia Annual Transportation Conference

Thursday, November 8, 2007
Roanoke, Virginia

Session: Economic Impacts– Prioritizing Investments and Leveraging the Public Private Transportation Act

Presentation: Case Study of the Washington Metropolitan Area Transit Authority.

Richard K. Taube
Executive Director
Northern Virginia Transportation Commission

Outline of Presentation

1. Transit in the Washington Metropolitan Region
2. Studies of Economic Impact of WMATA
3. Costs and Benefits of WMATA to Virginia
4. Private Sector Opportunities
5. Summary and Conclusions





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.

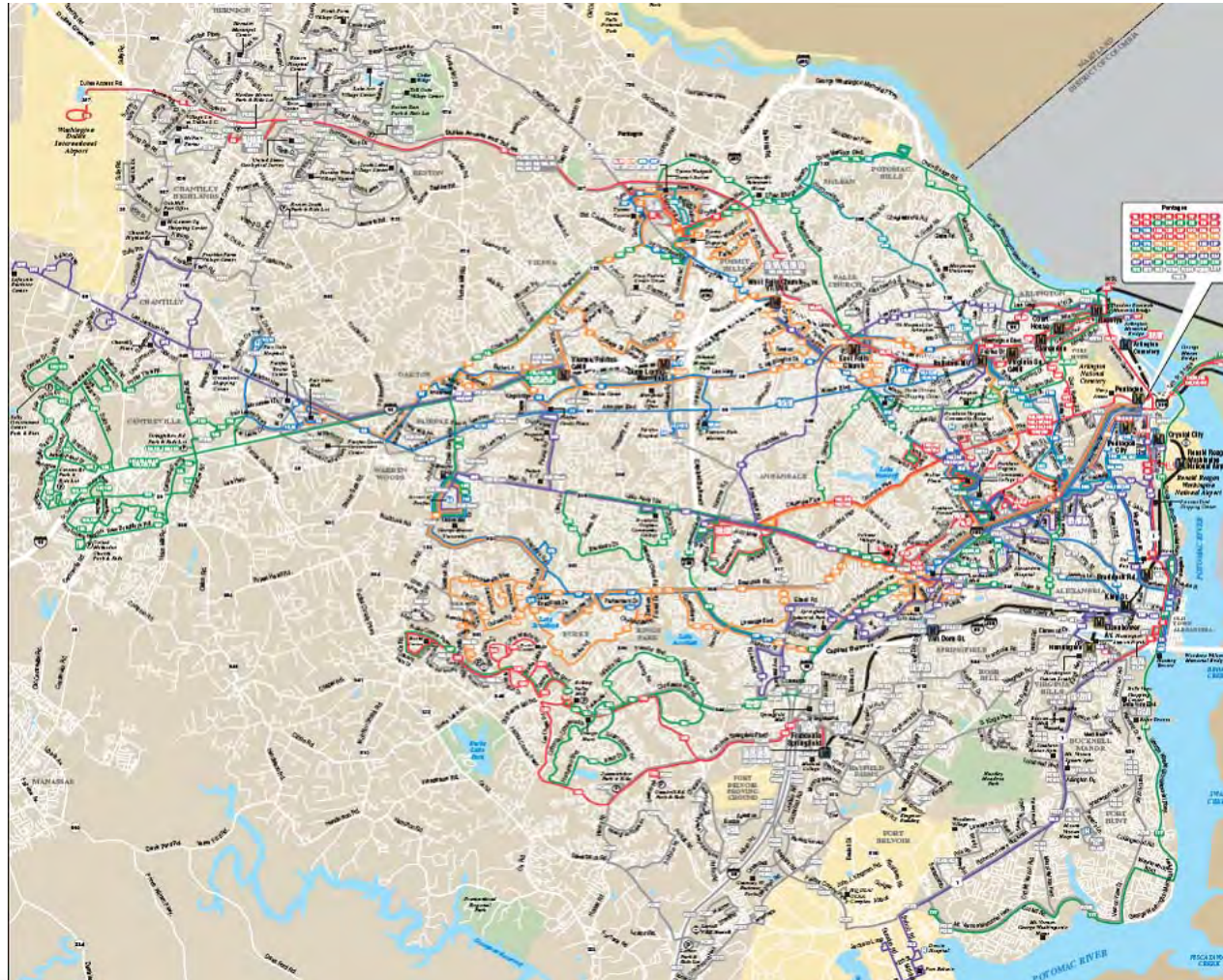
- NVTC includes the counties of Arlington, Fairfax and Loudoun and the cities of Alexandria, Fairfax and Falls Church covering over 1,000 square miles with a population of 1.6 million.

- The agency manages up to \$200 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.





Transit in the Washington Metropolitan Region





Transit in the Washington Metropolitan Region





Transit in Washington Metropolitan Region



WMATA Budget and Performance

- Current average weekday total ridership is nearly 1.2 million trips (700,000 by Metrorail and 470,000 by Metrobus).
- Metrorail has the second largest ridership in the U.S. and carries 40% of rush hour trips to the core and 18% of all regional rush hour trips. Without WMATA, the region would have 580,000 more cars on the roads and would need 150,000 more parking spaces and 1,400 more highway lane miles.
- Annual operating budget of about \$1.2 billion and capital budget of about \$0.7 billion.
- MetroAccess now requires about \$60 million to operate, Metrorail \$684 million and Metrobus \$461 million.
- Metrorail recovers about 80% of operating costs from the farebox and Metrobus about 30%.
- 87% of Metrorail riders and 81% of Metrobus riders are satisfied with the service.
- 80% of Metrobus riders and 98% of Metrorail riders have one or more cars available. Thus, the great majority of riders do so by choice.

Transit in Washington Metropolitan Region

WMATA Governance

- Three “states” each with two votes on Metro’s Board of Directors.
- At least one vote needed from each of the three to approve an action.
- Parochial splits among the three and among inner (core) versus outer jurisdictions over location of facilities, extension of bus and rail, allocations of costs, placement of new railcars, quality of service and fare policy.
- Maryland’s and D.C.’s shares of subsidy are all “state” while in Virginia local governments pay most.
- Seeking increased federal partnership (up to \$150 million annually) and may require adding federal board members.



Northern Virginia's Transit Systems



Potomac and Rappahannock
Transportation Commission



More Places. More Often. More Columbia Pike.

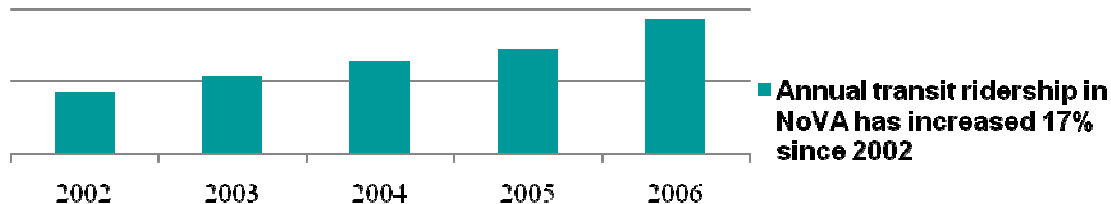




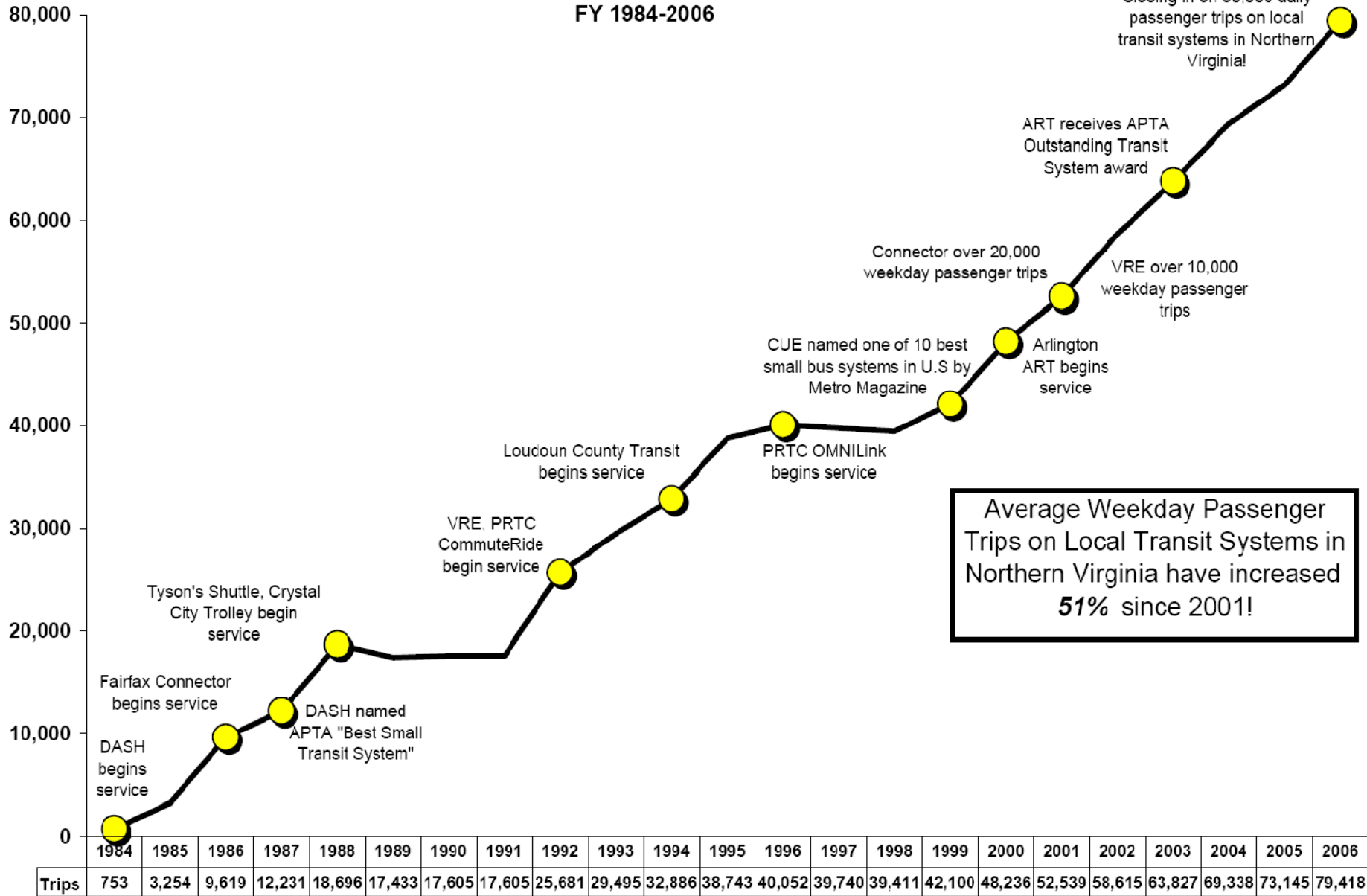
Total Transit Ridership Growth Northern Virginia FY 2002-2006



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



Average Weekday Passenger Trips on Northern Virginia Transit Systems*, FY 1984-2006



* Northern Virginia Transit Systems for 2004 include DASH, Fairfax Connector, CUE, VRE, PRTC OmniRide 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 began service in FY 81. Data does not include WMATA reimbursable services such as the GEORGE Bus, REX, Pike Ride, or TAGS



Virginia Railway Express





Economic Impact of WMATA



NVTC Study in 1985:

- Calculate fiscal impact of Metrorail on the Commonwealth to educate the Virginia General Assembly about the need for more state funding. Preceded the successful special session in 1986.
- Performed by Peat Marwick Mitchell & Co. using conservative methodology (no multipliers).
- Interviewed private developers and found from 1972 to 1985:
 - New development with 14 million square feet of office space, 1.7 million of retail, 2,300 hotel rooms and 8,800 residential units.
 - 29,000 new office jobs, 3,000 in retailing and 2,000 in hotels.
 - 2,400 construction jobs average per year.
 - Results in \$284 million net return on state investments through sales taxes, individual and corporate income taxes and document recording fees.
- Internal rate of return of 13% from 1972-95.



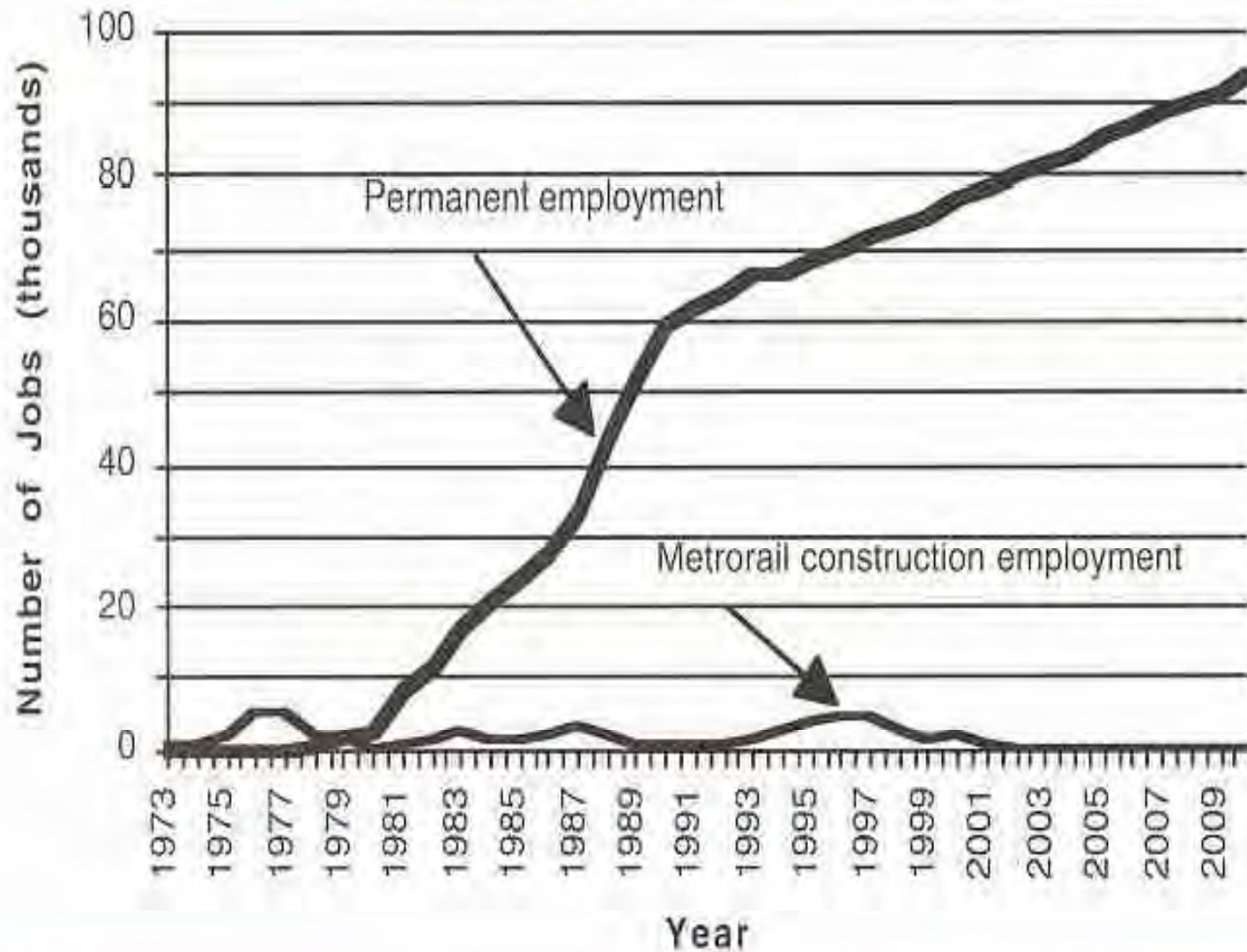
Economic Impact of WMATA



NVTC Study in 1994:

- Retained the same firm and methodology.
- Confirmed and expanded earlier predictions. By 2010, Metrorail will yield through expanded scale and quality of developments:
 - 25 million square feet of offices, 1.8 million retail, 4,000 hotel rooms and 31,000 additional residential units.
 - 86,000 new office jobs, 1,500 retail and 3,500 hotel.
 - Results in \$1.2 billion in excess revenues to the Commonwealth.
- Internal rate of return of 19.2% from 1995-2010.

Metrorail Generated Jobs





Economic Impact of WMATA



- Resources for the Future published in 2006 a study of the current benefits and optimal provision of transit in the Washington D.C. area (www.rff.org/documents/RFF-DP-06-21.pdf).
- If transit weren't available, a multinomial logit model showed greater time costs of driving and parking less savings in operating and capital costs of transit. These amount to net transit benefits of about \$6.00 per transit trip. This did not include externalities such as energy, air quality and safety.
- With 137 million annual trips in Northern Virginia alone (about 86 transit trips per capita), the annual net benefits are \$822 million.
- The optimal level of transit service in the region is about 14% greater than at present.



Cost and Benefits of WMATA to Virginia

Local Level of Effort

- It now costs over \$636 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.





Cost and Benefits of WMATA to Virginia

Sources of Funding

Total NoVA Transit Budgeted Operating and Capital Expenses (Including WMATA and VRE, excluding Omni-Ride/Omni-Link) for FY 2008

• Local General Fund & Bonds	\$115 million	18.1 %
• Passenger Fares	\$220 million	34.6 %
• NoVA Gas Tax	\$37 million	5.8 %
• State Aid*	\$149 million	23.4 %
• Federal Aid	<u>\$115 million</u>	<u>18.1 %</u>
 NVTC Total	 \$636 million	 100%

* An additional \$40 million of state aid for Metro railcars was appropriated in FY 2006 and \$20 million in FY 2008 but has not been made available in a grant contract.



Costs and Benefits of WMATA to Virginia



Energy

- Using factors from the American Public Transportation Association, fuel savings in Northern Virginia from public transit use are about \$819 per transit user per year or \$190 million for the region (assume 273 gallons per person per year times 232,000 persons with gas at \$3 per gallon).
- WMATA uses \$26 million annually of electricity for facilities plus \$45.6 million for propulsion. PEPCO is doing an audit and promises to save the equivalent of 2,173 vehicles taken off the road.



Costs and Benefits of WMATA to Virginia

Air Quality

- APTA estimates that public transportation produces 95% less CO, 90% less VOC, and half as much CO₂ and NO_x per passenger mile as private vehicles.
- Taking transit to work saves 22 pounds per day of the greenhouse gas CO₂ , or 4,800 pounds per year. Northern Virginia's 232,000 average daily riders save 5.1 million pounds per day (over 2550 tons).



Costs and Benefits of WMATA to Virginia



Congestion

- The Washington region ranks among the top three in congestion costs reported each year by the Texas Transportation Institute.
- With total congestion costs of almost \$3 billion (time and fuel wasted), previous investments in public transit reduce the total by over a half billion dollars annually.
- Congestion is like a tax paid to oil companies and oil producing nations. NVTI found in a survey for its TransAction 2030 plan that most residents would pay at least a dollar a day to improve public transit and reduce congestion.
- That is roughly equivalent to a 1.8% sales tax on \$20,000 of purchases per year, or a gas tax of over 90 cents per gallon (10,000 miles driven per year at 25 miles per gallon).
- A recent Washington Post poll found 92% of Northern Virginians believe traffic congestion is a problem (and 72% a serious problem). Statewide the proportions are 63% and 39% respectively.



Costs and Benefits of WMATA to Virginia

Economic Activity and Access to Jobs:

- With just over 25% of Virginia's population almost 75% of statewide transit ridership occurs in Northern Virginia.
- From 2000 to 2005, the Washington Metropolitan area has generated more net new jobs (359,000) than any other U.S. metropolitan region, with Northern Virginia supplying 60% of this growth.
- BY 2030, jobs will grow by 39% from 2005 to 5.3 million, while households will grow 35% to 3.2 million. Without better transit, people will need to move further out (sprawl) and drive further to work (congestion).
- About 30% of the Commonwealth's jobs are in Northern Virginia and they produce about 36% of statewide sales tax revenues and 45% of statewide income tax.
- APTA estimates every \$10 million invested in transit capital yields \$30 million in increased business sales and every \$10 million invested in transit operations yields \$32 million.
- Metro moves Virginia's economy.



Costs and Benefits of WMATA to Virginia

Safety and Security

- On September 11, 2001, Metrorail kept operating and helped the region's commuters arrive home safely. Current evacuation plans depend heavily on transit.
- Accident and fatality rates for public transit are far superior to private automobiles, as reported by the National Safety Council. Average deaths per 100 million passenger miles are 0.77 for automobiles and 0.03 for urban transit (rail and bus).
- Traffic accidents are a function of density (cars per mile of road). Drivers pay directly for insurance but not for the risks they impose on other drivers by contributing to the density of traffic. Internalizing this cost might cost \$220 billion per year, nationwide (see http://works.bepress.com/aaron_edlin/21/ for the 2006 article in the Journal of Political Economy).

IF YOU DRIVE EVERY DAY, YOU DEPEND ON TRANSIT!



You may not realize it...but if you drive your car every day, you depend on public transit. Every trip taken on public transit is a trip NOT taken on a public road, which means less traffic and fewer delays. Traffic is bad now, but without the demand-reduction created by transit ridership, the road network in Northern Virginia would be at a total standstill. An increased investment in public transit will lead to road conditions more like the lanes on the right, rather than the all too familiar sight of the lanes on the left.

In Northern Virginia, we all depend on public transportation.

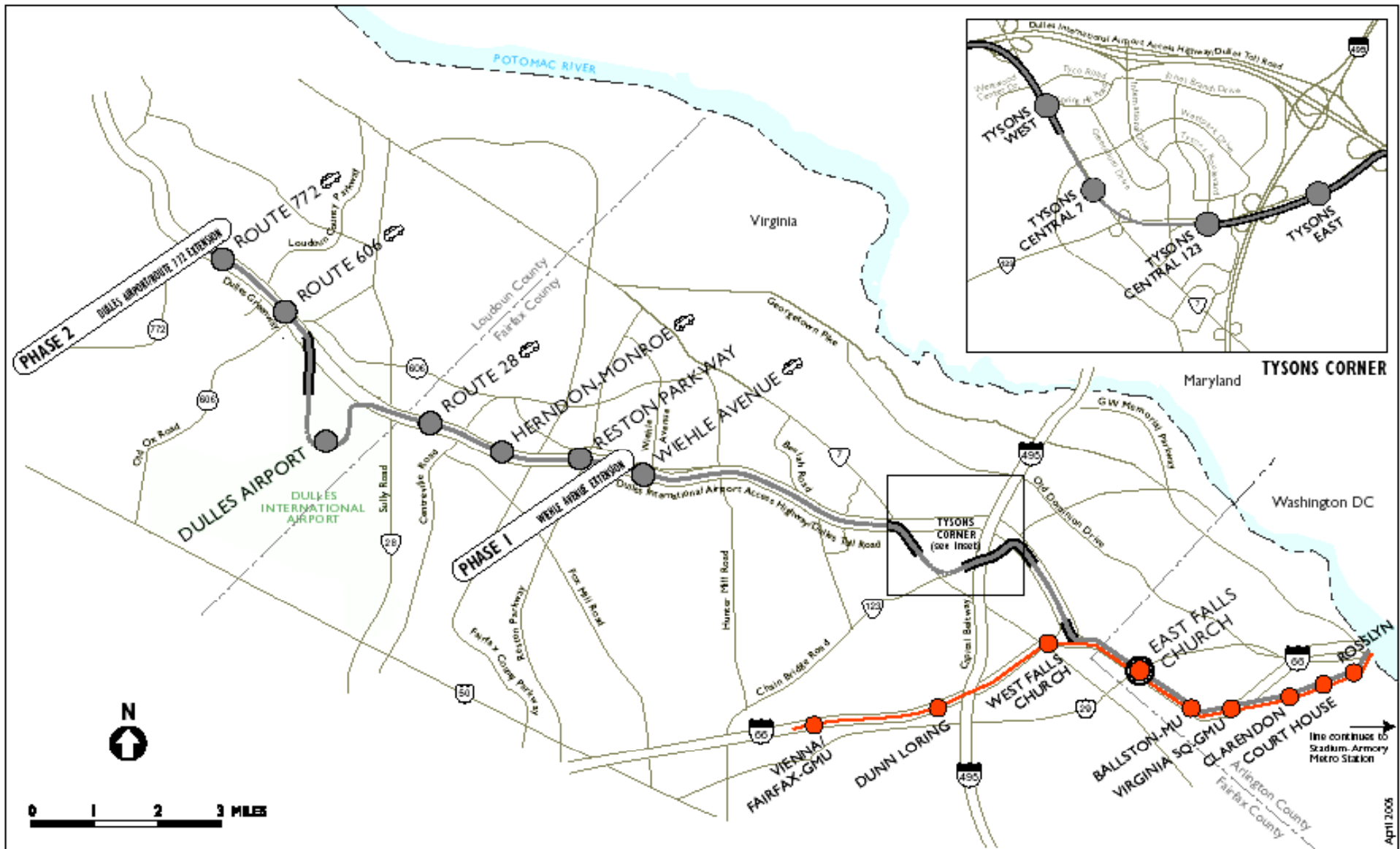


Private Sector Opportunities



Dulles Corridor (see www.dullesmetro.com)

- The airport opened in 1962 with a “super rail” proposal .
- In the succeeding decades, many monorail, express bus, light rail, BRT and heavy rail proposals, many sponsored by the private sector.
- Currently, the Metropolitan Washington Airports Authority and the Commonwealth of Virginia have signed a 50-year transfer agreement for MWA to operate, maintain and improve the Dulles Toll Road, manage construction of the Metrorail extension and finance all debt service.
- Unique local and intergovernmental funding agreements are in place with Fairfax and Loudoun counties, WMATA and the private project partners. Total Phase 1 and 2 costs over \$5 billion. Waiting for federal approval (will provide \$900 million).
- Phase I operations begin mid-2013 and Phase 2 2015-16?
- Controversies include use of Dulles tolls, private sector involvement, tunnel vs. above ground, extent of special taxation districts, Metro jurisdictions’ concerns over economic advantages and subsidy allocation.



LEGEND

- Existing Orange Line Track and Station
- Transfer Station
- New Station
- New Underground Station
- Parking
- Surface Track
- Elevated Track
- Underground Track



For more information
www.dullesmetro.com
 703.288.7000



Private Sector Opportunities



HOT Lanes

- US DOT has provided \$848 million this year to several urban areas throughout the U.S. to implement variable pricing (road prices vary with levels of congestion and tolls are charged to enter restricted zones). Other demonstrations feature user fees based on vehicle miles traveled versus gallons of fuel purchased.
- Northern Virginia has two active variable pricing opportunities, both featuring PPTA proposals from Fluor-Transurban. (see www.virginiahotlanes.com). HOV and transit would be free.
- The Capital Beltway project is further along, with construction of four new lanes of 14 miles (added to eight existing lanes) likely to begin in 2008.
- The I-95/395 56-mile project is proving to be more controversial, as it would use the existing successful HOV lanes. An ongoing DRPT study in cooperation with the Northern Virginia jurisdictions is examining how transit services could be improved using the “excess” toll revenues.



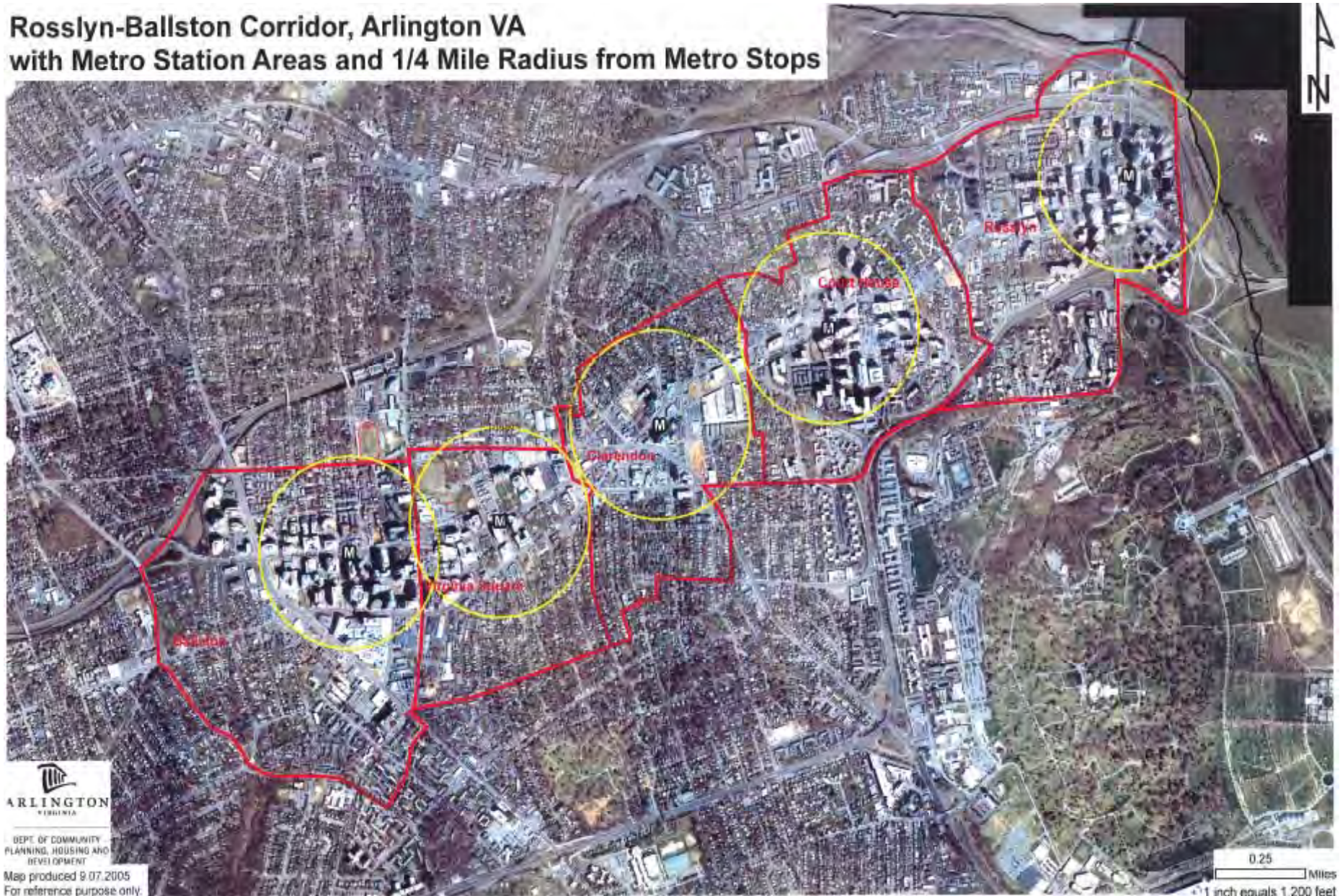
Private Sector Opportunities



Transit Oriented Development

- The value of development at or within a quarter mile of Metrorail stations is \$25 billion.
- In Arlington, 30% of property tax revenue is generated by the eight percent of mixed use development on the land area (two square miles) concentrated near the Metrorail Orange Line in the Rosslyn-Ballston Corridor.
- In that corridor, land values grew 84% from 2002 through 2006 to \$4 billion.
- In both Metrorail corridors in Arlington and considering all sources of local taxes, 51% of tax revenue is generated.

Rosslyn-Ballston Corridor, Arlington VA with Metro Station Areas and 1/4 Mile Radius from Metro Stops




ARLINGTON
VIRGINIA

DEPT. OF COMMUNITY
PLANNING, HOUSING AND
DEVELOPMENT

Map produced 9/07/2005
For reference purpose only.



Summary and Conclusions



- WMATA represents the greatest triumph of foresight and intergovernmental cooperation in the history of the region.
- Its investment continues to pay off in jobs created, tax revenues, mobility, congestion relief, quality of life, energy savings, air quality, safety and security and in many other ways.
- Private sector involvement has played a key role in terms of advocacy, contract operations, design, construction and finance.
- Because the region has fallen so far behind in coping with its transportation crisis, the private sector will have a greater future role through PPTA proposals (design, finance, build, operate, maintain) using variable pricing and tax-increment financing.
- Metro is too important to allow to fail. Dedicated funding and greater regional cooperation are needed.

What would you do without METRO?



These people found out the hard way.



More Information

- For more transit performance facts and links to each public transit system, visit NVTC's website at:

www.thinkoutsidethecar.org

- Questions?





6.E.

**Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority**

MEMORANDUM

TO: Christopher Zimmerman, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

FROM: Tom Biesiadny, Chairman
Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority

SUBJECT: Update on Fredericksburg Area Metropolitan Planning Organization
Request (Item 6.E.)

DATE: November 1, 2007

In August 2005, the Fredericksburg Area Metropolitan Planning Organization (FAMPO) wrote to the Transportation Planning Board (TPB) seeking changes to the allocation of Federal Transit Administration Section 5307 formula funds received by the Washington urbanized area (UZA). In summary, these two changes were:

- An allocation of the portion of 5307 funds that the region receives based on population and population density factors.
- An allocation of the portion of 5307 funds that the region receives based on bus service related earnings that bus service in North Stafford will soon generate.

In addition, as part of TPB's triennial review, released in March 2006, the Federal Highway Administration and Federal Transit Administration included a recommendation that TPB resolve these outstanding allocation issues with FAMPO within six months.

On October 12, 2006, NVTA approved a letter to the TPB urging the TPB to take no action on the FAMPO request for an allocation of a portion of the federal transit funds, but convene a meeting of the region's designated recipients of formula transit assistance (the Washington Metropolitan Area Transit Authority [WMATA], the Potomac and Rappahannock Transportation Commission [PRTC], the Northern Virginia Transportation Commission [NVTC], the Virginia Railway Express and the Maryland Department of Transportation) to formally review FAMPO's request.

Chairman Christopher Zimmerman
Members, Northern Virginia Transportation Authority
November 1, 2007
Page Two

The Interim Technical Committee's October 2006 memo on this issue is attached as background.

Beginning in March 2007, TPB staff has coordinated several conference calls with the designated recipients, as requested. As a result of these conference calls with the designated recipients and subsequent conversations with NVTA's Jurisdiction and Agency Coordinating Committee, TPB staff prepared the attached draft letter to FAMPO. This letter:

- Recommends that FAMPO submit project requests for consideration in the TPB's Transportation Improvement Program (TIP)/Constrained Long Range Plan (CLRP), however notes that several factors will be considered when determining whether or not any of these projects are funded;
- Notes that WMATA Board action will be required for any section 5307 funds to be allocated to FAMPO;
- Notes that the region does not allocate section 5307 funds by population and to do so would be inconsistent with federal guidance;
- Notes that the region has just finished a financial analysis for the CLRP and as part of that analysis all expected federal funds have been allocated to projects already included in the CLRP;
- Notes that the jurisdictions that are members of WMATA are already subsidizing riders from FAMPO jurisdictions by approximately \$590,000 per year.
- Indicates a willingness to review whether or not the dividing line between the Washington metropolitan region and the Fredericksburg region should be drawn at the Prince William/Stafford County line after the 2010 census, but does not commit to supporting such a designation outright.

Jurisdiction and Agency Coordinating Committee members are now comfortable that the draft TPB letter strikes a more appropriate balance between encouraging Stafford County's participation in the TIP/CLRP process and the need to ensure that WMATA continue to receive the federal formula transit assistance to support its system.

The TPB Technical Committee is scheduled to discuss the letter again on November 2, 2007. The TPB is scheduled to review the letter on November 14, 2007, and formally approve the letter on December 19, 2007.

Jurisdiction and Agency Coordinating Committee members and I will be available at the Authority meeting on November 8, 2007, to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290, (202) 962-3310 Fax: (202) 962-3202

DRAFT – 8/31/07

Honorable Matthew Kelly
Chairman
Fredericksburg Area
Metropolitan Planning Organization
P.O. Box 863
Fredericksburg, VA 22404

RE: Allocation and Sharing of Federal Transit Administration (FTA) Section 5307 Funds for the Washington Urbanized Area

Dear Chairman Kelly:

At its September 20, 2006 meeting, the National Capital Region Transportation Planning Board (TPB) received copies of five resolutions adopted on September 18, 2006 by the FAMPO Policy Committee stating FAMPO policies with respect to the allocation of federal Section 5307 formula transit funds for the Washington urbanized area. In this letter the TPB addresses the FAMPO policy statements in each of these resolutions, and outlines its responses and recommendations on each of the topics addressed in the resolutions.

Over the past several months, TPB staff has reviewed the current procedures for allocating FTA Section 5307 formula funds within the Washington urbanized area, and has consulted with senior staff at FAMPO and other organizations potentially affected by the programming of the funds, including the Washington Metropolitan Area Transit Authority (WMATA), the Potomac and Rappahannock Transportation Commission (PRTC), the Northern Virginia Transportation Commission (NVTC), the Northern Virginia Transportation Authority (NVTA), the Virginia Department of Rail and Public Transportation (VDRPT), and the District of Columbia, Maryland, and Virginia Departments of Transportation. At its July 6 and September 7 meetings, the TPB Technical Committee was briefed on the current procedures for allocating FTA Section 5307 funds in the Washington urbanized area, the FAMPO policy statements, and proposed procedures for the allocation and sharing of these funds in the future. At its

October 17 meeting, the TPB was briefed on these current procedures and the FAMPO policy statements. At its November 14 meeting, the TPB approved sending this letter to

FAMPO for its consideration and further discussion.

Regarding FAMPO Resolution FY 06-32b on VRE generated funds, the TPB is in agreement with FAMPO's policy position, which conforms to current practice for allocating Section 5307 FTA formula funds to VRE. The TPB believes that this practice is working well and should continue.

Honorable Matthew Kelly

Page 2

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FAMPO Resolution FY 06-32c addresses Section 5307 funds which are apportioned among small urbanized areas in the Commonwealth of Virginia by the

Virginia Department of Rail and Public Transportation (VDRPT). These small urbanized

area funds are in a separate category from the Section 5307 funds apportioned by the

FTA formula for the Washington urbanized area, and the TPB does not intend to take

any position on the apportionment of these small urbanized area funds.

Regarding FAMPO Resolution FY 06-32d with respect to the designation of urbanized areas as a result of the 2010 Census, the TPB believes that consideration of

this question should be deferred until the 2010 census results are available, and does

not intend to take any position on this question at this time.

Regarding FAMPO Resolutions FY 06-32a and FY 06-32e on the portions of FTA Section 5307 funds for the Washington urbanized area that are based on population,

population density, and bus service factors, the TPB recommends that FAMPO proceed

in accordance with the following guidance provided by the FHWA and FTA in an August

9, 2004 letter to Mr. Henry Connors, Jr., Chairman of FAMPO:

"TPB, along with the FTA designated recipients in the Washington D.C. urbanized area determine how Federal transit funds are spent in that urbanized area, which encompasses northern Stafford County. Therefore, FAMPO may wish to participate in the TPB planning process, as projects and programs serving the needs of northern Stafford County are eligible for a portion of the Federal funds apportioned to the Washington D.C. urbanized area."

Based upon this federal guidance, the TPB recommends that FAMPO participate in the TPB planning and programming process with regard to projects serving the needs

of northern Stafford County. Such participation in the TPB process would give FAMPO the opportunity to propose projects that are eligible for Section 5307 funds for possible inclusion in the Washington region's long range plan and transportation improvement program (TIP). The TPB believes that there are opportunities to identify eligible capital projects that could benefit the residents of northern Stafford County and provide better connections to the Washington region -- such as bus and parking facilities at Metrorail stations, and commuter park and ride lots. Should FAMPO wish to participate in the TPB planning and programming process to identify transportation projects that are eligible for the 5307 funds, there are a number of considerations with respect to current practices and funding commitments that should be kept in mind. First, the bus service and related ridership in North Stafford contributes to the Washington urbanized area Section 5307 apportionment only if the north Stafford service and ridership statistics are reported as part of the National Transit Database (NTD) clearly identified as Washington D.C. urbanized area statistics, which did not happen in 2005. Consequently, the FY 2007 apportionment of Section 5307 funds does not account for the existence of bus service in north Stafford, an omission

Honorable Matthew Kelly

Page 3

3

that has been brought to the Fredericksburg Regional Transit System's (FRED) attention. Correct reporting of these statistics in the future will make it possible to quantify the north Stafford County contribution to the Washington urbanized area Section 5307 apportionment.

Second, the 2006 Update to Constrained Long Range Plan (CLRP) Financial Plan for the Washington region brought the region's jurisdictions together to address funding sources for highway and transit needs, including the use of 5307 funds for transit capital improvement priorities. One current commitment of 5307 funding reflected in the 2006 CLRP update is specified in WMATA Board resolution #2000-08, adopted on January 27, 2000. This resolution states that in order to support WMATA's ability to

finance projects under a TIFIA loan guarantee, "transit systems shall receive funds only if WMATA, as the designated recipient, has allocated to them Section 5307 funds directly attributable to their transit operations in the Washington urbanized area as of January 1, 2000." Any changes to the allocation of those funds would require a negotiated agreement between the region's jurisdictions. (The terms of this TIFIA loan guarantee were approved by the Federal Transit Administration (FTA), and the loan guarantee used for railcar rehabilitation is still required until the current program ends in 2010.)

Finally, I would like to bring to your attention a point made by several TPB member jurisdictions during the development of this letter. WMATA provides service to many passengers who reside outside of the WMATA Compact jurisdictions, and Compact members pay the local subsidy for operating and capital expenses generated by those passengers. Any decrease in the federal capital funds available to WMATA would require an increase in capital contributions from the local Compact jurisdictions.

In 2007, residents of the FAMPO region make approximately 3,700 trips daily on Metrorail. WMATA estimates that Compact jurisdictions are currently paying approximately \$590,000 annually to subsidize the fares of FAMPO region riders. The TPB looks forward to receiving comments from FAMPO on these recommendations on the allocation and sharing of FTA Section 5307 funds for the Washington urbanized area. Please contact Ronald Kirby, staff director for the TPB, at (202) 962-3310 if you have any questions regarding this proposal.

Sincerely

Catherine Hudgins
Chair, National Capital Region
Transportation Planning Board



Fredericksburg Area Metropolitan Planning Organization
3304 Bourbon St. Post Office Box 863
Fredericksburg, Virginia 22404
(540) 373-2890
Fax (540) 899-4808
www.fampo.gwregion.org

Mat Kelly
FAMPO Chairman

Lloyd Robinson
FAMPO Administrator

RECEIVED
NOV 21 2007

November 19, 2007

Mr. Ron Kirby, Director
Transportation Planning Division
Washington Metropolitan Area Council of Governments
777 North Capital Street NE
Washington, DC 20002

RE: FTA Section 5307 Formula Funds Issue Between FAMPO and the TPB Arising from the 2000 Census

Dear Mr. Kirby:

I am writing to express concern over the subject issue.

As you know the 2000 Census designated a portion of North Stafford County as a part of the Washington Urbanized Area (UZA). As a result of this designation about \$200,000 of FTA Section 5307 formula funding has been accruing annually to WMATA, as the Designated Recipient for your UZA, as a result of the population and population density of that portion of North Stafford County. In addition, in the past three years, new transit services have begun in North Stafford County, and these are now being reported to FTA through the National Transit Data Base (NTD). It is our belief that, beginning in the next Federal fiscal year, these new services will add to the amounts of Section 5307 funds which WMATA receives as a result of North Stafford County, bringing the total to more than \$260,000 a year.

Last fall we sent you a series of Board Resolutions in which we requested, among other things, that the FTA Section 5307 funds attributable to North Stafford County be returned to the FAMPO Region and that the Transportation Planning Board (TPB) work with us to assure that, in the 2010 Census, this and other potential problems be avoided, by uniting in a request that the UZA boundary between our two Regions be drawn at the Stafford County-Prince William County line.

Since that time you and I have spoken frequently, and I understand that movement on at least the Section 5307 formula issue has occurred with your MPO Technical Committee and the transit providers in your Region.

Mr. Ron Kirby
November 19, 2007
Page 2

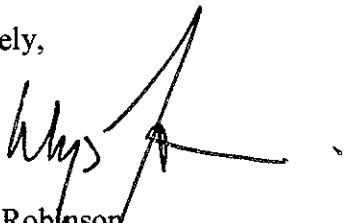
I certainly believe that you and your colleagues have been acting in good faith to resolve this problem. However I also understand from staff reports that the Northern Virginia Transportation Authority (NVRTA) Board discussed this issue at its November meeting and voiced opposition to any reverting of North Stafford County-generated Section 5307 funds back to the FAMPO Region.

I further understand that you had intended for this issue to be on the TPB Board Agenda last week, but that that meeting was cancelled, and you now intend to introduce this to the TPB Board in December, for discussion and action in January.

We are concerned that this issue could simply linger on without resolution, possibly through the 2010 Census. FAMPO Chair Matt Kelly and I stand ready to do anything we can to resolve this issue and are ready to attend any TPB Board meeting you think advisable.

I think we are all working in good faith here and look forward to hearing from you.

Sincerely,



Lloyd Robinson
FAMPO Administrator

Cc: Chairman Kelly and FAMPO Board
Pierce Homer, Virginia Transportation Secretary
Letitia A. Thompson, FTA Region III Administrator
Matthew O. Tucker, Virginia DRPT Director
Richard Taube, NVTC, Executive Director

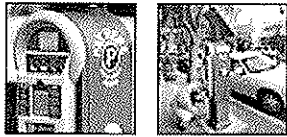


SFGate.com

S.F. plans market rates for prized parking spaces

Rachel Gordon, Chronicle Staff Writer

Friday, October 12, 2007



It soon could get pricier in San Francisco to park in front of your favorite restaurant on a Saturday night or in front of your doctor's office during work hours.

City officials hope by early next year to start a two-year pilot project that would radically change the way people park in San Francisco - marrying high-tech gadgetry and a free-market philosophy to better manage traffic congestion and to increase collections from meters.

"We're looking at actually pricing a parking space like housing - let the market dictate the price," said Sonali Bose, chief financial officer for the San Francisco Municipal Transportation Agency.

In the idea's simplest application, people would have to pay more to park where demand for spaces is high.

San Francisco parking officials are looking at a number of options, among them expanding the hours meters operate but lifting the time restrictions so people can go to dinner and a movie without worrying about getting a ticket for an expired meter. Also under consideration: raising meter rates in areas such as AT&T Park, for instance, so prices are closer to the cost of nearby parking lots.

They might also test whether to charge more the longer a driver parks in a space - perhaps setting the first hour at \$2, the second at \$3, the third at \$4 and so on.

The city probably will experiment in several areas: downtown, at a neighborhood commercial site with curbside parking and at a city-owned lot with meters.

Officials also want to look at the relationship between parking demand and pricing by adjusting prices in city-owned garages and nearby street spaces. The Municipal Transportation Agency board of directors is scheduled to get a more detailed plan next month.

A major component of the test phase will be trying out different technologies, Bose said.

The Port of San Francisco, which operates about 1,000 meters along the waterfront independently of the rest of the city, conducted a smaller test earlier this year. It looked at varying prices, different payment methods and various meter designs. Port officials were looking to determine how those

factors affected turnover of spaces and whether drivers were more likely to feed the meter. The plan now is to expand the test to other places in San Francisco. The Municipal Transportation Agency operates the city's other 24,000 meters.

The city, which collects about \$30 million a year in parking meter revenue, could collect considerably more, an audit by the Board of Supervisors budget analyst found this year. The report found that San Francisco was getting just one-fifth of the money it could receive from meters. Lax enforcement and the widespread use of disabled placards, which allow people to park for free, were among the factors blamed for the shortfall.

In addition to basing meter prices on demand, city officials also want to make paying for parking more convenient. They believe that if people have the chance to pay with a credit card, debit card, cell phone or other gadget, they'd be more likely to pay, even if there's a surcharge.

Meter prices could be adjusted up or down based on demand. And the goal would be to maintain an 85 percent occupancy rate at metered spaces to promote turnover.

That way, boosters say, a parking space would always be available. Another benefit, they say, is that motorists wouldn't have to drive around looking for a vacant space, resulting in less traffic congestion and less auto pollution.

The idea isn't new. All San Francisco has to do is look 26 miles down the Peninsula to Redwood City.

There, the downtown parking management program incorporates technology and demand-based pricing. It began in February and has generated interest from cities across the country.

Redwood City redevelopment manager Susan Moeller said Thursday that the city is pleased with the results. On Broadway, the heart of downtown Redwood City's commercial corridor, meter rates are 75 cents an hour; it's just 50 cents an hour on side streets. Motorists also have the option of parking in nearby lots, some of which are free with validation.

By maintaining a guideline of 85 percent full and 15 percent empty, Moeller said, there has been the desired turnover of parking spaces.

Over the months, the city adjusted the hours so now people can park for free after 8 p.m. Monday through Saturday; Sundays are free.

People can pay for the meters with cash or, for a small surcharge, with credit cards or cell phones.

If time is about to run out on a meter, people can add more time to avoid a ticket. Adding time has been made more convenient. The additional payment can be made by cell phone or at any of the

high-tech meters - not just the one closest to your car - as long as the drivers punch in the number of the space where they parked. As part of the new program, which was in the planning and design stages for three years, officials lifted all limits on how long people could park in a street space.

The new Redwood City meters are solar powered. Initial glitches with the technology have been worked out, Moeller said. And city officials have promised downtown merchants that extra money from the meters will be used on downtown improvement projects such as extra security and sidewalk cleaning.

"The program hasn't been without its challenges," Moeller said, "but we've gotten to the point where we are managing our parking much better so there is less congestion and there are always spaces available."

That's just the result what Donald Shoup, a UCLA professor of urban planning, envisioned. Shoup is known as a parking management guru and has pushed for the idea of setting meter fees so that only 85 percent spaces are taken. It's a balance he describes as the "Goldilocks Principle."

"If the price is set high, people won't stay long; if it's too low, people will never leave," he said.

And although Shoup's theory isn't new, he said he expects more cities will see it as a potential solution to their parking woes.

"It won't be a revolution but more of an evolution," he said. "I think the new technology makes it much easier to try pricing variation, and the world is changing. There's a much better understanding about energy dependency and global warming, and people are becoming more willing to do what they can about congestion."

Online resources

To find out more about redwood city's program:

links.sfgate.com/ZBDP

To find out more about donald shoup's parking theory:

links.sfgate.com/ZBDQ

Port of san francisco parking study

links.sfgate.com/ZBDR

E-mail Rachel Gordon at rgordon@sfchronicle.com.

Agassi's Better Place

Former SAP star is turning his attention to the electric car industry

By Renee Boucher Ferguson

SHAI AGASSI CAME TO FAME IN the business applications world at German software giant SAP, where as a latter-stage thirtysomething-year-old he helped turn the once-stodgy company into a trailblazer. The method? Bold strokes in software development that resulted in, among other things, NetWeaver, an integration and development platform that's been the basis of most of what SAP has done since 2003.

Now 39 and the CEO of his own company—currently called Project Better Place—Agassi hopes to have the same impact in the automotive industry as he did in the software sector. His plan: To bring about the mass adoption of electric cars by making the concept of on-demand electricity through ubiquitous charging stations a reality.

Agassi is tapping his six years at SAP in more ways than one because while he plans to implement a global electric car infrastructure, he's also writing the software to run the infrastructure.

"We understood that at the heart of the system there is a very interesting piece of software that actually makes sure all cars get charged when they need to get charged, and it allows us to direct and sort who is a higher priority and so forth," Agassi said during the company's Oct. 29 launch in New York.

"If you think about all the batteries—mobile distributed devices—that are going around the electric grid itself, for the ability to understand how much excess capacity [there is available], there

needs to be a piece of software that sends the electrons the right way."

The secret of this software, Agassi said, is to make it simple at the surface level—where consumers tap energy by recharging batteries—and hide the complexity behind the software that allocates who gets what when.

Simplicity on the surface was also the goal with NetWeaver, which helps companies integrate applications and build composite applications from various components sourced from inside and outside SAP.

While the success of NetWeaver still hangs in the balance—a majority of SAP's 42,000 customers have yet to migrate to the platform—there is no arguing the almost cult status Agassi achieved while at SAP because of his ability to mix technological expertise with business acumen.

Agassi is not the first to suggest building an electric car infrastructure. At least one other company, Evin, claims to have both patents and prototypes for electric vehicles and the infrastructure network. One differentiator might be Agassi's goal to bank technology, financial, policy and government players in the deployment of the charging infrastructure, a task he seems up to.

Since its inception last year, Project Better Place has raised \$200 million. Agassi also got some big investors on board, including Israel Corp., an Israeli transportation and technology holding company, and Vantage Point Venture Partners. Private investors include James Wolfensohn, former head of the World Bank.

The Electric Recharge Grid will

tap the existing power grid—assuming Agassi nails down the appropriate approvals—and use "extension cords" to power charging stations in places like parking garages, workplaces and homes.

For trips longer than 100 miles—the range of the batteries now on the market—Agassi plans switch stations, where batteries can be exchanged automatically.

Working with partners, Project Better Place will also provide the electric cars—Agassi is said to be in talks with five major automotive manufacturers—and the batteries that will be compat-

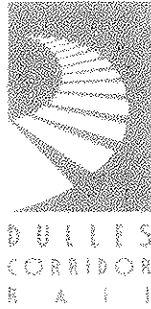
ible with the charging network.

To kick-start the whole thing, Project Better Place will also subsidize the cost of the car through leases and credits. The kicker for consumers: The cost of batteries is taken on by Project Better Place and consumers subscribe to the electricity service. ☛

'At the heart of the system there is ... software that actually makes sure all cars get charged.'

—SHAI AGASSI





F.

October 31, 2007

Dear Government, Business and Community Leaders:

Ninety-three (93) percent of Northern Virginians favor the extension of Metrorail in the Dulles Corridor!

In the Greater Washington Area, 86 percent of residents favor the rail extension.

Those are two of the findings of a public opinion poll commissioned by the Dulles Corridor Rail Association (DCRA) and conducted by iQ Research & Consulting. I am pleased to enclose for your review the detailed results of the poll as well as an explanation of the findings.

Another key finding of the poll that may interest you is the intensity of support for the project with 77% in Northern Virginia and 68% in the Greater Washington Area indicating they **strongly** favor the project. Support for the project is strongest among those who are familiar with or affected by the project.

If you have questions concerning the poll or its findings, please call me at 703.758.9733 or Patty Nicoson, President of DCRA, at 703.716.5750.

Sincerely yours,

Kenneth R. Plum
Chairman

Enclosures (3)



CONFIDENTIAL MEMORANDUM

TO: Dulles Corridor Rail Association
FROM: Bill Cullo & Brynna McCosker
CC: Doug Koelemay
RE: Rail to Dulles Study Key Findings
DATE: October 30, 2007

Overview

iQ Research & Consulting, a Qorvis Company, is pleased to present the key findings from our survey studying opinions on Metrorail extension. The findings discussed in this memorandum are derived from a representative survey of all adults living in the Greater Washington, DC Area. In addition, iQ conducted an oversample of residents living in the Northern Virginia area.

The primary purpose behind conducting the research was to gauge public opinion regarding the extension of the Metrorail through Tysons Corner to Dulles Airport and Ashburn. Some of the specific opinion benchmarks we set out to explore in this study include:

- Overall opinion (favor/oppose) of the Metrorail extension
- The level of familiarity residents have with the extension
- What residents perceive as benefits of the extension
- How much importance residents place on the 2013 completion of the extension

Asked which single issue, among those tested, most needs to be addressed, the issue that is first and foremost on the minds of Greater Washington Area residents is “traffic congestion.” Fully 29%, a plurality, of residents in the area cites “traffic congestion” as the issue that needs to be addressed most. In fact, “traffic congestion” is twice as likely to be cited as the issue that needs to be addressed as any other issue tested. It is even more pronounced among Northern Virginians; well over a third (38%) point to it as the most significant issue the area faces.

When taken in context with the priorities of Greater Washington Area residents, it should come as no surprise that viable efforts intended to stem the increase of, if not outright address, traffic congestion have wide appeal.

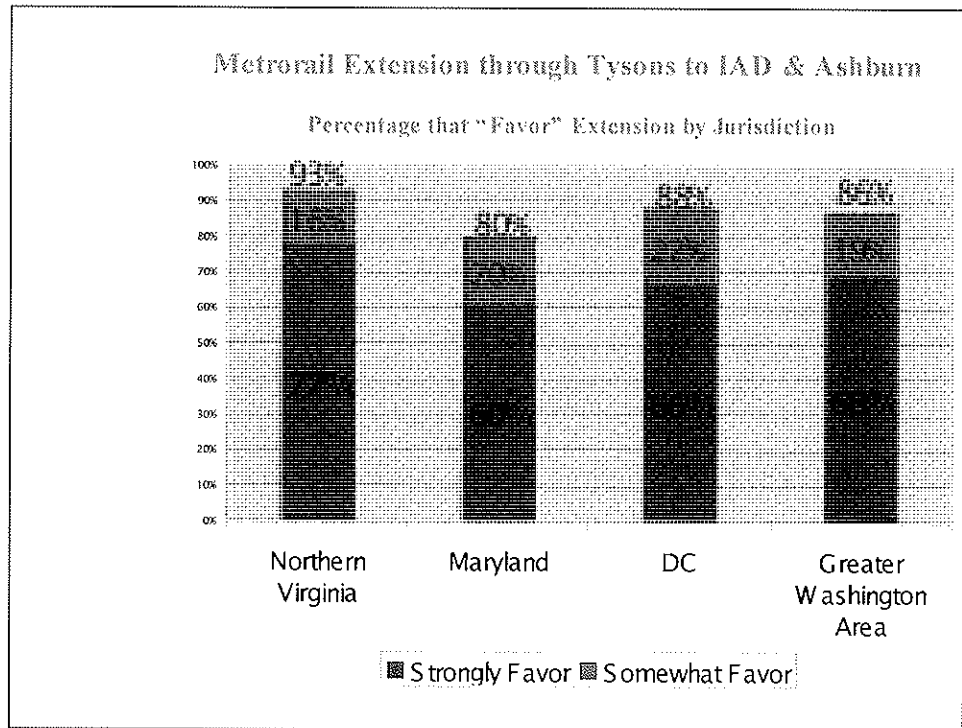
Key Findings

Exemplifying the favorability of addressing traffic congestion issues is the Rail to Dulles project, which is met with significant support from all corners of the region and all major demographic groups. For the purposes of our research, the project was described to respondents as “the extension of the Metrorail through Tysons Corner to Dulles Airport and Ashburn, Loudoun County.”



Using the above description, a resounding 86% of Greater Washington Area residents say they “favor” the Metrorail extension. More importantly, we see both depth and breadth running through the support for the Metrorail extension.

Support for the Metrorail extension does not fall below 80% among residents of Maryland, Washington, DC, or Northern Virginia. In fact, among Northern Virginians, 93% of residents say they favor it. With such vast support for the extension, we see virtually no variance in support in either geographic locations (DC, MD, and VA) or within any of the major demographic subgroups.



The most critical aspect of the support we see among residents for the Metrorail extension, however, is the depth of opinion. Better than two-thirds (68%) of Greater Washington Area residents indicate they “strongly favor” the Metrorail extension. The intensity of support in favor of the Metrorail extension is largely attributable to three groups:

- Northern Virginians, 77% strongly favor
- Men, 72% strongly favor
- Those who commute to Washington, DC, 78% strongly favor

The data also tell us that education should still be a key consideration moving forward. The more familiar someone is with the project, the more likely they are to strongly favor it. Among those Greater Washington Area residents who say they are “familiar” with the project, 84% indicate they “strongly favor” it. This is compared with 61% of those who say they are “not familiar” with the project who also “strongly favor” it.

It should also be noted that those Greater Washington Area residents who say they will be affected by the construction of the extension are among the most likely to intensely support the project; 84% strongly favor. Similarly, 80% of Northern Virginians who indicate that they will be affected by the construction say they “strongly support” it.

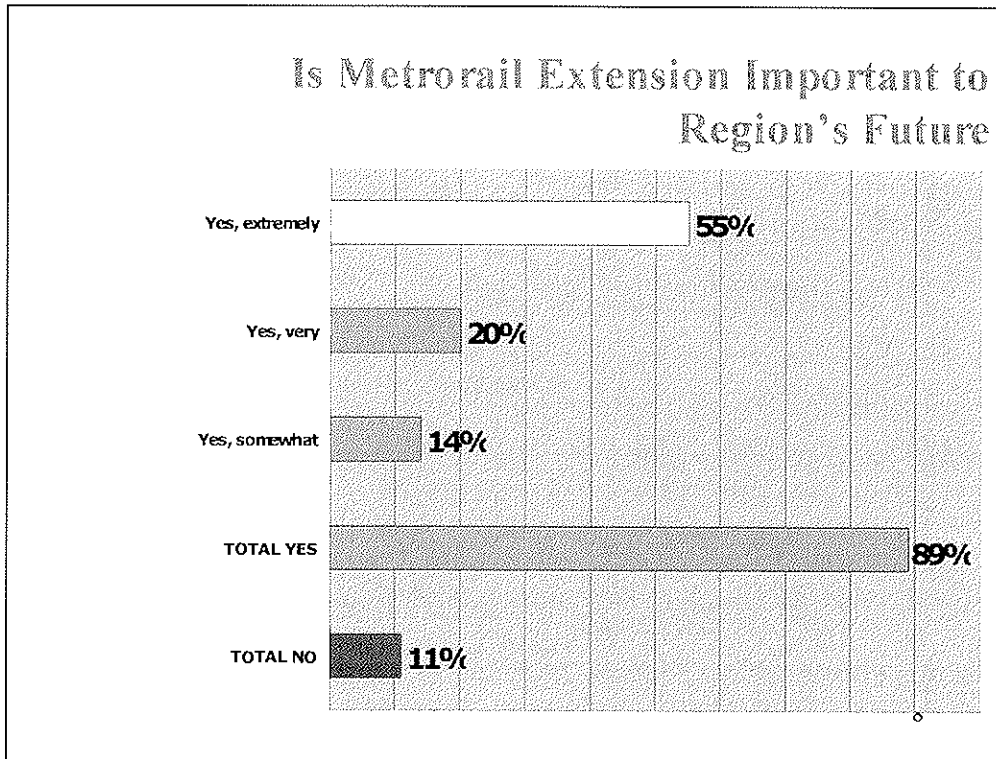
Respondents were prompted with an array of potential benefits of the Metrorail extension and asked which, if any, they think applied to their view of the project. The outcome was that all of those tested are seen as applying to a significant proportion of Greater Washington Area residents.

Perceived Benefits of Metrorail Extension¹

Potential Benefit	%
Provide another way to get to and from Dulles Airport	85%
Provide more choice in ways to get to and around the area	84%
Help reduce fuel consumption/energy use	82%
Connect more people to more jobs	82%
Help improve the air quality	79%
Easier access to Tysons Corner	79%
Improve the regional economy	76%
Rail to Dulles will provide capacity equal to 4 lanes of traffic	75%
Increase in land values in the area	71%
Reduce growth in traffic congestion	62%

It is reasonable to surmise that much of the support among Greater Washington Area residents for the Metrorail extension project is rooted in what they view as the importance of the project to the region's future. To that point, nine-in-ten (89%) Greater Washington Area residents view the Metrorail extension as important to the region's future. Moreover, a majority (59%) of Greater Washington Area residents view the project as "extremely" important to the region's future.

Again, those perhaps closer to the project, such as residents who commute to DC (66%) and



those who are familiar with the extension (79%), tend to be driving the intensity of opinion. In this case, they are the ones most likely to see the project as "extremely" important to the region's future. Among those most likely to view the extension as having a vital role in the region's future are also those who say they will be affected by the construction; 82% say it is "extremely"

important for the region's future.

¹ Respondents were asked to choose all that apply to their particular view of the project



With no ambiguity in the findings, this study has established that Greater Washington Area residents:

- Favor the extension, and support runs wide and deep
- View the extension providing a host of benefits
- See the extension as important to the region's future

The last among the critical questions we set out to explore is how important Greater Washington Area residents think it is that first phase of the Metrorail extension be completed by the current projected 2013 completion date.

There should be no surprise in reporting that a solid majority (58%) of Greater Washington Area residents think it is "important" that the extension be completed by the projected 2013 date. Fully one-in-three (33%) Greater Washington Area residents think it is "extremely important" that the extension be completed by the projected 2013 date (this date incorporates simply delays in the completion of the first phase of the project with no regard to the residual impact of a delay on opinion).

Once we take into account the cost of project delays – illustrated to respondents as \$200 million per year – a full two-thirds (67%) of Greater Washington Area residents say it is "important" to meet the projected completion date. A plurality (44%) of Greater Washington Area residents say it is "extremely important" to meet the projected completion date.

As a means of providing further context for just how important Greater Washington Area residents view the Metrorail extension through Tysons to Dulles and Loudoun, respondents were prompted with a series of other potential regional Metrorail extensions to gauge their respective level of importance. While a majority of Greater Washington Area residents view each of the potential projects as "important" for the region's future, none come close to the intensity of opinion expressed, specifically, for the Metrorail extension through Tysons to Dulles and Loudoun.

Perceived Project Importance to Region's Future

Potential Project	Extremely Important	Very Important	Somewhat Important	Not Important
Extending the Metrorail around the Beltway	36%	28%	19%	18%
Constructing rail along Route 66 to Centreville	35%	29%	21%	16%
Extending Metrorail to Potomac Mills in Prince William County	29%	25%	21%	25%
Constructing rail along I-270	21%	29%	27%	24%

In addition to the importance Greater Washington Area residents perceive the Metrorail extension to be to the region's future, there is a practical component of the support for the project. That is, 87% of Greater Washington Area residents say transportation to, from and within the Tysons Corner area will be better with the Metrorail extension through Tysons Corner to Dulles Airport. More indicative of the practical benefit the project presents is that 70% of Greater Washington Area residents say transportation in and around Tysons Corner will be "much better with Metrorail."

Methodology

This report contains the key findings from a survey of n=503 residents of the Greater Washington, DC Area. All interviews were conducted via telephone October 18-22, 2007 using a random-digit-dial (RDD) technique. Interviews were conducted at random using pre-determined geographic units to ensure the sample accurately portrays the area surveyed demographically and geographically. The margin of error associated with a sample of this type is $\pm 4.4\%$ using a 95% confidence interval.

In addition, the interviews conducted among residents of Northern Virginia in the base sample were combined with an oversample of n=200 Northern Virginians to create a full n=400 survey made up of Northern Virginia residents. The margin of error associated with a sample of this type is $\pm 4.9\%$ using a 95% confidence interval.

Margin of error depicts the level of statistical variance associated with each sample. In the case of the Greater Washington Area survey of n=503 residents, a $\pm 4.4\%$ margin of error means that if we conducted the same survey the same way, the results would fall within $\pm 4.4\%$ of the results detailed in our survey.

Remedy for Transit Troubles Backfires in Chile, Leading Commuters to Sue

DATE REEL
Washington Post Foreign Service

ANTIAGO, Chile — Hardly anyone is given up with the overall goal: relieve the woes of another growing Latin American city by remodeling the local transit system to complement a recently unveiled subway system.

Months after this city's transportation design was unveiled, many people cannot even mention its name — Santiago — without rolling their eyes and mumbling in disgust. It has become the focus of the country's largest transportation lawsuit. A congressional inquiry is trying to figure out exactly how things went so wrong.

"It's bad, bad, bad," said Rosana Ramirez, 32, offering a passionate appraisal of waiting for a city bus. "I used to take 10 minutes for a bus, now it's 20 or 30. I take the subway, but it's so crowded because no one wants to take the train like a sardine on it."

In Santiago, South America's newest urban beacon to many urban planners responding to a vexing international trend: The cities growing fastest in the world are in developing countries that often cannot afford major in-

frastructural overhauls to relieve congestion.

The Brazilian city of Curitiba was among the first to offer a possible solution, revamping its transit system by focusing on relatively cheap, easy-to-use buses that operate in dedicated lanes. Bogotá, the capital of Colombia, eventually followed with a system based on Curitiba's, and the results were increased public transportation usage, fewer automobiles on the roads and less pollution. Planners from Quito to Beijing were soon flocking to those cities to study what they had done right, and they copied the concepts when they returned home.

"A lot of people assume that the expensive ideas are the most effective ones, but that is simply not true," said Jaime Lerner, former mayor of Curitiba, who is now a well-traveled international urbanization consultant. "What we proved is that sometimes the simplest solutions are the best ones."

Enter Santiago. About five years ago, planners knew that a transportation upgrade was needed. The privately run buses that traversed this city filled the streets with traffic, noise and pollution. So officials made the requisite explorato-

ry journey to Colombia and soon announced plans for Transantiago, billed as a Chilean version of Bogotá's TransMilenio system.

But instead of focusing on buses, the plan envisioned the subway as the project's spine. The government had separately spent about \$1.3 billion to double the subway system's size, an expansion regularly cited as a symbol of Chile's prosperity under former president Ricardo Lagos. The bus system, according to the plan, would feed the subway routes and greatly improve overall efficiency.

But before the new system was implemented, a World Bank report warned that users might not be as enamored with the changes as planners were.

"There are very high expectations of a radical change in the system," the report stated. "However visually or superficially, the change may not be as profound as anticipated."

That proved an understatement. Although the new system has undeniably upgraded the quality of the buses that operate in the city, it reduced the total number of routes. And despite the strengths of Santiago's subway system — it is modern, fast and clean — the new integrated transportation system ignored key ele-

ments of the Bogotá and Curitiba systems that have proved essential to their success: dedicated bus lanes and easy ways to buy tickets before boarding buses and entering train stations.

Moreover, Transantiago had more complexity of routes, requiring more transfers to reach destinations. Problems with fare cards and contracts plagued the system from the start.

"People were very excited about this plan, because the government said that it was going to reduce the time of their trips to work," said Patricio Lanfranco, with the Santiago-based citizens advocacy group Ciudad Viva. "People thought they were going to have an extra hour in their lives every day. But when we saw the plans, we saw it was obvious this was going to be a catastrophe."

Lina María Zuluaga, a native of Colombia who heads a Santiago-based organization promoting bicycle transport, contends that the heart of the problem is lack of outreach. "In Colombia, before they started TransMilenio they worked for a year with people to get them involved in the planning process, going to schools and holding public forums," she said. "Here, they didn't ask people what they wanted from the system when they

were coming up with the plan."

The unfortunate result, say the program's critics, is that a lot of people have given up on public transport altogether. According to Ciudad Viva, automobile traffic has increased nearly 20 percent in Santiago this year. Hundreds of commuters have banded together to sue the operators of the system for millions of dollars in losses they claim to have suffered from disruptions in transportation.

Pollsters cite Transantiago as a principal cause of a sharp drop in the approval ratings of President Michelle Bachelet, although the project predated her arrival.

The government is pouring millions more dollars into the system to try to bail it out.

Patricio Hales, a member of congress and head of the commission investigating the project, said that if needed upgrades are made, the system perhaps could be functioning properly by the end of 2008. But he said a lack of coordination among government officials and private service providers has made the challenge a formidable one.

"They were learning as they went along," he said of those in charge of implementing Transantiago, "and it was at the cost of the inhabitants of the city."

Washington Post
2/11/07 A-12

AGENDA ITEM #9

TO: Chairman Snyder and NVTC Commissioner

FROM: Rick Taube

DATE: November 29, 2007

SUBJECT: Briefing on I-95/395 Transit /TDM Study and HOT Lanes Project

Corey Hill of DRPT will be present with consultants to brief the commission on the draft final report. Detailed surveying and forecast modeling have occurred, which should help guide policy decisions regarding the HOT Lanes project in the I-95/395 corridor.

Also attached for your information is a letter from Ed Tennyson who raises several issues about the modeling results presented at previous commission meetings.

A communication is provided from VDOT which describes new operating procedures on the HOV Lanes in this corridor which will be considered by the Commonwealth Transportation Board on December 13th.



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REGISTERED
PROFESSIONAL ENGINEER

(703) 281-7533

November 5, 2007

Chairman David F. Snyder,
Northern Virginia Transportation Commission
4350 North Fairfax Drive, suite 720
Arlington, VA. 22203

Dear Chairman Snyder,

Following the I-95+I-395 HOT Lane Transit presentation at the November first NVTC meeting I have reviewed the information as suggested to determine its accuracy and logic. This is a nearly one billion dollar issue.

I am sure the 3,300 person survey is about 97 % valid but I am not convinced those surveyed know what they will do with future travel services as they do not know just how the new services will work in real time. According to the survey, transit riders are the largest category of commuters, with car poolers including sluggers a close second at 29% followed by SOV at 28%. Van poolers are only 8 %. Excluding the SOV's, 47% may change their travel mode, with only 16 % likely to pay tolls and 31 % likely to use transit.

The conclusions do not match the projections of only a six percent rise in HOV by 2015 when transit use may grow 13 % over 2000. It has done that already. The finding that transit investment makes no difference is totally contradicted by actual experience. The model may not have been programmed to recognize the difference. This is traditional for models used by the Federal Transit Administration which refuses to allow any difference between projected rail and bus rider attraction.

Attached, please find a table of actual results comparing model estimates with actual ridership achieved. It shows Bus Rapid Transit typically attracted only one-third of the estimated riders but rail transit attracted 22 % more than estimated. Errors of such magnitude can not be tolerated in decision making.

You may notice that the Orange Line Bus Rapid Transit project in San Fernando Valley is missing from the table. It is missing because it is new, but it exceeded its public relations estimate by 200%. There are two reasons for this. First, the estimate was set very low to avoid the embarrassment caused by the I-110 Harbor Freeway BusWay which promised 63,000 weekday riders but attracted only 3,000. Second, the Orange Line BusWay is a feeder to the longer Red Rapid Rail line akin to our Herndon-Reston bus service on the Dulles Toll Road to West Falls Church to put people on Metro Rail. The traffic free rail service into downtown is the attraction. It is not likely they would have approved the \$ 350 million investment in the Bus Way for only 7,500 weekday riders at a capital cost of \$ 8.33 per passenger or \$ 1.20 per passenger mile, plus 56 cents more for operations. Fares average 67

cents. The Revenue-to-Cost ratio is only 17 %. MARC, MetroRail and VRE come close to or exceed 50 %.

I have had my own personal experience with BusWay investment. I was the state official who had to sign over the state funding for Pittsburgh's South BusWay. The promise was for a ridership gain of 70% from 18,750 to 32,000 per weekday. In fact it peaked at 20,750 during the Second Energy Crisis and has since declined to 11,000 or less since a service cut in June 2007, 66 % below estimate. Coincidentally, our Shirley BusWay, now HOV, has also seen transit travel decline 67 % before MetroRail came to Springfield-Franconia. See COG graph enclosed.

As I read it, the forecast suggests there will be no money for anything, not even to pay all of the debt service. With 20,000 northbound I-95 HOV person-trips, that will be about 5,700 in the peak hour, suggesting 1,900 vehicles per hour plus 180 buses using 360 auto spaces, leaving 3,290 spaces for HOT toll payers. That may approximate 20,000 all day paying \$ 95,000 at most. That should be worth \$ 30 million per year. Debt service may be \$ 72 million per year. If so, this can't work. There will be no money for transit at all and state highways will lose money to debt service. Taxpayers may have to bail out the promoters.

California has learned the hard way. State Highway 91 gave its median to HOT lane developers who built HOT lanes in the confined canyon from Orange to Riverside counties parallel to a commuter rail line. To assure bond sales, a no competition clause was put in the contract. The tolls forced more congestion on the free lanes jamming on-off ramps. Relief was forbidden by the contract. Even so, tolls fell a bit short of fully covering debt service so Orange County had to buy out the HOT lane promoters to get relief. Only then could ramps be expanded.

The finding that MetroRail should not be extended to Potomac Mills is undoubtedly valid. This area is more economically served by Virginia Railway Express supplemented by PRTC express buses. The Blue Line needs six-car peak trains which will have very few passengers per car in Prince William County, not a WMATA member. The handout said only ten trains on MetroRail but that can in no way begin to justify a billion dollar investment. The cost per passenger would be worse than prohibitive.

The recommendation not to add two VRE stations is ill-advised. It is my understanding that developers have agreed to provide a long planned Cherry Hill station which should be expedited to minimize added traffic on I-95, less middle-eastern oil consumption and less pollution. It is too far east of Montclair to help west of I-95 but it will help some.

The recommendation against the Crossroads station at US17 in Spottsylvania County is totally in error. It is not that high a capital investment and trains must serve the area now without passengers. Even with HOT lanes on I-95, Spottsyl-

Spotsylvania needs a station to reduce excessive parking demand in busy downtown Fredericksburg and to permit charging for the additional distance to Spotsylvania County which is free loading on VRE's supporting jurisdictions. Spotsylvania should but does not need to join VRE. The higher fare at Crossroads will pay for their service. The District of Columbia also receives VRE service but does not pay.

Transit operating costs need subsidy, Bus service at the national average cost 77 cents per passenger-mile (2005) to operate so needs 55 cents subsidy per passenger-mile. Commuter Rail averaged only 39 cents cost per passenger-mile (2005) so needs only 20.5 cents subsidy per passenger-mile. With oil becoming ever more costly and with future supply in decline, it is vital to recognize that Commuter Rail averages 51 passenger-miles per gallon of fuel but buses average only 32 and autos 23.

The total operating cost for Commuter Rail includes a higher fixed portion than for bus service so incremental costs for rail already in operation are much lower than for bus. Bus labor, benefits and fuel averaged 56 cents per passenger-mile but the same for Commuter Rail averaged only 30 cents per passenger-mile. The incremental bus service cost is 87 % more.

There is neither need nor good reason to increase VRE trains above 40 per day. Amtrak provides all-day service every day to Springfield, Woodbridge, Quantico and Fredericksburg. There is a federal and state program to upgrade this service. Virginia has set up \$ 67 million for this purpose. Amtrak has the right to use CSX tracks. Virginia can contract with Amtrak to add another mid-day train at the best time. Amtrak can accept VRE tickets with a step-up charge of hopefully \$ 1. In California, Amtrak and Metro-Link in Los Angeles County have interchangeable tickets with excellent results.

California also provides an excellent example of the actual difference between rail and bus passenger acceptance and use. In the Bay Area there are four major suburban transit systems.

1. = Bay Area Rapid Transit District (BARTD)
2. = Alameda-Contra Costa Transit District (ACTransit)
3. = The Peninsula Cal-Train
4. = Golden Gate Highway & Transit District.

From FY 1991-92 to FY 2004-5 the two suburban rail systems increased their ridership from 82.8 million to 105.8 million, up 27 %. Passenger-miles increased 36 %. The cost per passenger-mile was 32.4 cents in 2005, up 40 % over 1992.

In the same period, bus use decreased from 76.8 million to 72.5 million, a loss of six per-cent. The cost per passenger-mile was almost one dollar, up 137 % over 1992. If the 1.4 million suburban Bay Area transit passengers had used only buses at the average cost, taxpayers would be out \$ 953 million per year. That would have killed much transit in the Bay Area. Suburban rail moved 83 % of the suburban transit passenger-miles despite tolls and HOV to expedite buses on the bridge and approaches.

In Los Angeles, with no rail service prior to 1990, a similar but more subtle trend is evident. Rail use increased from 9.5 million passengers in FY 1991-92 to 79.2 million in FY 2004-5, while bus use increased only 1.9 % from 503 million annual passenger-miles to 512.5. Rail use grew from 87 million passenger-miles to 781 million, up 80 %.

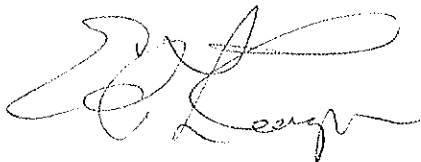
Rail operating costs per passenger-mile were 35.5 cents. Bus was 57 cents. Los Angeles has the lowest cost bus operations of any major urban system with Bus Rapid Transit on Wilshire Boulevard, I-10, I-110 and in the San Fernando Valley but costs were 63 % higher than rail. Our PRTC with its long rides and efficient operation does much better than this, with bus costs only 31.4 % higher than rail in 2004. PRTC buses often serve as feeders to rail at Springfield-Franconia, Vienna and West Falls Church. PRTC moved 31 million passenger-miles in 2004 when VRE moved 104 million.

With hundreds of millions of dollars in new cars, locomotives and parking garages being invested in Virginia Railway Express, it is vital to our economic well being and mobility that we keep as many passengers on VRE as we possibly can, not only to relieve I-66, I-95, I-395 and the Fourteenth Street bridge to DC, but also to save oil and reduce pollution, accidents and travel costs. Areas far from VRE will need better bus service, either to Metro-Rail, VRE or direct to The Pentagon and Washington as costs and ridership dictate.

Much of the data quoted herein has come from the National Transit Data Base as compiled by FTA as required by law. Some has come from personal experience, trade journals and news reports.

Before any further decisions are made on HOT lanes for I-95 and I-395, it is urgent that elected officials and department heads get a much better understanding of these issues and resolve them before any HOT lanes are built. We must ensure that Virginia taxpayers do not get overburdened with funding something that private investors can not manage successfully. Recent experiences with Enron, World-Corn, and Wall Street suggest the private sector has gone off half-cocked. It would appear that there will be no actual profit to support proposed transit proposals, some of which do not make good sense. We must also consider how to move people while the BusWay-HOV lanes are tied up with construction. A new system we can not afford to operate does not augur well for our future. Even now, we are unwilling to fully fund Metro, one of the very best and most efficient transit systems in North America. Our problems with oil, pollution, congestion, accidents and sprawl require that we do much better.

Respectfully suggested,

A handwritten signature in black ink, appearing to be 'D. F. Snyder', written in a cursive style.

Registered Professional Engineer

Busway and LRT Ridership Estimates

BUSWAY RIDERSHIP ESTIMATES-WEEKDAYS

Project	Projection	Date of Projection	Current Actuals	Percent Change	Notes
Dan'l Boone, St. Louis	(Minimal use achieved. To be replaced by LRT.)				
Mark Twain, St. Louis	(Minimal use achieved. Has been replaced by LRT.)				
Edsel Ford I-94, Detroit	(Not successful, discontinued)				
John Lodge, Highway 10, Detroit	(Not successful, discontinued)				
Airdmore, Delaware County, PA	3,300	1967	2,800	-15.15%	1
Pittsburgh South	32,000	1977	14,500	-54.69%	
Pittsburgh East	80,000	1983	30,000	-62.50%	
Pittsburgh West	50,000	2000	9,000	-82.00%	2
Pittsburgh North (HOV)					
Shirley Highway, Northern VA	13,500	1970	4,500	-66.67%	3
LA Harbor Freeway I-110	63,000	1997	4,300	-93.17%	
San Berdo Freeway I-10	<u>30,000</u>	1980	<u>21,000</u>	-30.00%	
Totals	271,800		86,100	-68.32%	

Notes:

1. Projection equals rail performance prior to conversion to a busway.
2. Busway to be completed in 2001. Current estimate of 9,000 by 2002.
3. Projection data for bus routes 17 and 18.

LIGHT RAIL RIDERSHIP ESTIMATES-WEEKDAYS

Project	Projection	Date of Projection	Current Actuals		Notes
Baltimore Central	33,000	1992-1996	29,500	-10.61%	5
Boston Highlands Branch	12,000	1959	28,500	137.50%	6
Dallas DART	30,000	1998	38,000	26.67%	7
Denver RTD Route 101	25,500	2000	28,000	9.80%	6
Los Angeles Blue	50,000	1992-1999	58,000	16.00%	46%
Portland MAX	50,000	1999	63,000	26.00%	
Sacramento RT Metro	20,500	1988-1998	28,000	36.59%	
Salt Lake City TRAX	14,000	2000	20,000	42.86%	7
Santa Clara VTA	20,000	1992-1999	23,500	17.50%	
St. Louis MetroLink	<u>36,000</u>	1994	<u>38,000</u>	5.56%	8
Totals	291,000		354,500	21.82%	

Notes:

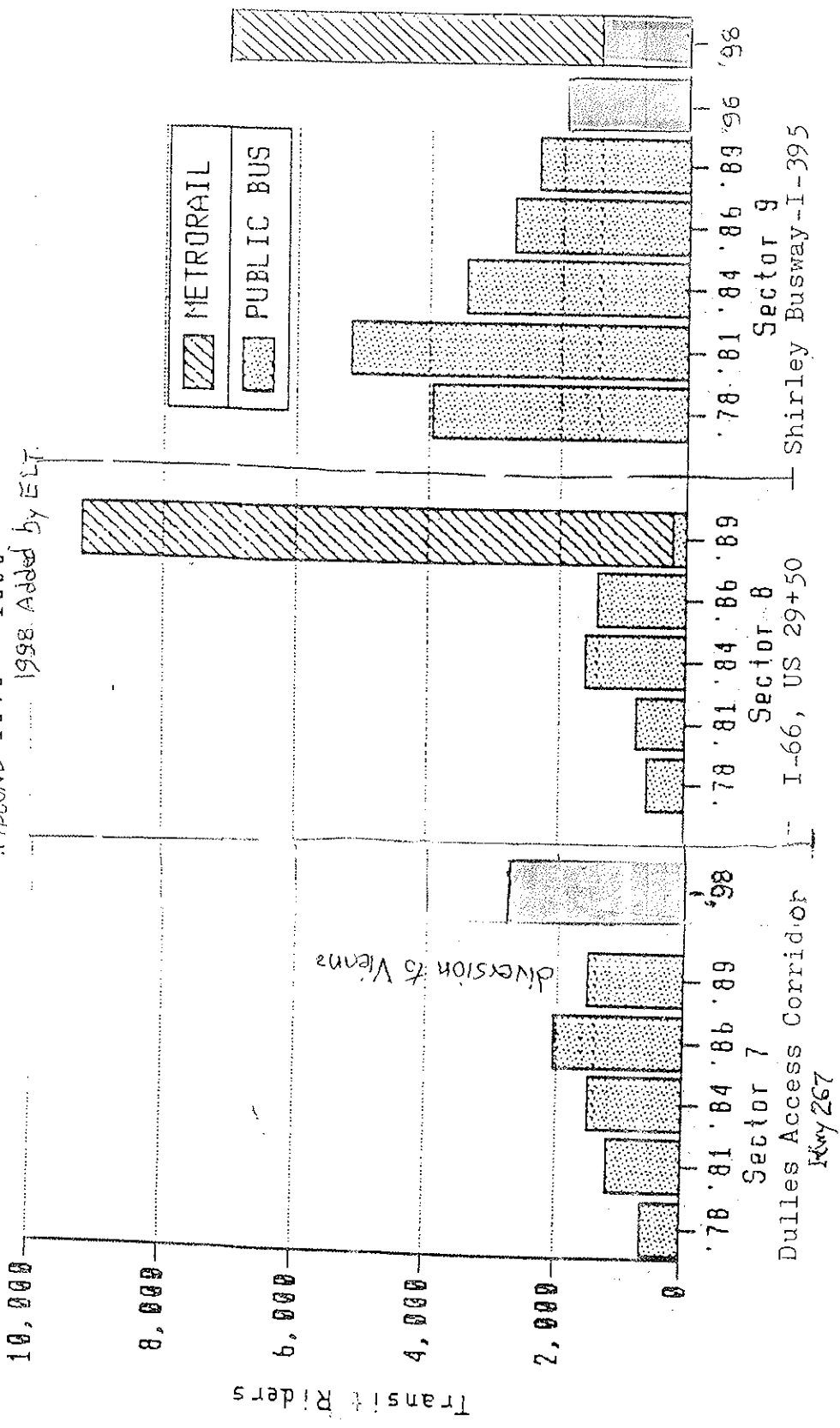
5. Four planned stations have not been provided.
6. Cars operating at an uncomfortable maximum capacity until additional cars available.
7. Cars operating at an uncomfortable capacity until additional cars available.
8. Official estimate was 17,000 but an independent estimate was 36,000.

Sources:

Passenger Transport of APTA
 National Transit Data Base, FTA, US DOT §15
 "Mass Transit Magazine"
 "Metro" Magazine
 Simmons-Boardman Publishing Co.
 RTD Newsletters

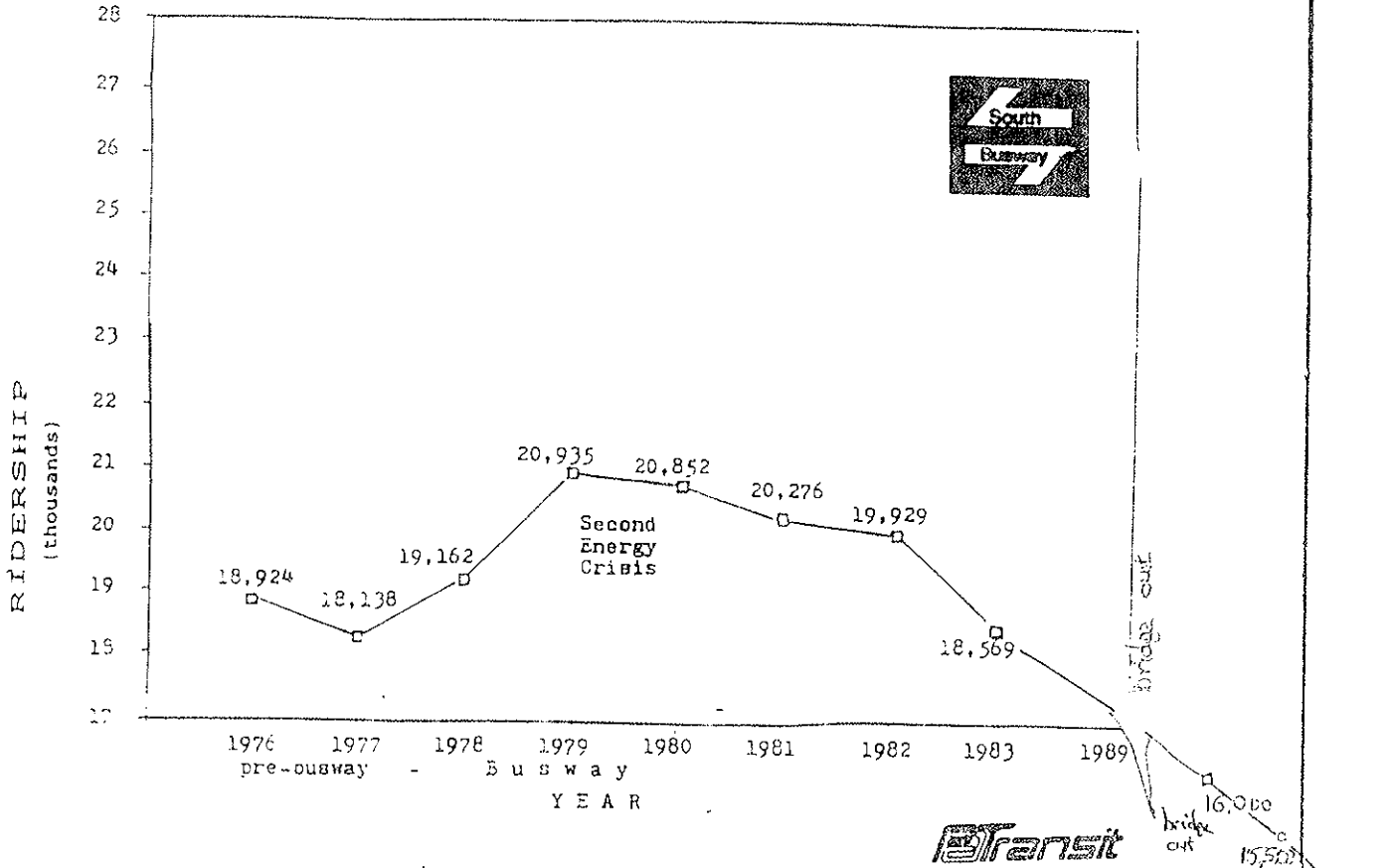
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

TRANSIT RIDER INBOUND 1978 - 1989



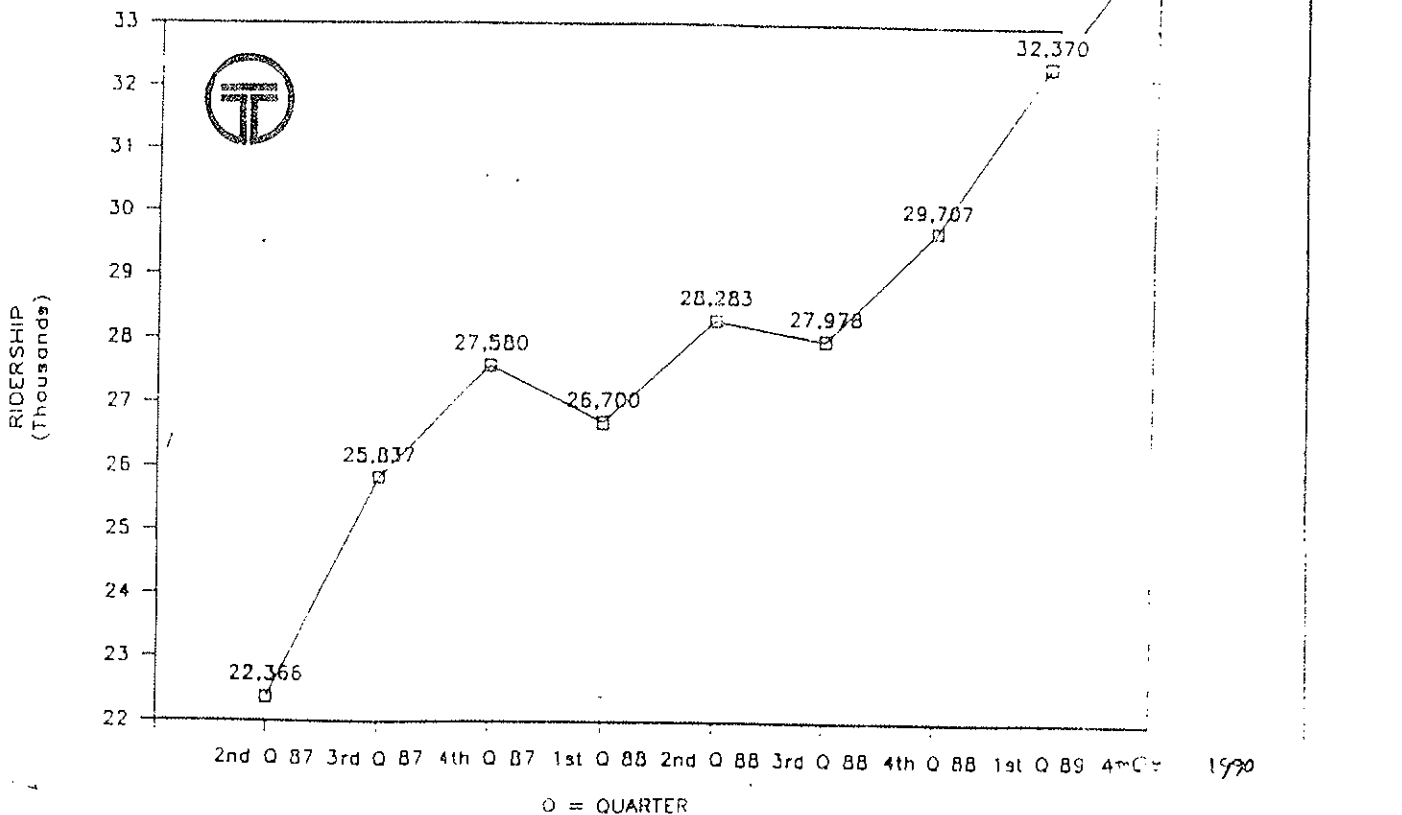
Transit Riders

AVERAGE WEEKDAY SOUTH BUSWAY RIDERSHIP



PITTSBURGH and ALLEGHENY COUNTY

AVERAGE WEEKDAY LIGHT RAIL RIDERSHIP



2nd Q 87 3rd Q 87 4th Q 87 1st Q 88 2nd Q 88 3rd Q 88 4th Q 88 1st Q 89 4th Q 89 1990

Q = QUARTER



TWENTY YEARS of RAIL TRANSIT GROWTH

Year	TWENTY YEARS OF RAIL TRANSIT GROWTH				
	REGIONAL RAIL PASSENGER-MILES TRAVELLED	RAPID RAIL in millions :	LIGHT RAIL	TOTAL RAIL	URBAN BUS
1984	6,207.	10,111.	0.416.	16,734.	21,959.
1994	7,996.	10,668.	0.833.	19,497.	19,019.
2004	9,719.	14,354.	1,576.	25,649.	21,903.
% Growth	+ 57 %	+ 42 %	+ 279 %	+ 53 %	(-0.3 %)
VEHICLES IN SERVICE :					
1984	4,975.	9,083.	739.	13,891.	64,161.
1994	5,126.	10,252.	1,051.	16,429.	69,000.
2004	6,228.	10,858.	1,633.	18,709.	78,000.
% Increase	+ 53 %	+ 20 %	+ 121 %	+ 35 %	+ 22 %
ANNUAL PASSENGER-MILES per VEHICLE					
1984	1,523,190.	1,113,178.	567,531.	1,204,665.	342,248
1994	1,538,891.	1,040,577.	792,578.	1,186,743.	275,638.
2004	1,560,333.	1,321,975.	971,640.	1,371,038.	280,769.
% Increase	+ 2 %	+ 19 %	+ 71 %	+ 14 %	(- 18 %)
ANNUAL COST of OPERATIONS ; (millions)					
1984	\$ 1,682.	\$ 2,688	\$ 126.2	\$ 4,397	\$ 10,334
1994	\$ 2,228	\$ 3,786	\$ 413.	\$ 6,429	\$ 10,277
2004	\$ 3,258	\$ 4,556	\$ 848	\$ 8,662	\$ 15,809
% Increase	+ 94 %	+ 76 %	+ 572 %	+ 97 %	+ 53 %
ANNUAL FARE REVENUE in millions :					
1984	\$ 673.	\$ 1,223	\$ 40.2	\$ 1,936	\$ 3,292
1994	\$ 1,083	\$ 1,976	\$ 135	\$ 3,194	\$ 3,304
2004	\$ 1,572	\$ 2,890	\$ 234	\$ 4,696	\$ 4,377
% Increase	+ 134 %	+ 136 %	+ 482 %	+ 142 %	+ 33 %
COST per PASSENGER-MILE (cents) :					
1984	27.1 cts	25.6 cts	30.3 cts	26.3 cts	47.1 cts
1994	27.9 "	35.5 "	49.6 "	33.0 "	54.0 "
2004	33.5 "	31.7 "	53.5 "	33.8 "	72.2 "
% Increase	+ 24 %	+ 24 %	+ 77 %	+ 28.5 %	+ 53 %
REVENUE to COST Ratio % :					
1984	40 %	47 %	32 % *	44 %	32 % *
1994	49 %	52 %	33 %	50 %	32 %
2004	48 %	63 %	28 % *	54 %	28 % *
% Change	+ 20 %	+ 34 %	(-12.5 %)*	+ 23 %	(- 12.5 %)*
* NOTE * = Transfers between Light Rail and Bus tend to obscure the specific percentage by mode					

SOURCE: U.S. DOT FTA NTDB and APTA Fact Book (2004 Preliminary)

SCIENCE NOTEBOOK

Drive Time Raises Health Risk

You eat carefully, do not smoke, exercise regularly and think you are taking good care of yourself. But if you drive to work in a heavily congested area such as Los Angeles or Washington, the traffic may be undermining your efforts. A new study has found that while Los Angeles residents spend about 6 percent (1.5 hours) of their day on the road, drive time accounts for between 33 and 45 percent of their exposure to harmful air pollutants.

The two most common pollutants are diesel exhaust from trucks and ultrafine particles produced when car engines begin to accelerate. Both have significant detrimental health effects.

"If you have otherwise healthy habits and don't smoke, driving to work is probably the most unhealthy part of your day," said Scott Fruin of the University of Southern California.

Ultrafine particles are of particular concern, he said, because they can penetrate cell walls and spread throughout the body. Chemical particles in the air have been linked to cardiovascular disease, and the ultrafine appear to be the most toxic.

Researchers measured the roadway air pollution for three months in 2003 by outfitting an electric vehicle with instruments that collected data on the air contents, and videotaped the surrounding traffic and driving conditions on freeways and roads.

The study was done by researchers at USC and the California Air Resources Board and published this month in the journal *Atmospheric Environment*. The Washington area has some of the worst traffic and longest drive times in the nation.

— Marc Kaufman

Rick Taube

From: Pardo, Valerie [Valerie.Pardo@VDOT.Virginia.gov]
Sent: Tuesday, November 27, 2007 8:00 AM
To: Alfred Harf; Rick Taube
Subject: FW: Changes to the I-395/I-95 HOV Lane Operations

FYI. This was sent to elected officials in the corridor yesterday. You may want to include it in the info for your meetings next week.

Valerie

From: Salehi, Morteza
Sent: Monday, November 26, 2007 5:08 PM
To: 'cjcolgan@aol.com'; 'district29@sov.state.va.us'; 'district32@sov.state.va.us'; 'senhowell@aol.com'; 'jobrien5@aol.com'; 'district39@sov.state.va.us'; 'district34@sov.state.va.us'; 'jdevolites@aol.com'; 'district37@sov.state.va.us'; 'district36@sov.state.va.us'; 'tpuller@aol.com'; 'mherring@herringlawfirm.com'; 'district21@sov.state.va.us'; 'district30@sov.state.va.us'; 'pantonides@aol.com'; 'patsy@tidalwave.net'; 'vasenate35@aol.com'; 'district35@aol.com'; 'delegate@markcole.com'; 'district28@sov.state.va.us'; 'czimmerman@arlingtonva.us'; 'tom.biesiadny@fairfaxcounty.gov'; 'delaebbin@house.state.va.us'; 'delaebbin@house.state.va.us'; 'julia@brianmoran.com'; 'delccaputo@house.state.va.us'; 'deldalbo@house.state.va.us'; 'deldbulova@house.state.va.us'; 'david.marsden@cox.net'; 'david.poisson@adelphia.net'; 'deljscott@house.state.va.us'; 'deljfrederick@house.state.va.us'; 'delegate@va52.com'; 'joetmay@aol.com'; 'deljmay@house.state.va.us'; 'kenplum@aol.com'; 'delkplum@house.state.va.us'; 'delkamundson@house.state.va.us'; 'delsickes1@cox.net'; 'michele@mcquigg.com'; 'delbrink@starpower.net'; 'delbring@house.state.va.us'; 'delbobmarshall@hotmail.com'; 'delbmarshall@house.state.va.us'; 'timothymjohnson@hotmail.com'; 'delslingamfelter@house.state.va.us'; 'deltrust@house.state.va.us'; 'julie@timhugo.com'; 'delvcallahan@house.state.va.us'; 'delvwatts@house.state.va.us'; 'evemarie@cuccinelli.com'; 'cgerhartrt@pwcgov.org'; 'ecarleton@pwcgov.org'; 'lcronin@pwcgov.org'; 'ebahrans@pwcgov.org'; 'rwilson@pwcgov.org'; 'schambers@pwcgov.org'; 'skrull@pwcgov.org'; 'jstirrup@pwcgov.org'; Blaser, Tom; 'pferguson@arlingtonva.us'; 'dave.foreman@mail.house.gov'; 'gayle.reuter@mail.house.gov'; 'tim.aiken@mail.house.gov'; 'tom.davis@mail.house.gov'; 'senator@webb.senate.gov'; 'senator@warner.senate.gov'; 'rhonda.gillis@fairfaxcounty.gov'; 'steve.edwards2@fairfaxcounty.gov'; Albo, David; Amundson, Kristen; Bulova, David; Callahan, Vincent; Caputo, Charles; Englin, David; Hugo, Timothy; Hull, Robert; Marsden, David; Moran, Brian; Plum, Kenneth; Poisson, David; Rust, Thomas; Scott, James; Shannon, Stephen; Sickles, Mark; Watts, Vivian; Barg, Hilda M.; Cadditan, Maureen S.; Covington, Wally S. III; Jenkins, John D.; May, Michael C.; Nohe, Martin E.; Stewart, Corey A., Chairman; Stirrup, John T.; Cathy Hudgins; Dana Kauffman; Elaine McConnell; Gerald Connolly, Chairman; Gerald Hyland; Joan DuBois; Linda Smyth; Michael Frey; Penny Gross; Sharon Bulova
Cc: Pardo, Valerie; Morris, Joan; Sorenson, Jo Anne; Steeg, Richard W.; Sripathi, Hari K.; Gordonel, Pearl; Connally, Julia A. 'Judy'; 'dkoelemay@qorvis.com'; Ekern, David S.
Subject: Changes to the I-395/I-95 HOV Lane Operations

I wanted to make you aware of a proposed change to the I-395-I-95 HOV lane operations.

Since 1982, the Commonwealth Transportation Board (CTB) has allowed all traffic to use a three-mile stretch of the southbound I-395 HOV lanes during the restricted hours of 3:30 to 6:00 p.m. Now that the Springfield Interchange Improvement Project is complete, the Virginia Department of Transportation (VDOT) is recommending that this section be returned to HOV-3 only. The Northern Virginia HOV Advisory Committee, the Virginia State Police, the Federal Highway Administration, and the Department of Rail and Public Transportation also support this recommendation.

The CTB is scheduled to vote on this proposal on December 13, 2007, and if approved, the change will be implemented in

11/27/2007

mid-January 2008.

Background

Currently, non-HOVs are permitted to enter the HOV lanes at a slip ramp south of Duke Street (also known as Turkeycock) and continue to the Old Keene Mill Road exit or to the flyover to the general purpose lanes. This HOV exemption was instituted to allow traffic to bypass the congested Springfield Interchange general purpose lanes and helped smooth traffic flow through the area. With the completion of the Springfield Interchange Improvement Project, the difficult weave and merge in the general purpose lanes at the interchange no longer exists. Eleven lanes now accommodate the local and express traffic through Springfield, eliminating the general purpose lane congestion and the need for the HOV exemption.

The following information provides additional details surrounding this change:

- During evening HOV hours, about 2,500 non-HOVs use this section of the HOV lanes. An operational study demonstrated that impacts of this change on the regular travel lanes of I-395 would be minimal, as half of the diverted traffic is expected to use the regular through lanes and half the local lanes, exiting at Springfield. The peak vehicle volumes on the HOV lanes would drop by over 30 percent, while the peak vehicle volumes through the interchange would grow by about 8 percent. The traffic flow in the general purpose lanes may also improve due to the elimination of the diverge at the Turkeycock ramp and the merge back to the general purpose lanes at the flyover.
- Restricting non-HOV vehicles from the HOV lanes is an important component of managing traffic during the I-95 fourth lane widening project at Newington, scheduled to begin in early 2008. We will need all the HOV capacity we can make available to encourage drivers in the general purpose lanes to shift to transit or carpooling during construction.
- Operating this stretch of roadway as HOV-only will simplify HOV enforcement for the Virginia State Police, as the entire 28-mile facility will be HOV-only. This will also eliminate the unsafe practice of motorists waiting on the shoulders of the HOV lanes for the restricted period to end.
- This change will have a positive impact on carpoolers, vanpoolers, and transit users in the corridor, and will hopefully attract new users to the facility.
- VDOT has developed an extensive communications plan to implement this change, consisting of radio ads, press releases, the use of variable message boards and the 511 system.

If you have any questions or concerns you would like to discuss, please contact Valerie Pardo of my staff at (703) 383-2227.

Sincerely,

Morteza Salehi

Acting District Administrator

Northern Virginia District

Virginia Department of Transportation

((703) 383-2477

11/27/2007

AGENDA ITEM # 10

TO: Chairman Snyder and NVTC Commissioners

FROM: Scott Kalkwarf and Colethia Quarles

DATE: November 29, 2007

SUBJECT: NVTC Financial Items for October, 2007

NVTC's financial reports are attached for October, 2007 for your information

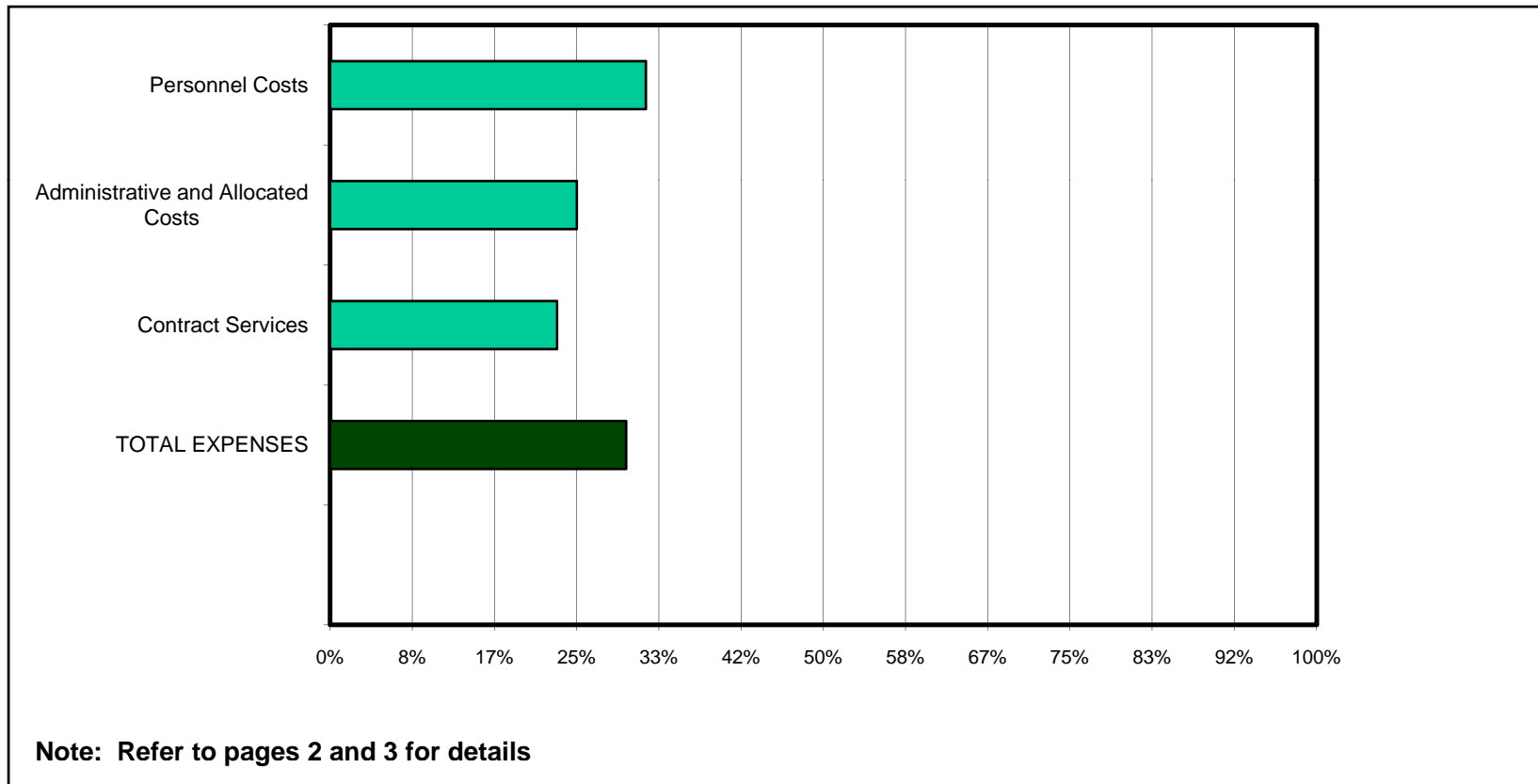


Northern Virginia Transportation Commission

Financial Reports

October, 2007

Percentage of FY 2008 NVTC Administrative Budget Used
October, 2007
(Target 33.33% or less)



NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
October, 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	\$ 48,216.78	\$ 238,731.65	\$ 701,400.00	\$ 462,668.35	66.0%
Temporary Employee Services	-	-	1,000.00	1,000.00	100.0%
Total Personnel Costs	48,216.78	238,731.65	702,400.00	463,668.35	66.0%
<u>Benefits</u>					
Employer's Contributions:					
FICA	2,924.54	15,604.50	48,900.00	33,295.50	68.1%
Group Health Insurance	4,856.51	15,289.17	65,750.00	50,460.83	76.7%
Retirement	4,045.00	16,180.00	56,200.00	40,020.00	71.2%
Workmans & Unemployment Compensation	153.35	1,791.49	3,400.00	1,608.51	47.3%
Life Insurance	273.93	1,020.94	3,750.00	2,729.06	72.8%
Long Term Disability Insurance	254.88	1,021.72	4,450.00	3,428.28	77.0%
Total Benefit Costs	12,508.21	50,907.82	182,450.00	131,542.18	72.1%
<u>Administrative Costs</u>					
Commissioners Per Diem	1,300.00	3,900.00	18,400.00	14,500.00	78.8%
<i>Rents:</i>					
Office Rent	15,059.71	58,327.34	184,950.00	126,622.66	68.5%
Parking	13,661.71	54,699.34	173,050.00	118,350.66	68.4%
Parking	1,398.00	3,628.00	11,900.00	8,272.00	69.5%
<i>Insurance:</i>					
Public Official Bonds	-	250.00	4,400.00	4,150.00	94.3%
Liability and Property	-	250.00	2,600.00	2,350.00	90.4%
Liability and Property	-	-	1,800.00	1,800.00	100.0%
<i>Travel:</i>					
Conference Registration	1,066.22	2,066.29	16,200.00	14,133.71	87.2%
Conference Registration	-	-	2,000.00	2,000.00	100.0%
Conference Travel	221.24	289.76	4,500.00	4,210.24	93.6%
Local Meetings & Related Expenses	844.98	1,081.53	6,200.00	5,118.47	82.6%
Training & Professional Development	-	695.00	3,500.00	2,805.00	80.1%
<i>Communication:</i>					
Postage	1,193.70	2,956.55	11,600.00	8,643.45	74.5%
Postage	631.36	806.23	4,600.00	3,793.77	82.5%
Telephone - LD	96.77	418.23	1,200.00	781.77	65.1%
Telephone - Local	465.57	1,732.09	5,800.00	4,067.91	70.1%
<i>Publications & Supplies</i>					
Office Supplies	2,752.54	4,825.53	23,800.00	18,974.47	79.7%
Office Supplies	565.87	1,101.47	4,500.00	3,398.53	75.5%
Duplication	2,186.67	3,724.06	9,300.00	5,575.94	60.0%
Public Information	-	-	10,000.00	10,000.00	100.0%

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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	497.22	1,374.05	25,650.00	24,275.95	94.6%
Furniture and Equipment	-	-	12,650.00	12,650.00	100.0%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computers	497.22	1,374.05	12,000.00	10,625.95	88.5%
<i>Other General and Administrative</i>	215.03	1,795.09	6,800.00	5,004.91	73.6%
Subscriptions	-	-	400.00	400.00	100.0%
Memberships	-	966.00	1,700.00	734.00	43.2%
Fees and Miscellaneous	215.03	829.09	2,900.00	2,070.91	71.4%
Advertising (Personnel/Procurement)	-	-	1,800.00	1,800.00	100.0%
40th Anniversary	-	-	-	-	0
Total Administrative Costs	<u>22,084.42</u>	<u>75,494.85</u>	<u>291,800.00</u>	<u>216,305.15</u>	<u>74.1%</u>
	<u>Contracting Services</u>				
Auditing	-	5,000.00	19,700.00	14,700.00	74.6%
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>5,000.00</u>	<u>21,700.00</u>	<u>16,700.00</u>	<u>77.0%</u>
 Total Gross G&A Expenses	<u>\$ 82,809.41</u>	<u>\$ 370,134.32</u>	<u>\$ 1,198,350.00</u>	<u>\$ 828,215.68</u>	<u>69.1%</u>

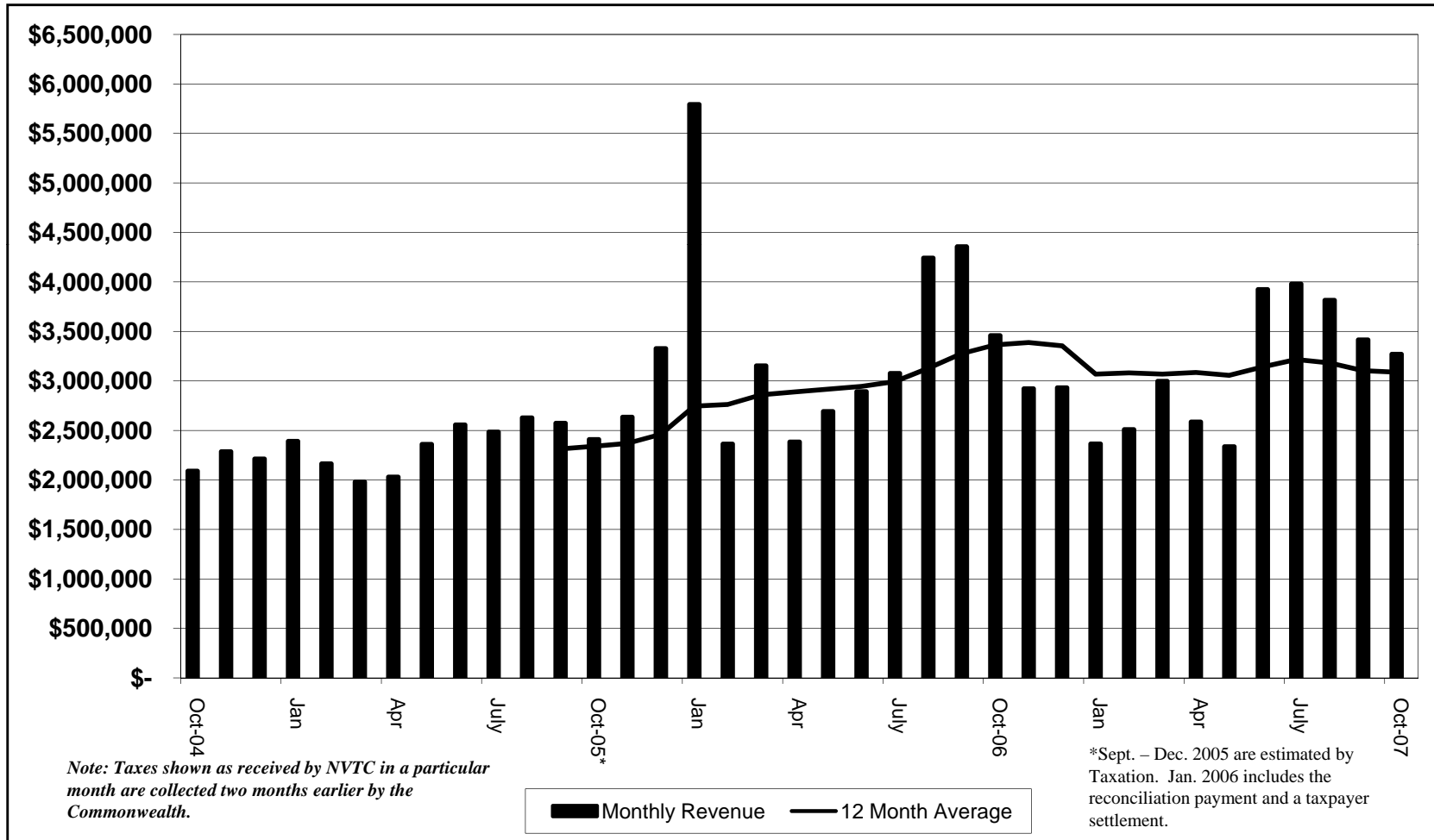
**NVTC
RECEIPTS and DISBURSEMENTS
October, 2007**

<u>Date</u>	<u>Payer/ Payee</u>	<u>Purpose</u>	<u>Wachovia</u>	<u>Wachovia</u>	<u>VA LGIP</u>	
			<u>(Checking)</u>	<u>(Savings)</u>	<u>G&A / Project</u>	<u>Trusts</u>
RECEIPTS						
3	Loudoun	SmarTrip local contributions			\$ 27,489.19	
4	DRPT	SmarTrip grant receipt			920.00	
4	DRPT	Hydrogen bus grant receipt			12,968.00	
4	DRPT	Code red grant receipt			142,471.00	
4	DRPT	FTM/Admin grant receipt				4,934,302.00
5	DRPT	Intern grant receipt			6,229.00	
9	City of Alexandria	G&A contribution		9,874.50		
9	VRE	Reimbursement for staff support		6,627.02		
16	NVTA	Reimbursement of expenses		983.66		
16	City of Alexandria	SmarTrip local contributions		4,441.65		
16	DRPT	SmarTrip grant receipt		52,269.85		
17	DRPT	SmarTrip grant receipt			752,689.00	
17	DRPT	SmarTrip grant receipt			4,070.00	
17	DRPT	FTM/Admin grant receipt				6,824,712.00
17	Loudoun	G&A contribution			5,205.25	
18	Dept. of Taxation	Motor Vehicle Fuels Sales tax receipt				3,270,161.11
23	Fairfax County	SmarTrip local contributions			92,302.40	
31	Staff	Reimbursement of expenses		6.08		
31	NVRC	Sr. Transportation grant receipt		8,380.00		
31	Banks	October interest		1,045.67	4,253.06	355,342.08
			-	83,628.43	1,048,596.90	15,384,517.19
DISBURSEMENTS						
1-31	Various	NVTC project and administration	(103,802.43)			
1	WMATA	Bus operating				(10,808,890.00)
1	WMATA	Partransit operating				(1,508,703.00)
1	WMATA	Rail operating				(7,380,977.00)
1	WMATA	Metro Matters				(1,492,353.00)
1	WMATA	Beyond Metro Matters				(173,000.00)
1	WMATA	Debt service				(1,853,125.00)
3	IBI Group	SmarTrip consulting	(919.99)			
4	Loudoun	Code Red costs incurred				(14,526.00)
4	PRTC	Code Red costs incurred				(30,049.00)
4	Fairfax County	Code Red costs incurred				(86,502.52)
4	City of Alexandria	Code Red costs incurred				(9,441.90)
4	City of Fairfax	Code Red costs incurred				(1,951.35)
12	Stantec	Bus data consulting	(1,647.80)			
17	Loudoun	Other operating				(5,205.25)
19	IBI Group	SmarTrip consulting	(4,069.76)			
23	Cubic Transportation	SmarTrip costs incurred			(986,862.90)	(1,647.00)
30	TMA	Sr. Mobility costs incurred	(8,380.00)			
31	Wachovia Bank	October service fees	(47.53)			
			(118,867.51)	-	(986,862.90)	(23,366,371.02)
TRANSFERS						
12	Transfer	LGIP to LGIP (Bus data project)			1,647.80	(1,647.80)
12	Transfer	LGIP to checking	40,000.00		(40,000.00)	
25	Transfer	LGIP to checking	45,000.00		(45,000.00)	
			85,000.00	-	(83,352.20)	(1,647.80)
NET INCREASE (DECREASE) FOR MONTH			\$ (33,867.51)	\$ 83,628.43	\$ (21,618.20)	\$ (7,983,501.63)

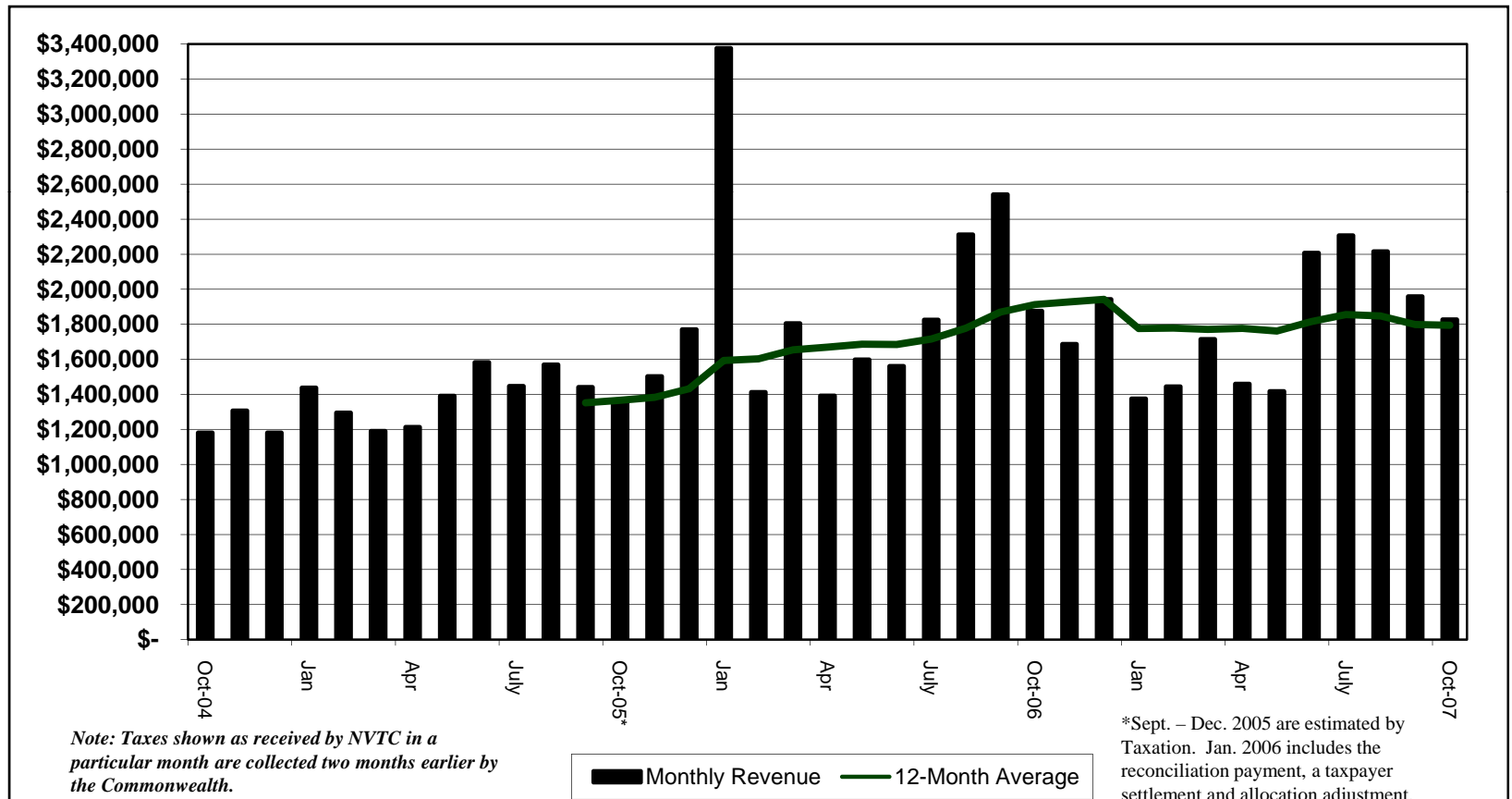
**NVTC
INVESTMENT REPORT
October, 2007**

<u>Type</u>	<u>Rate</u>	<u>Balance 9/30/2007</u>	<u>Increase (Decrease)</u>	<u>Balance 10/31/2007</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	\$ 37,421.64	\$ (33,867.51)	\$ 3,554.13	\$ 3,554.13	\$ -	\$ -
Wachovia: NVTC Savings	3.85%	268,553.37	83,628.43	352,181.80	352,181.80	-	-
<u>Investments - State Pool</u>							
Nations Bank - LGIP	5.11%	96,774,959.33	(8,005,119.83)	88,769,839.50	659,538.07	57,767,260.52	30,343,040.91
		<u>\$ 97,080,934.34</u>	<u>\$ (7,976,977.11)</u>	<u>\$ 89,125,575.43</u>	<u>\$ 1,015,274.00</u>	<u>\$ 57,767,260.52</u>	<u>\$ 30,343,040.91</u>

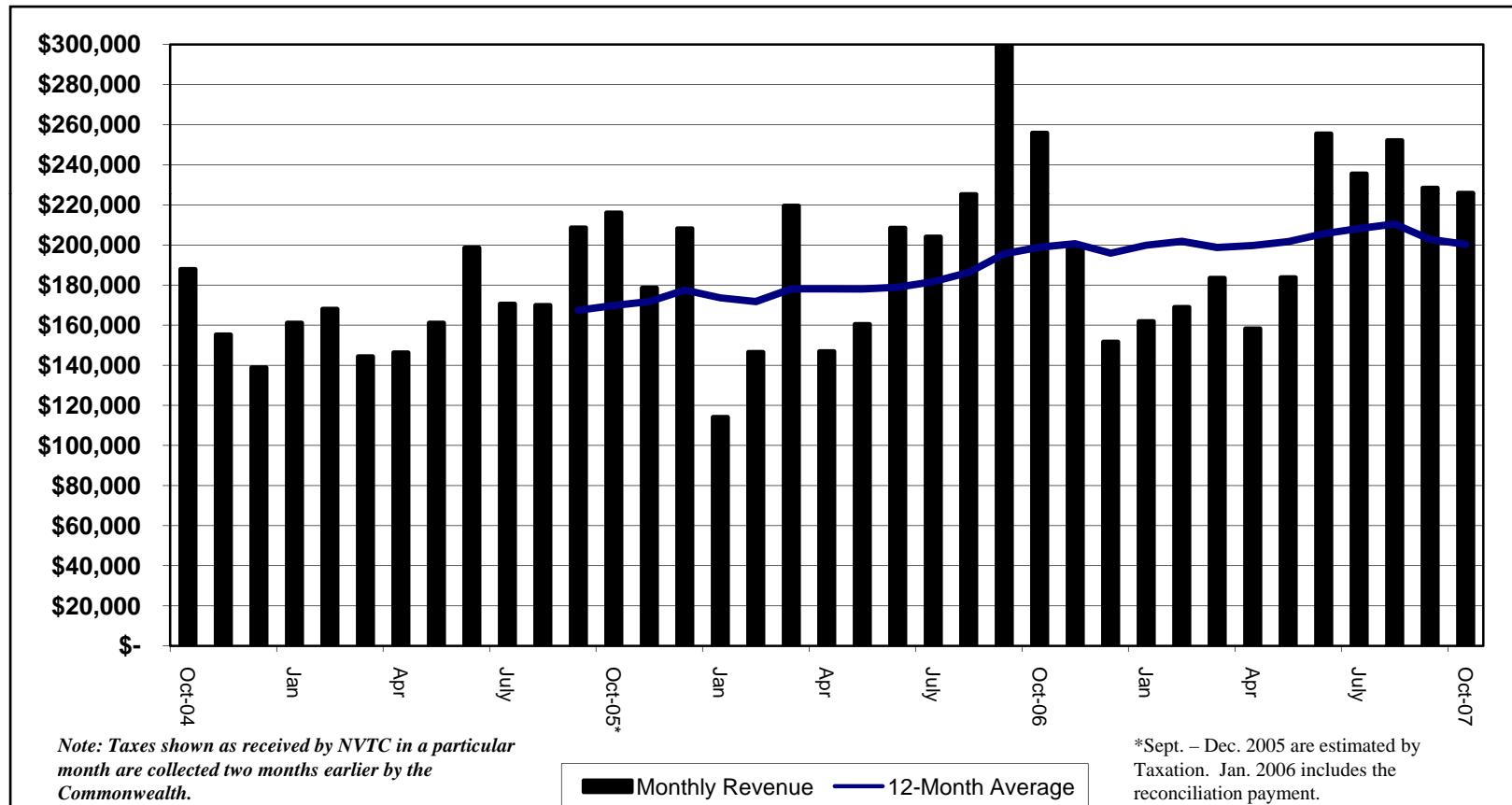
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2005-2008



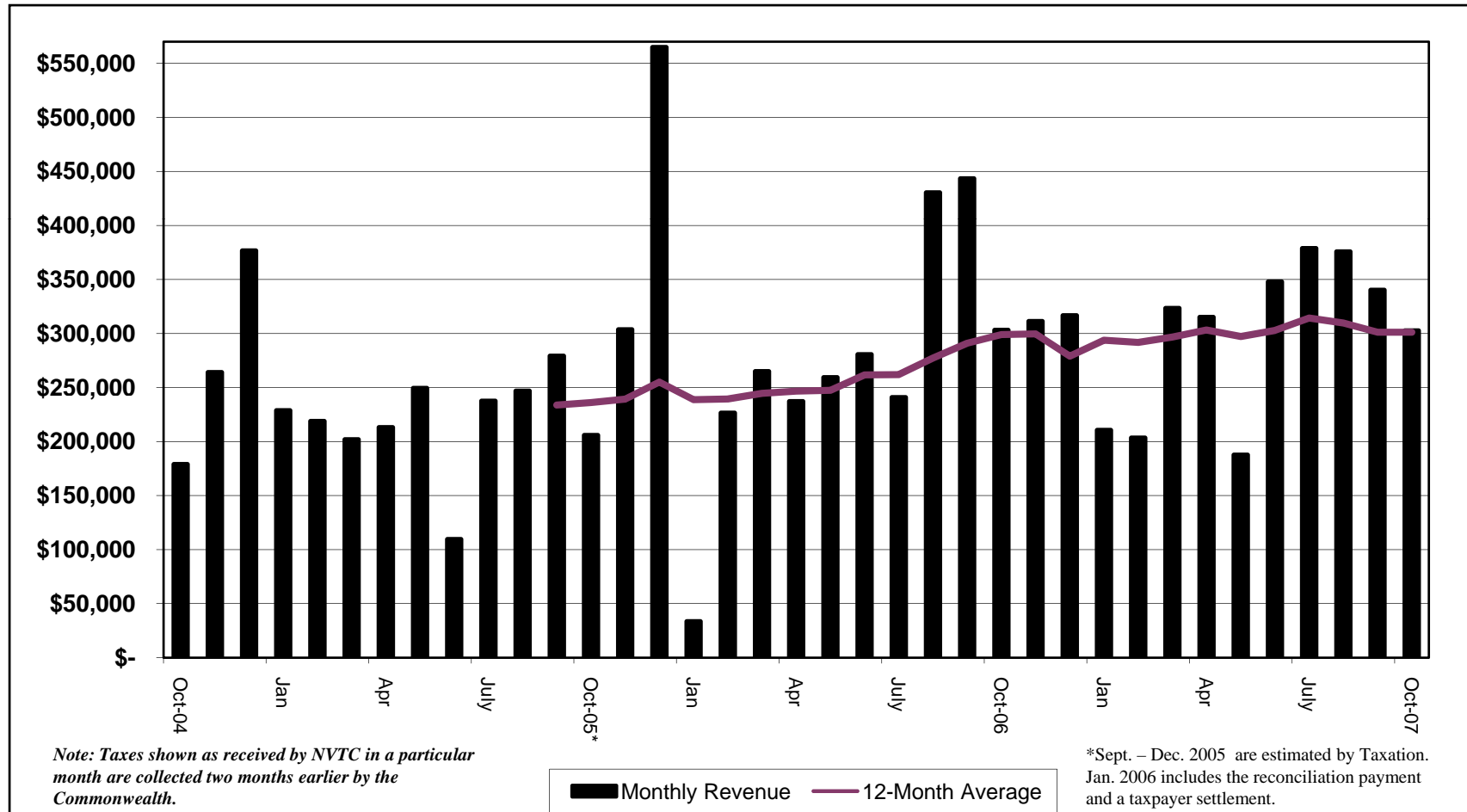
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2005-2008



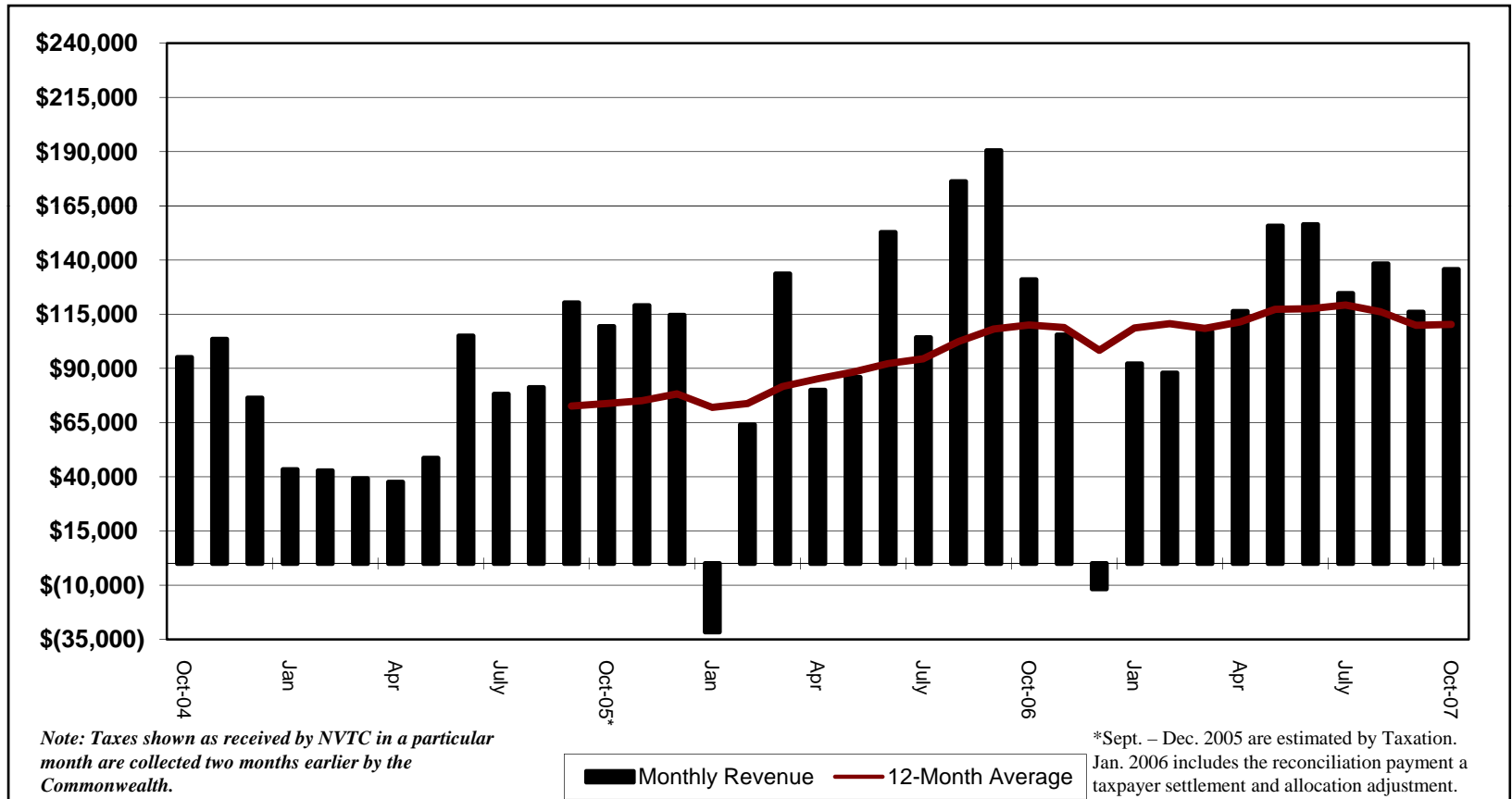
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2005-2008



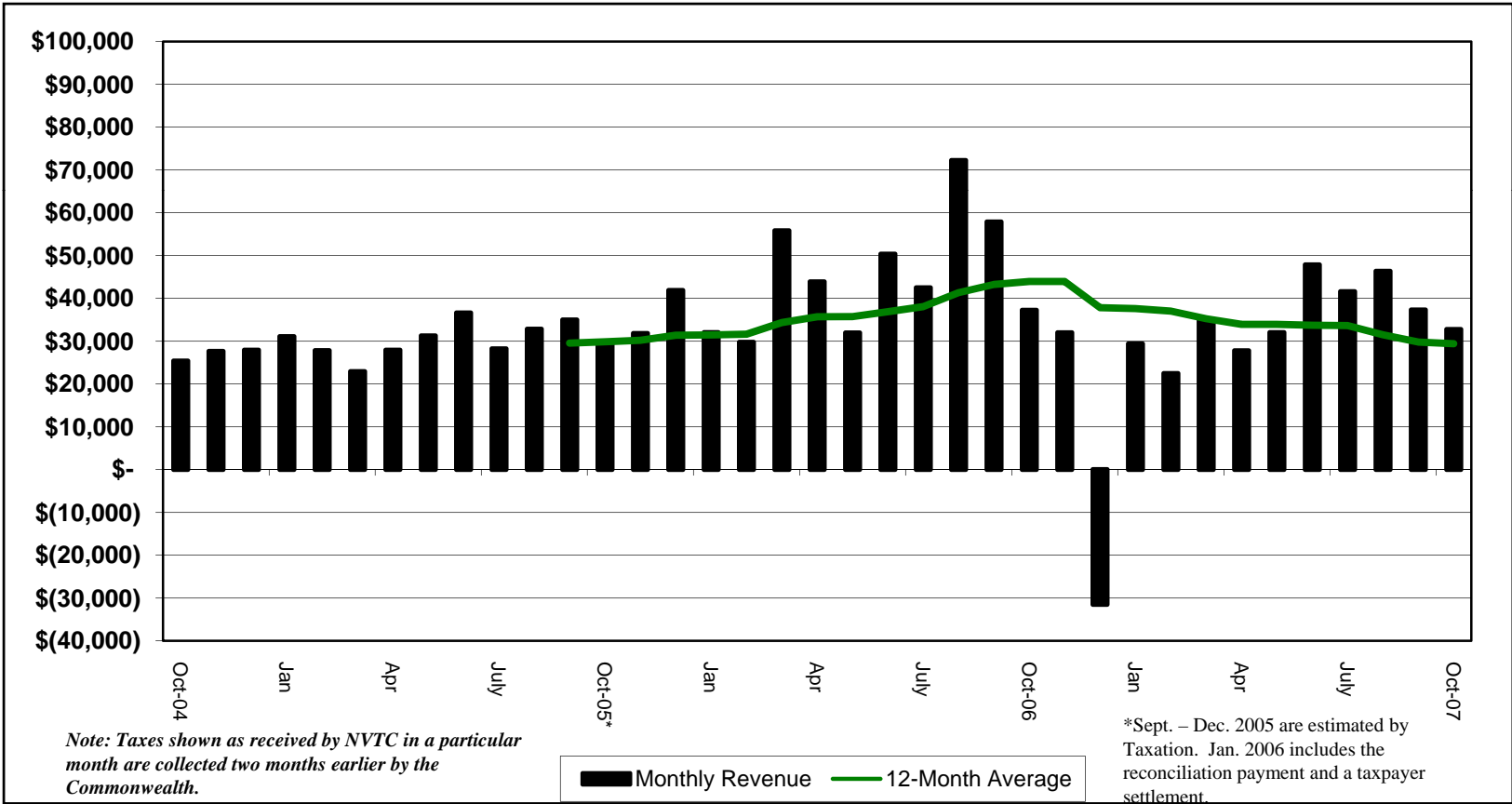
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2005-2008



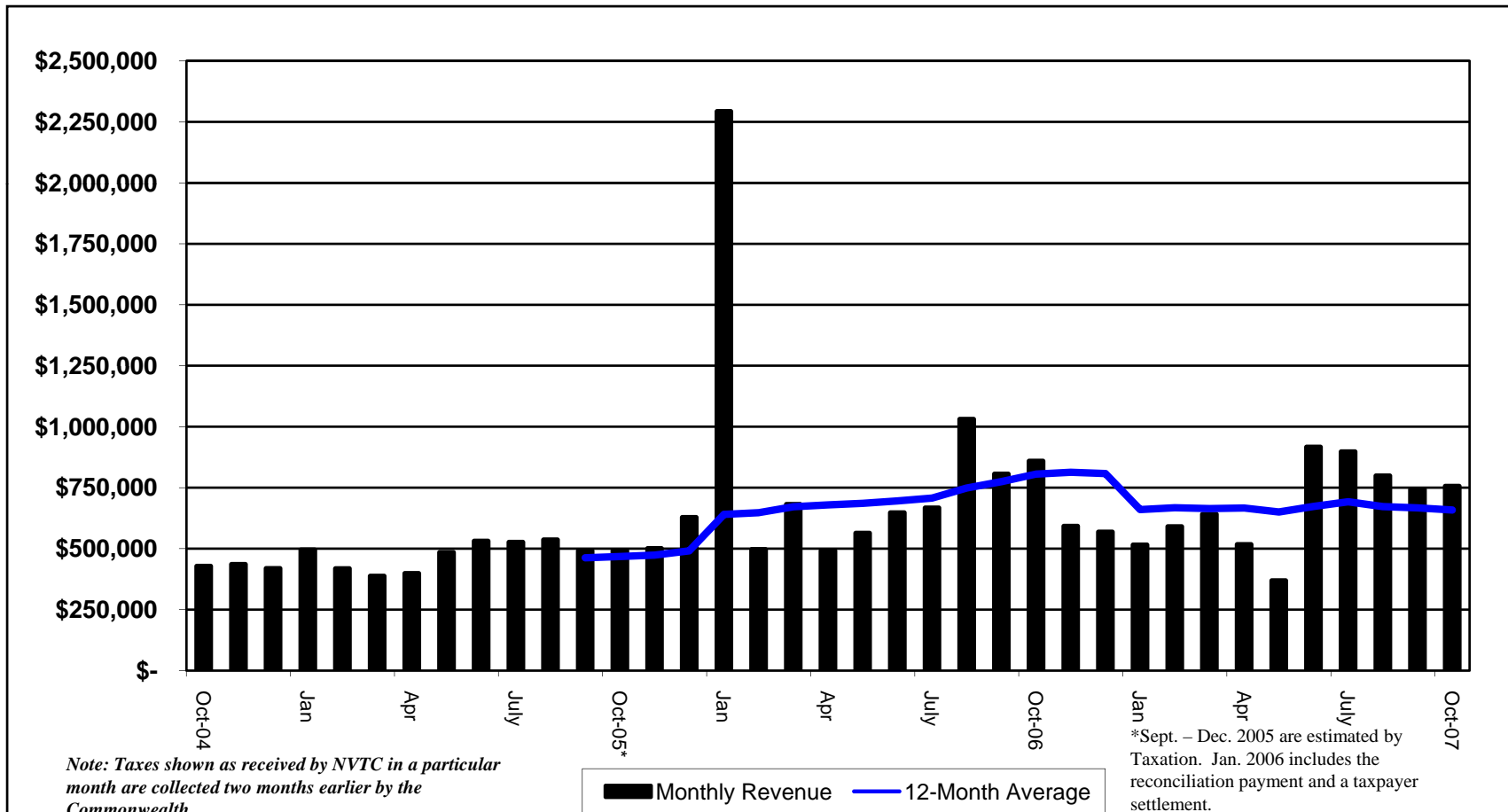
NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2005-2008



NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2005-2008



NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2005-2008



AGENDA ITEM #11

TO: Chairman Snyder and NVTC Commissioner

FROM: Rick Taube

DATE: November 29, 2007

SUBJECT: Announcement of Nominating Committee for NVTC's 2008 Officers

Chairman Snyder wishes to inform the commission that he has appointed NVTC's Executive Committee to serve as the nominating committee for 2008 officers. Elections of officers will occur at NVTC's January 3, 2008 meeting.

In addition, jurisdictions should be prepared to nominate members of the WMATA and VRE boards at that meeting and to appoint new NVTC board members to be sworn in then.



NVTC

Northern Virginia Transportation Commission

AGENDA ITEM #12

TO: Chairmen Snyder and NVTC Commissioners

FROM: Rick Taube

DATE: November 29, 2007

SUBJECT: Ceremony for Departing Commissioners

Several NVTC board members will be leaving the commission at the end of the year including Paul Ferguson, Dana Kauffman, Elaine McConnell and Jeannemarie Devolites Davis. At the close of NVTC's December 6th meeting, special recognition will be given to them for their service. All commissioners are urged to attend.

<u>Commissioner</u>	<u>Starting Year</u>	<u>NVTC Chairman</u>	<u>VRE Chairman</u>	<u>WMATA Chairman</u>
Jeannemarie Devolites Davis	2004-	----	----	----
Paul Ferguson	1997-	2005	----	----
Dana Kauffman	1996-	1999	1999, 2007	2005
Elaine McConnell	1986-1988 1992-1995 1998-	2003	1993, 2001, 2005	----

