



**NVTC COMMISSION MEETING
THURSDAY, JUNE 7, 2007
NVTC CONFERENCE ROOM
8:00 P.M.**

NOTE: A buffet supper will be provided for attendees.

AGENDA

1. Minutes of NVTC Meeting of May 3, 2007.

Recommended Action: Approval.

2. VRE Items.

- A. Report from the VRE Operations Board and VRE's Chief Executive Officer—Information Item.
- B. Status of Governance Approvals—Information Item.
- C. Insurance Trust Fund Issues—Action Item/Resolution #2063.
- D. Extend Operating Agreement with CSXT—Action Item/Resolution #2064.
- E. Extend Operating Agreement with Norfolk Southern—Action Item/Resolution #2065.
- F. Option for Locomotive Fuel Supply at Broad Run Yard—Action Item/Resolution #2066.
- G. Option for Locomotive Fuel Supply at Crossroads Yard—Action Item/Resolution #2067.

3. NVTC Comments on WMATA's FY 2008 Budget.

Staff has prepared comments for consideration of the WMATA Board.

Recommended Action: Authorize NVTC's chairman to send the comments to WMATA.

4. DRPT's Draft Six-Year Program.

Chairman Snyder's May 23rd testimony to CTB included relevant comments on the just-released draft. Given the importance of the allocation decisions for transit funding, further communication with CTB is needed.

Recommended Action: Authorize Chairman Snyder to send a followup letter to Secretary Homer and CTB members.

5. Arlington and Fairfax County Federal Section 5309 Grant Applications.

Both counties have asked NVTC to apply for discretionary FTA funds by the May 22, 2007 deadline for bus-related projects.

Recommended Action: Approve Resolution #2068.

6. Legislative Items.

Representative Jim Moran has led a successful effort to amend the Defense Authorization Bill (HR 1585) to require the Secretary of the Army to certify that necessary transportation improvements as identified in the Ft. Belvoir Environmental Impact Statement are substantially complete before relocation of employees.

Recommended Action: Authorize Chairman Snyder to write to Senator John Warner to urge him to introduce a similar amendment in the U.S. Senate.

7. Contract and Grant Application Amendments for SmarTrip Farebox Installations in Northern Virginia.

Adam McGavock will describe progress. In addition, a contract amendment for \$34,400 is needed for modifications to Loudoun County's fareboxes. A state grant will cover 80 percent of the cost and the county will provide funding for the remainder.

Recommended Action: Authorize NVTC's executive director to issue a change order to Cubic Transportation Systems, Inc. for these farebox modifications and a FY 2008 state transit grant application amendment to cover up to 80 percent of the costs.

8. Public Outreach Campaign for the Summer, 2007 Program of Free Bus Fares on Code Orange/Red Bad Air Days.

Kala Quintana and Elizabeth Rodgers will illustrate the marketing campaign designed to promote greater awareness of the program and to measure the effectiveness of the free bus fare program.

Information Item.

9. Regional Transportation Items.

A. NVT A Administrative Plans.

B. Urban Partnership Applications from the Commonwealth of Virginia and Fairfax County.

C. Communications from the Public.

Information Item.

10. I-95/395 HOT Lanes Transit/TDM Study.

Consultants employed by DRPT and working with the regional Transit Advisory Committee will brief the commission on the scope and schedule for the study.

Presentation Item.

11. NVTC Financial Reports for April, 2007.

Information Item.



Agenda Item #1

MINUTES
NVTC COMMISSION MEETING – MAY 3, 2007
NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Snyder at 8:15 P.M.

Members Present

Sharon Bulova
Gerald Connolly
Paul Ferguson
Jay Fisette
Catherine M. Hudgins
Dana Kauffman
Timothy Lovain (alternate, city of Alexandria)
Elaine McConnell
Paul Smedberg
Scott Silverthorne
David F. Snyder
Matthew Tucker
Christopher Zimmerman

Members Absent

David Albo
Jeannemarie Devolites Davis
Eugene Delgaudio
Adam Ebbin
William D. Euille
Joe May
Thomas Rust
Mary Margaret Whipple

Staff Present

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



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

Minutes of NVTC's Meeting of April 5, 2007

On a motion by Mr. Connolly and a second by Mr. Zimmerman, the commission unanimously approved the minutes. The vote in favor was cast by commissioners Bulova, Connolly, Ferguson, Fiset, Hudgins, Kauffman, Lovain, McConnell, Silverthorne, Smedberg, Snyder, Tucker and Zimmerman.

Presentation by WMATA's General Manager

Mr. Zimmerman introduced John Catoe, WMATA's new General Manager. Mr. Catoe thanked the commission for inviting him and stated that it's been an incredible three months since he has taken the helm at WMATA. He is focused on safety and is committed to making it a priority. One accident is too many. Metro has begun a five-year safety program, which includes retraining its bus drivers.

Mr. Catoe also stated that he has brought in an outside consultant to look at the Metro organization to make it as lean as possible, which has resulted in 220 positions being eliminated. He stated that he will not propose a fare increase this year; however, for the long-term the fare policy should be based on some type of index so that patrons can predict when increases occur. He also stated that Metro will look at creative ways to raise revenues in other ways. Mr. Connolly expressed his appreciation to Mr. Catoe for being willing to look at Metro's cost structure. He stated that Metro cannot impose an 8-10 percent fare increase every year. He expressed his opinion that rail to Dulles is the most important transportation investment in that corridor.

Mr. Catoe stated that he predicts that in three years, Metro will be the number one transit system in the United States, through restructuring the organization, focusing on the customer, being efficient, coordinating with the entire region and maximizing the effective use of taxpayer dollars.

Chairman Snyder stated that he is a regular Metrorail rider and has observed that there is inconsistent communication with riders about delays. He urged Metro to take a hard look at crisis communications for temporary delays as well as in the event of a natural or man-made catastrophe. He asked if light rail will become more of a priority because of its long-term potential. Mr. Catoe stated that heavy rail, light rail and buses all serve different mobility plans for the region, but he does not see light rail replacing heavy rail.

Mr. Kaufman stated that Mr. Catoe's arrival at Metro has been a "breath of fresh air" and thanked him for getting the Metro Board away from micro-management. Mr. Kauffman expressed his concern regarding the third Virginia garage and the Metro Matters program. The District of Columbia has expressed interest in raiding the remaining \$15 million in Virginia garage funds. It would not be a good policy decision to hand over those funds to D.C. Mr. Catoe replied that he understands the balance between Maryland, D.C. and Virginia. He

represents Metro, which includes all three jurisdictions. Mr. Connolly expressed his opinion that Metro is the most successful thing that this region has cooperatively accomplished. It is important to take enormous care not to jeopardize it. It has not gotten to where it is today with threats and extortion. Raiding funds earmarked for a specific jurisdiction that raised the money from public trust (Fairfax County passed a bond referendum for these funds) is not a good idea. Also, the District would like to relocate WMATA headquarters to another part of D.C. that needs revitalization. Mr. Connolly expressed his opinion that if revitalization is going to be the criterion then there are places in Virginia that also need revitalization, such as the Richmond Highway corridor, Crystal City, and West Eisenhower Avenue. Fairfax County has been extremely patient and loyal to Metro for the past 30 years and the county has only five Metrorail stations. Fairfax County wants to integrate more fully with the Metro system by expanding the number of stations in the future.

In response to a question from Mr. Fiset, Mr. Catoe explained that his position is to maximize the economic return from Metro's land. Mr. Smedberg stated that as a rider, he has observed that there is an increasing level of trash in the rail right of way at the Farragut West Station. Mr. Catoe has also observed this and stated that Metro is going to shift resources better to maintain the system. Mr. Smedberg also noted that there has been a tile missing at this station. It's a little thing but can turn into a big thing when someone trips over it and there's an accident.

Mr. Ferguson stated that the region is fortunate to have Mr. Catoe heading up Metro. He is impressed with Metro drivers, but some Metrorail personnel need retraining. He also expressed his opinion that in regards to relocating WMATA headquarters, at a minimum D.C. should put economic development money on the table if it is being done to redevelop a region. Mr. Catoe stated that he has not received an official proposal. He understands D.C.'s position, but he represents Metro. If he receives a proposal, it would be an unsolicited proposal, and his obligation is to bring back options to the Board.

Mrs. Bulova thanked Mr. Catoe for his remarks. In response to a question from her, Mr. Catoe explained that Metro will have more credibility when going to Congress asking for funds, when the system is lean, on-time, clean and the effective use of its capacity is maximized. Three years won't fix all the problems, but it will get the organization headed in the right direction.

Alexandria Section 5309 Grant Application

Mr. Taube explained that the commission is asked to approve Resolution #2062, which would authorize him to apply for \$4 million in Section 5309 grant funds from the Federal Transit Administration on behalf of Alexandria for bus improvements in the Crystal City/Potomac Yard corridor. One million dollars in local match would be provided by the city of Alexandria. The resolution would

also add this project to NVTC's work program. NVTC will incur no financial obligation for this project other than staff time estimated at 100 hours annually.

On a motion by Mr. Smedberg and a second by Mr. Zimmerman, the commission unanimously approved Resolution #2062 (copy attached). The vote in favor was cast by commissioners Bulova, Connolly, Ferguson, Fisette, Hudgins, Kauffman, Lovain, McConnell, Silverthorne, Smedberg, Snyder, Tucker and Zimmerman.

VRE Items

Report from the VRE's Operations Board and Chief Executive Officer. Mrs. Bulova urged commissioners to read the minutes of the VRE Operations Board meeting of April 20, 2007. Mr. Zehner stated that on-time performance on the Fredericksburg Line continues to improve now that the Quantico Bridge project has been completed. Approximately 20-30 percent of past delays were due to bridge construction.

Quantico Creek Bridge Reception. Mrs. Bulova invited commissioners to attend a reception on May 11th at 10:00 A.M. at the Quantico Train Station. A train ride will provide a view of the new bridge.

Contract for Construction of Maintenance Facilities at Crossroads. Mrs. Bulova stated that the VRE Operations Board recommends approval of Resolution #2061, which would authorize VRE's CEO to execute a contract with Mid-Eastern Builders, Inc. of Chesapeake, Virginia to construct maintenance facilities at VRE's Crossroad Yard. The contract amount is \$6,252,550 which includes a 15 percent contingency. In response to a question from Chairman Snyder, Mrs. Bulova stated that Mid-Eastern Builders, Inc. was competitively selected from among three bidders.

Mrs. Bulova moved, with a second by Mrs. McConnell, to approve Resolution #2061 (copy attached). The vote in favor was cast by commissioners Bulova, Connolly, Ferguson, Fisette, Hudgins, Kauffman, Lovain, McConnell, Silverthorne, Smedberg, Snyder, Tucker and Zimmerman.

Closed Session. Mrs. Bulova moved, with a second by Mrs. McConnell, the following motion:

Pursuant to the Virginia Freedom of Information Act (Section 2.2-3711A (7) of the Code of Virginia), the Northern Virginia Transportation Commission authorizes discussion in closed session concerning one legal matter pertaining to the terms and conditions for inclusion of new participating jurisdictions in the Master Agreement for Commuter Rail.

Mr. Taube suggested adding an additional matter regarding litigation. Both Mrs. Bulova and Mrs. McConnell agreed to add this to the main motion. In response to a question from Mr. Zimmerman, Mr. Taube explained that legal counsel is not required for a closed session. The commission then voted on the amended motion and it passed. The vote in favor was cast by commissioners Bulova, Connolly, Ferguson, Fiset, Hudgins, Kauffman, Lovain, McConnell, Silverthorne, Smedberg, Snyder, Tucker and Zimmerman.

The commission entered into closed session at 9:12 P.M. and returned to open session at 9:34 P.M.

Mr. Zimmerman moved, with a second by Mrs. McConnell, the following certification:

The Northern Virginia Transportation Commission certifies that, to the best of each member's knowledge and with no individual member dissenting, at the just concluded closed session:

1. Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and
2. Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed or considered.

The vote in favor was cast by commissioners Bulova, Connolly, Ferguson, Fiset, Hudgins, Kauffman, Lovain, McConnell, Silverthorne, Smedberg, Snyder, Tucker and Zimmerman.

DRPT Presentation

DRPT Director Tucker introduced Michael Rosenfeld, District Construction Engineer for VDOT. Mr. Rosenfeld explained that there are six mega construction projects underway on major commuter routes over the next decade in this region, including the Dulles Corridor Metrorail Phase I, I-495 Beltway HOT lanes, Fairfax County Parkway and BRAC related projects, I-95 4th Lane, I-95/395 HOT Lanes Northern Section and I-95/395 HOT Lanes Southern Section. The plan is to have a single, dedicated oversight team that will coordinate these six projects as one program, with accountability across all six projects, so that it will be a "One Voice—One Team—One Message."

Mr. Rosenfeld provided an overview about organizational structure, maintenance of traffic, operations and communications. Mrs. McConnell and Mr. Kauffman both commented that including elected officials for the Springfield Interchange project made a real difference. It was the first time VDOT included

elected officials in the process. Mr. Tucker assured NVTC that as the projects move forward, elected officials will be invited to participate.

Mr. Connolly expressed his concern that VDOT considers it to be at the beginning stages of the process, yet the Dulles project begins construction next year and the HOT Lanes shortly thereafter. Mrs. McConnell observed that it also takes a long time to train motorcycle police in traffic management. Mr. Connolly stated that there is also some concern how this is going to be funded, since the localities don't have the budget for it. He also stated that the potential for disruption to Tysons Corner is enormous.

Mr. Silverthorne left the meeting at 9:50 P.M.

Ms. Hudgins asked when the region will know who will pay for the majority of the projects. Chairman Snyder observed that Falls Church will be impacted by the Dulles Rail project and he asked to be included in the advisory committee. There needs to a 24/7 point of contact for jurisdictions to be able to get information at any time.

Mr. Zimmerman left at 9:52 P.M. and Mr. Ferguson left at 9:55 P.M.

Mr. Kauffman stated that there needs to be adequate funding on the table, which will be a challenge. The Telegraph Road interchange will be a major project until 2011. It should be folded into the CMP program.

Corey Hill from DRPT reviewed the Congestion Management Program (CMP) for the Dulles Rail project. Staff has been making presentations and sending information to employers in the Tysons Corner area on how they will be impacted by the project. Mr. Connolly asked for a list of those employers contacted and the information sent. In response to a question from Mrs. Hudgins, Mr. Hill stated that they have begun marketing research and strategies.

Mr. Tucker stated that he will defer his other presentation so that Sam Carnaggio (a DRPT employee) can make a few comments about maintenance of traffic (MOT). Mr. Carnaggio stated that the Maintenance of Traffic is the contractor's responsibility and the contractor bears the cost of it. It is in the best interest of the contractor to make sure traffic flows through the construction zone, with no lane closures during peak period. The contractor has to have permission from VDOT for closures during off peak times. He invited NVTC to have one of its meetings at the VDOT office to hear a more detailed presentation.

Mr. Kauffman stated that with the Springfield Interchange project there needed to be alternative routes around the project and some investments were made to these routes. There are not many alternate routes around or through Tysons Corner. Mr. Connolly stated that studies have shown that significant traffic in the Tysons area is a result of through traffic and not destination traffic. Some of the traffic problems are caused by people getting off the toll road to save 25-cents. VDOT should consider eliminating the 25-cent charge during

construction to keep the cars on the toll road. Mr. Tucker stated that there have been origin/destination studies done. Chairman Snyder stated that the areas around Tysons Corner will be significantly affected and plans must include all directions (east, west, north and south).

Chairman Snyder requested regular updates about the Dulles Rail project at future NVTC meetings. He stated that he would like information about the federal congestion partnership and is concerned about any reorganization that would result in less funds flowing into Northern Virginia for transit purposes. Mr. Tucker stated that DRPT is moving forward with some organizational changes but it would not impact funds flowing to this region.

Presentation on NVTC's Senior Mobility Project Phase 2

Ms. Lynott announced that this will be her final presentation since she has accepted a new position at AARP. She reviewed the travel training program NVTC held with seniors, which consisted of two hours of classroom instruction followed by a group trip using fixed route buses to a specific destination. In addition, seniors had an opportunity to take a one-on-one or small group trip with a travel instructor on a trip to a destination of their choice. Commissioners were shown the Bus Bingo game that was used to engage and educate seniors.

Chairman Snyder thanked Ms. Lynott for her hard work while at NVTC. By unanimous consent, the commission authorized the chairman to send Ms. Lynott a note of appreciation.

Mr. Lovain and Mr. Fisette left the meeting at 10:18 P.M. and Mrs. McConnell left at 10:20 P.M.

NVTC Financial Reports for March, 2007

The financial report was provided to commissioners and they had no questions.

Adjournment

Due to the lateness of the evening, Chairman Snyder asked that the remaining presentations and agenda items be deferred to the next meeting. There were no objections. He did note that VDOT responded to NVTC's concerns about the I-95/395 HOT lanes. Mr. Smedberg observed that there was no response about the concern that federal funding would not be taken away from other projects. Mr. Tucker responded that funding would not be taken away from projects and he will ask VDOT to put this in writing. Chairman Snyder stated that staff should look at the minutes of the TPB meeting because a lot was said at the meeting about this issue.

Mrs. Bulova moved, with a second by Mr. Smedberg, to adjourn the meeting. By unanimous consent, Chairman Snyder adjourned the meeting at 10:38 P.M.

Approved this 7th day of June, 2007.

David F. Snyder
Chairman

Christopher Zimmerman
Secretary-Treasurer

RESOLUTION #2061

SUBJECT: Contract for Construction of Maintenance Facilities at Crossroads Yard.

WHEREAS: VRE has an initiative to shift more fleet maintenance to outlying yards; and

WHEREAS: Parsons Brinckerhoff has designed maintenance facilities at Crossroads Yard and an Invitation for Bids for construction has been issued.

NOW, THEREFORE, BE IT RESOLVED THAT the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to enter into a contract with Mid-Eastern Builders, Inc. of Chesapeake, Virginia for the construction of maintenance facilities at the Crossroads Yard in the amount of \$5,437,000, plus a 15% contingency of \$815,550, for a total amount not to exceed \$6,252,550.

Approved this 3rd day of May, 2007.


David Snyder
Chairman


Christopher Zimmerman
Secretary-Treasurer



NVTC Northern Virginia Transportation Commission

RESOLUTION #2062

SUBJECT: Authorization to Apply for Federal Grant Funds for the City of Alexandria;

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

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

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

WHEREAS: Staff of the city of Alexandria asked NVTC to apply for federal transit funds and indicated that Alexandria is willing to protect NVTC against any and all 13(c) labor protection claims and related expenses using state transit assistance funds held in trust by NVTC.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes its executive director to apply to FTA for transit funding and complete all required certifications on behalf of Alexandria for grants in the amount of \$4 million;

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



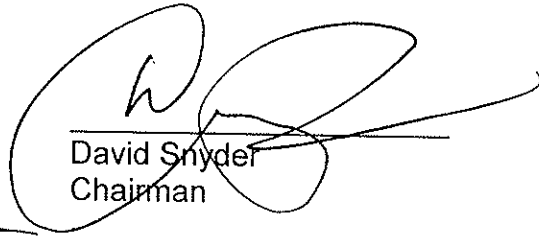
RESOLUTION #2062

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

Approved this 3rd day of May, 2007.



Christopher Zimmerman
Secretary-Treasurer



David Snyder
Chairman

3. NVTC Comments on WMATA's FY 2008 Budget.

Staff has prepared comments for consideration of the WMATA Board.

Recommended Action: Authorize NVTC's chairman to send the comments to WMATA.

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Presentation Item.

11. NVTC Financial Reports for April, 2007.

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AGENDA ITEM #2

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube
DATE: May 31, 2007
SUBJECT: VRE Items

- A. Report from the VRE Operations Board and VRE's Chief Executive Officer—Information Item.
- B. Status of Governance Approvals—Information Item.
- C. Insurance Trust Fund Issues—Action Item/Resolution #2063.
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- G. Option for Locomotive Fuel Supply at Crossroads Yard—Action Item/Resolution #2067.



Report from the VRE Operations Board and VRE's CEO

Minutes are attached from VRE's May 18, 2007 meeting, together with VRE's CEO's report containing ridership and on-time performance information. Also attached is a report on financial projections for the end of FY 2007.



CHIEF EXECUTIVE OFFICER'S REPORT

May 2007

MONTHLY DELAY SUMMARY

	Jan-07	Feb-07	Mar-07	April-07
System wide				
Total delays	57	61	109	73
Average length of delay (mins.)	20.5	19.5	19.8	26
Number over 30 minutes	12	13	18	28
On-Time Performance	90.6%	88.50%	81.90%	88.10%
Fredericksburg Line				
Total delays	35	37	74	36
Average length of delay (mins.)	21.2	34.3	20.2	26
Number over 30 minutes	7	11	11	10
On-Time Performance	87.2%	84.30%	70.50%	87.20%
Manassas Line				
Total delays	22	24	35	37
Average length of delay (mins.)	19.6	14.7	19.5	26
Number over 30 minutes	5	2	7	18
On-Time Performance	93.5%	91.90%	90.10%	88.90%

QUANTICO BRIDGE DEDICATION

The dedication ceremony for the recently completed Quantico Bridge project was held on Friday, May 11th at the Quantico VRE station. Over 90 invited guests were in attendance, including the Honorable Pierce Homer, Secretary of Transportation, who was the keynote speaker at the event. Following the ceremony, the guests were invited on a train ride to view the bridge and then returned to the station for a reception.

MARKETING AWARD

VRE was recently notified that the 2006 fall advertising campaign "Works for Me" received a Compass Award from the Transportation Marketing and Communications Association (TMCA). VRE's campaign was judged against the best marketing and communications efforts among transportation organizations throughout North America. This year, TMCA received 277 entries from more than 80 transportation agencies and only eight percent received a Compass Award. The award will be presented at an awards banquet in St. Petersburg, Florida on June 5th.

EQUIPMENT UPDATE

The 50 new cars included in the option order are currently under construction in Japan. Delivery will begin, as scheduled, in December.

VRE has received one engine (the VO6) back from its top deck overhaul in Altoona. Once this unit is received, another will be shipped for overhaul. In addition, the RFP for the new locomotives will be issued by the end of the month.

CUSTOMER SERVICE SURVEY

The annual customer survey will be done electronically this year and conducted the week of May 14. Results will then be made available in late summer or early fall.

MEET THE MANAGEMENT

Below is the schedule for the remaining Meet the Management events. Questions regarding the new locomotive acquisition and courtesy enforcement were the most frequent. In response to these suggestions, VRE is currently working on the development of a new courtesy campaign to address some of these issues.

May 23, 2007	Fredericksburg	July 18, 2007	Burke Centre
May 30, 2007	Broad Run	July 25, 2007	Rippon
June 6, 2007	Leeland Road	August 1, 2007	Rolling Road
June 13, 2007	Manassas	August 8, 2007	Woodbridge
June 20, 2007	Brooke	August 15, 2007	Backlick Road
June 27, 2007	Manassas Park	August 22, 2007	Lorton
July 11, 2007	Quantico		

MONTHLY PERFORMANCE MEASURES – April 2007

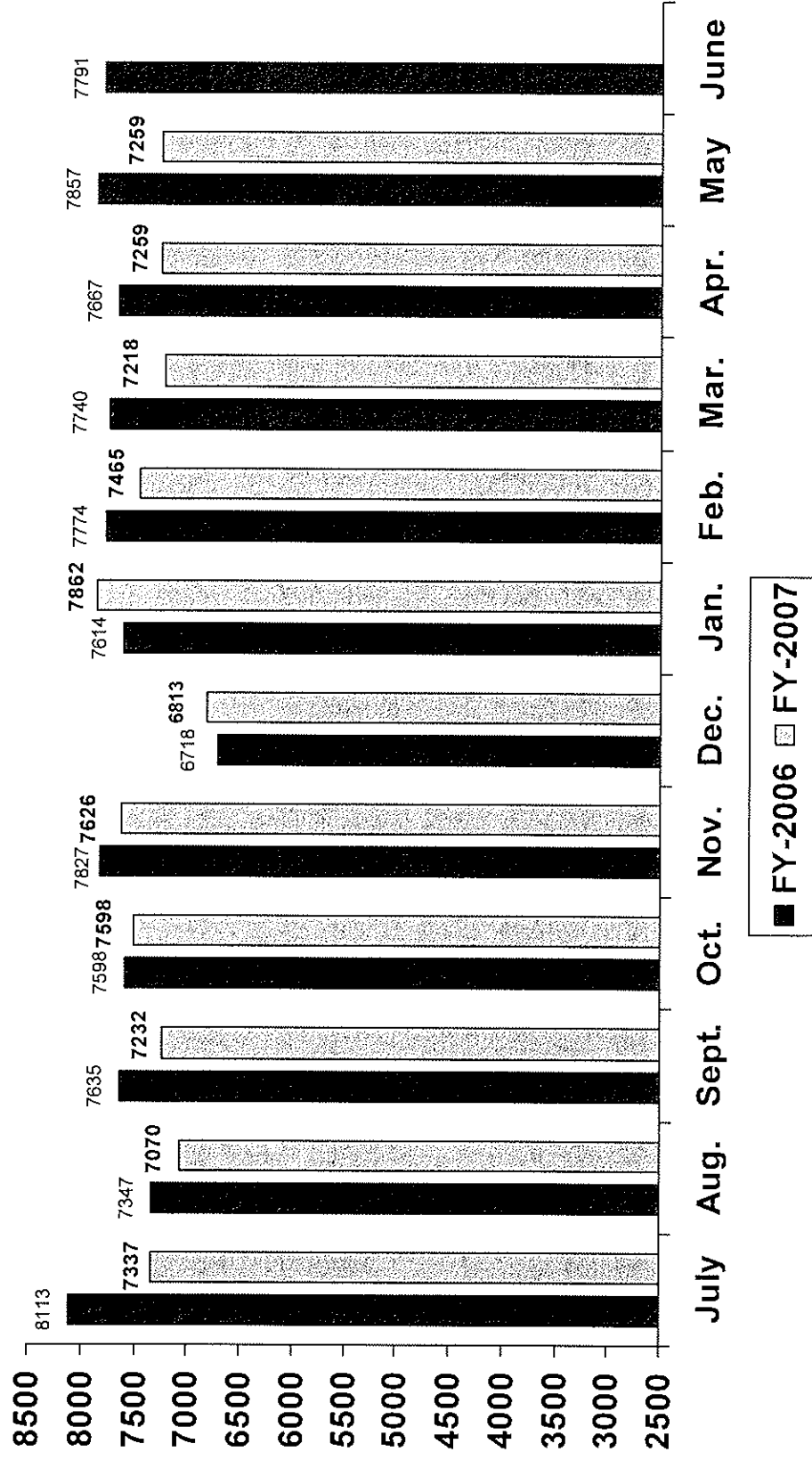
RIDERSHIP OVERVIEW		RIDERSHIP
VRE FY 2007 Passenger Totals (to date)		2,841,402
VRE FY 2006 Passenger Totals (to date)		3,342,323
PERCENTAGE CHANGE		(.14%)

MONTHLY ON-TIME PERFORMANCE		ON-TIME PERCENTAGE
April Fredericksburg OTP Average		87.2%
April Manassas OTP Average		88.9%
VRE APRIL OVERALL OTP AVERAGE		88.1%

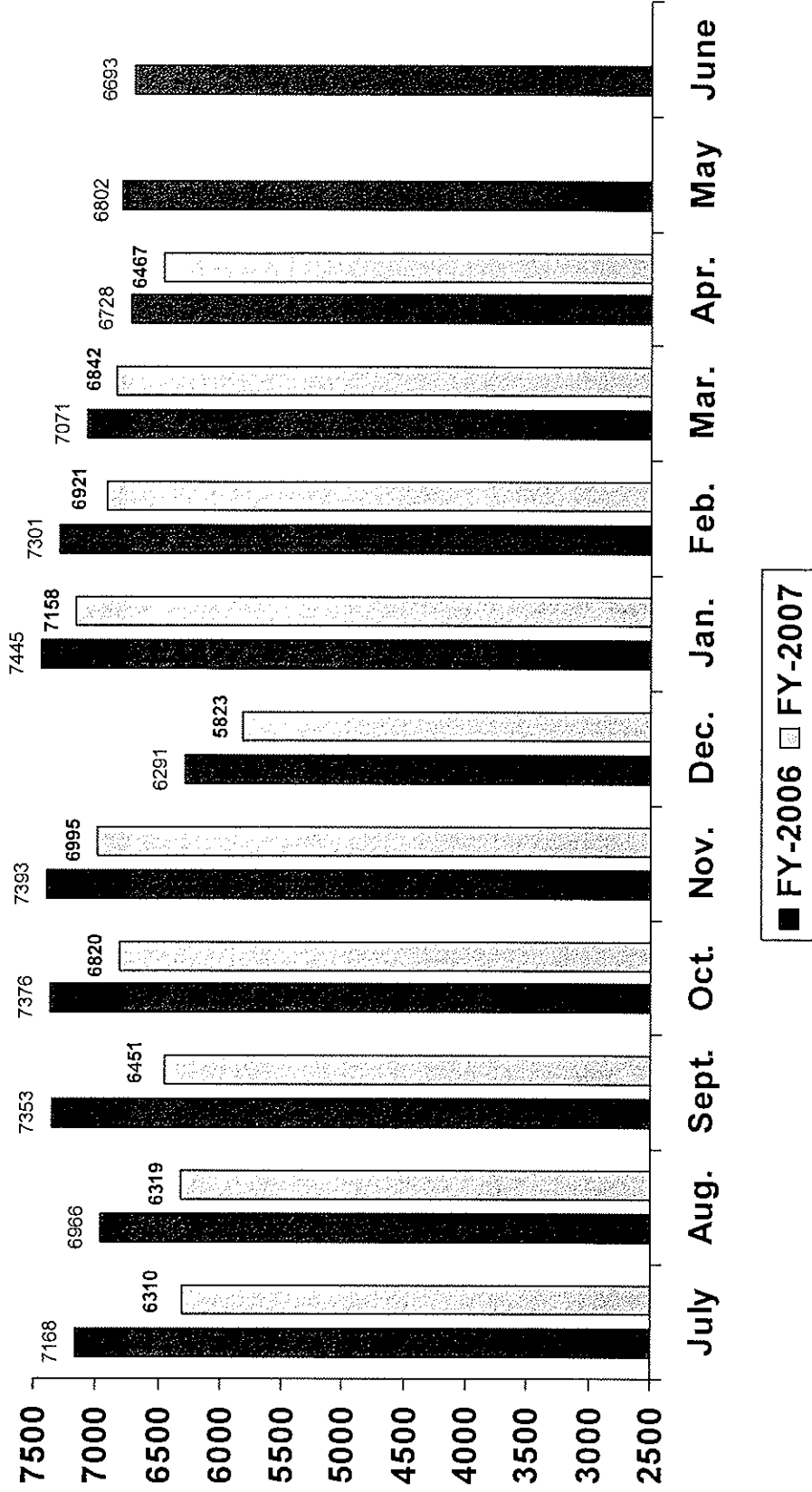
REASON	TOTALS	PERCENT
Signal/Switch Failure	5	7%
Slow Orders	4	5.5%
M/W	2	2.75%
Train Interference	25	35%
AMTRAK	6	8.5%
Freight	10	14%
VRE	9	12.5%
Mechanical Failure	14	19.5
Late Turn	4	5.5%
PAX Handling	2	2.75%
Weather	1	1.5%
Crew Related	4	5.5%
Other	11	15%
TOTAL	72	100%

FINANCIAL INDICATORS	MARCH 2007			
MEASURES		GOAL	ACTUAL	TREND
OPERATING RATIO		55%	62%	↑
BUDGETED FARE REV YTD	42,348,863			
ACTUAL FARE REV YTD	42,448,653			
CUMULATIVE VARIANCE	99,790	0	99,790	↑
% COLLECTED FY07 YTD		78.10%	78.28%	↑
BUDGETED EXPENSES	54,227,245			
BUDGET EXPENSES YTD	40,719,409			
OPERATING EXPENSES YTD	39,168,816			
CUMULATIVE VARIANCE	1,550,593	0	1,550,593	↑
% COLLECTED FY07 YTD		75.09%	72.23%	
NET INCOME/ (LOSS)		0	1,650,383	↑

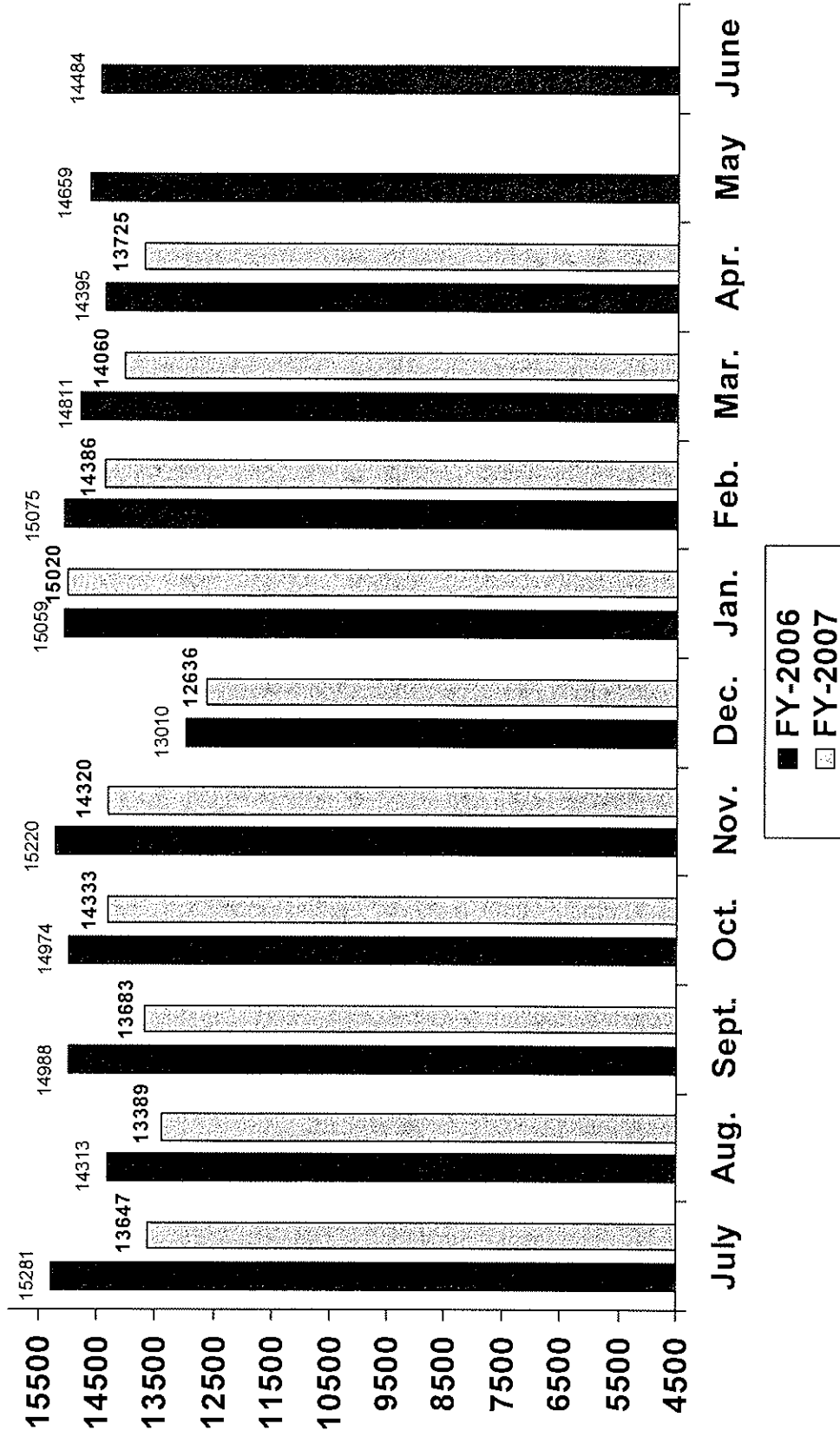
VRE Average Daily Ridership Fredericksburg Line



VRE Average Daily Ridership Manassas Line

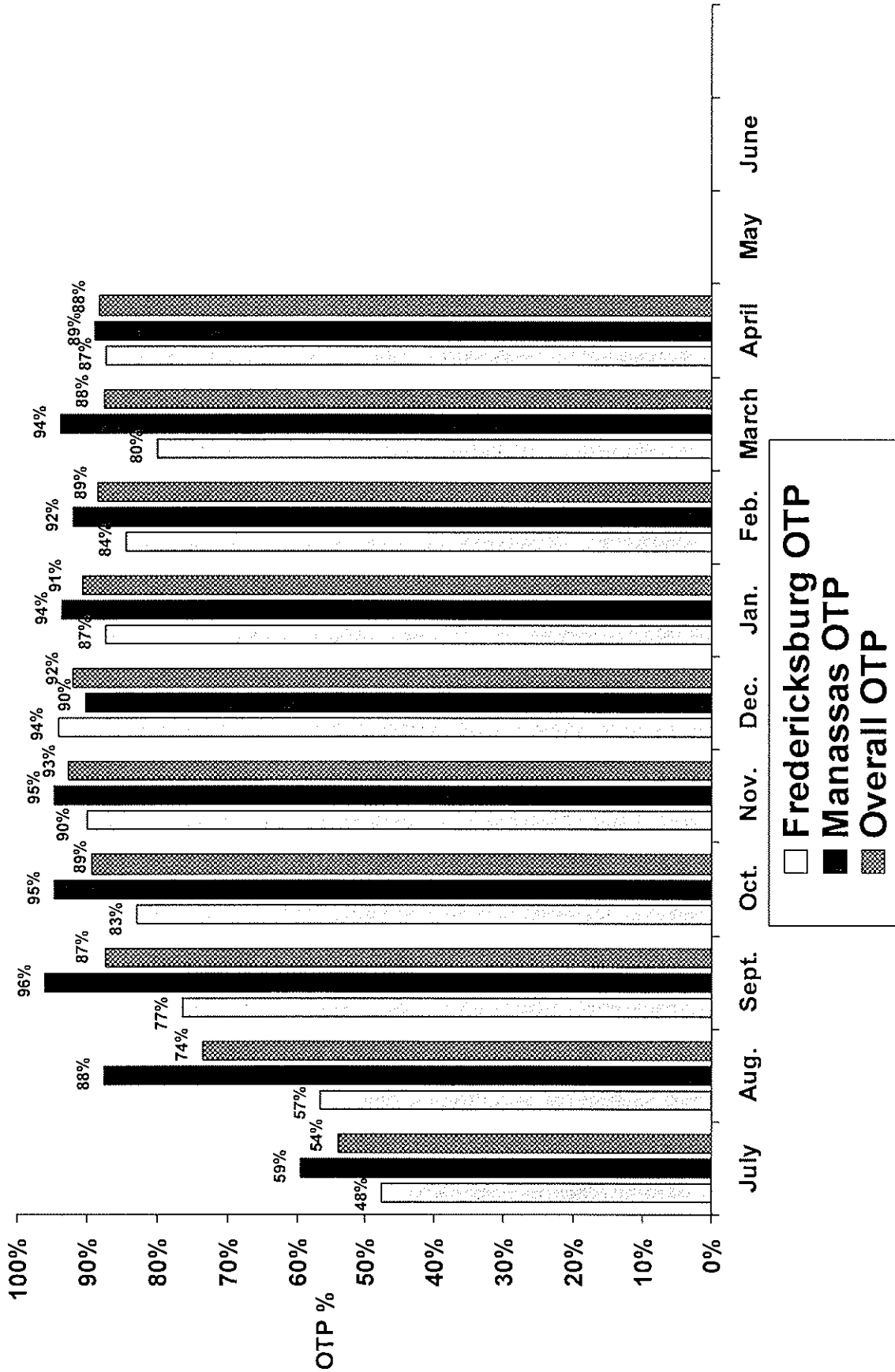


VRE Total Average Daily Ridership



Average On-Time Performance

FY-2007





Virginia Railway Express Operations Board

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

AGENDA ITEM 9-A INFORMATION ITEM

TO: CHAIRMAN KAUFFMAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: MAY 18, 2007

RE: FY 2007 YEAR-END FINANCIAL PROJECTION

Each month, the VRE Operations Board receives financial information in summary form that shows year-to-date, actual to budgeted fare revenue, grant revenue and operating expenses, along with an accompanying balance sheet. In December of each year, a revised budget for the year is prepared, based on the most current information as of that date. In December of 2006, the amended FY 2007 budget was presented to the Operations Board and assumed a projected loss of \$1.88 million, to be funded with one-time funds.

The information below is a projection of year-end revenue and expenses for FY 2007 and the implications of this projection on FY 2008.

YEAR-END PROJECTION

The only significant projected variance is a decrease to budgeted fare revenue of approximately 4.5% or almost \$900,000. This decrease is consistent with the financial and ridership data that has been provided each month. As the result of a slightly positive variance for operating expenses and select federal and state grant revenues, we believe that VRE will end the year with \$470,000 more than was anticipated when the budget was amended in December. This will reduce the need for one-time funds from \$1.8 million to approximately \$1.4 million.

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

FY07 Year End Operating Budget Projection (in millions)				
	Revised	Current		
Description	Budget	Estimate	Variance	% Chg
Fare Revenue	20.34	19.47	(0.87)	-4.5%
Local Subsidy (1)	7.67	7.67	-	0.0%
Appropriation from Reserve	1.88	1.88	-	0.0%
Grant Revenue	23.98	24.81	0.83	3.3%
Other Revenue	0.36	0.42	0.06	14.3%
Total Revenue	54.23	54.25	0.02	0.0%
Operating Expenses	41.65	41.29	(0.36)	-0.9%
Debt Service and Other	12.58	12.49	(0.09)	-0.7%
Total Expenses	54.23	53.78	(0.45)	-0.8%
Net Income (loss)	-	0.47	0.47	

(1) The local subsidy amount shown here is the amount needed for operations; total subsidy is \$8.8M.

IMPLICATIONS FOR FY 2008

The year-end projection of expenses for FY 2007 is generally in line with the budgeted expenses for FY 2008. However, as a result of less than budgeted ridership in FY 2007, the FY 2008 budget for fare revenue has been reviewed. Staff's original budget was based on 15,200 riders. As of March 31, 2007, we are averaging 14,500 riders.

Once the state budget has been adopted, a revised projection for FY 2008 will be prepared that shows the combined impact of changes to the original projections for fare revenue and grant funds available for operations.



**VIRGINIA RAILWAY
EXPRESS**

**OPERATIONS BOARD
MEMBERS**

**DANA KAUFFMAN
CHAIRMAN**

**DOUG WALDRON
VICE CHAIRMAN**

**ELAINE MCCONNELL
SECRETARY**

**PAUL MILDE
TREASURER**

HILDA BARG

SHARON BULOVA

MAUREEN CADDIGAN

WALLY COVINGTON

ROBERT GIBBONS

JOHN D. JENKINS

MATTHEW KELLY

MATT TUCKER

**CHRISTOPHER
ZIMMERMAN**

**DALE ZEHNER
CHIEF EXECUTIVE
OFFICER**

MINUTES

**VRE OPERATIONS BOARD MEETING
PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA
MAY 18, 2007**

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

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

ALTERNATES ABSENT	JURISDICTION
Matthew Kelly (PRTC)	City of Fredericksburg

STAFF AND GENERAL PUBLIC	
George Billmyer – VRE	Steve MacIsaac – VRE counsel
Donna Boxer – VRE	April Maguigad – VRE
Marv Dixon – City of Fredericksburg	Betsy Massie – PRTC staff
Steve Edwards – Supervisor McConnell's Office	Dick Peacock – citizen
Anna Gotthardt – VRE	Mark Roeber – VRE
Al Harf – PRTC staff	Theresa Stevenson – VRE
Angela Horan, Prince William Attorney	Jennifer Straub – VRE
Ann King – VRE	Rick Taube – NVTC staff
Calvin Lam – Fairfax County	Carl Winstead – Fairfax County
Trinh Lam – VRE	Dale Zehner – VRE
Bob Leibbrandt – Prince William County	

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

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

Approval of the Agenda – 3

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

Minutes of the April 20, 2007, VRE Operations Board Meeting – 4

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

Chairman's Comments – 5

Chairman Kauffman thanked staff for the wonderful celebration at the Quantico Bridge dedication ceremony on May 11th. Mr. Gibbons thanked Governor Kaine and those elected officials involved in working to solve the heat restriction problems.

VRE Riders' Comments

Mr. Peacock stated that Utah will begin a new commuter rail service in 2008 and if they have already taken delivery of their locomotives, VRE could lease them on a short term basis until they need them. He expressed his concern with the condition of the Fredericksburg Station. There's an underpass walkway that has loose debris and rock coming down. He also requested an update on the declining ridership especially out of the Manassas station. VRE needs to emphasize that Manassas has adequate parking.

Mr. Zehner stated that staff is working with Fredericksburg staff regarding the station. An engineering firm was hired and completed a preliminary assessment. VRE has \$2.5 million of federal funding to do structural repairs. Currently, the station is being painted. Ms. Barg stated that it would be a good idea to install a heat blower at the Fredericksburg Station.

Mr. Billmyer stated that MARC is running its Penn Line at 120 percent capacity and they need railcars and more powerful locomotives to meet their capacity needs. Like VRE, MARC has the same problem with needing more equipment to meet demand. Maryland will be receiving BRAC funds and is seeking federal funds for its capital projects. MARC officials have also uncovered a ticket fraud scheme. Ms. McConnell stated that it is important for VRE to request BRAC funding.

[Mr. Zimmerman arrived at 9:42 A.M.]

Mr. Billmyer stated that some VRE riders have complained because Amtrak put up a maze of gates at Union Station that VRE riders must go through and around to get to the trains. Mr. Zehner responded that he has spoken with Amtrak about this issue and changes were made in response to security concerns.

Chief Executive Officer's Report – 6

Mr. Zehner reported that ridership is up approximately five percent from last year at this same time. On-time performance has improved considerably, with the Fredericksburg Line at 94 percent and the Manassas Line at 95 percent. The completion of the Quantico Bridge project has had a major impact on on-time performance. He also reported that CSXT is expected to install new tracks at their expense between Lorton and Woodbridge. CSXT has promised that it will not affect VRE morning service, since the work will be done at night. Mr. Zehner also reported that CSXT is talking about changing its heat restriction policy, so that instead of affecting the entire rail line, only specific sections would have restrictions.

Mr. Zehner observed that a “9 to 5” work day is no longer the norm for federal employees since there is telecommuting, extended work days, and other initiatives. VRE needs to take a look at its schedule to accommodate these different work schedules.

Mr. Zehner also reported that the Commonwealth's capital matching ratio increased from 23 percent to 52 percent. VRE will also receive \$15 million for new locomotives.

In response to a question from Mr. Jenkins, Mr. Zehner stated that all tie replacement work has been done in VRE's service area. Mr. Zimmerman noted that a study is being done on diverting hazardous materials around D.C. He asked if it has any implications to VRE.

Consent Agenda – 7

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

Resolution #7A-05-2007: Authorization to Issue an IFB for the Construction of a Parking Garage at the Manassas Station.

Resolution #7B-05-2007: Authorization to Issue a Task Order for Daily Equipment Engineering Support.

Resolution #7C-05-2007: Authorization to Issue a RFP for Railcar Air Conditioning Services.

The vote in favor was cast by Board Members Bulova, Jenkins, Kauffman, McConnell, Milde, Page and Waldron.

Authorization to Extend Amended Operating/Access Agreement with CSXT – 8A

The VRE Operations Board is being asked to recommend that the Commissions authorize the CEO to execute an extension of the existing Amended Operating/Access Agreement with CSXT to January 31, 2008. Resolution #8B-05-2007 would accomplish this.

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

Authorization to Extend Amended Operating/Access Agreement with Norfolk Southern – 8B

The VRE Operations Board is being asked to approve Resolution #8B-05-2007 to recommend that the Commissions authorize the CEO to execute an extension of the existing Amended Operating/Access Agreement with Norfolk Southern to January 31, 2008.

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

Authorization to Exercise Option for Locomotive Fuel Supply at the Broad Run Yard – 8C

Resolution #8C-05-2007 would recommend that the Commissions authorize the CEO to exercise the third option year to Mifco Heating Oil of Manassas, Virginia for the delivery of diesel fuel to the Board Run Yard for VRE's locomotive fleet. The option is being requested in an amount not to exceed \$1,600,000.

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

Authorization to Exercise Option for Locomotive Fuel Supply at the Crossroads Yard – 8D

Resolution #8D-05-2007 would recommend that the Commissions authorize the CEO to exercise the third option year to Quarles Petroleum of Fredericksburg, Virginia for the delivery of diesel fuel to the Crossroads Yard for VRE's locomotive fleet. The option is being requested in an amount not to exceed \$2,150,000.

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

Authorization to Solicit Proposals to Sell Surplus Railcar Inventory – 8E

Resolution #8E-05-2007 would authorize the Chief Executive Officer to solicit proposals for the sale of surplus railcar inventory. Board Members had no questions.

Mr. Jenkins moved, with a second by Mr. Gibbons, to approve Resolution #8E-05-2007. The vote in favor was cast by Board Members Bulova, Jenkins, Kauffman, McConnell, Milde, Page and Waldron.

Authorization to Execute a Locomotive Lease Purchase – 8F

The VRE Operations Board is being asked to authorize the Chief Executive Officer to amend a previously authorized contract with Railworld Locomotive Leasing, of Chicago, Illinois, or the subsequent best proposer, for one locomotive in an amount not to exceed \$82,125 per year, plus freight, for a total of four years and ownership of the V32 locomotive. Resolution #8F-05-2007 would accomplish this. Last month, the Operations Board approved a three year lease with Railworld Locomotive Leasing. A mathematical error caused the proposal to be withdrawn and resubmitted. The revised proposal added an additional year to the lease requirements and included a daily rate which is \$15 more per day.

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

Authorization to Request Nominations for VRE Operations Board Members – 8G

Mr. Zehner announced that all jurisdictions have now adopted the governance proposal. With the exception of Fredericksburg, each jurisdiction has also adopted the FY 2007 budget. Fredericksburg is in the process of finalizing its budget and will act by June 26th at the latest. The draft amendment to the Master Agreement was also discussed, which

would change the Operations Board governance structure as well as the subsidy allocation formula.

Mr. MacIsaac explained the weighted voting and how the contributing members (Arlington and Alexandria) would have a role on the Board. The vote is now based on the concept that for any action to pass, it must be approved by the majority of jurisdictions plus sixty percent of the subsidy. In response to a question from Chairman Kauffman, Mr. Zehner explained that the Board is being asked to send the draft Master Agreement to jurisdictional and commission staff for their comments and the Operations Board will formally endorse it and recommend Commission approval at the June Operations Board meeting.

Mr. Gibbons suggested that the agenda title be changed. He stated that there needs to be some way to allow Fauquier County to join at a later date without having to do all this over again. Mr. MacIsaac stated that the agenda item title "Authorization to Request Nominations of VRE Operations Board Members" is exactly what is being requested. It is hoped that further discussions with Fauquier County will occur over the next month and it would be simple to add language to the Master Agreement before it is voted on by the Operations Board and the Commissions. Mr. Jenkins suggested instead of referring to "Fauquier County" in the Master Agreement, it could be changed to "adjacent jurisdictions." Mr. MacIsaac cautioned against this because it is important to be specific. Chairman Kauffman stated that the Board will have a chance to revisit this issue after VRE receives comments back from jurisdictional and commission staff.

Ms. Barg stated that it would be helpful to get a briefing of the Fauquier County meeting. Mr. Gibbons reported that he, along with Mr. Harf, Mr. Covington and Mr. Zehner, met with the Fauquier County Board of Supervisors. VRE received a warm welcome and it was a very positive meeting. Fauquier County is waiting for Norfolk Southern to answer a question. Mr. Jenkins stated that he hopes that Fauquier County sees the priority to extend commuter rail through Gainesville to Front Royal rather than to Remington. Mr. Gibbons stated that this issue was discussed. Mr. Zehner stated that Norfolk Southern is under pressure to move truck freight traffic off the I-81 corridor to the Front Royal rail corridor. The Gainesville second track is very important to Norfolk Southern. Also, the 8-mile section to Bealeton must be double tracked before Norfolk Southern will allow VRE to run service to that area. Mr. Gibbons stated that it is important to have Fauquier County meet with Norfolk Southern representatives so that they totally understand these issues.

Mr. Covington stated that the meeting with Fauquier County was a constructive meeting and by the end, Fauquier Supervisors had a better understanding of the costs of extending rail to Gainesville and/or Bealeton.

Chairman Kauffman asked Mr. Zehner to work with PRTC staff to provide the Operations Board a timeline for when the Board should be briefed on this issue and take action. An observation was made that there is still a lot of work that still needs to be done before the Operations Board can consider adding another jurisdiction. Mr.

Zimmerman explained that the action being requested is only to notify the Commissions that they need to nominate members for the Operations Board.

Without objection, Resolution #8G-05-2007 was referred to the Commissions.

FY 2007 Year-End Financial Projections – 9A

Mr. Zehner reported that the only significant projected variance is a decrease to budgeted fare revenue of approximately 4.5 percent or almost \$900,000. This decrease is consistent with the financial and ridership data that has been provided each month. As the result of a slightly positive variance for operating expenses and select federal and state grant revenues, staff estimate that VRE will end the year with \$470,000 more than was anticipated when the budget was amended in December. This will reduce the need for one-time funds from \$1.8 million to approximately \$1.4 million.

Closed Session – 10

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

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A (7) of the Code of Virginia), the VRE Operations Board authorizes discussion in Closed Session with legal counsel regarding the case of Bledsoe versus Amtrak and the case of Laura Moore verses NVTC.

The vote in favor was cast by Board Members Bulova, Jenkins, Kauffman, McConnell, Milde, Page and Waldron. The Board entered into Closed Session at 10:35 A.M. and returned to Open Session at 11:15 A.M.

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

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

1. Only public business matters lawfully exempted from open meeting requirements under the Freedom of Information Act were discussed; and
2. Only such public business matters as were identified in the motion by which the Closed Session was convened were heard, discussed or considered.

The vote in favor was cast by Board Members Bulova, Jenkins, Kauffman, McConnell, Milde, Page and Waldron.

Other VRE Business

Mr. Zehner recommended that the Executive Committee meet in the near future to discuss the investment policy, guidelines for the upcoming budget, and the CEO review. Chairman Kauffman, Mr. Waldron, Mr. Milde, Ms. McConnell and Ms. Caddigan are members of that committee.

Adjournment

Chairman Kauffman adjourned the meeting at 11:20 A.M.

Approved this ___th day of June, 2007.

Dana Kauffman
Chairman

Elaine McConnell
Secretary

CERTIFICATION

This certification hereby acknowledges that the minutes for the May 18, 2007 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

Rhonda Gilchrest

Rhonda Gilchrest

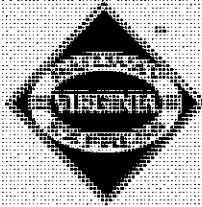
Status of Governance Approvals

As explained in the attached memorandum, all of VRE's jurisdictions have now approved the governance changes. Staffs are drafting changes to the Master Agreement to implement the changes. Talks are continuing with Fauquier County and that jurisdiction may choose to participate soon so that only one round of Master Agreement approvals would be needed.

NVTC will be asked to appoint from its members (and alternates) new VRE Board members based on instructions from the jurisdictions as follows:

- Fairfax County – two voting members
- Arlington County – one voting member
- Alexandria – one voting member

The commission may also appoint alternates to the VRE Operations Board. These appointments should occur at NVTC's July 5, 2007 meeting so that the newly constituted VRE Operations Board can be convened on August 17, 2007.



Virginia Railway Express Operations Board

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AGENDA ITEM 8-G
ACTION ITEM

TO: CHAIRMAN KAUFFMAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: MAY 18, 2007

RE: AUTHORIZATION TO REQUEST NOMINATIONS OF VRE OPERATIONS BOARD MEMBERS

RECOMMENDATION:

The VRE Operations Board is asked to recommend that the Commissions request member jurisdictions to identify members from their governing body, who are also Commission members, to serve on the VRE Operations Board.

BACKGROUND:

As shown below, each jurisdiction has now adopted the governance proposal. With the exception of Fredericksburg, each jurisdiction has also adopted the FY 2007 budget. Fredericksburg is in the process of finalizing its budget and will act by June 26th at the latest.

<u>Jurisdiction</u>	<u>Budget Adoption</u>	<u>Governance Adoption</u>
Stafford County	Approved April 17	Approved April 17
City of Manassas Park	Approved April 24	Approved April 17
Arlington County	Approved April 21	Approved May 8
Prince William County	Approved April 24	Approved May 15
City of Fredericksburg	May 22, June 12, or June 26	Approved April 24
City of Manassas	Approved April 25	Approved May 14
Fairfax County	Approved April 30	Approved April 30
City of Alexandria	Approved May 8	Approved May 8

The draft amendment to the Master Agreement is attached to this information item. This amendment will implement both the change to the Operations Board governance structure as well as the subsidy allocation formula and will now be circulated to the jurisdictions for comment. Following these discussions, the Operations Board will be asked to consider the formal Master Agreement amendment on June 15, 2007 followed by Commission consideration on July 5, 2007. Thereafter, each member jurisdiction will be asked to take action on the amended Master Agreement.

The resolution which follows requests that jurisdictions identify members from their governing body that they would like the Commissions to appoint to the VRE Operations Board. The identified members of the jurisdiction's governing body must also be a member of the appointing Commission. On July 5, 2007 the Commissions would appoint the new slate of members for installation at the August 17, 2007 VRE Operations Board meeting.

On July 1, 2007 all jurisdictions would make the first subsidy payment as prescribed under the alternative FY 2008 budget.

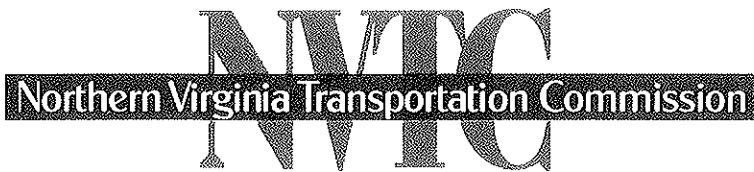
FISCAL IMPACT:

There is no VRE fiscal impact associated with this resolution.

Insurance Trust Fund Issues

A letter is attached from Virginia's Division of Risk Management Director Don LeMond to the members of the VRE Operations Board, together with the response on behalf of the Board from VRE's CEO, Dale Zehner. As can be seen, Mr. LeMond expresses concern about the need for more funds in VRE's insurance trust, while the VRE Board points out that a substantial contribution is budgeted for July 1st, a plan exists to provide more contributions in the future, and NVTA regional funds of \$25 million annually should soon be available as a steady and reliable source.

Resolution #2063 authorizes VRE's Chief Executive Officer to earmark \$3 million of a \$5 million reserve fund for immediate use by the Virginia Division of Risk Management (DRM) to restore VRE's Insurance Trust Fund to a level approaching \$10 million if DRM ultimately determines that course of action to be necessary. The reason for this action is explained in Mr. Zehner's attached response to DRM.



RESOLUTION #2063

SUBJECT: VRE Insurance Trust Fund Earmark.

WHEREAS: Virginia's Division of Risk Management (DRM) has written to VRE's Operations Board members requesting by June 30, 2007 a deposit of over \$8.9 million to restore VRE's Insurance Trust Fund to a \$10 million amount;

WHEREAS: VRE has budgeted a deposit of \$4.9 million on or about July 1, 2007 and has a plan in place to continue to build up the Insurance Trust Fund balance;

WHEREAS: VRE expects to receive \$25 million annually in new regional funds beginning as soon as FY 2008; and

WHEREAS: VRE has responded to DRM with several proposals to satisfy DRM's concerns, including earmarking up to \$3 million of a \$5 million VRE reserve.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby authorizes VRE's CEO to earmark up to \$3 million of VRE's \$5 million operating reserve for immediate use by the Virginia Division of Risk Management to restore VRE's Insurance Trust Fund to a level approaching \$10 million, if DRM ultimately determines that course of action to be necessary.

Approved this 7th of June, 2007.

David Snyder
Chairman

Christopher Zimmerman
Secretary-Treasurer



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



COMMONWEALTH of VIRGINIA

Department of the Treasury

J. BRAXTON POWELL
TREASURER OF VIRGINIA

DIVISION OF RISK MANAGEMENT
P. O. BOX 1879
RICHMOND, VIRGINIA 23218-1879
(804) 786-3152
ADMINISTRATION FAX (804) 371-8400
CLAIMS FAX (804) 371-2442

May 15, 2007

The Honorable Dana Kauffman, Chairman, VRE Operations Board
The Honorable Doug Waldron, Vice-Chairman, VRE Operations Board
The Honorable Elaine McConnell, Secretary, VRE Operations Board
The Honorable Paul Milde, Treasurer, VRE Operations Board
The Honorable Sharon Bulova, Member, VRE Operations Board
The Honorable John Jenkins, Member, VRE Operations Board
Matthew Tucker, Virginia DRPT
Walter Tyler, CSX Transportation, Inc.
D. W. Fries, Norfolk Southern Corporation
Doug Cook, National Railroad Passenger Corporation

Dear Board Officers and Members, Railroads and Operator,

The Commuter Rail Insurance Trust Fund is inadequately funded and in an unsatisfactory financial condition. The current condition may prohibit the Fund to adequately protect the assets of the Virginia Railway Express (VRE) and its partners in the Operating and Purchase of Service Agreements.

To bring the Fund to a satisfactory level where it can meet its needs and contingencies will require a contribution of \$8,896,000 by July 1, 2007

The VRE management stated its intention to provide \$4,900,000 by July. This will leave the Fund short of its funding goal by \$3,996,000. That goal is to maintain a Fund level of \$10,000,000. This is a minimal and modest fund amount for a commuter railroad carrying thousands of passengers into and out of the District each day.

Do not be misled by VRE's excellent loss history. The probability of a catastrophic rail event is very real. Even minor rail losses are expensive. The January 5, 2006 derailment has incurred a cost to date of more than \$2,700,000 in claims and reserves. Had the derailed cars flipped onto their side, the cost would have increased tenfold.

This formal request follows discussions with VRE management and legal counsel, the actuary and our legal counsel with the Office of the Attorney General, and is coming to you pursuant to stipulations in the agreements between the parties to the VRE operation.



May 15, 2007

Page Two

As you are aware, the Insurance Fund Agreement between the Commissions and the Commonwealth of Virginia states that the "sole duty" of the Division of Risk Management is to safeguard the insurance fund; to invest, pay out and dispose of it as agreed.

This is reiterated in the Management Agreement between the Commissions and the Commonwealth of Virginia where the Commissions agree to provide the Division of Risk Management additional funds to ensure the financial stability of the Insurance Fund within 30 days of receiving a written notice from the Division.

The Commissions further agree that the determination of what constitutes the required level of funds to insure the stability of the Insurance Fund is to be made in the sole discretion of the Division of Risk Management.

Article Nine of the Operating Agreement between the Commissions and CSX Transportation, Inc. and Norfolk Southern, emphasizes that the Commissions shall ensure the insurance fund is solvent and adequately funded. The same language is found in Article XII of the Purchase of Service Agreement between the Commissions and AMTRAK.

Both agreements state that if, at any time, the Insurance Fund is not adequately funded, as determined by the Division of Risk Management, notice shall be given to the Commissions, the railroads and AMTRAK. The Commissions will then have 30 days to make the necessary funding.

The Insurance Fund currently (1) pays for commercial rail liability and property insurance, (2) pays the VRE business insurance policy, (3) pays FELA claims and legal expenses, (4) pays administrative fees including actuarial and legal expenses, (5) pays AMTRAK claims under \$10,000, (6) manages and pays claims and litigation over \$10,000 and under commercial insurance deductibles, and (7) maintains reserves on all property, liability and FELA claims and suits.

A brief financial report is attached showing the Fund on July 1, 2007 with no increase in contributions, with the "intended" contributions and with the needed contribution.

We are aware of continuing interest in doubling the limits of liability as well as increasing the property insurance limits. That is a management decision of the NVTC and PRTC. Everyone should be aware that such increases in limits will dramatically affect premiums and deductible levels. At the same time failure to report large losses to the insurer, such as the engine fire of March 22, 2007 and its attendant extra expenses, complicates renewal negotiations and may compromise the current insurance policies and could result in higher premiums, increased deductibles and cancellation or non-renewal.

May 15, 2007

Page Three

The Insurance Fund is critical to the continued successful operation of the Virginia Railway Express. It cannot be neglected. The Division of Risk Management has a lot invested in the successful operation of VRE. The Division funded the first \$5,000,000 in seed money to start operations, and has administered the Insurance Fund since before the VRE trains began to roll

Thank you for your consideration and attention to this request.

Sincerely,

A handwritten signature in black ink that reads "Don W. LeMond". The signature is written in a cursive, slightly slanted style.

Don W. LeMond
Director

Attachment

NORTHERN VIRGINIA TRANSPORTATION COMMISSION & POTOMAC AND
RAPAHANNOCK TRANSPORTATION COMMISSION

COMMUTER RAIL INSURANCE TRUST FUND
FISCAL 2008 – July 1, 2007

	<u>Without Contribution</u>	<u>With Planned Contribution</u>	<u>Needed Contribution</u>
Fund Balance at 5/14/1/07:	\$6,504,566	\$6,504,566	\$6,504,566 (1)
VRE FY2008 Contribution:	0	4,900,000	8,896,000 (2)
Losses-Non FELA:	2,100,000	2,100,000	2,100,000 (3)
Losses-FELA:	6,000	6,000	6,000 (4)
Insurance Premiums	3,565,000	3,565,000	3,565,000 (5)
Administrative Expenses:	50,000	50,000	50,000 (6)
Investment Income:	321,000	321,000	321,000 (7)
Fund Balance:	1,104,566	6,004,566	10,000,566
 Additional Contribution Needs:	 8,896,000	 3,996,000	

(1) Presumes no additional payments from 5/14/07 to 6/30/07.

(2) Amount reported to be paid by VRE management.

(3) Principally claims and suits from 1/5/06 derailment.

(4) FELA claim from 1/5/06 derailment. Cost is expected to increase.

(5) Premiums are based on Fiscal 2007 costs. Premiums were expected to be reduced but
Losses related to 1/5/06 derailment may increase rates and deductibles.

(6) Pays Division of Risk Management and Actuary.

(7) As reported by Actuary

Prepared by Commonwealth of Virginia, Department of the Treasury, Division of Risk Management and
Mercer Oliver Wyman, actuaries



Virginia Railway Express

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

May 30, 2007

Mr. Don LeMond
Director, Division of Risk Management
PO Box 1879
Richmond, VA 23218-1879

Dear Don,

The Virginia Railway Express (VRE) Operations Board has directed me to reply to your May 15, 2007 letter regarding the Insurance Trust Fund balance. The Operations Board is committed to taking action to ensure the Insurance Trust Fund is adequately funded and is prepared to fund the Trust Fund balance at \$10 million as prescribed below. That said, the Board was troubled by the tone and content of your letter, since VRE staff has been working in good faith with DRM to restore the Trust Fund balance.

As you are aware, VRE has worked for over a year with DRM and proposed a funding plan, which VRE believed DRM had accepted, to incrementally restore the Trust Fund balance to a level of \$10 million. The Operations Board was therefore surprised by your demand that it make an immediate payment of \$8.9 million to the Trust Fund. While the Operations Board understands the need to maintain adequate funding of the Trust Fund, it questions the assertions made in your letter regarding the financial status of the fund as well as how the requested contribution was calculated. VRE cannot accommodate your request for \$8,896,000 by July 1, 2007. However, we believe that a modified funding plan, consistent with the discussions between DRM and VRE over the past year, can be agreed upon that will protect the interests of all insureds.

As indicated in your letter, VRE intends to pay \$4.9 million to DRM on July 1, 2007, in accordance with our FY 2008 budget and our latest funding plan (copy attached). In addition, subject to Commission approval at their June 7, 2007 meetings, \$3 million is proposed to be reserved for immediate use by DRM if needed prior to the restoration of the Trust Fund to a \$10 million level in 2008. In the meantime, VRE carries a \$1 million line of credit as well as has a reserve of \$5 million that could be committed to the Insurance Trust Fund in a catastrophic event. Finally, the Transportation Bill (HB 3202) was recently enacted, and provides \$25 million per year for VRE operating and capital expenditures. Once

- A Transportation Partnership -

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

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

Don LeMond
May 30, 2007
Page Two

the funding begins to be collected, VRE proposes using such funds to help restore the Trust Fund.

In the financial report of the Trust Fund attached with your May 15th letter, claims of \$2.1 million are shown for the January 5, 2006 derailment. However, the information we have received from Amtrak estimates possible liability losses in the amount of \$218,000 related to the derailment. The Board questions whether the reserved losses estimated by DRM are unnecessarily high. If revisions were made to your estimates on this basis alone, the Trust Fund balance would be approximately \$7.2 million at the end of FY 2008, only \$2.8 million below the required level. If the likely timing of any payments for the derailment were also considered, the proposed VRE funding arrangement becomes more favorable.

Your letter also addresses issues that VRE management and DRM have been discussing for over a year concerning the provision of sufficient insurance to meet the requirements of the Insurance Plan and the adequacy of the Insurance Trust Fund. Many of these issues were precipitated by the demands of CSXT and Norfolk Southern for increased liability insurance coverage, including for terrorist events, as well as by the declining reserves in the Insurance Trust Fund. As you know, the reserves have declined as a result of increases to insurance premium costs and declining investment earnings.

Based on these discussions, VRE outlined in a July 17, 2006 letter, and further elaborated at our March 22, 2007 meeting, a series of steps to ensure that the Insurance Trust Fund is adequately funded to meet all anticipated needs in both the short term and the long term. Based on these discussions, VRE anticipated DRM's concurrence with these or similar steps and subsequently began implementing them with the FY 2006, 2007, and 2008 VRE budgets. Your May 15, 2007 letter marks the first time that DRM expressed a concern that the "current condition [of the Fund] may prohibit the Fund to adequately protect the assets of the Virginia Railway Express (VRE) and its partners in the Operating and Purchase of Service Agreements." This contention surprised both VRE management and the Board since both thought that the funding plan being implemented was satisfactory to DRM.


Finally, your letter also expressed concern that a March 22, 2007 locomotive fire was not reported to DRM, nor a claim made by VRE. The decision not to claim the event was made based on the current Trust fund balance as well as the fact

Don LeMond
May 30, 2007
Page Three

that there was no third party liability potential. There was certainly no intent to restrict information from DRM. We have had no other events or claims that have not been reported to DRM and future property damage over the self insured level or personal injury event will be reported immediately to DRM.

As stated above, the Operations Board is committed to taking action to ensure the Insurance Trust is adequately funded. In the interim, both Commissions will be asked to approve at their June 7th meetings a resolution reserving \$3 million for immediate use by DRM if needed prior to restoration of the Trust Fund to a \$10 million level in 2008.

Sincerely,



Dale Zehner
Chief Executive Officer

Attachment

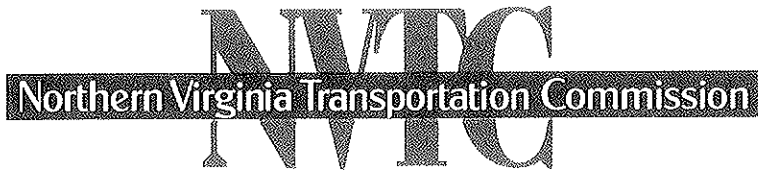
cc: The Honorable Dana Kauffman, Chairman, VRE Operations Board
The Honorable Doug Waldron, Vice-Chairman, VRE Operations Board
The Honorable Elaine McConnell, Secretary, VRE Operations Board
The Honorable Paul Milde, Treasurer, VRE Operations Board
The Honorable Sharon Bulova, Member, VRE Operations Board
The Honorable John Jenkins, Member, VRE Operations Board
Secretary of Transportation, Pierce Homer
Secretary of Finance, Jody Wagner
Director VDRPT, Matthew Tucker,
Treasurer of Virginia, J Braxton Powell
Walter Tyler, CSX Transportation
D. W. Fries, Norfolk Southern Corporation
Doug Cook, National Railroad Passenger Corporation
Stephen A. MacIsaac, Esquire
Al Harf, PRTC
Rick Taube, NVTC
Donna Boxer, VRE

VRE Insurance Trust Fund Projected Activity
With Additional Contributions to Restore Balance to \$10 Million

	FY 2007 Budget	FY 2008 Estimate	FY 2009 Estimate	FY 2010 Estimate	FY 2011 Estimate	FY 2012 Estimate	FY 2013 Estimate
Balance beginning July 1	\$ 10,204,517	\$ 6,100,261	\$ 7,191,011	\$ 8,388,933	\$ 9,735,343	\$ 10,011,446	\$ 10,003,331
VRE Contributions	1,000,000	4,950,000	5,100,000	5,300,000	4,350,000	4,200,000	4,350,000
Insurance premiums paid (less recovered)	(3,975,000)	(4,094,250)	(4,217,078)	(4,343,590)	(4,473,898)	(4,608,114)	(4,746,358)
Claims mitigation costs & losses incurred	(1,379,256)	(150,000)	(150,000)	(150,000)	(150,000)	(150,000)	(150,000)
Investment income	300,000	435,000	515,000	590,000	600,000	600,000	600,000
Actuarial & administrative charges	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)
Balance projected at June 30	\$ 6,100,261	\$ 7,191,011	\$ 8,388,933	\$ 9,735,343	\$ 10,011,446	\$ 10,003,331	\$ 10,006,973
Required balance - per DRM	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000
Amount above (below) required level	\$ (3,899,739)	\$ (2,808,989)	\$ (1,611,067)	\$ (264,657)	\$ 11,446	\$ 3,331	\$ 6,973

Extend Operating Agreement with CSXT

The VRE Operations Board recommends approval of Resolution #2064. This resolution extends VRE's existing operating/access agreement with CSXT to January 31, 2008. This will allow more time to negotiate the terms of a new permanent agreement. The current extension expires on July 31, 2007. Funds are available in VRE's FY 2007 and 2008 budgets.



RESOLUTION #2064

SUBJECT: Extend Operating Agreement with CSXT.

WHEREAS: The commissions currently have an amended Operating/Access Agreement with CSXT relating to VRE operations in the Fredericksburg to Washington corridor, with said agreement extension ending on July 31, 2007;

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

WHEREAS: A proposal to extend the existing agreement to January 31, 2008, without any changes, is expected from CSXT;

WHEREAS: The purpose of this extension is to allow time to negotiate and resolve the outstanding liability issues; and

WHEREAS: Necessary funding has been incorporated into the FY 2007/FY 2008 budgets to allow VRE to continue its operations over CSXT tracks via this contract extension.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to execute an extension of the existing Amended Operating/Access Agreement with CSXT to January 31, 2008.

Approved this 7th day of June, 2007.

David Snyder
Chairman

Christopher Zimmerman
Secretary-Treasurer





Virginia Railway Express Operations Board

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

TO: CHAIRMAN KAUFFMAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: MAY 18, 2007

SUBJECT: AUTHORIZATION TO EXTEND AMENDED OPERATING/ACCESS AGREEMENT WITH CSXT

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to execute an extension of the existing Amended Operating/Access Agreement with CSXT to January 31, 2008.

BACKGROUND:

The VRE has an Operating/Access Agreement with CSXT related to VRE operations in the Fredericksburg to Washington corridor. That agreement, entered into in 1994, has been amended and extended several times, most recently this past January 2007, with an agreed upon extension to July 31, 2007. A further extension is being requested at this time to provide sufficient time to complete negotiation of a new agreement.

Since December 2005, numerous negotiation sessions have been held with CSXT representatives on the terms of a new, long-term agreement. Preliminary agreement was achieved in a number of areas to include:

- Term of the agreement
- Change in method of calculating the annual escalation
- Incentive agreement for improved on time performance
- Additional CSXT supervision in the VRE operating territory
- Approval of infrastructure improvements at VRE facilities

Progress has slowed, however, due to a failure to reach an agreement on the level of liability coverage. CSXT continues to insist on including a higher level of liability and terrorism coverage in the new agreement. Although we were able to cap commuter rail liability at the state level, the legislation does not provide protection from gross negligence claims or claims of third parties, i.e. nonpassengers. Therefore, CSXT and Norfolk Southern continue to press for higher liability insurance coverage. Currently, VRE has \$250 million in coverage. An extension of the current agreement is needed while this issue is resolved.

In the meantime, VRE has asked APTA for assistance in resolving the increasing demands of host freight railroads on commuter agencies for higher levels of liability coverage. APTA has initiated discussions with key House and Senate members requesting that the federal government assume a larger role. Topics being considered are modification of the current \$200 million federal cap to include coverage for third parties, establishing an insurance pool among commuter agencies to gain purchasing economies and to reduce premium payments, and requesting the federal government to cover liability exposure above a specific threshold similar to liability coverage in the nuclear power industry. A series of meetings are planned over the next three months to discuss the above issues with House and Senate staff, commuter agencies, risk managers, and legal experts.

FISCAL IMPACT:

Funding for the CSX track access fees have been included in the FY 2007/FY2008 budgets, including an escalation of 4% annually.

Extend Operating Agreement with Norfolk Southern

The VRE Operations Board recommends approval of Resolution #2065. This resolution extends VRE's existing operating/access agreement with Norfolk Southern to January 31, 2008. This will allow more time to negotiate the terms of a new permanent agreement. The current extension expires on July 31, 2007. Funds are available in VRE's FY 2007 and 2008 budgets.

RESOLUTION #2065

SUBJECT: Extend Operating Agreement with Norfolk Southern.

WHEREAS: The commissions currently have an amended Operating/Access Agreement with Norfolk Southern related to VRE operations in the Manassas to Washington corridor, with said agreement extension ending on June 30, 2007;

WHEREAS: Staff has reached an agreement in principle on many substantive items relating to a new agreement following detailed negotiation sessions with Norfolk Southern representatives;

WHEREAS: A proposal to extend the existing agreement to January 31, 2008, without any changes, is expected from NS;

WHEREAS: The purpose of this extension is to allow time to negotiate and resolve the outstanding insurance issues relating to a new agreement; and

WHEREAS: Necessary funding has been incorporated into the FY 2007 and FY 2008 budgets to allow VRE to continue its operations over Norfolk Southern tracks via this contract extension.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to execute an extension of the Amended Operating/Access Agreement with Norfolk Southern through January 31, 2008.

Approved this 7th day of June, 2007.

David Snyder
Chairman

Christopher Zimmerman
Secretary-Treasurer





Virginia Railway Express Operations Board

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

TO: CHAIRMAN KAUFFMAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: MAY 18, 2007

**SUBJECT: AUTHORIZATION TO EXTEND AMENDED OPERATING/ACCESS
AGREEMENT WITH NORFOLK SOUTHERN**

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to execute an extension of the existing Amended Operating/Access Agreement with Norfolk Southern to January 31, 2008.

BACKGROUND:

VRE has an Operating/Access Agreement with Norfolk Southern (NS) relating to VRE operations in the Manassas to Washington corridor. That agreement, entered into in 1999, has been amended and extended several times, most recently this past January 2007, with an agreed upon extension to June 30, 2007. A further extension is being requested at this time to provide sufficient time to complete negotiations of a new agreement.

Following detailed negotiation sessions with Norfolk Southern representatives, an agreement in principle was reached on all the following contract items with the exception of liability coverage. The Operations Board and Commissions approved these terms at their June and July, 2005 meetings respectively, and authorized execution of a new agreement that conformed to each of those items.

Item	Current Contract	New Contract	Notes
Term	5 years	5 years with five 1 year automatic renewals	After fifth year, either party can request changes at end of each year with 90 days notice
Escalator	4%/ year	AAR Index	Should reduce annual increase in base cost and per train mile charge
Incentive	None	Up to \$15K per month or \$50 per train	
Liability coverage	\$250M (no terrorism)	Want \$500M with terrorism	VRE not able to fund or obtain \$500M in coverage – \$250M with terrorism is maximum VRE will offer

Subsequent to the Commissions' action, however, it became clear that an agreement on the level of liability coverage could not be reached and the contract could not be executed. Norfolk Southern insists on including \$500 million in liability and terrorism coverage in the new agreement. Currently, VRE has \$250 million in coverage. An extension of the current agreement is needed while staff continues to attempt to resolve the insurance issue.

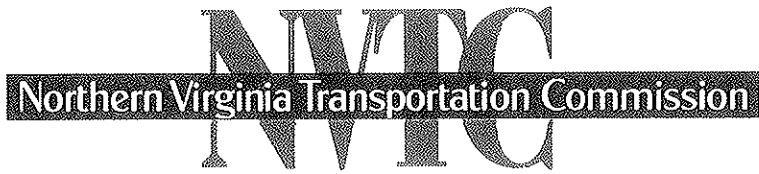
In the meantime, VRE has asked APTA for assistance in resolving the increasing demands of host freight railroads on commuter agencies for higher levels of liability coverage. APTA has initiated discussions with key House and Senate members requesting that the federal government assume a larger role. Topics being considered are modification of the current \$200 million federal cap to include coverage for third parties, establishing an insurance pool among commuter agencies to gain purchasing economies and to reduce premium payments, and requesting the federal government to cover liability exposure above a specific threshold similar to liability coverage in the nuclear power industry. A series of meetings are planned over the next three months to discuss the above issues with House and Senate staff, commuter agencies, risk managers, and legal experts.

FISCAL IMPACT:

Funding for the Norfolk Southern track access fees have been budgeted in the FY 2007 and FY 2008 budgets, including an escalation of 4% annually.

Option for Locomotive Fuel Supply at Broad Run Yard

The VRE Operations Board recommends approval of Resolution #2066. This resolution authorizes VRE's CEO to exercise the third option year of a contract with Mifco Heating Oil of Manassas for the delivery of diesel fuel to VRE's fleet. The amount will not exceed \$1.6 million. Funds are available in VRE's FY 2007 and 2008 approved budgets.



RESOLUTION #2066

SUBJECT: Option for Locomotive Fuel Supply at Broad Run Yard.

WHEREAS: VRE consumes approximately 630,000 gallons of fuel each year at the Broad Run Yard;

WHEREAS: VRE awarded a contract for the provision of fuel to Mifco Heating Oil of Manassas, Virginia in 2004, with option years previously exercised in 2005 and 2006; and

WHEREAS: The VRE Operations Board recommends the execution of a third option year.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to exercise the third option year with Mifco Heating Oil of Manassas, Virginia for the delivery of diesel fuel to the Broad Run Yard for VRE's locomotive fleet. The option is being requested in an amount not to exceed \$1,600,000.

Approved this 7th day of June, 2007.

David Snyder
Chairman

Christopher Zimmerman
Secretary-Treasurer



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



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AGENDA ITEM 8-C ACTION ITEM

TO: CHAIRMAN KAUFFMAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: MAY 18, 2007

**RE: AUTHORIZATION TO EXERCISE OPTION FOR LOCOMOTIVE
FUEL SUPPLY AT THE BROAD RUN YARD**

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to exercise the third option year to Mifco Heating Oil of Manassas, Virginia for the delivery of diesel fuel to the Broad Run Yard for VRE's locomotive fleet. The option is being requested in an amount not to exceed \$1,600,000.

BACKGROUND:

VRE locomotives require fueling every night after performing revenue service. Over the course of a year, VRE consumes approximately 630,000 gallons of diesel fuel at the Broad Run Yard. In May of 2006, the Operations Board authorized the second option year for fuel delivery to Mifco Heating Oil of Manassas, Virginia in an amount not to exceed \$1.6 million.

Following another year of service, VRE staff is recommending award of the third option year. While the estimated year-end value for FY 2007 is \$1.3 million, this year's option amount is being recommended at the same contract level due to fluctuating fuel prices and the upcoming requirement to switch to low sulfur fuel. In addition, VRE staff continues to work with the fuel vendor in an effort to monitor the appropriate timing of hedging opportunities.

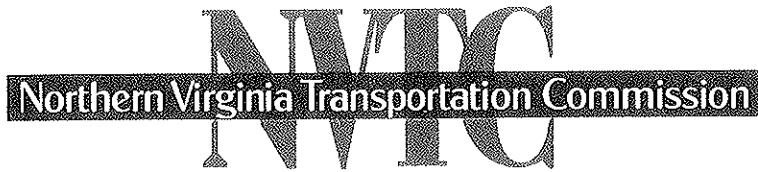
FISCAL IMPACT:

Funding will be provided by the FY 2007 and FY 2008 Operating Budgets.



Option for Locomotive Fuel Supply at Crossroads Yard

The VRE Operations Board recommends approval of Resolution #2067. This resolution authorizes VRE's CEO to exercise the third option year of a contract with Quarles Petroleum of Fredericksburg for the delivery of diesel fuel to VRE's fleet. The amount will not exceed \$2.15 million. Funds are available in VRE's FY 2007 and 2008 approved budgets.



RESOLUTION #2067

SUBJECT: Option for Locomotive Fuel Supply at Crossroads Yard.

WHEREAS: VRE consumes approximately 860,000 gallons of fuel each year at the Crossroads Yard.

WHEREAS: VRE awarded a contract for the provision of fuel to Quarles Petroleum of Fredericksburg, Virginia in 2004, with option years previously exercised in 2005 and 2006; and

WHEREAS: The VRE Operations Board recommends the execution of a third option year.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to exercise the third option year with Quarles Petroleum of Fredericksburg, Virginia for the delivery of diesel fuel to the Crossroads Yard for VRE's locomotive fleet. The option is being requested in an amount not to exceed \$2,150,000.

Approved this 7th day of June, 2007.

David Snyder
Chairman

Christopher Zimmerman
Secretary-Treasurer



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AGENDA ITEM 8-D ACTION ITEM

TO: CHAIRMAN KAUFFMAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: MAY 18, 2007

**RE: AUTHORIZATION TO EXERCISE OPTION FOR LOCOMOTIVE
FUEL SUPPLY AT THE CROSSROADS YARD**

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to exercise the third option year to Quarles Petroleum of Fredericksburg, Virginia for the delivery of diesel fuel to the Crossroads Yard for VRE's locomotive fleet. The option is being requested in an amount not to exceed \$2,150,000.

BACKGROUND:

VRE locomotives require fueling every night after performing revenue service. Over the course of a year, VRE consumes approximately 860,000 gallons of diesel fuel at the Crossroads Yard. In May 2006, the Operations Board authorized the second option year for fuel delivery to Quarles Petroleum in an amount not to exceed \$2,150,000.

Following another year of service, VRE staff is recommending award of the third option year. While the estimated year-end value for FY 2007 is \$1.76 million, this year's option amount is being recommended at the same contract level due to fluctuating fuel prices and the upcoming requirement to switch to low sulfur fuel. In addition, VRE staff continues to work with the fuel vendor in an effort to monitor the appropriate timing of hedging opportunities.

FISCAL IMPACT:

Funding will be provided by the FY 2007 and FY 2008 Operating Budgets.



AGENDA ITEM #3

MEMORANDUM

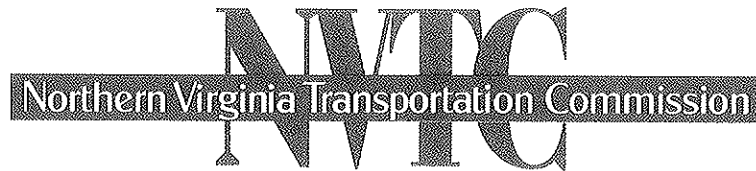
TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube
DATE: May 31, 2007
SUBJECT: NVTC Comments on WMATA's FY 2008 Budget

A draft letter is attached containing proposed NVTC comments on WMATA's FY 2008 budget. Excerpts from the budget are also attached. The commission is asked to authorize Chairman Snyder to send the letter to the chair of the WMATA Board.

For your information, Shiva Pant, who has been WMATA's Government Relations Officer for Virginia, has been promoted to be Chief of Staff for General Manager John Catoe.



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Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120 • VA Relay Service
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Chairman
Hon. David F. Snyder

June 8, 2007

Vice Chairman
Hon. William D. Euille

Secretary/Treasurer
Hon. Christopher Zimmerman

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

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

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Hon. Sharon Bulova
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Hon. Catherine Hudgins
Hon. Dana Kauffman
Hon. Elaine McConnell

City of Fairfax
Hon. Scott Silverthorne

City of Falls Church
Hon. David F. Snyder

Loudoun County
Hon. Eugene Delgaudio

Virginia Department of Rail
and Public Transportation
Matthew O. Tucker

Virginia General Assembly
Sen. Jeannemarie Devolites Davis
Sen. Mary Margaret Whipple
Del. David B. Albo
Del. Adam P. Ebbin
Del. Joe T. May
Del. Thomas D. Rust

Executive Director
Richard K. Taube

Ms. Elizabeth Hewlett
Chairman
Washington Metropolitan Area Transit Authority
600 Fifth Street, N.W.
Washington, DC 20001-2693

Dear Ms. Hewlett:

At its June 7th meeting the Northern Virginia Transportation Commission authorized me to provide the following comments on the proposed FY 2008 WMATA budget:

- 1) The WMATA Board and General Manager John Catoe deserve praise for careful cost-cutting to produce a FY 2008 budget that maintains reasonable local subsidy increases without a fare increase.
- 2) NVTC recognizes that the financial picture for FY 2009 and beyond is bleak and that measures such as regular fare increases to match inflation will have to be seriously considered.
- 3) NVTC is heartened that the Virginia General Assembly and Governor Kaine agreed to offer the commission's local governments the opportunity to obtain \$50 million in annual guaranteed revenue. This new funding will assist NVTC's member jurisdictions in meeting their obligations to WMATA and, we hope, will encourage Congress to provide a steady stream of funding of at least \$150 million annually.
- 4) With WMATA sharply reducing its construction and project management staff, inevitably more of that work will now devolve to WMATA's local jurisdictions. NVTC urges WMATA to work closely with its jurisdictions during the transition to help avoid sudden and sharp budget impacts at the local level.

- 5) NVTC opposes efforts to reprogram \$35 million in the Metro Matters funding agreement from a Virginia bus garage to other projects in other jurisdictions. For example, if a new regional Transit Police Training Facility is to be funded, Homeland Security grants would be an appropriate funding source.
- 6) At NVTC's May 3rd commission meeting, General Manager John Catoe reported that he had not received a written proposal to sell WMATA's existing headquarters building and shift Metro's headquarters to another D.C. location. He pledged to review any such proposal completely and objectively before providing a recommendation to the Board. NVTC expresses its strong desire that the WMATA Board, if it is called upon to evaluate such a proposal, will also do so objectively and collegially. Among the potential issues to be evaluated will be costs and risks of moving WMATA's Operations Control Center and the incidence of costs relative to development benefits that may accrue to all of the Authority's members.

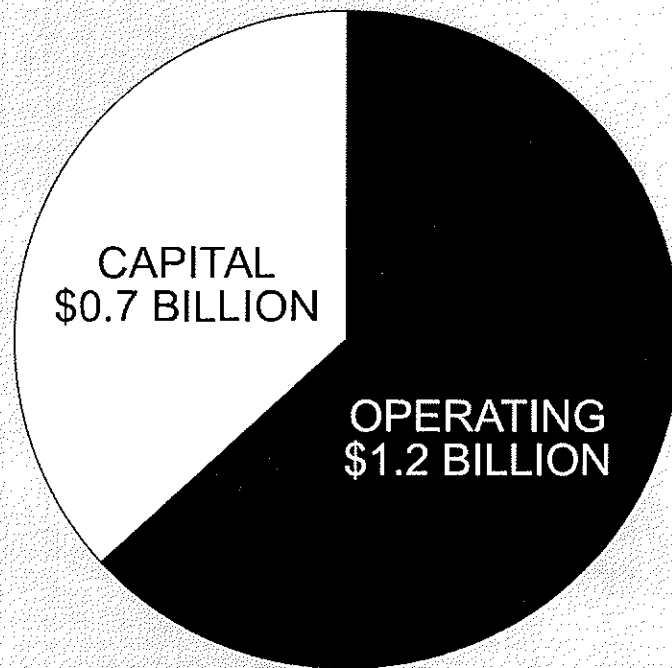
We thank you for considering our comments. Please feel free to contact me with any questions.

Sincerely,

David F. Snyder
Chairman

cc: NVTC WMATA Board Members
General Manager John Catoe
NVTC Members Chief Administrative Officers
NVTC Commissioners

Total Budget - \$1.9 Billion

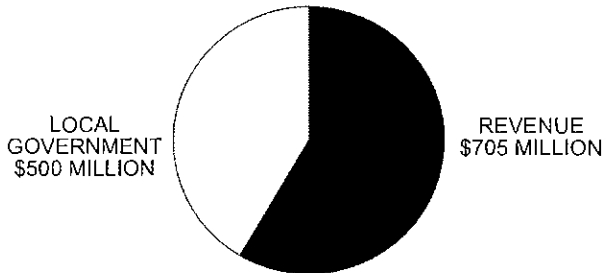


Metro's proposed FY 2008 annual budget is actually two budgets: a \$1.2 billion operating budget and a \$0.7 billion capital budget. The \$1.9 billion budget supports a transit network that provides significant benefits to the entire Washington D.C. region.

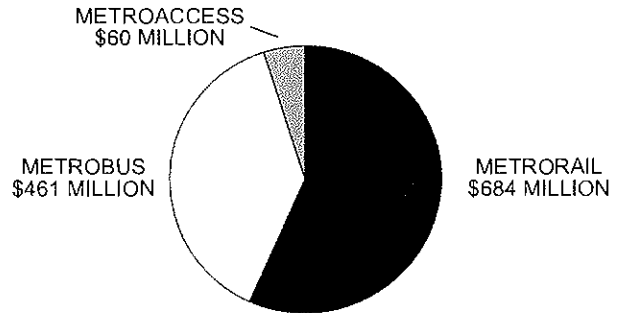
- Metro takes 580,000 cars off the road each weekday, benefiting non-transit riders by reducing traffic congestion.
- Without Metro, Washington D.C. would need an additional 150,000 parking spaces and the region would require an additional 1,400 highway lane miles.
- Metro eliminates more than 10,000 tons of pollution and saves the region over 75 million gallons of gasoline each year.
- The federal government is the single largest beneficiary of Metro's transit system: nearly half of all Metrorail stations are located at federal facilities and over 40 percent of peak ridership consists of federal employees.

Operating Budget - \$1.2 Billion

Where it Comes From



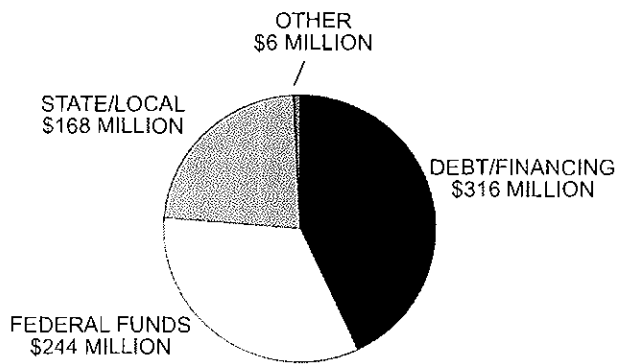
Where it Goes



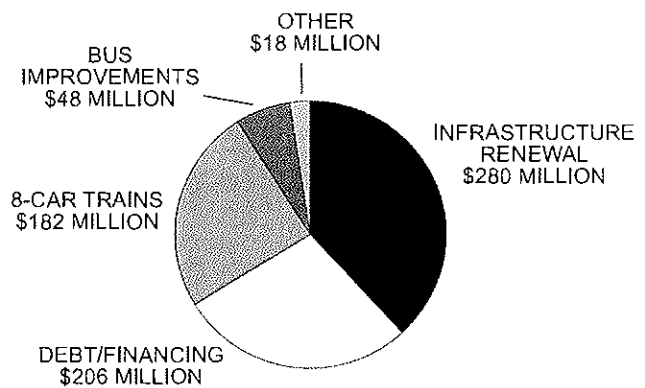
Metro's \$1.2 billion operating budget receives revenue from its customers. However, support from states and local jurisdictions make up the rest. The operating budget pays for items such as electricity for trains, fuel for buses and the employee payroll. These expenses go toward Metrorail, Metrobus and MetroAccess service.

Capital Budget - \$0.7 Billion

Where it Comes From



Where it Goes



Metro's \$0.7 billion capital budget receives its revenue from federal funds, state and local jurisdictions, and debt/financing. The capital budget pays for items such as infrastructure renewal (e.g., trackwork and communications upgrades) and new rail cars and buses.

Summary of State/Local Support

Metro receives both operating and capital support from the states and jurisdictions participating in its Interstate Compact agreement.

District of Columbia

Funds are appropriated each year by the District of Columbia City Council.

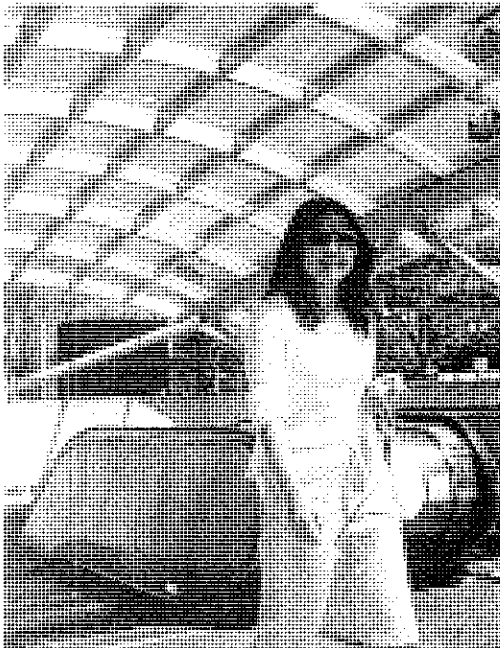
Maryland

Funds are appropriated each year by the Maryland General Assembly. Funds come from the Maryland Department of Transportation's Transportation Trust Fund (TTF). Most of the TTF revenue comes from motor fuel tax receipts, titling tax receipts, vehicle registration fees, and the corporate income tax.

Virginia

Five jurisdictions in Virginia support Metro: Arlington County, the City of Alexandria, Fairfax City, Fairfax County and the City of Falls Church.

Funds are provided to the Northern Virginia Transportation Commission to supplement the Virginia localities' share of support to Metro.



SUMMARY OF STATE/LOCAL SUPPORT

	Operating Budget	Capital Budget
	(\$ in millions)	(\$ in millions)
	FY 08	FY 08
District of Columbia	\$201.6	\$61.5
Maryland	\$199.3	\$60.2
Virginia		
City of Alexandria	\$21.6	\$7.4
Arlington County	36.5	14.7
Fairfax City	1.1	0.3
Fairfax County	65.5	23.3
City of Falls Church	1.6	0.5
SUBTOTAL	\$126.3	\$46.3
TOTAL	\$527.3	\$167.9

Notes: Numbers may not sum to total due to rounding. Operating support assumes proposed fare increase and includes debt service.

SUMMARY OF OPERATING REVENUE, EXPENSE, SUBSIDY & RIDERSHIP

(DOLLARS IN MILLIONS)

	Actual FY2005	Actual FY2006	Approved Budget FY2007	Proposed Budget FY2008	Change FY2007 vs. FY2008
Operating Revenue					
Metro rail	\$ 439.7	\$ 477.4	\$ 500.2	\$ 549.0	\$ 48.8
Metro bus	128.7	136.2	140.1	152.2	12.1
Metro Access	2.8	3.2	3.6	4.0	0.4
Total Revenue	\$ 571.3	\$ 616.8	\$ 643.9	\$ 705.2	\$ 61.3
Operating Expense					
Metro rail	\$ 545.0	\$ 597.6	\$ 620.8	\$ 683.9	\$ 63.0
Metro bus	369.4	398.8	427.7	460.8	33.0
Metro Access	42.3	52.3	56.3	60.4	4.0
Total Expense	\$ 956.7	\$ 1,048.7	\$ 1,104.9	\$ 1,205.0	\$ 100.1
Operating Subsidy	\$ 385.4	\$ 431.9	\$ 461.0	\$ 499.8	\$ 38.8
Cost Recovery Ratios					
Metro rail	81%	80%	81%	80%	
Metro bus	35%	34%	33%	33%	
Metro Access	7%	6%	6%	7%	
System Total	60%	59%	58%	59%	
Ridership (in millions)					
Metro rail	195.2	205.6	214.1	205.0	
Metro bus	126.8	131.1	133.6	132.0	
Metro Access	1.3	1.4	1.6	1.6	
System Total	323.2	338.1	349.3	338.6	

Capital Budget Appendix

Proposed Capital Improvement Program: FY 2008-2013

(dollars in millions)

CIP Program Elements	FY 2008 Budget	FY 2009 Projection	FY 2010 Projection	FY 2011 Projection	FY 2012 Projection	FY 2013 Projection	FY 2008-13 Total
A. Infrastructure Renewal Program							
• Rolling Stock: Bus	\$ 49,110	\$ 59,974	\$ 41,014	\$ 37,952	\$ 32,876	\$ 30,775	\$ 251,501
• Rolling Stock: Rail	0,339		5,000	3,085	3,686	92,325	104,415
• Passenger Facilities	54,305	64,634	58,871	68,997	59,285	52,228	358,320
• Safety and Security	11,000	11,000					22,000
• Maintenance Facilities	42,111	31,526	26,105	60,802	59,106	39,806	259,456
• Systems	40,120	90,449	88,303	152,084	75,260	61,002	507,218
• Track and Structures	40,214	44,968	45,479	51,718	44,725	41,597	268,699
• Information Technology	22,227	12,450	10,000	10,000	10,000	10,000	74,677
• Preventive Maintenance	20,700	20,700	20,700	20,700	20,700	20,700	124,200
Subtotal	\$ 280,128	\$ 335,701	\$ 295,472	\$ 405,316	\$ 305,438	\$ 348,433	\$ 1,970,486
B. Eight-Car Train Capital Initiative							
• Rail Cars	85,743	1,413	3,714	2,837	0,239		93,946
• Facilities	41,267	6,466					47,733
• Systems	54,635						54,635
Subtotal	\$ 181,645	\$ 7,879	\$ 3,714	\$ 2,837	\$ 0,239	\$ -	\$ 198,314
C. Bus Improvement Capital Initiative							
• Buses	26,500	20,700	34,610				81,810
• Garage	16,097	0,103					16,200
• Customer Facilities	5,580	5,360	1,460				12,400
Subtotal	\$ 48,177	\$ 26,163	\$ 36,070	\$ -	\$ -	\$ -	\$ 110,410
D. Reimbursable Capital Projects							
• Arlington Co. Capital Program Admin	0,150						0,150
• Project Development	3,000	3,000	3,000	3,000	3,000	3,000	18,000
Subtotal	\$ 3,150	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ 18,150
Subtotal: Capital Projects	\$ 513,098	\$ 372,743	\$ 339,256	\$ 411,153	\$ 308,677	\$ 351,433	\$ 2,295,360
E. Program Management							
• Program Management & Support	12,884	11,458	8,187	9,002	6,247	9,621	57,409
• Credit Facility	2,000	2,000	2,000	2,000	2,000	2,000	12,000
• Debt Service			114,963	75,417	121,348	125,867	437,595
Subtotal	\$ 14,884	\$ 13,458	\$ 125,160	\$ 86,419	\$ 129,595	\$ 137,488	\$ 507,004
Total CIP	\$ 527,982	\$ 386,201	\$ 463,416	\$ 497,572	\$ 438,272	\$ 488,921	\$ 2,802,364
• Debt Service and Financing	206,000	97,568	6,000		34,174	6,381	350,123
Total All Capital Needs	\$ 733,982	\$ 483,769	\$ 469,416	\$ 497,572	\$ 472,446	\$ 495,302	\$ 3,152,487

Sources of Funds for All Capital Needs: FY 2008-2013
and for Proposed Capital Budget: FY 2008

(dollars in millions)

	FY 2008 Budget	FY 2009 Projection	FY 2010 Projection	FY 2011 Projection	FY 2012 Projection	FY 2013 Projection	FY 2008-13 Total	FY 2008 Funds	
								CIP	Debt Service & Financing
A. Federal Funds:									
• Federal Formula Grant Funds									
- Section 5307 Federal Grant	\$ 122,093	\$ 131,153	\$ 140,289	\$ 151,563	\$ 162,930	\$ 175,150	\$ 883,768	\$ 55,250	\$ 66,744
- Section 5309 Federal Grant	75,636	81,369	87,407	93,963	101,010	108,596	547,911	34,266	41,380
Subtotal - Fed Formula Grants	\$ 197,639	\$ 212,462	\$ 228,396	\$ 245,526	\$ 263,940	\$ 283,736	\$ 1,431,699	\$ 89,515	\$ 108,124
• Federal Discretionary / SAFETEA-LU	35,000	35,000	34,000				104,000	35,000	
• Homeland Security - Transit & UASI	11,000	11,000					22,000	11,000	
Subtotal Federal Funds	\$ 243,639	\$ 258,462	\$ 262,396	\$ 246,526	\$ 263,940	\$ 283,736	\$ 1,557,699	\$ 135,515	\$ 108,124
B. State and Local Funds:									
• District of Columbia	\$ 61,450	\$ 66,534	\$ 73,624	\$ 74,712	\$ 75,816	\$ 76,937	\$ 429,073	\$ 27,831	\$ 33,619
• Montgomery County	28,586	30,951	34,250	34,756	35,270	35,791	199,604	12,947	15,639
• Prince Georges County	31,610	34,224	37,871	38,430	38,998	39,575	220,708	14,316	17,294
Maryland Subtotal	\$ 60,196	\$ 65,175	\$ 72,121	\$ 73,186	\$ 74,268	\$ 75,366	\$ 420,312	\$ 27,263	\$ 32,933
• Alexandria	7,441	8,057	8,915	9,047	9,181	9,316	51,057	3,370	4,071
• Arlington County	14,732	15,780	17,471	17,729	17,991	18,257	101,958	6,672	8,069
• City of Fairfax	0,325	0,352	0,389	0,395	0,401	0,407	2,289	0,147	0,178
• Fairfax County	23,317	25,245	27,938	28,349	28,768	29,193	162,808	10,560	12,757
• Falls Church	0,471	0,510	0,564	0,573	0,581	0,590	3,289	0,213	0,258
Virginia Subtotal	\$ 46,266	\$ 49,952	\$ 55,275	\$ 56,093	\$ 56,922	\$ 57,763	\$ 322,291	\$ 20,962	\$ 25,324
Subtotal State and Local Funds	\$ 167,932	\$ 181,661	\$ 201,020	\$ 203,991	\$ 207,009	\$ 210,066	\$ 1,171,676	\$ 76,056	\$ 91,876
C. Other Sources									
• Misc. Internal CIP Funding Sources	6,000	6,000	6,000	48,055	1,500	1,500	51,055		
• Passenger Revenue / Vertical Transp.							18,000		6,000
• Debt and Related Capital Sources	316,411	37,646					354,057	316,411	
Subtotal Other Sources	\$ 322,411	\$ 43,646	\$ 6,000	\$ 48,055	\$ 1,500	\$ 1,500	\$ 423,112	\$ 316,411	\$ 6,000
Total	\$ 733,982	\$ 483,769	\$ 469,416	\$ 497,572	\$ 472,446	\$ 495,302	\$ 3,152,487	\$ 527,982	\$ 206,000



AGENDA ITEM #4

MEMORANDUM

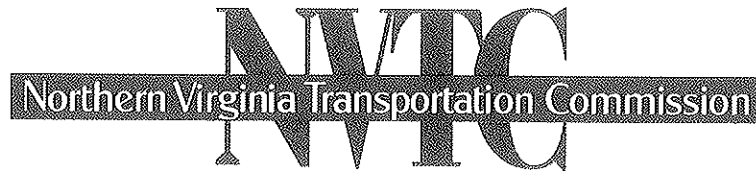
TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube
DATE: May 31, 2007
SUBJECT: DRPT's Draft Six-Year Program

Excerpts and summary tables of the FY 2008 program are attached for your information. NVTC will receive increased funding even though most of the anticipated increases resulting from the 2007 General Assembly's actions will not materialize until FY 2009.

A draft letter is attached that provides additional comments (beyond those contained in NVTC's May 23rd statement to the Commonwealth Transportation Board) to Secretary Pierce Homer and CTB members about the FY 2008 program. The commission is asked to authorize Chairman Snyder to send the letter containing the commission's comments.



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



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Hon. David F. Snyder

Vice Chairman
Hon. William D. Euille

Secretary/Treasurer
Hon. Christopher Zimmerman

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Hon. Scott Silverthorne

City of Falls Church
Hon. David F. Snyder

Loudoun County
Hon. Eugene Delgaudio

**Virginia Department of Rail
and Public Transportation**
Matthew O. Tucker

Virginia General Assembly
Sen. Jeannemarie Devolites Davis
Sen. Mary Margaret Whipple
Del. David B. Albo
Del. Adam P. Ebbin
Del. Joe T. May
Del. Thomas D. Rust

Executive Director
Richard K. Taube

June 8, 2007

The Honorable Pierce Homer
Secretary of Transportation
1111 East Broad Street, 3rd Fl, Rm 3054
Richmond, VA 23219

Dear Secretary Homer:

At its June 7th meeting, the Northern Virginia Transportation Commission authorized me to share the following comments on the Commonwealth's draft six-year transportation program.

Before listing our comments, however, we wish to thank you again for your success in obtaining significant increases in state and regional funding for public transit in the 2007 General Assembly session. We also want to commend the director and staff of the Department of Rail and Public Transportation for their sincere efforts to be fair in allocating statewide transit resources and for their willingness to be flexible in resolving special situations that confront our transit operators.

Our comments are:

1) NVTC provided testimony to the Commonwealth Transportation Board at a public hearing held in Northern Virginia on May 23rd. The commission appreciated the opportunity to be heard. We asked CTB for help in four primary areas:

- Ensuring Northern Virginia receives its fare share of discretionary funding, including new state bonds and flexed federal funds;
- Facilitating prompt issuance of the state bonds (with 20 percent for transit) and urging DRPT to make available newly authorized transit funding as quickly as possible;

- Continuing the statewide emphasis on multimodal planning, coordinated land use and transportation, telework (and other forms of transportation demand management), air quality and safety and security;
 - Helping Northern Virginia meet the challenge of serious funding shortfalls, even after significant progress in the 2007 General Assembly session.
- 2) NVTC appreciates the significant increase in state funding for transit contained in the draft six-year program. For FY 2008, NVTC's six jurisdictions (excluding VRE) will receive \$133 million, up from \$86 million in FY 2007, from all the sources of state transit assistance. Including VRE and PRTC, the respective totals for Northern Virginia are \$170 million in FY 2008 versus \$101 million in FY 2007.
 - 3) Despite the very favorable increases in total funding for Northern Virginia, it must be recognized that NVTC's share of the statewide total of public transit assistance has dropped to 57 percent in FY 2008 from 63 percent in FY 2007. Including VRE and PRTC, the respective shares are 72.5 percent in FY 2008 versus 74.5 percent in FY 2007. This is because statewide transit funding sources increased by 72 percent while NVTC's amounts increased by only 55 percent and Northern Virginia's allocations by 68 percent. Northern Virginia provides about 75 percent of statewide transit ridership and has a local level of effort in funding transit at least 10 times greater than any other district (as of FY 2005). The drop in this region's share of statewide funding should be reversed.
 - 4) Finally, the state is still failing to meet the statutory target for funding 95 percent of eligible transit operating and capital costs. For FY 2008, the major sources of state funding for transit operations and capital had state matching ratios as follows:
 - Mass Transit Trust Fund Capital: 52%
 - Mass Transit Trust Fund Operations: 42% statewide
 - Mass Transit Capital Fund (Bonds): 80%
 - Transportation Trust Fund (match federal funds): 100%
 - Special Appropriations: approximately 80%

The net result, as shown on the attachment, is an overall state matching ratio for NVTC and VRE of 54 percent. An additional \$120 million would be needed from the state to meet the 95 percent statutory target for NVTC and VRE.

In conclusion, we applaud the increased funding in the draft six-year program for NVTC's transit systems but ask you to continue to work with us to remove the disparities we have identified in the amounts and allocations of state funding for our region.

Sincerely,

David F. Snyder
Chairman

cc: Northern Virginia CTB Members
Matthew Tucker, DRPT
Linda McMinimy, VTA
NVTC Commissioners

Commonwealth Transportation Board

FY 2008 Rail and Public Transportation Improvement Program

FY08 Mass Transit Trust Fund Appropriation and Adjustments

TTF Allocation of Revenue for Mass Transit Account:	131,838,909
TTF Allocation of Interest for Mass Transit Account:	5,481,000
Adjustment for Indirect Charges and Basis Points:	<u>(809,508)</u>
Total Mass Transit Trust Fund Allocation:	136,510,401
Adjustment for Paratransit Assistance Program:	(800,000)
Adjustment for FY03 Accelerated Tax Revenues:	3,463,789
Mass Transit Trust Fund Allocation Distributed to Subprograms:	139,174,190

Distribution of Mass Transit Trust Fund Allocation to Subprograms

Formula Allocations Subprogram (73.5%):	102,293,030
Capital Assistance Subprogram (25.0%):	34,793,548
Special Projects Subprogram (1.5%):	<u>2,087,613</u>
	139,174,191

Other Financial Assistance Distributed in the FY08 Program

State Funds

Special Appropriation for Capital Assistance Subprogram:	18,900,000
Special Appropriation for HRT NET Buses:	6,100,000
Paratransit Assistance Program (From MTF):	800,000
Special Appropriation for Rail Rolling Stock:	45,000,000
Transportation Efficiency Improvement Fund:	4,000,000
Mass Transit Capital Fund (Bond Funds):	20,000,000
Rail Enhancement Fund (Including Interest):	23,523,000
Special Appropriation for Rail Capital Projects:	65,000,000
Rail Bond Funds:	4,300,000
Rail Preservation Funds (Including Interest):	3,000,000

Federal Funds

Flexible STP Funds for Transit (7%):	13,668,692
Minimum Guarantee Funds for Transit (13%):	7,584,007
Federal Transit Act Section 5307 Program (Gov. Apport.) Appropriation (FY07):	9,280,295
Federal Transit Act Section 5311 & RTAP Program Appropriation (FY07):	11,082,521
Federal Transit Act Section 5303 Program Appropriation (FY07):	1,869,384
Federal Transit Act Section 5304 Program Appropriation (FY07):	396,362
Federal Transit Act Section 5310 Program Appropriation (FY07):	2,605,065
Federal Transit Jobs Access and Reverse Commute (JARC) Urban Program (FY07):	614,054
Federal Transit Jobs Access and Reverse Commute (JARC) Rural Program (FY07):	675,288
Federal Transit New Freedom Urban Appropriation (FY07):	370,909
Federal Transit New Freedom Rural Appropriation (FY07):	456,910

Six Year Projection of State Allocated Revenues for the Rail and Public Transportation Improvement Program

	FY08	FY09	FY10	FY11	FY12	FY13	Total
Mass Transit Trust Revenue:	131,838,909	137,717,532	143,758,602	148,889,038	153,711,562	156,666,797	872,582,440
Mass Transit Trust Interest:	5,481,000	6,404,000	6,498,000	6,555,000	6,979,000	7,429,000	39,346,000
Adjustments:	<u>(809,508)</u>	<u>(837,689)</u>	<u>(843,242)</u>	<u>(847,042)</u>	<u>(861,433)</u>	<u>(876,677)</u>	<u>(5,075,591)</u>
Total Mass Transit Trust Fund Allocation:	136,510,401	143,283,843	149,413,360	154,596,996	159,829,129	163,219,120	906,852,849
Recordation Tax for Transit Operating:	-	42,700,000	44,900,000	45,000,000	45,300,000	45,700,000	223,600,000
Transportation Efficiency Improvement Fund (TEIF):	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	24,000,000
WMATC Support:	261,200	268,400	275,800	283,400	291,200	299,200	1,679,200
State Match to Federal MPO Planning Funds:	233,673	241,852	250,317	259,078	268,146	277,531	1,530,597
FTA State Administered Program Funds:	27,350,788	28,445,000	29,583,000	30,766,000	31,997,000	33,277,000	181,418,788
FTA Funds for the Dulles Project:	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000	-	500,000,000
Dulles Toll Revenues for Transit:	38,059,000	38,916,000	43,959,000	48,221,000	49,863,000	-	219,018,000
VTA 2000 Funds for Rail and Public Transportation:	36,440,000	9,330,000	-	-	-	-	45,770,000
Rail Preservation Funds:	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	18,000,000
Mass Transit Capital Fund (Bond Funds):	20,000,000	60,000,000	60,000,000	40,000,000	60,000,000	60,000,000	300,000,000
Rail Enhancement Funds:	23,522,719	24,157,832	24,810,094	25,479,966	26,167,926	26,850,000	150,988,537
Rail Bond Funds:	4,300,000	12,900,000	12,900,000	12,900,000	12,900,000	12,900,000	68,600,000
Flexible STP Funds for Transit (7%):	13,668,692	13,669,626	13,949,473	14,235,049	14,526,472	14,823,861	84,873,174
Minimum Guarantee Funds for Transit (13%):	7,584,007	9,244,023	9,433,268	9,626,388	9,823,461	10,024,569	55,735,717
	<u>414,930,480</u>	<u>490,156,576</u>	<u>496,474,313</u>	<u>488,367,878</u>	<u>517,966,335</u>	<u>374,371,281</u>	<u>2,782,266,862</u>

**TENTATIVE FY 2008 STATE TRANSIT CAPITAL AND OPERATING
STATE ASSISTANCE THROUGH DRPT FOR NVTC SYSTEMS
(in millions)**

(Includes only funding from current year funds for current year budgeted expenditures)

	FY 2008						
	MTTF @ 52%(capital)	MTCF @ 80%	TTF @ 100%	Special Appr. @80%	Total	Effective State %	Shortfall
CAPITAL							
WMATA	\$ 27.8	\$ -	\$ -	\$ 20.0	\$ 47.8	61%	\$ (26.7)
Local	8.8	9.4	1.3	-	19.5	65%	(9.0)
Subtotal	36.6	9.4	1.3	20.0	67.3	62%	(35.7)
VRE	7.0			15.0	22.0	68%	(8.6)
Subtotal	43.6	9.4	1.3	35.0	89.2	63%	(44.3)
FTM/ADMIN							
WMATA/Local	63.2				63.2	45%	(69.5)
VRE	8.1				8.1	54%	(6.1)
Subtotal	71.2				71.2	46%	(75.6)
COMBINED CAPITAL / FTM/ADMIN							
WMATA/Local	99.8				130.5	53%	(105.3)
VRE	15.0				30.0	64%	(14.7)
TOTAL	<u>\$ 114.8</u>				<u>\$ 160.5</u>	54%	<u>\$ (119.9)</u>

Notes:

MTTF - Mass Transit Trust Fund. Funds are allocated by statute to the FTM/Admin Program (73.5%), the Capital Program (25%) and the Special Projects Program (1.5%). For FY08 a special appropriation of \$18.9 million is allocated directly to the Capital Program. The statutory target percentage for the Capital Program is 95% of non-federal costs, while the target percentage for the FTM/Admin (formula) Program is 95% of certain operating expenses. The actual capital percentage and FTM/Admin funding are products of the state-wide needs and funds available in the subprograms.

MTCF - Mass Transit Capital Fund. \$20 million state-wide bond funds for select capital categories, including buses, vans, safety / security, bus shelters, and bus related facilities partially funded with federal assistance.

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

Special Appropriations for Rail Rolling Stock. State funds provided at 80% of project costs for WMATA railcars (\$20 million) and VRE locomotives (\$15 million).

**COMPARISON OF STATE FINANCIAL ASSISTANCE THROUGH DRPT
FOR THE FY 2007 AND FY 2008 PROGRAMS
(in millions)**

	<u>FY07</u>	<u>FY08</u>	<u>Increase (Decrease)</u>	
			<u>\$</u>	<u>%</u>
Available for State-wide Transit Allocations:				
FTM/Admin (Formula) Subprogram of MTTF	\$ 96.5	\$ 102.3	\$ 5.8	
Capital Assistance Subprogram of MTTF	32.8	34.8	2.0	
Special Appropriation for Capital Assistance Subprogram	-	18.9	18.9	
Mass Transit Capital Fund (Bond Funds)	-	20.0	20.0	
Paratransit Assistance Program	0.8	0.8	-	
Special Projects Subprogram of MTTF (Note A)	2.0	2.1	0.1	
Transportation Efficiency Improvement Fund (Note A)	4.0	4.0	-	
Total Available for State-wide Transit Allocation	136.1	182.9	46.8	34.4%
Special Project Appropriations for Transit				
Rail Rolling Stock - WMATA	-	20.0	20.0	
Rail Rolling Stock - VRE	-	15.0	15.0	
Rail Rolling Stock - HRT	-	10.0	10.0	
Buses - HRT	-	6.1	6.1	
Total Special Project Appropriations for Transit	-	51.1	51.1	-
Total Transit Assistance	136.1	234.0	97.9	71.9%
Other Financial Assistance				
Rail Enhancement Fund (Note B)	21.7	23.5	1.8	
VA Shortline Railway Preservation and Development Fund (Note C)	3.0	3.0	-	
Rail Bond Funds (Note C)	-	4.3	4.3	
Special Project Appropriations - Rail Capital				
Norfolk Southern - I-81/I66 Rail (Note D)	-	40.0	40.0	
CSX - Complete MOU projects & Richmond Improvements (Note E)	-	20.0	20.0	
Norfolk Southern / CSX - Contingency for above projects	-	5.0	5.0	
Total Other Financial Assistance	24.7	95.8	71.1	287.9%
Total State Financial Assistance Distributed Through DRPT	\$ 160.8	\$ 329.8	\$ 169.0	105.1%

Notes

- A. May include non-transit projects.
- B. FY 08 anticipated funding. FY08 programmed funds of \$11.9 million for projects in the Bristol, Salem and Hampton Roads Districts, leaving an Unobligated balance of \$16.9 million.
- C. Includes projects for Culpeper, Richmond, Lynchburg, Staunton and Hampton Roads Districts.
- D. NOVA and Staunton Districts
- E. Nova, Fredericksburg and Richmond Districts

**COMPARISON OF STATE FINANCIAL ASSISTANCE THROUGH DRPT
FOR THE FY 2007 AND FY 2008 PROGRAMS
(in millions)**

	FY07	FY08	Increase (Decrease)		NORTHERN VIRGINIA*				
			\$	%	FY07		FY08		
					\$	NOVA %	\$	NOVA %	
Available for State-wide Transit Allocations:									
FTM/Admin (Formula) Subprogram of MTTF	\$ 96.5	\$102.3	\$ 5.8		\$ 71.4	74.0%	\$ 75.4	73.7%	
Capital Assistance Subprogram of MTTF	32.8	34.8	2.0		27.6	84.2%	29.5	84.8%	
Special Appropriation for Capital Assistance Subprogram	-	18.9	18.9		-		16.0	84.8%	
Mass Transit Capital Fund (Bond Funds)	-	20.0	20.0		-		11.2	55.8%	
Paratransit Assistance Program	0.8	0.8	-		-	0.0%	-	0.0%	
Special Projects Subprogram of MTTF (Note A)	2.0	2.1	0.1		0.4	19.5%	0.3	15.1%	
Transportation Efficiency Improvement Fund (Note A)	4.0	4.0	-		2.0	50.6%	2.2	54.1%	
Total Available for State-wide Transit Allocation	136.1	182.9	46.8	34.4%	101.4	74.5%	134.6	73.6%	
Special Project Appropriations for Transit									
Rail Rolling Stock - WMATA	-	20.0	20.0		-		20.0	100.0%	
Rail Rolling Stock - VRE	-	15.0	15.0		-		15.0	100.0%	
Rail Rolling Stock - HRT	-	10.0	10.0		-		-	0.0%	
Buses - HRT	-	6.1	6.1		-		-	0.0%	
Total Special Project Appropriations for Transit	-	51.1	51.1	-	-		35.0	68.5%	
Total Transit Assistance	136.1	234.0	97.9	71.9%	101.4	74.5%	169.6	72.5%	
Other Financial Assistance									
Rail Enhancement Fund (Note B)	21.7	23.5	1.8		-		-	0.0%	
Railway Preservation Fund (Note C)	3.0	3.0	-		-		-	0.0%	
Rail Bond Funds (Note C)	-	4.3	4.3		-		-	0.0%	
Special Project Appropriations - Rail Capital									
Norfolk Southern - I-81/I66 Rail (Note D)	-	40.0	40.0		-		-	0.0%	
CSX - Complete MOU projects & Richmond Impr. (Note E)	-	20.0	20.0		-		-	0.0%	
Norfolk Southern / CSX - Contingency for above projects	-	5.0	5.0		-		-	0.0%	
Total Other Financial Assistance	24.7	95.8	71.1	287.9%	-	0.0%	-	0.0%	
Total State Financial Assistance Distributed Through DRPT	\$160.8	\$329.8	\$ 169.0	105.1%	\$101.4	63.1%	\$169.6	51.4%	

- Notes**
- A. May include non-transit projects.
 - B. FY 08 anticipated funding. FY08 programmed funds of \$11.9 million for projects in the Bristol, Salem and Hampton Roads Districts, leaving an unobligated balance of \$16.9 million.
 - C. Includes projects for Culpeper, Richmond, Lynchburg, Staunton and Hampton Roads Districts.
 - D. NOVA and Staunton Districts
 - E. NOVA, Fredericksburg and Richmond Districts
 - * Northern Virginia includes NVTC, VRE & PRTC

**COMPARISON OF STATE FINANCIAL ASSISTANCE THROUGH DRPT
FOR THE FY 2007 AND FY 2008 PROGRAMS
(in millions)**

	NVTC							
	FY07	FY08	Increase (Decrease)		FY07		FY08	
			\$	%	\$	NOVA %	\$	NOVA %
Available for State-wide Transit Allocations:								
FTM/Admin (Formula) Subprogram of MTTF	\$ 96.5	\$ 102.3	\$ 5.8		\$ 60.3	62.5%	\$ 64.0	62.5%
Capital Assistance Subprogram of MTTF	32.8	34.8	2.0		23.5	71.6%	24.0	68.9%
Special Appropriation for Capital Assistance Subprogram	-	18.9	18.9		-		13.0	68.9%
Mass Transit Capital Fund (Bond Funds)	-	20.0	20.0		-		10.2	50.8%
Paratransit Assistance Program	0.8	0.8	-		-	0.0%	-	0.0%
Special Projects Subprogram of MTTF (Note A)	2.0	2.1	0.1		0.3	16.5%	0.3	13.3%
Transportation Efficiency Improvement Fund (Note A)	4.0	4.0	-		1.9	47.6%	2.0	50.3%
Total Available for State-wide Transit Allocation	136.1	182.9	46.8	34.4%	86.1	63.2%	113.4	62.0%
Special Project Appropriations for Transit								
Rail Rolling Stock - WMATA	-	20.0	20.0		-		20.0	100.0%
Rail Rolling Stock - VRE	-	15.0	15.0		-		-	0.0%
Rail Rolling Stock - HRT	-	10.0	10.0		-		-	0.0%
Buses - HRT	-	6.1	6.1		-		-	0.0%
Total Special Project Appropriations for Transit	-	51.1	51.1	-	-		20.0	39.1%
Total Transit Assistance	136.1	234.0	97.9	71.9%	86.1	63.2%	133.4	57.0%
Other Financial Assistance								
Rail Enhancement Fund (Note B)	21.7	23.5	1.8		-		-	0.0%
Railway Preservation Fund (Note C)	3.0	3.0	-		-		-	0.0%
Rail Bond Funds (Note C)	-	4.3	4.3		-		-	0.0%
Special Project Appropriations - Rail Capital								
Norfolk Southern - I-81/I66 Rail (Note D)	-	40.0	40.0		-		-	0.0%
CSX - Complete MOU projects & Richmond Impr. (Note E)	-	20.0	20.0		-		-	0.0%
Norfolk Southern / CSX - Contingency for above projects	-	5.0	5.0		-		-	0.0%
Total Other Financial Assistance	24.7	95.8	71.1	287.9%	-	0.0%	-	0.0%
Total State Financial Assistance Distributed Through DRPT	\$ 160.8	\$ 329.8	\$ 169.0	105.1%	\$ 86.1	53.5%	\$ 133.4	40.5%

- Notes**
- A. May include non-transit projects.
 - B. FY 08 anticipated funding. FY08 programmed funds of \$11.9 million for projects in the Bristol, Salem and Hampton Roads Districts, leaving an unobligated balance of \$16.9 million.
 - C. Includes projects for Culpeper, Richmond, Lynchburg, Staunton and Hampton Roads Districts.
 - D. NOVA and Staunton Districts
 - E. NOVA, Fredericksburg and Richmond Districts



AGENDA ITEM #5

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube and Adam McGavock
DATE: May 31, 2007
SUBJECT: Arlington and Fairfax County Federal Section 5309
Grant Applications

The commission is asked to approve Resolution #2068. This resolution authorizes NVTC's executive director to apply for \$3,176,000 (including a \$635,200 local match) in Section 5309 grant funds from the Federal Transit Administration on behalf of Arlington to purchase eight new CNG buses for ART. Local matching funds will be provided by Arlington.

Also, Fairfax County has asked NVTC to apply for discretionary funding from the same Section 5309 program on behalf of the county. Two grant applications have been filed to meet the May 22nd deadline. First, \$33,385,166 (including \$6,677,033 local match) has been requested for design and construction of a new transit access ramp from I-66 to the Vienna Metrorail station. Second, \$14,337,000 (including a \$2,867,400 local match) has been requested to help fund bus service and transit access improvements as well as a transit center with parking that are part of the Richmond Highway Public Transportation Initiative. Local matching funds for these two grants will be provided by Fairfax County.

The resolution also adds these grant application projects to NVTC's work program. NVTC will incur no financial obligation for the projects.

The Federal Transit Administration (FTA) requires certification by the Department of Labor that NVTC has a labor protection agreement that is satisfactory to organized labor (under Section 13(c) of the Urban Mass Transportation Act, as amended). Theoretically NVTC could be responsible for claims from employees that their conditions of employment have been worsened as a result of the activities funded by the grant, although such claims are exceedingly rare. Accordingly, jurisdiction staff at NVTC's Management Advisory



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Committee developed the approach that is included in the resolution. The jurisdiction requesting that NVTC apply for the federal funds on its behalf will protect NVTC's other jurisdictions against 13(c) claims by agreeing to provide from state aid held by NVTC whatever claims and related costs may be incurred. Local jurisdiction attorneys have had the opportunity to review this approach and have offered no objections.



RESOLUTION #2068

SUBJECT: Authorization to Apply for Federal Grant Funds for the Counties of Arlington and Fairfax.

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

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

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

WHEREAS: Staff of Arlington and Fairfax counties asked NVTC to apply for federal transit funds and indicated that each county is willing to protect NVTC against any and all 13(c) labor protection claims and related expenses using state transit assistance funds held in trust by NVTC.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes its executive director to apply to FTA for transit funding and complete all required certifications on behalf of Arlington County for a Section 5309 grant in the amount of \$3,176,000 (including a \$635,200 local share from Arlington); and on behalf of Fairfax County for two Section 5309 grants in the amounts of \$33,385,166 (including a \$6,677,033 local match from Fairfax County) and \$14,337,000 (including a \$2,867,400 local match from Fairfax County).

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



RESOLUTION #2068

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

Approved this 7th day of June, 2007.

David Snyder
Chairman

Christopher Zimmerman
Secretary-Treasurer



AGENDA ITEM #6

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube
DATE: May 31, 2007
SUBJECT: Legislative Items

Representative Jim Moran has led the successful effort to amend the Defense Authorization Bill (HR 1585) to require the Department of Defense to certify important transportation projects are substantially completed before moving thousands of workers to Fort Belvoir (copy attached).

The commission is asked to authorize NVTC Chairman Snyder to send the attached letter to Senator Warner to urge him to add a similar amendment to the Senate's version of the Defense Authorization Bill. Senator Warner's support is crucial for the ultimate success of this action.

The amendment does not require the Army to pay for the transportation improvements, but it is reasonable to expect that this amendment will provide sufficient motivation for the Defense Department to identify federal funds to help complete the required projects.



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Chairman
Hon. David F. Snyder

Vice Chairman
Hon. William D. Euille

Secretary/Treasurer
Hon. Christopher Zimmerman

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

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

Fairfax County
Hon. Sharon Bulova
Hon. Gerald E. Connolly
Hon. Catherine Hudgins
Hon. Dana Kauffman
Hon. Elaine McConnell

City of Fairfax
Hon. Scott Silverthorne

City of Falls Church
Hon. David F. Snyder

Loudoun County
Hon. Eugene Delgaudio

**Virginia Department of Rail
and Public Transportation**
Matthew O. Tucker

Virginia General Assembly
Sen. Jeannemarie Devolites Davis
Sen. Mary Margaret Whipple
Del. David B. Albo
Del. Adam P. Ebbin
Del. Joe T. May
Del. Thomas D. Rust

Executive Director
Richard K. Taube

June 8, 2007

The Honorable John Warner
United States Senate
225 Russell Senate Office Building
Washington, DC 20510-4601

Dear Senator Warner:

The Northern Virginia Transportation Commission has authorized me to write to you to request that you add an amendment to the Defense Authorization Bill that would require the Department of Defense to certify important transportation projects are substantially completed before moving thousands of workers to Fort Belvoir.

As you know, the House of Representatives has already approved this amendment (copy attached). While NVTC is supportive of the mission of the Army, federal help is necessary to pay for improved public transit and roads to accommodate the sudden influx of at least 22,000 new workers by 2011. Relying entirely on state and local funding for necessary transportation improvements is not fair and will not result in completed projects before the forecast deluge of traffic chokes the area.

The amendment does not require the Army to pay for the transportation improvements, but it is reasonable to expect that this amendment will provide sufficient motivation for the Defense Department to identify federal funds to help complete the required transportation improvements.

The House bill also transfers a warehouse site near the Joe Alexander Transportation Center to the Army from the General Services Administration. This also will help alleviate traffic problems as up to 9,000 new employees could work at this transit-accessible site.

We urge you to examine this amendment carefully and, if you concur with our recommendation, act to attach it to the Senate version of the bill.

NVTC appreciates your continuing efforts to promote improved transportation in Northern Virginia. Please feel free to contact me with any questions.

Sincerely,

David F. Snyder
Chairman

cc: Senator James Webb
Representative James Moran
Representative Tom Davis
Representative Frank Wolf

AMENDMENT TO H.R. 1585, AS REPORTED
OFFERED BY MR. MORAN OF VIRGINIA

At the end of subtitle C of title XXVIII, add the following new section:

1 **SEC. 2822. CONDITIONS ON TRANSFER OF MILITARY PER-**
2 **SONNEL AND CIVILIAN EMPLOYEES TO FORT**
3 **BELVOIR, VIRGINIA, AS PART OF REALIGN-**
4 **MENT OF THE INSTALLATION.**

5 Notwithstanding section 2904(a)(5) of the Defense
6 Base Closure and Realignment Act of 1990 (part A of title
7 XXIX of Public Law 101–510; 10 U.S.C. 2687 note),
8 members of the Armed Forces and civilian employees of
9 the Department of Defense who are scheduled to be relo-
10 cated to Fort Belvoir, Virginia, as a result of the closure
11 of leased-office space in Arlington, Virginia, pursuant to
12 the recommendations contained in the report transmitted
13 to Congress on September 15, 2005, under section
14 2903(e) of such Act may not be relocated to Fort Belvoir,
15 until—

16 (1) the Secretary of the Army submits to Con-
17 gress written certification that the necessary trans-
18 portation infrastructure, as identified by the environ-
19 mental impact statement prepared by the Depart-

1 ment of the Army for the Fort Belvoir realignment,
2 to accommodate the total number of members and
3 civilian employees to be assigned to Fort Belvoir and
4 their dependents, is substantially completed; and

5 (2) the 60-day period beginning on the date on
6 which the certification is submitted under paragraph
7 (1) expires.

Rick Taube

From: Kala Quintana
Sent: Monday, May 21, 2007 3:14 PM
To: Kala Quintana
Cc: Rick Taube
Subject: BRAC Times article

Importance: High

Kala has sent you an article from The Washington Times.

Kala's comments: Thought you'd be interested

ROAD FIXES SOUGHT BEFORE FORT BELVOIR WORKER INFLUX
By Kristen Chick
THE WASHINGTON TIMES

Virginia lawmakers are trying to bar the Department of Defense from moving thousands of workers to Fort Belvoir until roads around the base are upgraded to handle the influx of commuters.

An amendment to the House defense authorization bill, which passed yesterday, would require the Army to certify that 13 transportation projects totaling \$446 million are "substantially completed" before moving 9,000 workers from leased office space in Arlington to the base in southern Fairfax County.

"This is basically saying we should put the horse before the cart," said Rep. James P. Moran, the Virginia Democrat who authored the amendment. "If [the Defense Department] wants the people moved, then they ought to pay for the transportation necessary to move them or work it out with the county."

The 9,000 workers are fewer than half of the 22,000 workers Fort Belvoir is set to gain by 2011 from the military's Base Realignment and Closure (BRAC) plan. The additional workers will nearly double the number of people who work on the base.

An Army study released in March identified the 13 transportation projects as crucial. If they are not completed before the new workers arrive, commuters will face hours-long delays, the study said.

The Defense Department has not funded any of the projects, and county leaders have expressed outrage that the state and county are left to pay for the Defense Department's decision.

The amendment does not require the department to help shoulder the cost of the road improvements, but Mr. Moran said he hoped that the department's desire to move the workers within the BRAC timeline would spur them to shell out some of the money.

Gerald E. Connolly, chairman of the Fairfax County Board of Supervisors, said he appreciated the congressman's effort to lessen the transportation tangle BRAC is likely to cause for the county.

"We want to be supportive of BRAC and we want to be supportive of the mission of the Army, but we need federal help to do that," said Mr. Connolly, a Democrat. "The transportation impacts are very substantial and they have to be addressed. You can't just

put the entire burden on the state and the county."

The measure will not disrupt the BRAC plans of any other states because it only affects workers in Northern Virginia, Mr. Moran said.

"This amendment is self-contained within my district," he said. "It simply delays some people that are already living here and using Metro and leased office space."

He and Rep. Thomas M. Davis III, Virginia Republican who also supports the measure, have been working together for months to locate some of the jobs coming to Fort Belvoir near the Franconia-Springfield Metro station.

The defense authorization bill transfers the ownership of a land parcel near the Metro station from the General Services Administration to the Army.

Mr. Davis said he hopes Fort Belvoir will place as many as 9,000 workers on the site to help alleviate traffic problems.

"We're just trying to protect it in the Senate now," he said.

A spokesman for Virginia Sen. John W. Warner, a Republican, said Mr. Warner would "examine" Mr. Moran's amendment but did not say whether he would support it. Mr. Moran noted Mr. Warner has been supportive of the BRAC plan in the past but hoped he would add a similar amendment to the Senate bill, which is expected to be debated next month.

"I'm trusting that he will put what's in the best interest of his constituents ahead of an unreasonable demand from the Defense Department that accomplishes nothing in the way of national defense," Mr. Moran said.

This article was mailed from The Washington Times
(<http://www.washingtontimes.com/metro/20070517-110905-4702r.htm>)
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AGENDA ITEM #7

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners

FROM: Rick Taube and Adam McGavock

DATE: May 31, 2007

SUBJECT: Contract and Grant Application Amendments for SmarTrip Farebox Installation in Northern Virginia

The attached schedule shows that several farebox installations have occurred during May. Mr. McGavock will quickly review the status and respond to questions.

Also, NVTC staff is asking the commission to approve a change order for Cubic Transportation Systems, Inc. to complete pedestal and cashbox modifications for 34 fareboxes for Loudoun County Transit (LCT). These modifications (costing \$34,400 plus \$1,700 shipping) will allow LCT to meet its planned July 1st date for SmarTrip operations. Loudoun County has agreed to provide funding for this contract modification and Cubic has promised to complete the work within the next three weeks.

The commission is also asked to authorize its executive director to submit to DRPT a line-item amendment to NVTC's FY 2008 state transit grant application to cover up to 80 percent of the costs of this modification.



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Northern Virginia SmarTrip Rollout Fact Sheet

The SmarTrip farebox rollout in Northern Virginia is part of a much larger regional project encompassing multiple jurisdictions in the Commonwealth of Virginia, the State of Maryland, and the District of Columbia. Region-wide, over \$150 million of funding, and several years of staff efforts have been dedicated to this critically important project, which is now rapidly approaching the final implementation phase.

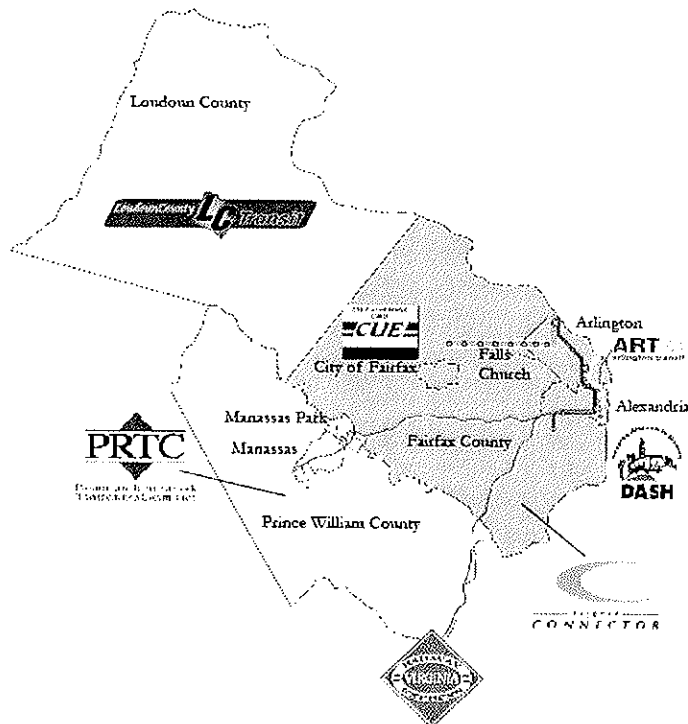
In Northern Virginia, a \$5 million initial investment from the Department of Rail and Public Transportation and FTA has now grown to nearly \$7 million, as local transit agencies have added funds for additional equipment purchases. The entire Alexandria DASH fleet is equipped with SmarTrip fareboxes, and thus far the results have been excellent. The remainder of the Northern Virginia transit agencies will be installed before the end of this fiscal year, which will allow passengers to travel from Baltimore to Fredericksburg using only their SmarTrip card!

Participating Transit Agencies in Northern Virginia

Fareboxes

Status of Installation

Alexandria DASH	64	Completed February 3, 2007
Arlington Transit (ART)	35	September 2007
City of Fairfax CUE	13	Completed May 22, 2007
Fairfax Connector	223	Completed May 5, May 19, 2007
Loudoun County Transit	34	Initiated May 12, 2007 - Rollout 7/1/2007
P.R.T.C.	115	June 9, 2007





May 29, 2007

CTS-NVTC-0194

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

Attention: Mr. Adam McGavock
Subject: NVTC Contract #02-1
Quote to Retrofit Loudoun Fareboxes

Reference: Cubic letter CTS-NVTC-0188, 05/10/07

Dear Mr. McGavock:

Pursuant to the referenced letter, Cubic hereby provides the following quotation for the effort to retrofit the thirty-four (34) currently-installed 41-inch Loudoun fareboxes to convert them to 36-inch fareboxes. The effort includes the following:

- Remove originally installed top assemblies and place them into safe storage provided by Loudoun.
- Locate a sufficient quantity of 36-inch pre-assembled fareboxes in GFI storage replacement and remove for transport to GFI's production facility. Prepare supporting inventory documentation.
- Disassemble the fareboxes to remove the pedestals and cashboxes. Re-key and re-configure as needed. Prepare for expedited shipment to Loudoun.
- Upon receipt of replacement parts at Loudoun, field Cubic-managed team to install pedestals and cashboxes. Conduct installation test to validate performance for continued warranty coverage.
- Receive returned 41-inch pedestals (shipped at Loudoun's expense) and place into GFI inventory with appropriate paperwork.

The firm fixed price for this effort is \$34,400, payable to Cubic as a separate lump sum by August 10, 2007, under the subject contract. To initiate the effort, Cubic requires NVTC's written Notice to Proceed with confirmation that NVTC will be issuing a contract modification consistent with the terms outlined above. Cubic will seek the best delivery possible after Notice to Proceed and will keep NVTC apprised of progress on this matter.

Sincerely,

Linda P. Ravert
Senior Contracts Manager
FAX: 858-565-6038

Post-It® Fax Note	7671	Date	5-29	# of pages	1
To	Adam McGavock	From	Colby Dine		
Co./Dept.	NVTC	Co.	CTS		
Phone #		Phone #	Cubic ltr - 0194		
Fax #	703-524-1756	Fax #			



AGENDA ITEM #8

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners

FROM: Rick Taube

DATE: May 31, 2007

SUBJECT: Public Outreach Campaign for the Summer, 2007 Program of Free Bus Fares on Code Orange/Red Bad Air Days

A budget of \$80,000 has been approved by NVTA to promote this program prior to an evaluation of its effectiveness and a decision about whether it should be continued. A copy of a brochure is attached that is being widely distributed. Also, letters to employers have been sent urging them to acquaint their employees with the free bus rides on forecast Code Orange and Red days. A new website is up and running. Copies of bus and wall posters will be displayed at the meeting.



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Changing your behavior can greatly impact the world around you!

FACT: If the atmosphere is polluted by ground level ozone, lung function can be reduced by as much as 20%.

TIP: **On Code Orange and Red days, avoid driving and use public transit.**

FACT: Mowing for one hour with a gas-powered lawn mower causes as much pollution as driving round-trip from D.C. to New York City.

TIP: **Use earth-friendly lawn mowers, such as an electric or battery powered mower, a non-motorized push mower or a new gasoline-powered mower.**

FACT: Each year cars and trucks travel more than 38 billion miles on U.S. roads, accounting for 30-40 percent of ozone-causing pollutants.

TIP: **Use public transit or rideshare for as many trips as possible.**

FACT: Evaporating fuel creates ozone-causing vapors.

TIP: **Refuel your vehicle after dusk.**

FACT: Motor vehicles account for 25% of all U.S. carbon dioxide (CO₂) emissions, the primary global-warming gas.

TIP: **Be part of the solution, use public transit.**



© Mixed Sources

Product group from well-managed forests and other controlled sources

www.fsc.org Cert. no. SCS-COC-00518

© 1996 Forest Stewardship Council



Participating Agencies



Metrobus
202-637-7000
TDD 202-638-3780
www.wmata.com



Alexandria Transit Co. (DASH)
703-370-3274
www.dashbus.com



Arlington Transit
703-228-RIDE
www.ArlingtonTransit.com



City of Fairfax CUE
703-385-7859
www.cuebus.org



Fairfax Connector
703-339-7200
TTY 703-339-1608
www.fairfaxcounty.gov/connector



City of Falls Church GEORGE
202-637-7000
TDD 202-638-3780
www.fallschurchva.gov/george



Loudoun County Transit
703-771-5665
www.loudoun.gov/bus



PRTC
703-730-6664
www.prtctransit.org

Potomac and Regohannock Transportation Commission



Virginia Regional Transit
540-338-1610
Toll Free 877-777-2708
www.vatransit.org

Be Part of the Solution
Reduce Ozone Pollution!

Ride the bus
FREE
in Northern Virginia
on forecast
Code Orange and Red
Bad Air Days.



www.ridefreenova.org

Did you know...

Air Quality Action Days occur when the pollution levels of ground-level ozone, particulate matter, sulfur dioxide, nitrogen dioxide and carbon monoxide exceed health standards.

The Washington, D.C. metro area is ranked 12th worst in the U.S. for short-term particle exposure and 21st for year round exposure to particulate matter (PM). PM does not take long to react with living tissue and other compounds. In fact, particle pollution is responsible for tens of thousands of premature deaths in the U.S. each year.

Our region is also ranked 11th worst for ozone pollution and almost half of the U.S. population lives in areas with unhealthy ozone levels.

Vehicles, smokestacks, household products, as well as lawn, garden, farm, and construction equipment are all ground level ozone producers.

Vehicles also emit carbon dioxide, the primary global warming gas. Gas emissions from burning fossil fuels remain in the atmosphere for decades or even centuries creating what scientists call global warming. Global warming heats the surface of the earth and leads to increased health risks and increasingly severe weather.

You can be part of the solution and reduce ozone pollution!

Just leave your car at home and take the bus to work, shop, and play. It's easy and it's FREE on forecast Code Orange and Red Bad Air Days in Northern Virginia!

Go to www.ridefreenova.org for details.

How To Ride Free:

1. From May 1st – September 15th, tune into your local radio or television stations to hear the air quality forecast for the next day. If a Code Orange or Red day is forecast for the next day, you RIDE FREE. Or go to www.ridefreenova.org for the air quality forecast.
2. Go to any bus stop in Northern Virginia (see participating agencies list on the back of this brochure) and hop on. Fareboxes will be covered with a red plastic bag as a reminder not to pay.

Planning your trip:

Planning your trip ahead of time is fast and easy. You can choose from a variety of options:

- Use the Trip Planner at www.wmata.com.
- Visit web sites listed on the back of this brochure to get bus schedules and maps.
- Call the participating bus system for support with planning your trip.
- Download electronic schedules to your PDA or internet ready device at www.commuterpage.com/handheld and have schedules in the palm of your hand right when you need them most.



Riding the Bus is Easy:

1. Read the schedule for the correct day of the week and direction of travel.
2. Check the route number and destination location on the exterior display of the bus before boarding.
3. If you need assistance boarding the bus, ask the driver to lower the bus to the curb or to use the wheelchair lift. You do not have to be in a wheelchair to use the lift.
4. When you near your destination, pull the cord or press the stop button to signal the driver. Remember to allow sufficient time for the driver to stop.



Northern Virginia Transportation Commission

NVTC

Thinking Outside the Car Since 1964



Public Outreach Campaign for Summer, 2007 Free Bus Fares on Code Orange/Red Bad Air Days

June 7, 2007

Agenda Item #8



Theme

Be Part of the Solution

Reduce Ozone Pollution





Brochure



- Education Tool

- Promotes the Ride Free Program
- Brief overview of the regions air quality
- Tips to reduce air pollution
- How to plan a trip and ride the bus

- Distribution

- Northern Virginia business community
- Transportation Forums
- Jurisdictional Events (Earth Day)



Wall Posters



Be Part of the Solution
Reduce Ozone Pollution!

**Ride the bus FREE
in Northern Virginia on
forecast Code Orange and Red
Bad Air Days.**


www.ridefreenova.org

- Posters made available to:
 - Jurisdictions
 - Business Community
 - Community Events



Exterior Bus Advertisements



Be Part of the Solution

Reduce Ozone Pollution!

Ride the bus FREE in Northern Virginia on forecast Code Orange and Red Bad Air Days.

www.ridefreenova.org



- Scheduled to run on Northern Virginia Bus Fleets:
 - June: 50 posters
 - July: 50 posters
 - August: 10 posters
- 5,275,000 Impressions Monthly



www.ridefreenova.org



Be Part of the Solution

Reduce Ozone Pollution!

Ride the bus FREE in Northern Virginia on forecast Code Orange and Red Bad Air Days.

[HOME](#)

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[About RIDE FREE](#)


[Bus Systems](#)

[Planning Your Trip](#)


[How to Ride the Bus](#)

[Contact Us](#)

Air Quality Report

4/23  Code Yellow

Forecast

4/24  Code Green

Data from [MWCOCG](#)

Computer
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FACT!

If the atmosphere is polluted by ground level ozone, lung function can be reduced by as much as 20%.



TIP:

On Code Orange and Red days, avoid driving and use public transit.

[Click here to find out more.](#)

TRANSPORTATION



Northern Virginians can now ride any local commuter bus for free on days with poor air quality - Examiner file

Free bus rides available in N.Va. on days when air is unhealthy

By Joe Rogalsky
Examiner Staff Writer

Northern Virginia transportation officials are offering an incentive for residents to leave their cars at home and take a bus to work.

Through Sept. 15, Northern Virginians will be able to ride any of the local commuter buses for free on days with poor air quality. The free rides will be available on days that weather forecasters designate as "Code Orange" or "Code Red." The designations indicate how much ozone — a bad form of oxygen — is in the air.

Ozone, which is unhealthy to breathe and damages plants, is more prevalent on hot days with stagnant

air. High ozone levels can aggravate symptoms in people with respiratory ailments such as asthma.

"Whenever the weatherman says it is going to a Code Orange or Code Red day, we are encouraging everyone to ride the bus because it will be free," said Kala Quintana, a spokeswoman for the Northern Virginia Transportation Commission, which is implementing the free-ride program. "Having more people ride the bus will also improve our quality, which is very important during the summer."

All local bus routes in Northern Virginia are participating in the free-ride offer, including Metrobus, Fairfax Connector, Arlington Transit, Loudoun County Transit and the OmniRide/Omnalink system.

jrogalsky@dcexaminer.com

DINE WITH US

Area Code

ALX - Alexandria
ARL - Arlington
FFX - Fairfax
MTG - Montgomery Co.

AMERICAN	WAREHOUSE BAR & GRILL \$24.95 - Horseradish Crusted Salmon - Topped with Maine Lobster	703.683.6868	ALX	warehousebarandgrill.com
	POLO GRILL RESTAURANT \$16.95 - Cajun Chicken Oscar - Topped with spicy lump crab & crawfish & hollandaise sauce	703.550.0002	FFX	pologrill.net
	BLUE IGUANA \$21 - Weeknight Dinner Special. Exclusive Three Course Menu served Sun-Thurs. Call for details.	703-502-0706	FFX	blueiguana.net
	FERDINAND'S RESTAURANT Early Bird Specials - Mon-Sat Call for details	301.949.1617	MTG	
SEAFOOD	WHARF RESTAURANT \$23.95 - Cashew Crusted Mahi Mahi - shitake mushrooms, spinach, & ginger soy beurre blanc	703.836.2836	ALX	wharfrestaurant.com
	RTS RESTAURANT \$18.95 - "Death By Gumbo" Shrimp, oysters, lump crab, crawfish & nouvelle sausage	703.684.6010	ALX	rfsrestaurant.net
FRENCH	LE REFUGE Call about our Spring Specials.	703.548.4661	ALX	lerefugealexandria.com
ITALIAN	SAVIO'S ITALIAN RESTAURANT AND BAR \$29.95 - Dinner For Two. Includes a bottle of Red or White Wine, Mon-Thurs. Call for details.	703.212.9651	ALX	saviosrestaurant.com
	MARCO POLO \$18.95 - Thursday Night Prime Rib Buffet - The best prime ribs in town	703.281.3922	FFX	marcopolorestaurant.com
	EXTRA VIRGIN MODERN ITALIAN \$18.00 - Tagliolini Casaliva - Pasta with prawns, bay scallops and asparagus in fresh tomato sauce	703.998.8474	ARL	extravirginva.com
	PINES OF FLORENCE \$16.95 - Zuppa de Pesce - King Crab legs, mussels, clams, scallops, squid, and shrimp on pasta	703.549.1796	ARL/ALX	

THE EXAMINER KNOWS HEALTH

Your diet and fitness news every day in HEALTHY LIFE

Man Exposes Self to Child

Fairfax County Police are looking for a man who exposed himself to a 5-year-old at the Wal-Mart in Burke Centre, 6000 Burke Commons Road.

According to a police report, the victim's mother saw the man pull his shirt up and expose himself to her son. He was described as white, in his late 20s and about 5 feet 7 inches tall. He had a medium build, green eyes, brown hair and was unshaven. He wore a red baseball cap and light-colored shirt and shorts.

Anyone with information should call Crime Solvers at 1-866-411-TIPS (8477), or the Fairfax County Police at 703-691-2131.

VFW Honors Memorial Day

The Burke Veterans of Foreign Wars Post 5412 is hosting its second annual Memorial Day celebration at the Burke Centre Conservancy grounds, Monday, May 28. The event will take place in front of the flagpole, at 10 a.m., and will feature a Color Guard, Riflemen and Boy Scout Color Guard. The newly formed Burke Community Band will play patriotic music before the program. The VFW formed the band to help commemorate Memorial Day. For more information, call the Conservancy office at 703-978-2928.

Bad Air? Ride Free

Northern Virginia's buses will provide free rides to commuters on bad air forecast days from May through September. If the air quality forecast code is orange or red, the rides are free. Orange and red codes mean the ozone levels are extremely high and air quality is very poor. To find out the daily code, tune into local radio and television stations to hear the following day's forecast, or visit www.ridefreenova.org, and look for the forecast posted on the left side of the page. The codes will also be available at www.mwco.org/environment/air/forecast.

Prepare for Mosquitoes

The spring is the time to make property mosquito-proof. Areas that were icy during the winter, or areas that tend to accumulate water in warm weather, are prone to mosquitoes. Residents should make sure old tires, potted plant trays, buckets, tarps, birdbaths and wading pools are removed or cleaned frequently. Roof gutters and downspout screens should also be cleaned. To avoid mosquito bites, wear mosquito repellent, light-colored, loose clothing and long sleeves. The West Nile virus is spread to birds, humans and other mammals through the bite of an infected mosquito.

For more information, visit www.fairfaxcounty.gov, or call 703-246-2300.

Cappies Critics Make Picks

On May 7, student critics in the Cappies high school critics and awards program cast their votes for nominations for the 2007 Cappies Awards.

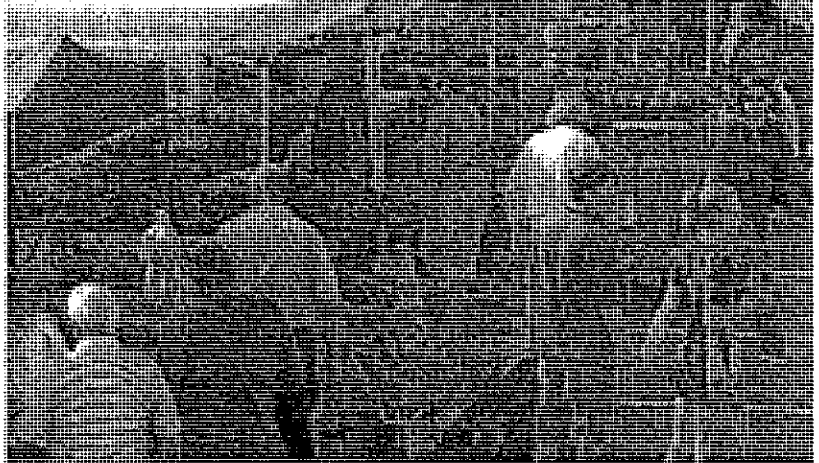
The awards will be presented at the Cappies Gala on Sunday, May 27, 7 p.m. at the Concert Hall of the John F. Kennedy Center for the Performing Arts. Fifty schools from Virginia, Maryland and Washington, D.C. participate in the Cappies program.

The following Burke and Fairfax area students were nominated:

- ❖ **Sound**-Allison Stein, Lake Braddock, "Hamlet"
- ❖ **Lighting**-Raychel Trump, Lake Braddock, "Hamlet"
- ❖ **Sets**-David Woody, West Springfield, "Annie"
- ❖ **Make-Up**-Amber Barraclough and Anne Sloan, West Springfield
- ❖ **Hair & Make-Up Crew**-Katy Summerlin, Robinson,

SEE NEWS BRIEFS, PAGE 27

NEWS



When spring arrives, so do area farmers markets, like the one that opened Saturday, May 5.

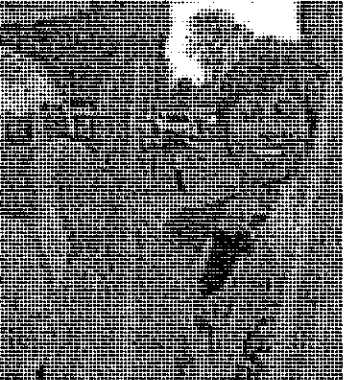
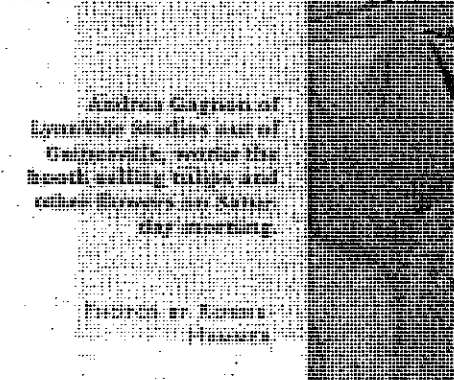
First Day Produce



Burke Farmers Market begins 2007 season Saturday at V.R.E.I.

A... at the... market... the... season... Saturday at V.R.E.I.

Tricia... the... market... the... season... Saturday at V.R.E.I.





Transportation Department



Transportation Home

Buses & Shuttles

Mason Shuttles

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Metro Bus

Arlington Rapid Transit

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Benefits Of Using Alternative Transit

Biking/ Walking

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Resources or Quick Links

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- Arlington Campus
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- Prince William Campus
- Parking Services University Services

CONTACT TRANSPORTATION:

Phone: 703-993-4156

E-mail: transpo@gmu.edu

Anyone who lives in the Washington D.C. Metropolitan area is familiar with the area's everyday traffic congestion and ongoing transportation issues. Mason's Transportation Department is here to help commuters get around a little bit easier by providing the Mason community-staff, faculty, students, and affiliates-a variety of transportation services and options for getting to and from Mason's Campuses.

This site is designed to demonstrate some of the benefits of using alternative transit and to educate commuters on alternative transportation options available to them. If you have any questions or suggestions, please let us know!!

***Important Annoucent:

Be Part of the Solution-Reduce Ozone Pollution! Ride the bus FREE in Northern VA on forecast Code Orange and Red Bad Air Days. For more information please go to www.ridefreenova.org.

Tuesday 5.29.2007	Wednesday 5.30.2007	Thursday 5.31.2007
Moderate	Moderate	Unhealthy for Sensitive Groups
Ozone	Ozone	Ozone

Source MWCOG (link to www.mwcog.org)



AGENDA ITEM #9

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube
DATE: May 31, 2007
SUBJECT: Regional Transportation Items

A. NVTC Administrative Plan.

On June 6, 2007, the Northern Virginia Transportation Authority will meet to consider recommendations of its five working groups (organization, legal, public information, project implementation, finance). A progress report will be presented.

B. Urban Partnership Applications from the Commonwealth of Virginia and Fairfax County.

Copies of the applications, which were submitted to meet an April 30, 2007 deadline, are attached for your information.

C. Communications from the Public.

A letter from Ed Tennyson is attached. The letter provides more details about the Santa Clara (San Jose, CA) light rail project that was mentioned at NVTC's May 3rd meeting.





LEESBURG TODAY

The Journal of Loudoun County

[Print Page](#)

Staton Urges Challenge To Transportation Funding Bill

By Dusty Smith

(Created: Wednesday, April 18, 2007 11:59 AM EDT)

Even before the General Assembly passed and Gov. Timothy Kaine (D) signed a bill this year expected to put as much as \$1.1 billion of new revenue toward transportation needs in the state, Supervisor Mick Staton (R-Sugarland Run) told his colleagues on the Loudoun Board of Supervisors he was concerned about a clause that allows an appointed regional group to impose taxes on Northern Virginia residents.

The bill calls on authorities in Northern Virginia and Hampton Roads to raise a series of local taxes to be used in their respective regions for road and transit needs. Under the bill, the Northern Virginia Transportation Authority would be able to tax Loudouners if six of the nine members representing regional localities vote to do so. The six must represent two-thirds of the regional population.

Now Staton has asked the board to consider seeking advice from County Attorney John R. Roberts about whether the law violates the state constitution. He said he believes that in politically maneuvering done to put the bill together, the state and the governor may have crossed the line.

"The two main points on this are: is the authority a regional government and the taxes it imposes regional? If it's not a regional government, then what are the taxes and fees that are being imposed by this authority?" Staton offered as questions to be answered. "It says in our constitution, local taxes must be imposed by a majority vote of the local body. This whole thing is a mess.

"We got into this because no one wanted to take the credit or the blame for raising taxes. At the end of the day, the governor can run around in an election year and say he didn't raise taxes," Staton said, adding the same would be true for state legislators and local board and council members. "It's the biggest shell game I've ever seen."

In a January response letter to Hampton Roads

Del. Chris Jones (R-76), Attorney General Robert F. McDonnell (R), wrote that he believed the state constitution gave the legislature great latitude with respect to who may impose local taxes, but acknowledged that he anticipated legal challenges.

"One could argue that real estate taxes are local taxes and no entity other than an elected local governing body may levy local taxes," McDonnell wrote, referring to Articles VII and X in the Virginia Constitution. "In my opinion, this is the strongest argument that the provision you describe is unconstitutional, but based on a reading of all relevant provisions together, I cannot opine that the proposed legislative action is unconstitutional, especially in light of the presumption in favor of acts of the General Assembly."

The presumption he referred to is that the Virginia Supreme Court has determined that state laws are presumed constitutional unless "the statute is plainly repugnant to some provision of the state or federal constitution."

McDonnell continued: "While such an authority may not be the most democratic method of raising regional transportation revenues and may seem repugnant to principles of fairness and self-determination, the broad discretion conferred by the Virginia Constitution likely permit such authority. However, given the unique nature of the proposal, the lack of clear statutory or common law support for such a regional entity, and the constitutional provisions discussed herein, it is reasonable to assume that litigation may arise questioning the constitutionality of such a provision."

Chief Deputy Attorney General William C. Mims, who as a Loudoun senator sponsored the legislation that created the Northern Virginia Transportation Authority, provided similar comments about the presumption of constitutionality in an April 4 letter responding to questions from Del. Robert Marshall (R-13). Marshall and Del. Brian Moran (D-46) both asked Mims whether regional governments needed to be approved by

voters in each jurisdiction.

Mims distinguishes the two regional authorities as not being regional governments, but rather are "special purpose tax district that have power to tax."

Marshall and Staton question whether a regional authority, even if considered a tax district, would have the power to impose taxes because of the following phrase in the constitution: "No ordinance or resolution appropriating money ... imposing taxes, or authorizing the borrowing of money shall be passed except by a recorded affirmative vote of a majority of all members elected to the governing body. ... On final vote on any ordinance or resolution, the name of each member voting and how he voted shall be recorded."

Staton pointed out that Mims' response specifically states that the authorities are "not units of general government." He then points out that tax districts generally must have the taxes imposed by localities, even though the district dispense the funds.

The NVTA consists of 16 members, 14 of who vote. Nine of the voting members are the chairmen and mayors of the nine jurisdictions represented: Arlington, Prince William, Fairfax and Loudoun counties, and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park. In addition, one state senator, one delegate and two governor appointees vote on the panel. The two non-voting members represent the state's transportation and transit departments.

A referendum on Northern Virginia ballots in 2002 failed to fund the authority with a half-cent increase in the sales tax.

Staton did not make a formal motion about legal action at Tuesday's board meeting.

Reader Comments

The following are comments from the readers. In no way do they represent the view of Leesburg Today.

Total Comments: 2

0001 wrote on **April 19, 2007 9:03 AM:**

"Bottom line- If you want solutions to the traffic nightmare it is going to cost money AND involve policy changes (such as imposing impact fees on developers/linking development with transportation infrastructure). Gov Kaine and others have worded diligently to examine all available options and thankfully allow Northern Virginians to CHOOSE from a number of available funding mechanisms. Some of these would impact VA taxpayers to a lesser degree (such as a 2% increase on motor vehicle rentals and a 2% lodging tax- both of which would largely target residents from outside the County). Others would have a more direct impact (such as a possible 1% initial vehicle registration fee, a \$10.00 vehicle safety inspection fee, or a 40 cent Grantor's tax per \$1,000 on the sale of a home, to be paid by the seller.) Ideally NONE of us would choose to increase taxes or fees, but realistically we MUST consider all options if we are ever to find a solution to this mess. I suggest that instead of jumping on the "no new tax -PERIOD" bandwagon, we step back and examine which of these possible solutions would provide the most relief with the least impact on our collective wallets. YOU have a say in this. Contact your local representatives now and voice your opinions. Let's not shoot this down without a thorough examination of all possible options. It is time for a solution. Thank you. "

maryjane wrote on **April 18, 2007 2:07 PM:**

"Any way you look at this, it appears that Loudoun County residents are going to be taxed another time, for something on their list. Giving this group power to levy taxes is one of my questions, and the other is why, on God's green earth, are we actually trying to impose a Grantor's tax on a homeowner who sells their home ? Aren't we paying enough just on property taxes ?? Insanity ! I agree with Mick Staton completely. "

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Commonwealth of Virginia's Request for Urban Partner Designation
April 30, 2007

The Commonwealth of Virginia is requesting designation as an Urban Partner with the U.S. Department of Transportation (USDOT). As the Commonwealth of Virginia has demonstrated during the last decade, it is a willing and able partner to develop, implement, and evaluate strategies to address transportation needs. The Commonwealth applauds USDOT for establishing the Urban Partnership Agreement (UPA) to strategically group programs and appropriations to provide states with a comprehensive partnership to address congestion.

The Commonwealth of Virginia is requesting Urban Partner designation for the geographical area generally bounded by the western boundary of Loudoun County, south to Spotsylvania County (in the general area of Massaponax), and northeast to the Potomac River (Figure 1). This area contains 27 percent of Virginia's population, 26 percent of its vehicle miles of travel, and 11 percent of its lane miles. Future projections are that the population is expected to increase by more than 40 percent with employment growth to exceed 50 percent.

This area is one of the top most congested areas in the United States according to the Texas Transportation Institute's index. While Virginia is targeting resources to address the congestion by pursuing partnerships with private, local, regional, federal, and other public entities, Urban Partner designation will further our efforts to implement a comprehensive variable pricing/congestion pricing tolling strategy; to increase alternative transportation services, including bus, vanpooling/carpooling and commuter rail; telecommuting and flextime programs; and investment in technology and operations strategies.

In 2005, a public opinion survey was conducted for the 2030 TransAction plan. The survey included citizens of Alexandria, Arlington, Fairfax, Prince William, Loudoun, and the cities of Fairfax, Falls Church, Manassas and Manassas Park. The survey's intent was to gather information on travel patterns, concerns about travel in the region, and their willingness to pay for transportation improvements in specific corridors. The survey found that two thirds of residents are frustrated with the trips they make most often, with 90% of the reason for frustration being traffic congestion. Those living in the outer suburbs were more often frustrated with traffic than those living in the core and inner suburbs. Those driving alone were more often frustrated with their commute than those taking transit. Half of the respondents said that public transportation is their top priority. A large majority, 85%, said that they would pay to expand public transit options in the area and more than 50 percent of the respondents supported the concept of High Occupancy Toll (HOT) lanes.

Designation as an urban partner will allow the Commonwealth to continue its integration of these transportation solutions under the leadership of the Secretary of Transportation.

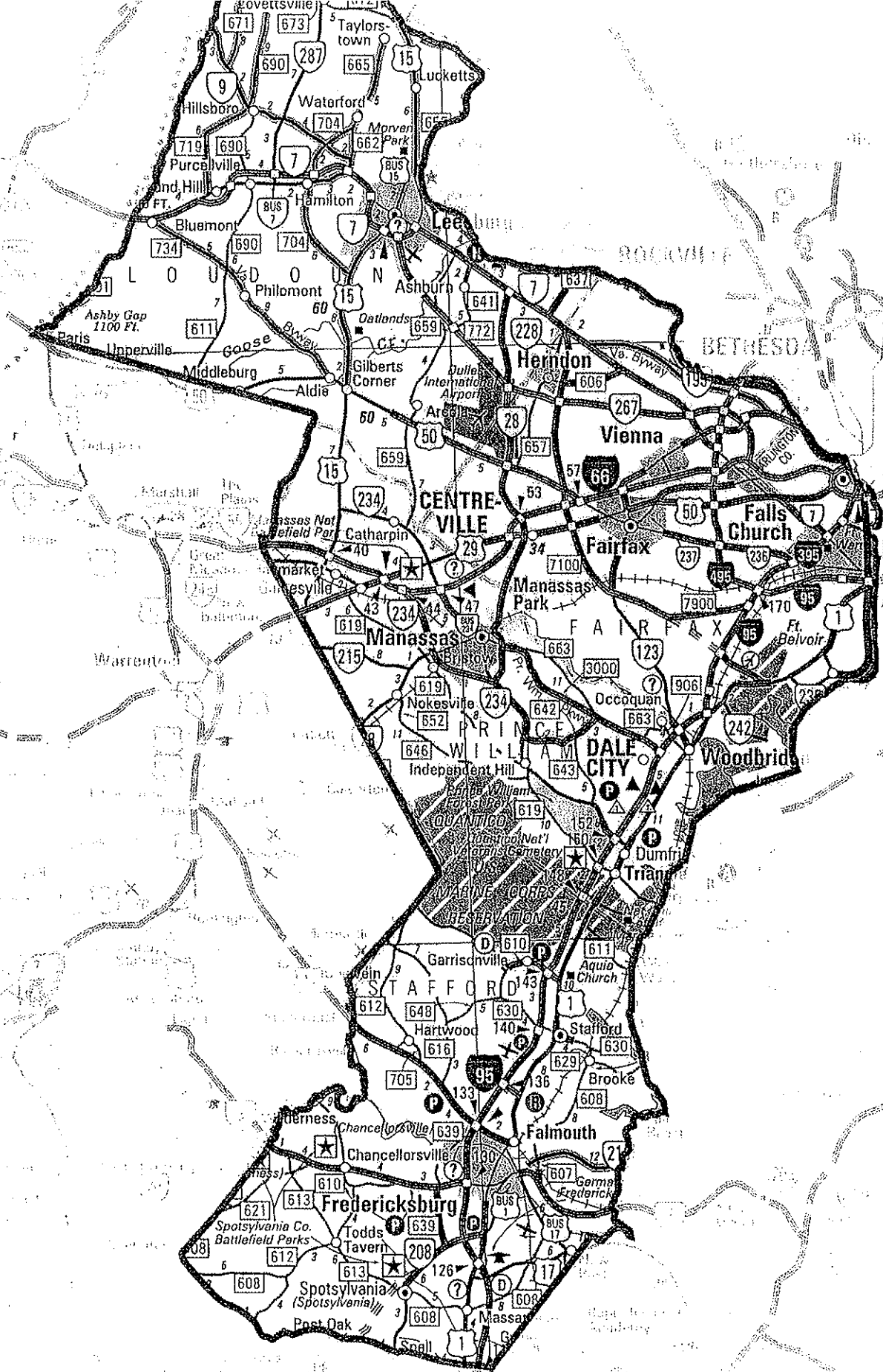


Figure 1. Urban Partner Area

The Point of Contact for the Commonwealth's request is

The Honorable Pierce R. Homer
Secretary of Transportation
Third Floor, Patrick Henry Building
Richmond, Virginia 23219
pierce.homer@governor.virginia.gov
(804) 786-8032

In addition to the Commonwealth of Virginia and its agencies, other partners will include the Northern Virginia Transportation Authority, the George Washington Regional Commission, Northern Virginia Transportation Commission, Metropolitan Washington Council of Governments, MWAA, WMATA, and the counties and cities included in the Urban Partner area. Private partners include Toll Road Investor's Partnership II, LP; Transurban (USA) Inc. and Fluor Enterprises, Inc.

Virginia's Commitment to Addressing Congestion in Urban Areas

Since 2002, working with Virginia's Congressional Delegation, the Governor, the Virginia General Assembly, and regional and local governments have committed resources to addressing congestion in the Urban Partner area. In fiscal year 2004, the Governor established a Congestion Relief Program targeted to the Urban Partner area and Hampton Roads. Innovative solutions such as NuRide were funded along with parking and pedestrian improvements at metro parking facilities. In fiscal year 2006, tax revenues were dedicated and a rail fund was established to encourage freight movement on rail lines versus in trucks. For fiscal year 2007, the percentage increase of federal highway obligation authority for transit programs was increased and a 25 percent increase in funding for the Commonwealth's Transportation Efficiency Improvement Fund was enacted into law. This Fund finances activities such as the Ballston Commute Store and Bike Station, commuter bus marketing in Loudoun County, and the Telework Program.

As important, Virginia has systematically built the needed political support, policies and laws to successfully implement congestion solutions. In the last three years, the Commonwealth has amended its laws to encourage congestion pricing by distinguishing between HOV and HOT lanes; enacting strict toll violation enforcement penalties and policies and privacy protections; requiring all new toll facilities throughout the state to employ electronic tolling and "open road" tolling technology; and limiting the use of any concession payment for transportation programs and projects that benefit the users of the facility on which the payment is being made.

During the 2007 Session of the General Assembly, \$305 million in general funds was appropriated for specific public-private or design-build projects in the Urban Partner area and other areas of Virginia and the use of tolling throughout the Commonwealth was given clear approval. Consistent language regarding the use of variable tolling was included in the legislation and reads as follows:

"In order to provide an incentive for motorists to travel at off-peak hours, and in accordance with federal requirements, wherever a toll is imposed and collected by the Department or such other entity as may be responsible for imposing or collecting such toll, the amount of such toll may vary according to the time of day, day of the week, traffic volume, vehicle speed, vehicle type, or any or all of these similar variables, or combinations thereof. The amount of such toll and the time of day when such toll shall change shall be as fixed and revised by the Commonwealth Transportation Board or such other entity as may be responsible for fixing or revising the amount of such toll; provided, however, that any such variation shall be reasonably calculated to minimize the reduction in toll revenue generated by such toll."

The 2007 General Assembly also resulted in the first comprehensive transportation package in 20 years. For the Urban Partner area, the legislation (House Bill 3202) authorizes transportation impact fees and compact development and requires the linking of transportation and land use performance measures. In addition, the legislation increases statewide funding and authorizes new debt for transit, rail, and highways. In addition, House Bill 3202 empowers the Northern Virginia Transportation Authority to assess additional fees and taxes that could generate more than \$400 million a year for the region.

Lastly, as a member of the National Capital Region Transportation Planning Board (TPB), the Commonwealth is evaluating a more comprehensive network of value priced lanes and other congestion relief alternatives. In addition to the Capital Beltway HOT Lanes in Northern Virginia, the regional transportation plan includes six new variably priced lanes along 18 miles on the Inter-County Connector in Maryland. TPB is also scheduled to vote during May 2007 on the inclusion of the I-95/395 HOV/Bus/HOT lanes project for design and construction in the regional transportation plan.

Tolling - Virginia's Value Pricing Program

In 2003, Virginia was selected as one of 15 states for the Variable Pricing Pilot Program for both the Northern Virginia and Hampton Roads regions. Since that time, Virginia and its partners have defined the program and currently have two existing toll facilities shifting to this concept as well as two High Occupancy Toll (HOT) lane projects under development in the Urban Partner area. The General Assembly also adopted legislation requiring that all study of possible improvements to I-66 outside the Capital Beltway include consideration of HOT lanes. If the USDOT determines that an additional application is required for each variable pricing project, Virginia and its partners stand ready to provide that detail. The Commonwealth expects that in 2008 an application will be submitted for pricing-specific implementation costs for both the Capital Beltway and I-95/395 HOV/Bus/HOT lanes projects.

For the Urban Partner area as well as Maryland and Washington, D.C., the Transportation Planning Board (TPB) is undertaking a study to evaluate a regional network of variably priced lanes. The TPB has made substantial progress over the past three years in laying the groundwork for such a network through a variety of efforts including: hosting a value pricing conference; the establishment of a TPB value pricing task force; the adoption of goals for a regional system of variably priced lanes; and the inclusion of two major value-priced projects in the regional transportation plan.

This study is working to evaluate the potential benefits and performance of a regional network of variably priced lanes. Tasks being performed include:

- Examine corridors in the regional network to identify how specific segments of the regional system are performing, such as the Capital Beltway, existing Potomac River crossings, and major radial corridors;
- Apply the regional model and conduct sensitivity analysis to investigate the potential demand, revenue and costs, transit viability (including transit operating assumptions and direct access ramps) and likely changes in land use activity for specific corridors;
- Analyze the corridors examined above as a regional network, focusing particularly on financial feasibility and system performance;
- Examine ways of identifying regional impacts of pricing projects on low-income and minority populations.

Dulles Greenway – Dulles Greenway, which is a privately-owned toll facility in Loudoun County requested approval for variable pricing on its facility in 2006 from the State Corporation Commission. The proposed pricing of the facility is:

From date	Base 2-axle toll	Congestion management toll (applicable only to weekday traffic in peak period & direction)
January 1, 2009	\$3.40	\$4.00
July 1, 2010	\$3.70	\$4.50
January 1, 2012	\$4.00	\$4.80
Note: Weekday peak period is defined as the busiest 3 hour period eastbound in the morning and we westbound in the afternoon.		

Dulles Toll Road – In December 2006, the Virginia Department of Transportation (VDOT) and the Metropolitan Washington Airports Authority (MWAA) entered into a transfer agreement that will allow MWAA to operate and impose tolls on

the Dulles Toll Road in exchange for assuming the responsibility to build and finance the extension of the metro system to Dulles Airport and Loudoun County.

Article 4 of the Permit and Operating Agreement outlines the framework for MWAA to move to variable pricing on the facility. Toll revenues can be used for debt service payments for both improvements to the Toll Road as well as the construction of the extension of Metrorail; operating costs; and capital improvements in the Dulles Corridor. Revenue sharing with the Commonwealth for other needs that will benefit the users of the Toll Road is also included in the Agreement.

Capital Beltway (I-495) HOT Lanes – In April 2005, VDOT entered into a comprehensive agreement with Fluor/Transurban to design-build-finance-operate HOT lanes on the southwest section of the Capital Beltway. The Beltway carries more than 200,000 vehicles per day. The Beltway circles Washington, D.C. and is located within both Virginia and Maryland. The southwest section is home to Tysons Corner in Fairfax County, a census-designated place that has one-fourth of all office and hotel space in the County as well as one-eighth of retail space in a 4.9 mile area. Estimates are that about 96 percent of the work force in Tysons Corner commutes into the Tysons area rather than living within its area.

This 14-mile segment of the Beltway links to the Dulles Toll Road, I-66, and I-95/395. The current facility has no high occupancy vehicle (HOV) lanes so there will be no conversion of existing lanes. The Beltway currently experiences 6 to 8 hours of congestion per day. During the morning peak period, traffic backups from the north extend from the Tysons Corner area to the American Legion Memorial Bridge and often to the junction with I-270. Traffic approaching Tysons Corner from the south on the Inner Loop is typically backed up as far as Braddock Road. Evening peak period queue lengths are similar. Congestion in this section of the Beltway is compounded by traffic moving to and from I-66. Because I-66 inside the Beltway is restricted to HOV traffic during peak periods, single occupant vehicles bound for Washington or Arlington employment centers must use the Beltway or local alternate routes.

In June 2006, the Record of Decision for the HOT lane project was issued and design work is being completed. Work is underway now to finalize the financial plan for the project and plans call for financial close on the project late this year. Plans call for construction to begin in early 2008.

The proposed congestion pricing methodology for the project is dynamic pricing to maintain free-flowing conditions for all users including bus and HOV users. Toll prices will be set to ensure free flowing conditions and there will be no price caps. The HOT lanes will be divided into tolling segments with different toll prices in each segment depending on the level of congestion. In light traffic, tolls would be expected to be around \$.10 per mile, but in order to maintain free flowing travel the tolls could reach \$1 per mile on some segments in peak periods. Electronic signs will provide customers with the latest information on toll rates. Once a customer enters a segment of the lanes,

they will “lock in” their toll price. Early projections suggest an average trip on the Capital Beltway HOT lanes will be less than 6 miles and cost between \$4 and \$5.

The proposed congestion pricing methodology for the project is a variable, distanced based tolling scheme. By adding this capacity in the form of HOT lanes, maximum efficiency will be achieved. As the HOT lanes operate on the principle of supply and demand, peak hour trips will reduce and car-pooling and transit ridership will increase not only on the facility but on the other HOV lanes that will now be part of the regional network. It is anticipated the vehicle occupancy along the HOV-2 lanes of I-66 will increase as car-pools pick up extra riders to meet the HOV-3 requirement of the HOT lanes.

I-95/395 HOV/Bus/HOT Lanes – This project will establish HOT lanes for approximately 56 miles just south of the 14th Street Bridge in Arlington County (Eads Street) to the general vicinity of the Massaponax area of Spotsylvania County. The project includes the construction of new high occupancy toll lanes as well as the conversion of existing HOV lanes to HOT lanes. In October 2006, VDOT entered into an interim agreement with Fluor/Transurban to design-build-finance-operate the facility.

I-95/395 links to the Capital Beltway. The project is divided into a northern and southern section and environmental work is underway with the northern section scheduled for construction completion in 2010 and the southern section in 2014.

As described in the CLRP submittal, the I-95/395 HOV/Bus/HOT Lanes project will include a system expansion and allow the region to accelerate its planned transit services. The Commonwealth’s Secretary of Virginia has named a Transit/Transportation Demand Management (TDM) Advisory Committee, comprised of representatives from regional and local agencies, to develop a transit/transportation demand management plan for the Corridor which will serve as a basis for the detailed service planning for the transit/transportation demand management component of the project. The work of the Committee is scheduled for completion during the winter of 2007.

Together with the Capital Beltway, the I-95/395 HOT Lanes establish a basis of a network of managed lanes and opportunities to improve transportation choices and transit services. As with The Capital Beltway, the proposed congestion pricing methodology for the project is dynamic pricing to maintain free-flowing conditions for all users including bus and HOV users. Toll prices will be set to ensure free flowing conditions and there will be no price caps. The HOT lanes will again be divided into tolling segments with different toll prices in each segment depending on the level of congestion. In light traffic, tolls would be expected to be around \$.10 per mile, but in order to maintain free flowing travel the tolls could reach \$1 per mile on some segments in peak periods. Electronic signs will provide customers with the latest information on toll rates. Once a customer enters a segment of the lanes, they will “lock in” their toll price.

Early projections suggest an average trip on the I-95/395 HOT lanes will be less than 10 miles and cost between \$6 and \$8. For example, a trip from the Pentagon to the

Beltway in evening rush hour would likely cost a little less than \$5. To provide context, it currently costs customers \$3.05 to ride Metrorail from the Pentagon to Franconia-Springfield.

The toll revenues will be used for debt service, operating and maintenance costs, and for improved transit/transportation demand management services in the corridor. The Constrained Long Range Plan (CLRP) submittal proposes new and expanded bus service to be funded by the Project's toll revenues will add about 40,000 hours of bus service in 2010, about 80,000 hours in 2020 and about 88,000 in 2030. Additional details are provided in the Transit section of this document.

Transit

The creation and expansion of transit services in the Urban Partner area is a high priority for the Commonwealth. As noted previously, the CLRP submittal for the I-95/395 HOV/Bus/HOT Lanes Project proposes to reduce maximum headways to no more than 40 minutes on all routes. Projects plans are that \$390 million in expanded transit services will be available as a result of this HOT lane project. In 2020, the proposed transit service plan will reduce the maximum headways to no more than 30 minutes on all routes. Buses and HOV 3+ vehicles will be permitted to use the facility for free.

As previously mentioned, a Transit/TDM Advisory Committee is working with the Commonwealth to provide recommendations on a comprehensive approach to the future provision of transit and transportation demand management services and programs in the I-95/I-395 corridor. The study recommendations will include recommended tiered transit service (including but not limited to express bus/bus rapid transit, Metrorail, intercity and commuter rail) and TDM improvements (including but not limited to carpooling/vanpooling/park-and-ride lots). The study will identify capital and operating costs and the entities responsible for implementation and operation of the services/improvements. This work is being done in coordination with the work being done during the next year on the I-95/395 HOT Lane project.

The Capital Beltway HOT lanes project is also being developed so that HOV-3+ and buses will use the facility for free. This will allow transit, vanpools and carpools operating in both corridors to take advantage of an HOV network that is currently not available to them today and will allow for access to critical new markets, such as Tysons Corner, that are currently underserved by transit, vanpools and carpools.

In addition to transit service connections from the I-95/I-395 Corridor to the I-495 Corridor, the Commonwealth will seek to work with transit providers to advance corridor-wide Express Bus service on I-495. Implementation of new and modified transit routes were proposed by local service providers as part of the input into the 2005 CLRP for the Capital Beltway HOT lanes project. The Northern Virginia Transit Authority has also considered transit improvements in the I-495 Corridor in its TransAction 2030 Plan. The plan identified new transit service and estimated the capital cost to be \$1,266,000, with an annual operating and maintenance cost of \$201,000.

Finally, the Commonwealth is undertaking a study of transit and HOV in the I-495 Corridor with Maryland, called the Southside Capital Beltway Mobility Study that will examine in part the potential for operating transit service and HOV across the Woodrow Wilson Bridge to destinations in the I-495 Corridor. The results of this study are expected in summer 2008. Again, there is opportunity and support for opening up new markets to transit, vanpooling and carpooling to improve mobility and reduce congestion.

The transfer of the Dulles Toll Road to MWAA will facilitate the construction of Metrorail through Tysons Corner to Reston, Herndon, Dulles International Airport and eastern Loudoun County. When constructed, the Metrorail extension will provide the equivalent capacity of four new highway lanes during peak hours. In addition to improving mobility in the Dulles Corridor, the extension will improve the Dulles Corridor's connection to the region by tying into the regional Metrorail System, improve access for employees to jobs, help businesses attract new employees, encourage transit oriented development and spur economic development.

Virginia has committed additional state funding to the needed transit services in these corridors to ensure that the services can be integrated and developed along with the tolling alternatives. During the 2007 General Assembly Session, the Commonwealth committed to a 65 percent increase in state transit funding in the next decade. In addition, commitments provided as one-time funding.

The Commonwealth will submit a request for FTA's Bus and Bus Facilities Discretionary Program (Section 5309). This request will include a minimum of \$40 million in transit capital expenses.

Telecommuting and Outreach

During the next decade, six mega construction projects will be underway in the Urban Partner area (Figure 2). The projects will impact 600,000 commuters a day. The Commonwealth, working with its FHWA Division Office, is developing a comprehensive transportation management plan to address the congestion management needs of the six mega projects, as well as day-to-day issues. The comprehensive transportation management plan will consolidate and leverage resources across the six projects and include:

- Coordinated operations (maintenance of traffic, incident management, local roadway improvements)
- Coordinated communications (business/community outreach, single source of information)
- Coordinated commuter options (telecommuting, transit, vanpooling/carpooling, fare buy downs, and other incentives and congestion management strategies)

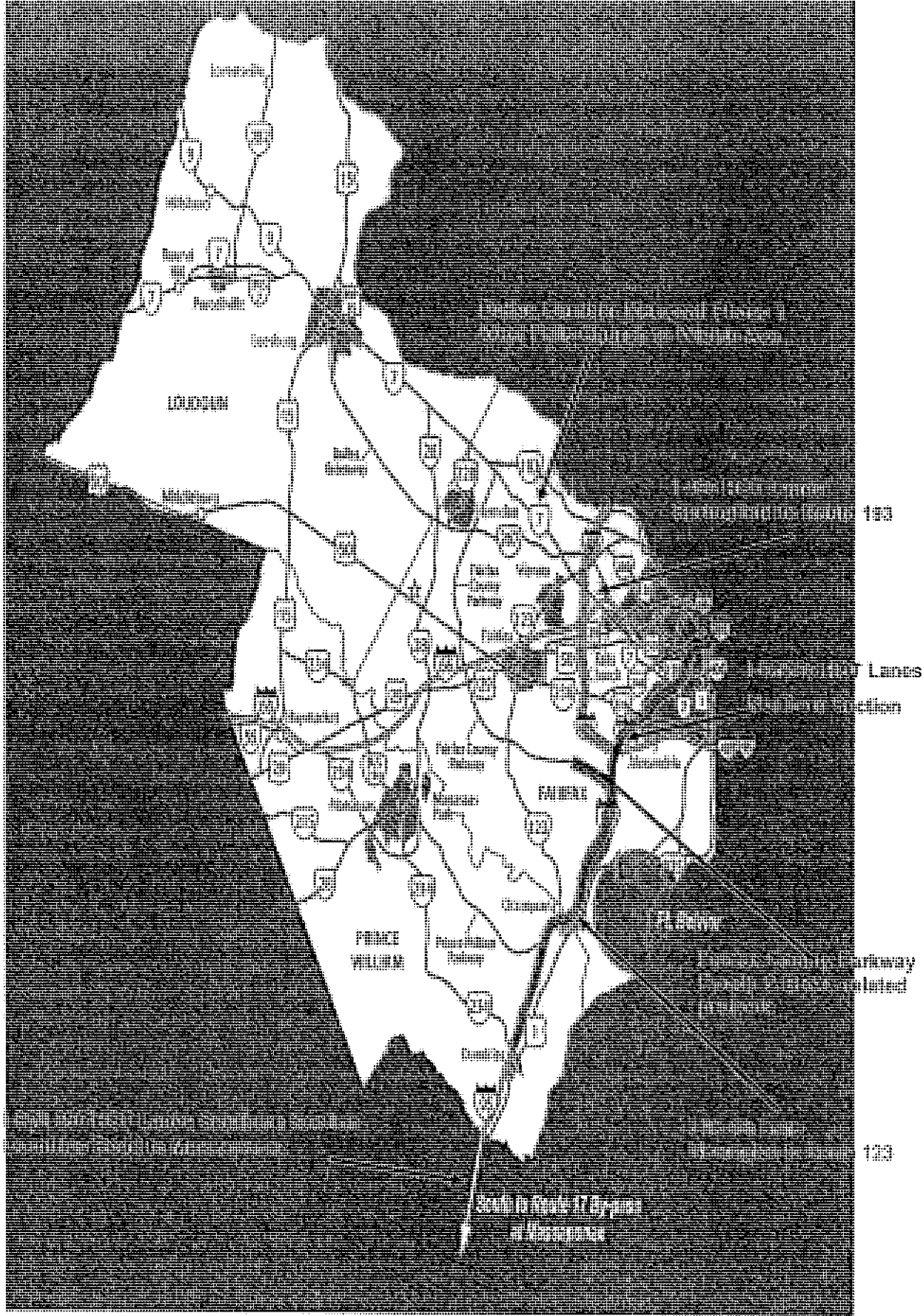


Figure 2. Urban Partner Six Mega Projects

The Commonwealth will leverage its successful transportation management plan experience from the multi-state Woodrow Wilson Bridge project and the Springfield Interchange Project. However, an important distinction from these two plans is that the comprehensive plan must balance destination traffic (including pedestrians and bicycles) with through traffic.

Telecommuting and outreach are critical components of the Commonwealth's approach to addressing these issues. Research, as well as experience in Northern Virginia and metropolitan Washington, DC, continues to indicate that voluntary employer participation in offering aggressive employee transportation benefit programs including telecommuting is critical in creating a positive environment for mode switch to use of transportation alternatives. Educating and "selling" the employer on the benefits of actively, rather than passively, supporting employee transportation benefit programs is essential in creating a productive environment for employee mode choice.

The Commonwealth's research indicates there is a 300 percent lift in incidence of TDM usage when there is employer endorsement or support of employee alternative transportation usage. Vehicle trip reductions cannot be achieved without the TDM sales force activities to support these programs. After consultation with the commuter assistance agencies in the Urban Partner area, plans are that a sales force team of six experienced TDM professionals will be hired to cultivate the market and develop and assist employers with the implementation of congestion management programs to achieve the vehicle reduction potential. The team will have the following objectives:

- To work first with the top 120 employers in the greater Tysons/I-495 area to establish or expand the TDM programs, with special focus on the TOP 50 employers
- To develop and establish a Transportation Information Program that contains an assortment of alternative commute modes in order to convince employees that there could be more than one mode out there that may work for them. Experience dictates that one size does not fit all.

The outreach sales force will have an upfront one-time cost of \$45,000 with an estimated annual cost of \$800,000. The Transportation Information Program will have a one-time cost of \$195,000.

In January 2006, the Commonwealth conducted a study in the Tysons Corner area. The study found that 41 percent of the single occupancy vehicle users will change their behavior if teleworking is available. Other study findings relevant to teleworking include:

- 22 percent currently telework an average of 0.8 days/week; 40% of those who don't telework would if offered;
- 37 percent of those who don't currently telecommute work for an employer who allows telecommuting through informal arrangements;

- 53% of employees would telecommute an average of 1.95 days/week if their employer allowed teleworking.

Virginia has an established telecommuting business incentive program called "Telework!VA" that is administered by the Department of Rail and Public Transportation. The program offers employers up to \$35,000 to start or expand a formal telework program. For the I-495 Capital Beltway and Dulles projects, the incentive will be increased to \$50,000 per employer for businesses with more than 250 employees. The Telework!VA program costs have an annual cost of \$188,000 with additional initial costs of \$700,000.

Marketing the telework program is another essential success factor for the program. Efforts must be two-fold: generic, umbrella promotion of the program to generate leads and highly specific promotion directed at the target area employers. Plans are that the Commonwealth will leverage federal funds for local targeted promotion while its funding will include regional media such as television, radio and regional publications, speaker's bureau and a comprehensive web site complete with e-learning modules.

There are also seven telework centers in the Urban Partner area. These will be promoted as alternatives for employees to use in lieu of a telework at home arrangement. They are already eligible for Telework!VA financial support to employers.

Lastly, the Commonwealth also requires in state law that the Commonwealth as a large government employer must establish a comprehensive statewide telecommuting and alternative work schedule policy. By July 1, 2009, each state agency is to have a goal of not less than 25 percent of its eligible workforce participating in alternative work schedules. For example, VDOT has established a goal for 2008 that 20 percent of its workforce will telecommute. With a workforce of almost 1,600 in the Urban Partner area, this translates into 320 employees. If those employees commuted one less day a week, this translates into 300+ cars removed from existing congestion conditions.

Technology and Operations

In the last two years, the Commonwealth has also reorganized and refocused transportation resources to use technology and improved operations to better manage congestion. Use of technology has helped minimize travel time and congestion through freeway management techniques and signal optimization and coordination. By monitoring vehicle movement and roadway conditions and relaying that information to appropriate to the traveling public (including transit services), delays caused by accidents or heavy traffic are minimized.

The Commonwealth has dedicated funding to improved HOV enforcement, accident clearance, traveler information systems. In 2006, the Department of Transportation reorganized its operations resources into five regional centers. In the Urban Partner area, the Smart Traffic Center (STC) located in Fairfax County is responsible for an area covering more than 100 lane miles. The STC is the hub of an

integrated system of advanced technology, including computer software and cameras, sensors and other devices, that are collectively called an Advanced Freeway Management System (ATMS). The ATMS includes traffic flow condition monitoring, CCTV cameras for traffic condition verification, variable message signs and highway advisory radio for information dissemination, ramp meters, lane control signals and reversible lane control gates. The Safety Service Patrol is also dispatched out of the Smart Traffic Center.

With ITS-OTMC funding, the traveler information program will be expanded through the development and implementation of a real-time, multi-modal traveler information system. A request for \$29.0 million is being submitted. Real time traffic data will be collected on general purpose lanes, alternate routes and alternate modes where practical and disseminated to the public through appropriate means. All of the information will be available on the 511 website and through calling 511. Appropriate messages will be posted on variable message boards and available via kiosks located at key decision points for both motorists and transit users.

Dissemination of real time travel information will enable the best use of the existing transportation capacity by enabling motorists to make choices based on existing conditions. Motorists will know to avoid the facilities at times when there are extra long delays and will be able to choose routes and modes that get them where they need to be as quickly as possible.

In order to collect the data, integrate with other sources, convert to travel time and disseminate the information in a means that is useful to travelers, several components are needed. Currently, there are several existing and potential data sources for travel time in the Northern Virginia region:

- VDOT sensors – The Northern Region Smart Traffic Center has hundreds of sensors embedded in the pavement through most of the interstates in the region. Interstates 95, 395 and 66 all have both single and trap loop detectors at regular intervals throughout the corridors. These detectors have the potential to collect accurate volume data and spot speed data. A project is underway to increase the accuracy and reliability of the data received from these sensors.
- VDOT Continuous Count Program – VDOT also maintains continuous count stations that collect speed data with one of the most reliable technologies commonly in use today - two inductance loops installed in the roadway lanes at a known distance apart in each lane. Speeds are determined by measuring the time between activation of the first and second loop, as vehicles pass over. This method measures the speed of each passing vehicle, and is very reliable. This data undergoes quality control assurance and provides a reliable stream of continuous volume, speed and vehicle classification. Although, there are a limited number of these stations, the reliable data will provide an additional source for completing the travel time puzzle.

- A number of private companies are currently pursuing travel time projects in the region. Using cell phone technologies and probe vehicle, these companies are calculating the travel time along various corridors. VDOT has not entered into any agreements for data with any of these companies, but is actively investigating their potential contributions to provide a steady stream of accurate data that fill a void in our data sources or make our travel time system more robust.

Virginia plans to fill the data gap with the collection of additional travel time data through the development and installation of a toll tag reader network. This is currently the most promising and appropriate source of obtaining travel time data for the Northern Virginia Region for a number of reasons:

- There are already 260,000 toll transponders or tags on vehicles registered to owners in the Urban Partner area.
- With the advent of HOT lanes in Northern Virginia, the number of vehicles with toll tags will grow exponentially. As the density of vehicles that are providing data every time they pass a tag reader increases, the accuracy of the data increases.
- The use of toll tag readers for determining travel time is a proven concept. It has been in use for many years in several major metropolitan areas and has reported overall positive results especially when the data is supplemented with secondary systems or fixed detectors to verify or determine the travel time. For example, the Transportation Operations Coordinating Committee (TRANSCOM), a coalition of fourteen highway, transit, public safety agencies in New York/New Jersey/Connecticut area, had its system of using electronic toll collection data for determining travel time and detecting incidents evaluated. The independent evaluator rated the system as highly reliable in terms of communication and transmitting data. The transmission rate ranged from 98.8% to 100%. The majority of the readers had detection rates of 100%.

However, Virginia and its partners are sensitive to desk top research into the generation of travel time information using transponders as probes has shown that care needs to be taken in the definition of systems to collect, scrub and analyze the data inputs. For freeway type facilities, it has been found that the data collected can be voluminous leading to difficulties in processing information in a near real time period. Accordingly, consideration will be given to a sampling approach or setting input limits based on achieving confidence intervals for travel times on specific route segments. On arterial road type facilities where abutting development and stop / go traffic conditions are common, the challenge is to sift the data to ensure representative information is used to generate travel time estimates. The UPA approach will allow systems development that builds on previous experience and provides a platform for improving algorithms and data management thereby seeking to increase the reliability and accuracy of information distributed to customers.

Because Virginia has a comprehensive and widely used 511 system, the integration of the real time data on the highway network and the transit network to our 511 system will be a operations and technology enhancement. Combined with the use of variable message signs, travelers can make calculated choices. As part of the ITS-OMC application, the Commonwealth proposes to add 50 additional signs to the arterial system in the next two years where there is currently little coverage. Today, the urban partner area has 210 permanent variable message signs in place on the interstate network, and approximately 42 portable VMS that are used for short term construction projects, special events or major incidents.

These efforts will build upon the programs and activities that Virginia already has underway to improve the operations of the existing infrastructure. With 50 percent of congestion resulting from bottlenecks, Virginia has already implemented spot improvements to mitigate them and improve safety. Three projects, referred to Idea-66, are underway. Signal timing optimization, which currently follows a four year cycle, is now being completed on a two-year cycle. This change, while relatively low costs, improves signal timing parameters, phasing sequences, and at time minor roadway improvements.

Comprehensive Approach to Transportation Management

As mentioned previously, in the next ten years, Virginia will have six mega construction projects underway simultaneously in the Urban Partner area. The Urban Partner designation will facilitate the approach the Commonwealth is implementing to ensure that the impact to travelers can be kept reasonable. This comprehensive approach means that their will be one approach to addressing the congestion management needs of these projects as well as day to day issues. Included with in the plan are:

- Coordinated maintenance of traffic and incident management
- Consolidated resources
- Coordinated business and community outreach
- Controlled, coordinated messages
- Single source of information/less confusion

The implementation of two HOT lane projects covering 70 miles of roadway, the transition of two existing toll facilities to variable pricing, improved operations of existing highways, integration of real travel time information to both transit and highway users, and transit options are all critical and interrelated. Virginia's systems approach to its transportation program will ensure their success.

Designation as an urban partner will allow the Commonwealth to continue its integration of these transportation solutions under the leadership of the Secretary of Transportation.

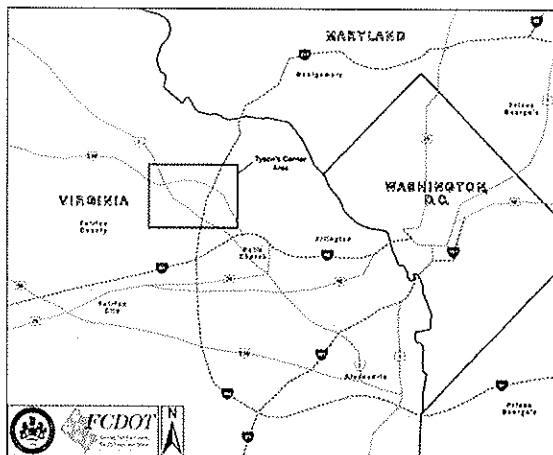
Urban Partnership Agreements Tysons Congestion Pricing Initiative Fairfax County

1. Introduction

Fairfax County and its participating partners are pleased to submit this application for the Urban Partnership Agreement solicitation. The County sees the Urban Partnership initiative as a means to implement cost-effective congestion mitigation measures in the Washington, DC, metropolitan area. The application motivates the implementation of a series of integrated strategies, using pricing, transit, and Transportation Demand Management (TDM) measures, including telecommuting to mitigate traffic congestion in and around Tysons Corner in Fairfax, VA. Details of the strategies are provided in Section 3.

Tysons Corner is a 1,700-acre area located in northeastern Fairfax County, about halfway between downtown Washington, DC, and Washington Dulles International Airport at the intersections of Interstate 495 (the Capital Beltway) with the Dulles Airport Access and Toll Roads, Route 7, and Route 123. Over the past 25 years, Tysons Corner has become one of the most strategic and sought-after locations in the Washington metropolitan area for the development of commercial office and retail space. It currently has approximately 47 million square feet of built space and over 100,000 jobs. Tysons Corner is considered the “downtown” of Fairfax County.

With the advent of Metrorail, significant growth that could potentially double the amount of built space is anticipated. Current planning efforts are aimed at accommodating that growth in a manner that maintains and enhances the economic vitality of Tysons Corner and makes it a true urban center. Congestion reduction strategies are critical to this effort. Peak hour traffic congestion is a problem with the majority of signalized intersections operating at LOS E or worse during both the morning and evening peak hours.



The location of Tysons Corner in the Washington DC metropolitan area.



Congestion on Rt.7 in Tysons Corner.

2. Participating Parties

The following is a preliminary, non-binding list of the parties to participate in the Urban Partnership:

Partners:

Fairfax County
Virginia Department of Transportation
Virginia Department of Rail and Public Transportation
Tysons Land Use Task Force
Fairfax County Chamber of Commerce
TYTRAN

Additional potential partners:

- Northern Virginia Transportation Authority (NVTA)
- Northern Virginia Transportation Commission (NVTC)
- Metropolitan Washington Council of Governments (MWCOC)
- Metropolitan Washington Airports Authority (MWAA)
- Washington Metropolitan Airports Authority (WMATA)
- Arlington County, Virginia
- Loudoun County, Virginia
- City of Falls Church, Virginia
- City of Alexandria, Virginia

Letters from some of the participating parties are shown in Appendix B.

3. Comprehensive Congestion Reduction Strategy

As detailed below, the driving force behind the Fairfax County proposal is twofold: congestion mitigation during the construction of two extremely large transportation projects in the Tysons Corner area and the desire to transform Tysons Corner into an urban center where greater emphasis is placed on internal connectivity by transit, walking and biking.

a) Driving Force for Congestion Pricing in Tysons: Congestion Mitigation During Construction Work

Construction work on the extension of Metrorail (the Washington DC area rapid transit system) through the Tysons Corner area is scheduled to start later this year. Two of the four new Metrorail stations in Tysons Corner are located on Rt. 7 (see Figure 2). In addition, construction work is scheduled to start on the provision of four HOT lanes on the Capital Beltway (I-495) in fall 2008 (see Figure 3). The construction of the HOT lanes and the associated access ramps will impact the east end of Rt. 7.

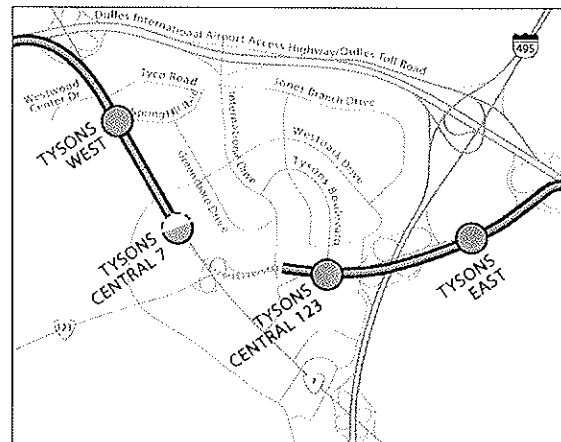


Figure 2. The location of the new Metrorail stations in Tysons Corner.

b) Driving Force for Congestion Pricing in Tysons: Transform Tysons Into an Urban Center

The Fairfax County Board of Supervisors created a “Tysons Land Use Task Force” (the Task Force) in March 2005 to consider the impacts of the four planned Metrorail stations on land use within Tysons. By means of considerable community input, the Task Force constructed a set of guiding principles for Tysons Corner.

Of significance are the following guiding principles: “Transform Tysons Corner from a suburban office park and activity center into a 24/7 urban center marked by the diversity of residents and workers, a wide range of ideas, opportunities, and activities, the quality of buildings, aesthetics, and open spaces, and connections and accessibility for all.”

“Reduce the time, cost, and inconvenience of accessing and moving within Tysons Corner by promoting a functional and accessible system of pedestrian walkways, trails, shuttles, bike routes, a grid of streets, transit connections, and standard principles of trip reduction.”

“Reduce the suburban focus on isolated buildings, surface parking, and **moving vehicles through Tysons Corner to somewhere else** and connect new buildings, urban parks, structured parking, and pedestrian and bicycle accommodations to form engaging streetscapes and connected neighborhoods.”

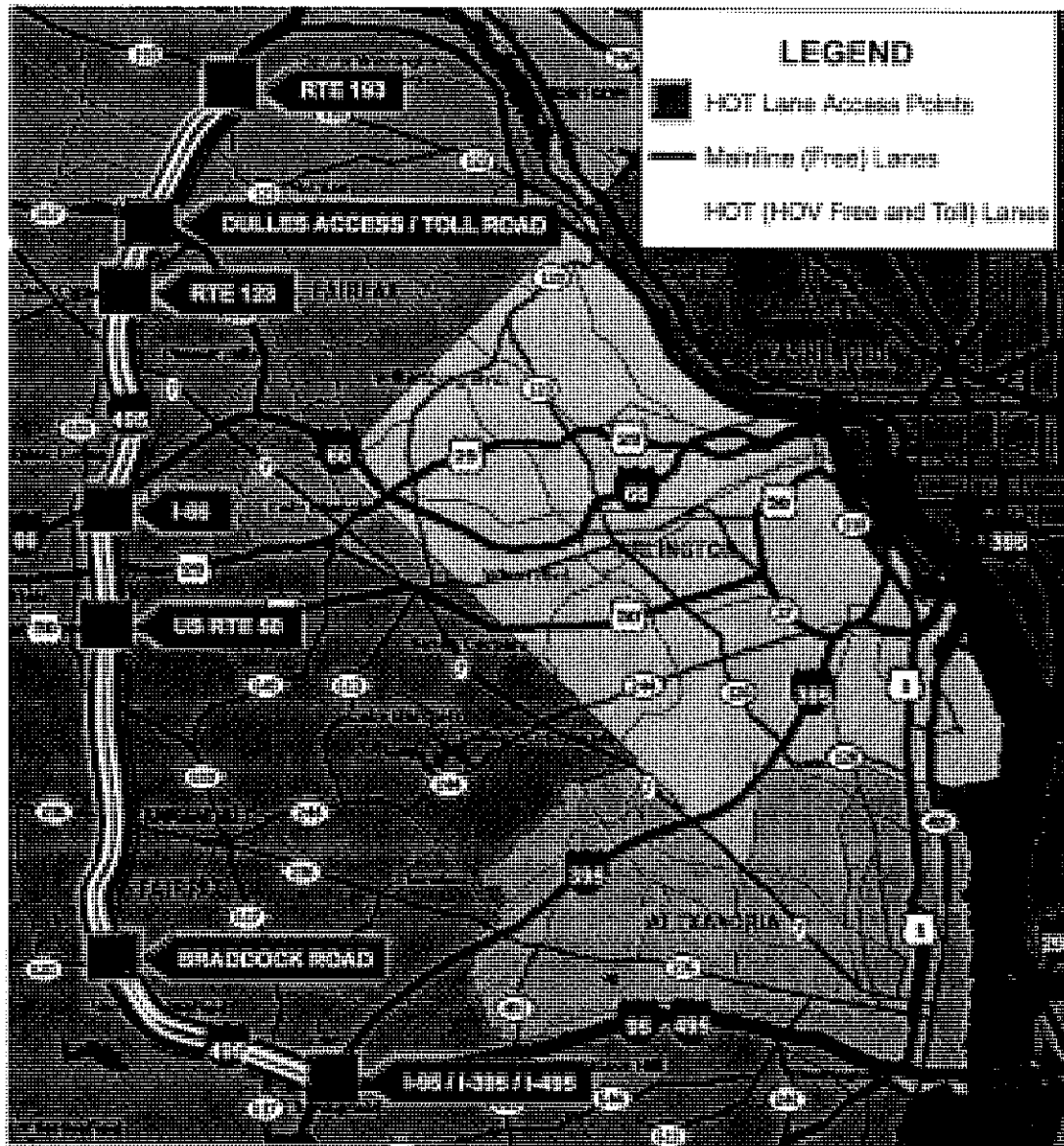


Figure 3. The location of the HOT lanes on the Capital Beltway (I-495). The location of access points have not been finalized at the time of writing this report.

Fairfax County believes the Urban Partnership Agreements program is an ideal vehicle for motivating innovative projects to mitigate traffic congestion in and around urban and suburban activity centers. By means of congestion pricing, incentives can be provided to divert through traffic away from these centers to allow regional arterials to function the way they are designed to function: to accommodate longer distance trips in a metropolitan area. At the same time, this diversion of traffic will allow the local arterials in an activity center area to function to the best of their ability: by accommodating shorter distance trips and providing access to the activity center. The diversion of longer distance trips away from the activity center and additional trip reduction in the activity center achieved with TDM measures (particularly telework) will result in a higher level of service on the arterials serving the activity center. This will allow transit to make use of the additional road capacity to provide higher quality service in terms of travel times.

Not only will bus transit benefit from the improved level of service, the TDM program will be structured to enable the creation of “virtual bus hubs.” The bus hubs are concentrations of bus users at the work end. This will be achieved by means of an incentive program provided to employers. Employers will be encouraged to reduce vehicle trips by urging employees to use transit and to apply other peak period vehicle trip reduction measures. As an incentive, free bus passes will be offered if more than a certain percentage of employees switch to transit for their commute. In return and as further incentive, free-fare bus service will be provided to concentrated areas of potential bus users (virtual bus hubs). This will minimize bus stops at the work end of a bus route to further reduce transit travel time. Employers will be encouraged to talk to their neighbors to accumulate enough potential bus transit users to create a bus hub. The goal is to provide express bus service with a minimum number of stops at the home end of the bus route and a minimum number of stops at the work end of the trip. In addition, bus priority measures will be applied to the “line haul” part of the bus trip. These will include transit signal priority and queue jumps as well as the use of managed lanes and managed ramps.

The application of the strategy described above can be applied as the Tysons Corner Congestion Pricing Initiative (TCPi) as indicated in the box below:

The Tysons Corner Congestion Pricing Initiative – the Strategies

1. Provide a toll-free alternative route to vehicles using Rt. 7 (Leesburg Pike) through Tysons Corner during the morning and evening peak periods. This option will be available to vehicles approaching Tysons from eastbound Rt. 7 and the Dulles Toll Road during the morning peak. The option will also be available to vehicles approaching Tysons Corner from westbound Rt. 7 and from the inner loop of the Capital Beltway (I-495) during the evening peak. Presently, these vehicles are faced with paying a toll of \$0.75 on the Dulles Toll Road (Rt. 267). During the morning peak period, Smart Tag transponders are read and charged a toll of \$0.75 at the main toll plaza immediately east of the Rt. 7/Dulles Toll Road interchange. The transponders of vehicles proceeding to the outer loop of the Capital Beltway (I-495) are read again on the ramp to the Capital Beltway. Vehicles registering matches at both transponder reading sites will be credited \$0.75. The reverse will apply during the evening peak. Presently, a significant number of vehicles on Rt. 7 in Tysons Corner (32%) are through trips. A significant percentage of these vehicles are expected to divert to the alternative route (Dulles Toll Road and the Capital Beltway (I-495)), avoiding the congestion on Rt. 7 without paying a toll. This will result in a reduction in delay on Rt. 7 due to the lower volume. Advanced traveler information will be provided, including the provision of real-time travel time information on variable message signs in order to allow motorists to make an informed decision about diverting from their planned route or not. See Figure 4.
2. A new express bus service with limited stops will be implemented to serve Tysons Corner. The express bus service will take advantage of the higher level of service on Rt. 7 due to traffic diversion. The express bus service will serve the Ashburn area in Loudoun County. The number of bus stops at the residential end and work end of the express bus service will be limited to provide the fastest possible door-to-door travel time. The creation of “virtual bus hubs” (concentrations of individuals with similar working and residential locations) will be applied to reduce bus stops. Various bus priority measures, including transit signal priority, will be implemented. Advanced traveler information will be provided. Two existing bus routes serving Tysons Corner will be provided as fare-free services.
3. Advanced travel demand management techniques will be applied, including the promotion of telework and variable working hours. Employers will be encouraged to submit a TDM plan. Better employer TDM plans will qualify for transit subsidies.



Figure 4. The basic concept of the variable toll demonstration element of the proposal. The variable toll along the Dulles Toll Road will make the proposed diversion route more attractive, reducing through traffic along Rt. 7 (Leesburg Pike).

4. Congestion Pricing Measures and Affected Areas

Congestion pricing will be applied as variable tolling on the Dulles Toll Road between Rt. 7 and the Capital Beltway (I-495). See Figure 4. The present \$0.75 toll will be eliminated on the Dulles Toll Road during the morning peak periods for vehicles with transponders traveling from eastbound Dulles Toll Road to the Capital Beltway Outer Loop. The present \$0.75 toll will also be eliminated on the Dulles Toll Road during the evening peak periods for vehicles with transponders traveling from the Inner Loop of the Capital Beltway to westbound Dulles Toll Road. This variable toll strategy will attract through traffic on Rt. 7 (see the orange route in Figure 4) in the Tysons Area to the Dulles Toll Road and the Capital Beltway (see the yellow route in Figure 4). This deviation will result in a significant reduction in congestion along Rt. 7 during the peak periods. All vehicles with transponders will qualify for this possible toll reduction.

5. Transit Services

Two major changes in transit service are proposed. The first change is the provision of a new free-fare express bus service to the Tysons Corner area. This new express service is expected to reduce peak period traffic by 300 vehicles. The second change is to make the critical bus service between Tysons Corner and the West Falls Church Metro station free-fare with more frequent service. These changes are expected to result in a ridership increase of 51%.

The New Express Bus Service

Descriptions

Collect passengers within Ashburn to include the Dulles North Transit Center, run express via the Dulles Greenway and Dulles Airport Toll and Access Roads to Tysons Corner, and circulate within the core of Tysons Corner in the morning. Operate the reverse in the evening.

The route will exhibit the following characteristics:

Service Days: Monday-Friday, 255 days per year

Service Hours: 5:30 a.m.-7:30 p.m.

Headways: 15 minutes 5:30 a.m.-8:00 a.m. & 3:30 p.m.-7:30 p.m., 60 minutes 9:30 a.m.-3:30 p.m.

Cycle Times: 120 minutes per trip

Direction: peak direction during morning and afternoon peaks, bi-directional during midday

Fare Media Accepted: SmarTrip cards, cash, passes from regionally recognized service providers

Route Design

Each route is designed to board passengers at a limited number of major collection points in each county, run express to Tysons Corner, and then circulate within the core of Tysons Corner during the morning peak and operate the reverse during the evening peak. Midday service will operate in both directions. The design assumes that agreements can be reached with property owners to use their facilities for collection points.

There is the potential to add the following new services at additional costs:

Dulles Town Center/Sterling Route: Beginning at the Dulles Town Center, collect passengers within Sterling, run limited express via Route 7 to Tysons Corner, and circulate within the core of Tysons Corner in the morning. Operate the reverse in the evening.

South Riding Route: Beginning at the Dulles South Transit Center, collect passengers within South Riding, run express via Route 28 and the Dulles Airport and Access Roads to Tysons Corner, and circulate within the core of Tysons Corner in the morning. Operate the reverse in the evening.

Gainesville/Haymarket Route: Collect passengers within the I-66/Route 15/Route 29 triangle, run express via I-66 and I-495 to Tysons Corner, and circulate within the core of Tysons Corner in the morning. Operate the reverse in the evening.

The Enhanced Service on Fairfax Connector Routes 425/427

The Fairfax Connector, the County's bus system, operates two bus routes linking Tysons Corner and the West Falls Church Metro station. (See Figure 5.) Routes 425 and 427 are critical links in the draft proposal for congestion management during Phase I of the Dulles (Silver) Line Metrorail extension. As such, enhancing the service on these routes is a top priority of Fairfax County DOT. Each route would operate every 12 minutes during peak periods, and every 15 minutes during the midday period, on alternating schedules between West Falls Church Metro and Tysons West Park Transit Station. This level of service would require two additional peak buses.



Figure 5. The routes of the enhanced bus service between the West Falls Church Metrorail station and Tysons.

Transit Signal Priority on Rt 7

Transit signal priority will be installed on Rt. 7. The intersection locations and components are provided below:

Intersections:

Old Gallows Road; Tysons Boulevard/Fashion Boulevard; Gallows Road/International Drive; Chain Bridge Road East; Chain Bridge Road West; Marshalls/Service Road; Westpark Drive/Gosnell Road; Spring Hill Road; Tyco Road; Dulles Toll Road East; Dulles Toll Road West

Components:

11 phase selectors (for controller cabinets)
22 optical detectors for overhead mast arm/span wire mount
Emitters [20 buses]

6. Telecommuting and Flex-time

The following tasks will be performed:

- Educate and facilitate participation in various telework programs, and flexible scheduling strategies (i.e. flex-time, compressed work weeks, staggered work hours) as well as other pilot programs defined and developed by the Urban Partnership Agreements Initiative.
- Research and identify appropriate parking management strategies that complement the developing land use strategies and the pending arrival of transit.
- Host educational programs for the entire Tysons Corner Urban Center community in support of the Urban Partnership Agreement initiatives.
- Analyze the construction schedule and encourage Tysons employers to implement flexible schedules and telework when that construction most directly affects their businesses and their employees.

7. Expedited Project Completion

Construction work on the extension of Metrorail (the Washington DC area rapid transit system) through the Tysons Corner area is scheduled to start later this year. Two of the four new Metrorail stations in Tysons Corner are located on Rt. 7 (see Figure 2). In addition, construction work is scheduled to start on the provision of four HOT lanes on the Capital Beltway (I-495) in fall 2008 (see Figure 3). The construction of the HOT lanes and the associated access ramps will impact the east end of Rt. 7.

It is essential for the projects described in this document to be implemented as soon as possible. The two construction projects mentioned above amount to \$3.6 billion and will significantly impact highway capacity in the Tysons Corner area will be significant. The projects described in this document will mitigate these negative impacts.

8. Travelers Affected Daily

The most severe congestion levels in the Tysons Corner area are experienced along Rt. 7. All the signalized intersections operate at level of service F or worse in the evening peak period. The average delay in the evening peak in the westbound direction over the 2-mile section of Rt. 7 through Tysons Corner is 25 minutes. Most operate at level of service F or worse in the morning peak period. The daily traffic volume on Rt. 7 varies between 65,000 and 71,000 vehicles per day.

Daily traffic volumes on highway in the Tysons Corner area are shown below.

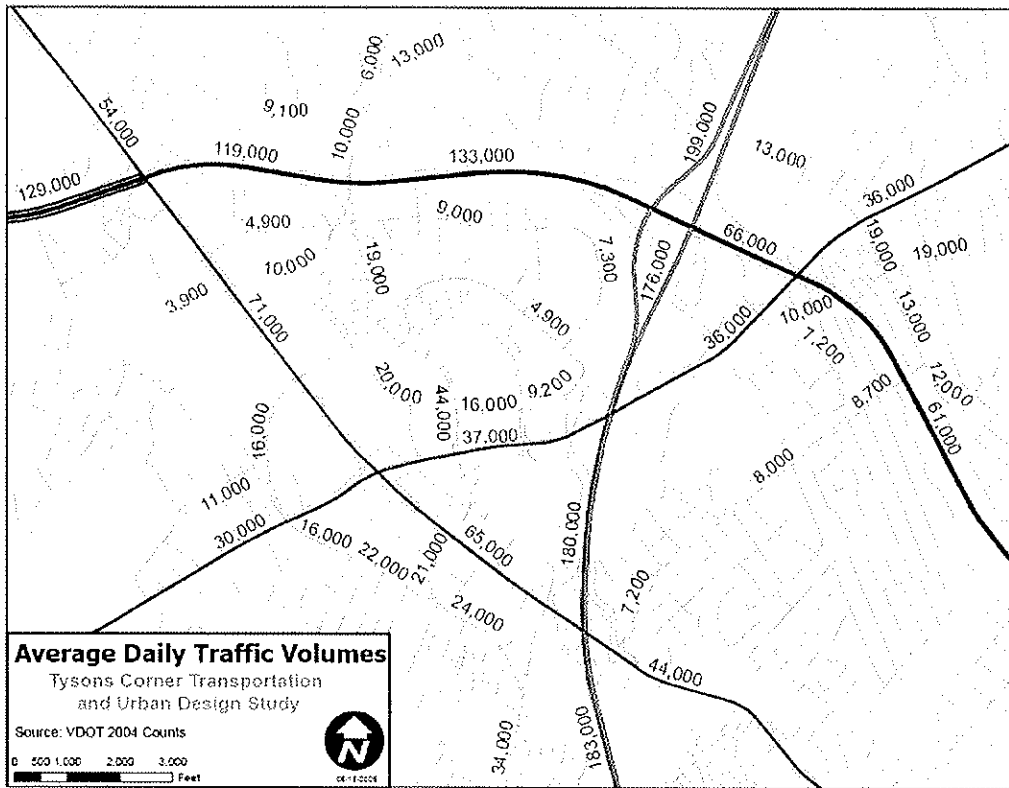


Figure 6. Average daily traffic volumes in the Tysons Corner Area.

As described earlier in the report, the pricing strategy provides an incentive for vehicles traveling along Rt. 7 in Tysons Corner to divert to an alternative route along the Dulles Toll Road and the Capital Beltway. This diversion will not only provide significant congestion relief on Rt. 7 but also allow express buses to operate at a higher level of service. The congestion on Rt. 7 is further reduced by means of innovative TDM programs including the creation of “virtual bus hubs.” The table below provides information on the number of travelers affected by the Tysons Congestion Pricing Initiative.

Number of vehicles to experience reduced delay per day	33,000
Number of vehicles to pay reduced tolls per day	6,300
Number of vehicles to divert from Rt. 7 per day as a result of variable tolls (diversion is limited to peak periods)	5,274
Number of peak vehicle trips reduced due to change of mode from auto to bus per day	1,400
Number of peak vehicle trips reduced due to telework, flexible working hours and other TDM measures	2,000

9. Use of Technology

The Tysons Corner Congestion Pricing Initiative will apply the following technologies and innovative methods:

- Variable message signs with real-time information to allow commuters who have a choice between Rt. 7 and alternatives to make an informed decision on their best option.
- Additional methods (web-based for PDF devices and cell phones) to provide real-time information to those commuters potentially benefiting from the Tysons Corner Congestion Pricing Initiative.
- Congestion alerts for potential telecommuters.
- Transit signal priority on Rt. 7.
- Virtual bus hubs.

10. Research, Planning, and Experience to Date

Over the past three decades, Fairfax County has been one of the most rapidly growing jurisdictions in the United States in terms of population growth – more than doubling the size of its population since 1970. Aided by the strong regional economy, growth in Fairfax County is projected to be significant in the future as well, particularly in terms of the number of jobs. Fairfax County is served by an extensive transportation system comprised of roadways, bus and rail rapid transit, paratransit services and an international airport. In addition, an extensive sidewalk and trail system serves pedestrian and bicycle travel. The roadway and public transit system accommodates hundreds of thousands of trips every day. However, the provision of transportation facilities and services has not kept pace with the increasing travel demand in the County. This increased travel demand is fueled both by the growth within Fairfax County and by the growth in surrounding jurisdictions.

To address the needs for improved mobility, Fairfax County has developed a multimodal approach to transportation in both policy and programming. The Fairfax County Board of Supervisors is currently implementing a 4-year transportation program (see Appendix A) which includes \$215 million in capital funds highway, transit and other projects. Efforts by the County to reduce congestion include aggressive provision and promotion of the public transportation services available in the County. These are primarily Metrorail, Virginia Railway Express, Metrobus and Fairfax Connector. Last year the County revised its Transportation Policy Plan to add a specific objective and associated policies promoting Transportation Demand Management. Through the proffer system, the County is implementing transportation demand measures that are effective and enforceable. Realizing that land use and transportation need to be coordinated better, the County recently amended its Comprehensive Plan to include a definition of Transit Oriented Development that will assist in the process of considering future development near transit stations. Fairfax County has been a regional leader in promoting telework as a congestion reduction strategy encouraging employers to adopt this strategy and achieving a 20% participation rate in the County workforce telework program

Through this combination of implementing transportation improvements through the 4-year transportation program and on-going efforts to reduce use of single-occupant vehicles for commuting, the County has been a leader in regional efforts to reduce congestion.

11. Other Time-Frame Considerations:

Tysons Congestion Pricing Initiative will be applied over a five year period, initially as a congestion management strategy during construction activities. This will serve as a pilot test of the techniques included in this pilot test. After this initial phase, and depending on the success of the pilot test, the Congestion Pricing Initiative will continue as a critically important strategy for the transformation of Tysons Corner “from a suburban office park and activity center into a 24/7 urban center.” After the completion of construction, the

HOT lanes on the Capital Beltway will provide further opportunity to integrate transit with an expanded variable tolling strategy.

12. Funding Support

Estimated Cost to Implement the Overall Congestion Reduction Strategy

Please note: it is proposed for the Tysons Congestion Pricing Initiative to be applied initially over a five year period.

Variable Toll Pricing

Lost revenue: \$1.5 million per year

Equipment (including variable message signs), software adjustments: \$5.5 million

Application of advanced traveler information techniques: \$2 million

Operational costs associated with advanced traveler information techniques: \$0.5 million per year.

Bus Services

New Express service capital cost: \$5.7 million

New Express service operational cost: \$2.8 million per year

Four additional express bus routes can be implemented. Each of these new routes will cost the same as the costs provided.

Expansion of existing service: \$0.8 million

Expansion of existing service: \$1.1 million per year

Telework and other TDM Strategies

Implementing telework and associated TDM strategies: \$2.0 million

Provision of transit passes: \$0.5 million per year

Total initial cost: \$16 million

Annual cost: \$6.4 million per year (for 5 years) = \$32 million excluding present worth factoring.

Grand total: \$48 million.

An estimate of the vehicle hours of delay and associated value of time saved as a result of the application of the Tysons Congestion Pricing Initiative are provided in the table 2 below.

Year	Hrs. of Delay Reduced Per Year	PWF (present worth factor)	Cost Savings of Delay Reduction, \$'s (millions)
2008	1,458,344	1.0	23.3
2009	1,681,471	0.93	25.0
2010	1,938,736	0.87	27.0
2011	2,235,362	0.81	29.0
2012	2,577,373	0.76	31.3
Total			\$135.6 million

Notes:

1. Traffic growth of 3.0% per year results in 15.3% delay growth per year. This value is obtained by applying the findings of a study conducted by Dr. Pravin Varaiya, California Partners for Advanced Transit and Highways (PATH) in April 2005. He found the approximate ratio of delay to traffic growth is about 5:1.
2. Value of time = \$16 per hour per vehicle, reference: *User Benefit Analysis for Highways*, Tables 5-2 and 5-1, published by AASHTO, August 2003, adjusted for inflation.

13. Contact Information

An application should clearly indicate contact information, including name, organization, address, phone number, and e-mail address. The Department will use this information to inform parties of the Department's decision regarding selection of interested parties, as well as to contact parties in the event that the Department needs additional information about an application.

Katharine D. Ichter
Director, Fairfax County Department of Transportation
12055 Government Center Parkway
Suite 1034, 10th Floor
Fairfax, VA 22035
Phone: 703-324-1166
Fax: 703-968-8984

Jay Guy
Fairfax County Department of Transportation
12055 Government Center Parkway
Suite 1034, 10th Floor
Fairfax, VA 22035
Phone: 703-324-1163
Fax: 703-324-1450

Appendix A

Fairfax County Four-Year Transportation Program

The Four-Year Transportation Plan, which was adopted by the Fairfax County Board of Supervisors on Feb. 9, 2004, includes a \$215 million commitment of capital funds to improve major highway and transit projects, spot capacity and safety intersection improvements and pedestrian improvements throughout the county. Funding for this significant transportation initiative is a combination of \$50 million in federal Regional Surface Transportation Program and Congestion Mitigation and Air Quality funds, as well as \$165 million in county general obligation bonds approved by voters on Nov. 2, 2004.

Since 2004, overall, construction has been completed on 46 transportation projects in Fairfax County. Nearly 40 additional projects designed to decrease congestion and improve safety are currently under construction or will begin construction in 2007.

Of the 25 projects in the county's Four-Year Transportation Plan, 13 are completed, seven are under construction and two are slated to begin construction in 2007. Design is under way on the remaining three.

Status of Major Transportation Initiatives

Transit

Rail to and through Tysons Corner to Dulles Airport

- The Dulles corridor Metrorail extension completed preliminary engineering for phase I of the project to Wiehle Avenue.
- The project is in the process of finalizing negotiations with Dulles Transit Partners for a design/build contract to construct the Metrorail extension, including the aerial section through Tysons Corner.
- An application to commence final design will be submitted to the Federal Transit Administration (FTA) in the spring of 2007, with FTA approval anticipated on or before Aug. 1, 2007. This approval will allow the project to begin utility relocation work and advanced land acquisition. This revised schedule of project activities anticipates a full funding grant agreement with the FTA in early 2008, with construction commencing in February 2008 and revenue service beginning in 2013.

Richmond Highway Public Transportation Initiative

- The Richmond Highway Express (REX) express bus service that operates along Richmond Highway from Fort Belvoir to Huntington Metro Station and other Fairfax Connector bus routes was launched in 2004 to serve the Richmond Highway corridor as part of the South County Bus Plan. Through Fiscal Year 2006, daily weekday ridership on these corridor bus routes has increased by 36 percent.
- Pedestrian safety improvements have been made to three intersections on Richmond Highway, with ultimate plans to improve crosswalks, pedestrian signals and other features that provide greater safety for pedestrians as well as greater access to bus stops.
- In 2007, intersection improvements will be made on Richmond Highway at Frye Road and at Kings Highway. Three new bus stop shelters will be installed at these two intersections.
- Approximately 3,000 linear feet of sidewalks have been installed in the vicinity of Belle Haven Towers, Dart Drive, Quander Road and Sherwood Hall Lane.

- Two new prototype REX shelters have been installed at the South County Government Center and a third has been installed at Sacramento Drive; additional REX shelters are scheduled to be installed in 2007.
- Three Richmond Highway bus stops will be upgraded with solar lighting and new shelters, making them more convenient and comfortable for passengers to access transit.
- Bus service along Richmond Highway now moves more efficiently by taking advantage of traffic signal technology that allows extended green lights for buses approaching an intersection to help keep the buses running on schedule.
- FCDOT launched the South County Bus Plan in October 2004, which included major changes to all bus routes in South County, including Richmond Highway, with significant improvements in the level of service – more service later in the evening, during mid-day and on weekends with shorter intervals between trips.
- Through Fiscal Year 2006, daily weekday ridership on the South County bus routes has increased by 40 percent.

High Occupancy Toll (HOT) Lanes and Maximizing Use of High Occupancy Vehicle (HOV) Capacity

- I-495 – Final negotiation is under way with the Virginia Department of Transportation (VDOT) regarding financial closure of the project, which should be completed by early 2008. Construction should start in mid-to- late 2008. Information meetings for residents are anticipated in fall 2007.
- I-95/I-395 – VDOT, in conjunction with local jurisdictions, is doing a transit demand study in the corridor to identify new service potential and funding costs. The capacity of the HOT lanes and an expected increase in demand due to BRAC are being reviewed by VDOT.

Maximizing Bus Use

- A pilot project subscription bus service, called EZBus, with two routes was launched at the Burke Centre VRE in December 2003 to help relieve overparking at the station.
- Two new EZBus shuttle routes were added to serve the Burke Centre VRE Station last fall while the new parking garage is being constructed. They operate between the VRE station and satellite parking facilities located at the new Burke Library site and St. Mary's Church.
- The county is planning to convert non-regional Metro routes to the Fairfax Connector system in 2008. Bus service from the Centreville and Chantilly areas to the Vienna/Fairfax-GMU Metro Station are expected to be operated by Fairfax Connector from a new transit facility under construction on West Ox Road.
- A bus shelter advertising program was approved in February 2007 that will enable bus shelters to be built by allowing advertising on the shelters. The bus shelter advertising program will generate revenues that will be used to improve passenger amenities by providing safe staging areas for bus riders.

Metro Funding

- Increased funding for Metro is a key component of the Four-Year Transportation Plan. In addition to the \$110 million in general obligation bond funds for Metro, approved by Fairfax County voters, the region has been working to secure a dedicated funding source for Metro. On April 4, 2007, the General Assembly accepted the governor's substitute for HB 3202. This legislation, if fully implemented, will provide an average of more than \$500 million per year in new transportation funding for Northern Virginia. Of this amount, \$50 million annually will be dedicated to Metro capital expenses. The approval of this bill is the culmination of many years of hard work by Fairfax County, in conjunction with other Northern Virginia local governments and numerous other advocacy groups and partners.

Unlocking Gridlock

Major Transit and Highway Projects

- Route 29/Gallows Road Intersection Improvements – Currently in design phase; construction is expected to start October 2011.
- Burke Centre VRE Station Expansion – On schedule; the garage is scheduled to open March 2008 with project completion in July 2008.
- Richmond Highway Public Transportation Initiative – On schedule; construction expected to be completed October 2007 on phase I improvements. Design and right-of-way is under way on phase II.
- Stringfellow Road Improvements – Design phase ending July 2007 followed by right-of-way acquisition and utility relocation. Construction expected to begin July 2011.
- Centreville Road Improvements – Construction is expected to be completed on Centreville Road from Metrotech to McLearn in October 2007. The construction phase will begin on Centreville Road from West Ox Road to Frying Pan Road in December 2008.
- West Ox Road from Ox Trail to Lawyers Road – Completed July 2006.
- Penderbrook to Ox Trail – Utility relocation in process; construction to begin May 2007.

Spot Intersection Improvements

- Richmond Highway at Engleside Post Office – Completed November 2006.
- I-66 at Route 7 – Completed August 2006.
- Braddock Road at Route 123 – Completed July 2006.
- Old Keene Mill Road at Hillside Road – Completed November 2005.
- Backlick Road at Franconia-Springfield Parkway – Completed August 2005.
- I-95 ramp at South Van Dorn Street – Completed July 2006.
- Little River Turnpike at Beauregard Street – Construction beginning June 2007.
- Braddock Road at Little River Turnpike – Utility relocation started March 2007; construction completion anticipated January 2008.
- Route 50 at Waples Mill Road – At-grade intersection improvements completed December 2006.

Pedestrian Improvements

- Sydenstricker Road at Hoes Road – Completed August 2005.
- Lee Highway under I-66 – Construction expected to be completed July 2007.
- Ravensworth Road – Completed August 2005.
- Little River Turnpike – Completed July 2006.
- Government Center Parkway – Completed October 2004.
- South Lakes Drive – Completed January 2006.
- Chain Bridge Road – Completed October 2005.

Traffic Flow Improvements

- VDOT completed optimization of signals along Dranesville Road from Route 7 to the Herndon town line and also the Route 7/Fairfax County Parkway-Holly Knolls Drive interchange.
- A two-year pilot program to flash traffic signals at night has been implemented and is currently being evaluated.

Pedestrian Safety and Access

- 110 intersections have been retrofitted with countdown pedestrian traffic signals.
- FCDOT, Fairfax County Department of Public Works and Environmental Services (DPWES) and VDOT have completed scoping field reviews on the top 40 pedestrian intersections.
- Preliminary design plans have been reviewed for various projects.

Context Engineering

- Meetings are under way to discuss the framework of the context sensitive solutions guidelines.

Expedite Projects

- As part of the Route 28 Public Private Transportation Act (PPTA) Project, full financing for the final four interchanges has been identified.
- Work is proceeding on design of all four interchanges including Route 28/Willard Road and Route 28/Frying Pan Road.

Telework

- Fairfax County Government's telework program has met its goal to have 20 percent (or 1,000) of the eligible workforce teleworking an average of one day a month by 2005.
- The Fairfax County Employer Services Program (ESP) continues to partner with major employers, developers and multi-family complexes in promoting and encouraging alternative commute options.
- 270 Fairfax County employers have implemented a transportation benefits program.

Transportation Funding

- The Board of Supervisors' 2007 Bond Package includes \$110 million in potential funding for county transportation projects. The bond package specifically designates \$31 million for pedestrian and spot traffic improvements. This includes intersection improvements, bus stops – both new stops and improvements to existing stops – and a wide range of pedestrian and bike access improvements. It also includes \$16 million for transit improvements and \$63 million for roadway improvements. The transit improvements include additional capital support for Metro and related station improvements. More than 15 road projects, including projects associated with the recent BRAC action, have been included in the package as well.

Additional Projects

- Springfield Interchange – Five of seven construction phases are complete, and the project remains at the \$676 million budget mark. One of the final three ramps (eastbound I-495 to northbound I-395) opened in March 2007. Phases VI and VII are well under way and on schedule to be completed by July 2007.
- Woodrow Wilson Bridge – The project is on schedule and under budget. Total project completion (including four interchanges at Telegraph Road, Route 1, Route 210 and I-295) is anticipated by 2011.
- Route 123 Occoquan River Bridge – Construction of a new six-lane bridge is well under way, with completion scheduled for July 2007.
- Huntington Metro Parking Expansion – Construction is under way on a 1,425-space garage to replace 925 surface spaces lost to joint development, plus a 500-space expansion. Construction began in fall 2006 and is scheduled for completion in December 2007.

The projects included in this report are compiled by Fairfax County Department of Transportation staff in consultation with their implementation partners in the Department of Public Works and Environmental Services and the Virginia Department of Transportation Northern Virginia District. These projects are funded through several different mechanisms, including the Fairfax County Four-Year Transportation Plan, the VDOT Six-Year Improvement Program, the VDOT Six-Year Secondary Construction Program for Fairfax County, the governor's Congestion Relief Program and federal funding programs, such as the Congestion Mitigation and Air Quality and Regional Surface Transportation Programs.

Appendix B

Letters from Participating Parties



Task Force Endorsement of Fairfax County's Application to US DOT Congestion Initiative Program

At the regular monthly meeting April 23, 2007, Chairman Clark Tyler briefed the Task Force on the Fairfax County Department of Transportation's proposal for funding to the US DOT Congestion Initiative Program.

The Chairman emphasized the community's concern about additional congestion arising from multiple projects planned for construction in the Tysons area over the next several years, including the Beltway and the Route 7 corridor. He mentioned that the US DOT program was looking for suitable projects combining the components of tolling, technology, telecommuting and transit.

Fairfax County's application addresses the use of tolling and technology to reduce commuter traffic on the Route 7 corridor through Tysons Corner. It has been estimated that over one-third of the traffic in this corridor is through traffic, without a Tysons destination. Therefore the county proposes to permit drivers to use the Tysons segment of the Dulles Airport Access Road (DAAR) on a toll-free basis. The toll-free area would extend from the intersection of Route 7 and DAAR to the intersection of Route 123 and DAAR, a distance of approximately three miles. Mr. Tyler explained that the technology should exist within the EZ Pass or Smart Pass system to incorporate this toll-free area.

Another part of the county's application focuses on enhanced telecommuting, to be accomplished with the help of the Fairfax County Chamber of Commerce and the Tysons Transportation Association (TYTRAN). Finally, the county's application will address transit through proposed express bus routes making use of the lower level of congestion on Route 7 due to variable tolling.

The members of the Task Force were in agreement with the intent and substance of the proposed project. A motion was made and seconded and the Task Force unanimously endorsed the Fairfax County Department of Transportation's application to the US DOT Congestion Initiative Program.



TYTRAN
Tysons Transportation Association, Inc.

April 26, 2007

Mr. Thomas M. McNamara
U.S. Department of Transportation
Office of the Assistant Secretary for Transportation Policy
400 7th Street, SW, Room 10305 (P-20)
Washington, DC 20590

Re: Tysons Transportation Association (TYTRAN) participation in USDOT "Urban Partnership Agreement" grant application by the Fairfax County Department of Transportation.

Dear Mr. McNamara:

The Tysons Transportation Association, Inc. (TYTRAN) strongly endorses the application of Fairfax County, Virginia Department of Transportation for demonstration and planning funds for the United States Department of Transportation's Congestion Initiative Program and looks forward to participating in this important initiative as an active partner with Fairfax County. TYTRAN and its member companies seek to achieve an effective and coordinated transportation system within the Tysons Corner Urban Center that supports the community's economic prosperity and quality of life. This application is consistent with TYTRAN's mission in terms of improving the transportation system throughout all of Tysons, but more importantly, it also addresses our members' immediate concern related to the pending congestion and disruption expected in Tysons Corner and the impact that will have on their businesses and their employees. TYTRAN represents over twenty-five of Tysons Corner's largest employers and their 20,000+ employees who commute in and out of Tysons Corner everyday. This number is growing weekly with our new membership drive and includes Capital One, Freddie Mac, Gannett, Macerich, SAIC, Booz Allen Hamilton, WEST*GROUP, Lerner Enterprises, Dweck Properties, Watkins Meehan Drury, and the National Auto Dealers Association to name a few.

Over the next few years, the Tysons Corner Urban Center will undergo major construction and redevelopment. Construction of the Silver Line extension of the Metrorail system is scheduled to begin in 2008 and last for approximately five years. That construction is currently planned to be primarily above ground on the north side of Route 123 and in the median of Route 7. Construction of a major HOT lanes project is also planned with several ramps into the Tysons Corner area. In the private sector, a four-phase plan to redevelop Tysons Corner Center (the Tysons I Mall) and Lerner Enterprises redevelopment around the Tysons Central 123 station have been approved; and dozens of other retail, residential, and office projects are in the works. Many TYTRAN initiatives and programs will be focused on addressing the impact all of these construction and redevelopment projects will have on Routes 7 and 123 as well as the entire Tysons Corner Urban Center. The congestion initiatives detailed in the Fairfax County application will significantly help address the expected congestion.

PO Box 3264 - Tysons Corner, Virginia, 22103 - (703) 799-5394

TYTRAN has been active in promoting transportation demand management strategies to our members and the Tysons Corner business community including telework and flexible work schedules, car pooling, van pooling, transit usage, preferred parking, and a guaranteed ride home program.

TYTRAN is excited about the opportunity to partner with Fairfax County and the Fairfax County Chamber of Commerce in this application for Urban Partnership Agreements as part of the Congestion Initiative. Due to its history and prominent membership, TYTRAN is in an excellent position to facilitate solutions and strategies that will ease the burden of the pending construction and redevelopment on businesses, employees and residents of the community and to provide a “one-stop-shop for transportation”.

Overview:

TYTRAN is a transportation management association that has been in operation in the Tysons Corner area since 1981. Since that time it has provided a forum for area employers, landowners, residents, county and state transportation department staff, and elected officials to address transportation issues and concerns. TYTRAN is a non-profit membership organization whose mission is to achieve an effective and coordinated transportation system within the Tysons Corner Area that supports the community’s economic prosperity and quality of life. This is accomplished through advocacy for transportation improvements and appropriate development policies; implementation of transportation demand and system management strategies; and coordination with like-minded public and private organizations.

TYTRAN and its members have worked with federal, state and local governments across a broad range of transportation related projects including working with VDRPT and the Dulles Rail Project on providing specific origin and destination information for developing the initial scope of work for the Rail Project Congestion Management Plan, providing administrative support to the HJR 276 Committee, and working with VDOT on projects such as the Dulles Toll Road – I495 ramp widening, the installation of CCTV traffic cameras, and securing \$500,000 from the Governor’s Congestion Relief Program Grant for the improvement of the Jones Branch/International Drive/Spring Hill Road area. TYTRAN has secured \$250,000 in FFS funds from the Federal Highway Administration that will be used to provide a state-of-the-art customized web portal and kiosk traffic information system for Tysons Corner employees, customers, and residents in support of the Dulles Metrorail project congestion management efforts. Currently TYTRAN has three representatives who are providing critical input on the Tysons Land Use Task Force which was created to evaluate the area’s transportation system and land use while considering the impacts of the four planned Metrorail stations. Most recently, TYTRAN was the co-sponsor of Dr. Robert Cervero’s transit oriented development seminar on “Making Tysons Corner Work” and the three part seminar series on “Expanding Regional Mobility Through Advanced Technology”.

TYTRAN’s participation in the Urban Partnership Agreement – Congestion Initiative would clearly help advance our mission and vision for the Tysons Corner Urban Center and we look forward to being a part of the team that has a shared goal of applying innovative transportation solutions to reduce congestion.

TYTRAN's Role in the Urban Partnership Agreement

TYTRAN would support the Urban Partnership Agreement initiative by taking the lead in expanding utilization of telecommuting, as well as parking management and work schedule strategies by Tysons businesses, employees and residents, particularly through the period of construction disruption discussed above.

TYTRAN would work with our existing members (20,000+ Tysons Corner employees/commuters) and the entire Tysons Corner Urban Center community to:

- Educate and facilitate participation in various telework programs, and flexible scheduling strategies (i.e. flex-time, compressed work weeks, staggered work hours) as well as other pilot programs defined and developed by the Urban Partnership Agreement.
- Research and identify appropriate parking management strategies that complement the developing land use strategies and the pending arrival of transit.
- Act as a liaison with the Fairfax County Chamber of Commerce between the public and private sector to help disseminate information regarding the various congestion initiative programs considered as a part of this application.
- Host educational programs with the Fairfax County Chamber of Commerce for the entire Tysons Corner Urban Center community in support of the various congestion initiatives defined in this application.
- Analyze the construction schedule and encourage Tysons employers to implement flexible schedules and telework when that construction most directly affects their businesses and their employees.
- Provide the necessary administrative structure, support and support facilities for these and other related congestion initiative efforts.
- In order to develop, staff and implement these programs during the initial five years of construction and redevelopment, TYTRAN would request a grant of \$500,000. These funds would be used for the equivalent of one full-time employee and other associated costs like administrative and marketing materials.

I would like to acknowledge the leadership of the United States Department of Transportation in fostering innovative alternatives for mitigating and managing congestion in existing and emerging urban centers. TYTRAN is anxious to participate in USDOT's Congestion Initiative Program as an active partner with Fairfax County and the Fairfax County Chamber of Commerce.

Please contact me directly if you have any questions or if there is any additional information that I can provide you with in support of this application.

Sincerely,

Tysons Transportation Association, Inc. (TYTRAN)



Keith Turner
Chairman & President

PO Box 3263 -- Tysons Corner, Virginia, 22103 -- (703) 799-5394



The Voice of Business in Northern Virginia™

April 25, 2007

Mr. Thomas M. McNamara
Office of the Assistant Secretary for Transportation Policy
US Department of Transportation, Room 10305 (P-20)
400 7th Street, SW, Washington, D.C 20590

**Re: Fairfax County Chamber of Commerce participation
in USDOT “Urban Partnership Agreement” grant application
by the Fairfax County Department of Transportation.**

Dear Mr. Thomas M. McNamara:

The Fairfax County Chamber of Commerce strongly endorses the application of Fairfax County, Virginia for demonstration and planning funds for the United States Department of Transportation’s Congestion Initiative Program and looks forward to participating in this important initiative as an active partner with Fairfax County. This application is responsive to the Chamber’s concern about the impact of congestion in the Tysons area - especially along Route 7 – during the initial construction periods related to the comprehensive redevelopment of Tysons Corner from an automobile dependant employment center to a transit oriented, pedestrian supportive urban center.

The Chamber is particularly anxious about the economic impact of congestion on the Tysons business community during the next three years while the extension of Metrorail is being built. Tysons is a major employment center within the greater Washington, DC region and the economic dislocation that could occur would have profound affects on region’s economic base and that of the Commonwealth of Virginia. Additionally, as a major transportation hub for the region the impact of exacerbated congestion within Tysons would have a profound impact on the regional transportation network.

The Chamber has been active in promoting telecommuting, better circulation within Tysons, as well as efforts which would divert through traffic away from Tysons. We welcome the opportunity to partner with Fairfax County's participation in this important program by seeing that the private sector is actively engaged to the maximum extent appropriate. As a member of Tysons Land Use Task Force we are also aware of the Task Force’s unanimous endorsement of this initiative.

Overview:

The Fairfax County Chamber of Commerce has been the leading business organization involved in advocating for transportation solutions to address the mobility challenges in Northern Virginia across a range of solutions.

Our work with federal, state, and local governments has focused on providing alternatives to single-occupant automobile use for workforce commuting. Elements of our advocacy and outreach have included expanding mass transit capacity in Northern Virginia; promoting the creation of congestion-priced toll facilities; enhancing and promoting telework, applying technology driven applications to reduce demand on or increase the capacity of the existing transportation network in Northern Virginia, and perhaps most importantly, changing the land use policies for Fairfax County to encourage development that maximizes the benefits of the investment in transportation infrastructure.

In this regard, the Chamber has been engaged in this issue by hosting two county-wide community stakeholder forums to discuss and build community consensus regarding the importance of redeveloping Tysons Corner area into a world-class urban center; adopting policy priorities through the board of directors designating “transit-oriented” development as the primary development strategy for managing the growth of Fairfax County with a focus on Tysons’ critical role in achieving this end; advocating for and participating in county processes to support revitalization, define Transit Oriented Development in statute, and address the challenge of high-rise affordable housing development.

The nexus of the Chamber’s top policy priorities of applying innovative transportation solutions in conjunction with forward looking land use policy can clearly be advanced by participating in the Urban Partnership Agreements initiative of USDOT. We look forward to using our capacities to advance our shared interest.

The Fairfax County Chamber could support the Urban Partnership Agreements (UPA) Initiative by:

- Assist in identifying and recruiting corporate participation in pilot programs defined by the UPA.
- Provide administrative structure and support for the participation of other private sectors partners engaged in activities related to this program.
- Help disseminate information regarding the program within the regional business community
- Act as a liaison between the public sector and private sector participants in UPA initiatives
- Host educational program for the business the business community in support of UPA initiatives
- Use the Chamber’s advocacy resources to foster support for UPA initiatives within the public sector.
- Transfer the results to other private sector interests in the region through the network of local chambers of commerce and other business organizations.
- Transfer the results to other private sector interests in the country through the network of regional chambers of commerce.

About the Fairfax County Chamber of Commerce:

For more than 80 years, the Fairfax County Chamber of Commerce has widely regarded as Northern Virginia’s premier business organization. The Fairfax County Chamber is comprised of over 1,000 of Northern Virginia’s premier businesses, ranging from the entrepreneurial start up companies to global leaders such as General Dynamics, Raytheon, and SAIC, the Chamber is the central connecting point for the business community of Fairfax County. The Chamber’s membership represents the regional leaders in government contracting, financial services, professional services, healthcare, telecom, utilities, and the hospitality industry.

As Northern Virginia has grown into a global economic center, the Fairfax County Chamber has grown with it by redefining the “Chamber Model” to offer programs and services that meet the unique needs of the Northern Virginia market. Around this core strength the Fairfax County Chamber created the “Council” model to deliver unique and effective programs to meet the needs of the Washington region’s most important industries. We have Councils serving the interests of our members in the government contracting; the hospitality industry; and international business

As **The Voice of Business in Northern Virginia™**, the Fairfax County Chamber of Commerce has been a respected and effective advocate on behalf of the Northern Virginia business community, working with elected officials and policy makers at the local, regional, state and federal levels. Because of the Chamber's extensive outreach capacity through its print media, electronic media, and programs the Fairfax Chamber's ability to connect the business community with the public sector is unmatched in the region.

The Fairfax County Chamber is a member of the U.S. Chamber's "Committee of 100" comprised of leading regional chambers of commerce from around the country. Through this connection the Fairfax Chamber can help transfer the results and lessons learned nationally through similar business organizations.

I would to acknowledge the leadership of the United States Department of Transportation in fostering innovative alternatives for mitigating and managing congestion in existing and emerging urban centers. The Fairfax County Chamber of Commerce is anxious to participate in USDOT's Congestion Initiative Program as an active partner with Fairfax County.

Sincerely,

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

William D. Lecos
President & CEO

LEWINSVILLE COALITION

7804 Ariel Way
McLean, Virginia 22102
(703) 821-8391

Mr. Clark Tyler, Chairman
Tysons Land Use Task Force
7327 Eldorado Street
McLean, Virginia 22102

April 24, 2007

Dear Mr. Tyler:

This letter is to express the Lewinsville Coalition's endorsement of the application for funding to apply technology to congestion mitigation and other traffic issues in Tysons Corner.

Formed in 1997, the Coalition consists of 14 neighborhood associations representing more than 1200 families living in the Lewinsville and Spring Hill Road corridor in McLean. Since its formation, the Coalition has worked on many land-use projects attempting to achieve results that benefit the developer or sponsor of a project and the neighbors.

The Lewinsville Coalition has been troubled for a long time about the detrimental effects of ever-expanding congestion in Tysons Corner on our neighborhoods. We fully expect that congestion will increase dramatically during construction of the above-ground Metrorail through Tysons Corner and from construction of the Hot Lanes on the Beltway, especially since these projects are likely to be constructed concurrently.

Congestion in the Tysons Corner area, and particularly on Rt. 7 and the Beltway, forces commuters to use local roads with negative effects on our neighborhoods. Lewinsville Road has become the "Tysons Corner Bypass" for traffic that logically should be using the Dulles Toll Road and the Beltway but does not because of "parking-lot" conditions on these roads.

There needs to be a toll-free "Tysons Corner Bypass" for traffic on Rt. 7 to and from the west that should be using the Toll Road (and not Lewinsville Road) to access the Beltway or Rt. 123 inside the Beltway

Traffic tie-ups also cause cut-through traffic to use Lewinsville Road in the evening to avoid congestion on the Inner Loop of the Beltway between Tysons Corner and the American Legion Bridge. Traffic bound for Maryland travels from Spring Hill Road to Lewinsville Road to Swinks Mill Road to Georgetown Pike to the Beltway.

The neighborhoods represented by the Lewinsville Coalition strongly endorse the proposal to use technology to help plan for and to mitigate congestion in Tysons Corner, and we greatly appreciate your efforts

Sincerely,



Jane Edmondson, President

Appendix C

Recent Newspaper Articles

No Traffic Plan for Tysons Projects - washingtonpost.com

Page 1 of 2

washingtonpost.com

No Traffic Plan for Tysons Projects

Funds to Help Daily Commute Not Yet Allocated

By Amy Gardner
Washington Post Staff Writer
Tuesday, April 10, 2007; B01

State transportation officials have not set aside money to manage traffic in the already-congested Tysons Corner area during the two major commuter projects that are to begin construction during the next year, Fairfax County leaders said yesterday.

If money is not found to keep traffic flowing while an aboveground Metrorail line through the heart of Tysons and additional commuter lanes on the nearby Capital Beltway are built, the region's largest shopping district and employment center could be paralyzed by gridlock, local officials said.

"Tysons is our major retail center. It is our major office center," said Gerald E. Connolly (D), chairman of the Fairfax County Board of Supervisors. "We cannot afford to have it in disarray for any period of time."

Connolly and other board members demanded yesterday that the Virginia Department of Transportation complete detailed plans and find the money to implement them by June. Anything less could cripple the regional economy, they said.

Supervisors praised VDOT for its management of the \$676 million reconstruction of the Springfield Mixing Bowl, where interstates 95, 495 and 395 come together in a tangle of ramps, loops and merge lanes. VDOT spent about \$24 million on congestion control, building additional lanes on local roads and adding 5,000 parking spots in park-and-ride lots as far away as Fredericksburg to reduce congestion during construction.

But Springfield is a gateway -- and not, like Tysons, a destination for more than 100,000 workers. Fairfax supervisors asked why similar traffic management plans are not yet completed for Tysons, where the first phase of the Dulles rail project is to begin along crowded Route 7 in August.

VDOT officials acknowledged yesterday that no money has been allocated to cover traffic-control costs. They also agreed that such spending is badly needed.

"It's Springfield on steroids," said Joan Morris, spokeswoman for the Northern Virginia regional office. "We're very cognizant of the fact that it's going to require a lot more effort to keep the shoppers coming there and the employees getting to and from their businesses."

Tysons, the 12th-largest business district in the country, is served only by a small number of highways that overflow at rush hour. When construction of the aboveground rail line begins, one of those arteries, Route 7, will have to be completely reshaped. The rail line eventually will stretch from just east of the West Falls Church Station to Dulles International Airport in Loudoun County.

A year later, work to add HOT, or high-occupancy toll lanes, on the Beltway will start. The new lanes will come with additional highway ramps, dumping even more traffic into Tysons.

http://www.washingtonpost.com/wp-dyn/content/article/2007/04/09/AR2007040901187_p... 4/25/2007

In addition, Fairfax recently approved an overhaul of Tysons Corner Center, a project that will span the next decade and feature eight towers surrounding the mall. In the long term, the project is intended to move the county closer to its vision of transforming Tysons from a sprawling office suburb into a pedestrian-friendly downtown, ready for Metrorail's arrival in 2012. But in the short term, few dispute that an area that already accommodates 40,000 commuters during the morning rush will be even more unpleasant to navigate.

The good news, Morris said, is that after successfully managing traffic in Springfield, VDOT can do it again in Tysons. Among the agency's options are reconfiguring local roads and intersections, advertising detours on radio and TV (as far away as West Virginia and Pennsylvania), opening an information kiosk at Tysons Corner Center, and asking employers to encourage carpooling, telecommuting and staggered work schedules. But the agency is still awaiting money to get started, and it is still working out the details of a congestion plan that would help manage the major construction projects, she said. VDOT needs about \$100 million to implement that regional plan, Morris said. She added that the agency has asked for \$2 million, which would be available in July. It is unclear when additional money will be committed to the project, she said.

Connolly said he is unconvinced that that state is doing enough.

"Frankly, when you bring it up, they cough and shuffle and say, 'We're working on it,' " he said. "And that's not a plan."

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Eukanuba Promise
Get The Facts About The Pet Food Recall In The US and Canada
www.petfoodrecall.com

http://www.washingtonpost.com/wp-dn/content/article/2007/04/09/AE2007040901187_p... 4/25/2007

A Dose of Decongestant

An innovative way to ease traffic jams

BURIED IN the White House's newly released budget is an enlightened proposal to encourage American cities to experiment with congestion charging, a scheme pioneered in London whereby drivers who enter a city center during peak driving hours must pay a fee to use the roads. Sound un-American? Hardly: It's a way to make many lives a lot easier.

Traffic jams cost millions of Americans real money, an expense that is disguised in the form of lost time and wasted gas, not to mention the daily frustration that's harder to price or otherwise quantify. The White House estimates that in 2003 American motorists in the 85 most-clogged metropolitan areas wasted 3.7 billion hours and 2.3 billion gallons of gasoline — about \$63 billion worth — stuck in traffic. Every year, drivers in the 10 most-clogged cities pay between \$350 and \$1,600 and use the equivalent of about eight work days on jammed highways and streets. These calculations do not even consider the massive social cost of additional air pollution. The Washington area is one of the worst-off: The Census Bureau announced last year that, on average, commuters in and around the District have the second-longest trips in the country.

Urban congestion has become so bad that, in addition to investing in public transportation and traffic-calming strategies, many cities are considering ways of making these dis-

guised costs explicit — by, for example, charging a toll when drivers enter certain parts of towns or use particularly popular highways during peak hours — thereby discouraging unnecessary trips when congestion is at its worst. Many American cities cannot simply import the London model, which is based on the presence of a clearly defined city center that attracts the most traffic. Cities such as Washington and Los Angeles have many clogged corridors running between suburbs, not merely jammed routes between suburbs and the city center, so they will have to rejigger the charging scheme to take account of their particular traffic patterns.

That is why Mr. Bush's proposal seems particularly useful. He wants Congress to approve grants totaling \$100 million for a small number of as-yet unspecified cities experimenting with congestion charging and other traffic-reduction methods. If properly executed, the project will provide other cities with developed congestion-pricing schemes applicable to a range of the country's urban areas.

Not that traffic-choked cities need to wait for federal money to experiment with congestion charging. London's program has significantly reduced traffic in the city and more than paid for itself, providing extra revenue for the city's bus system. But the incentive of federal grants might provide a catalyst, encouraging American cities to give congestion pricing a try.

(C)

E.L. TENNYSON, P.E.
2233 ABBOTSFORD DRIVE, RFD 55
VIENNA, VA 22181-3220

REGISTERED
PROFESSIONAL ENGINEER

10 May 2007

(703) 281-7533

The Honorable David F. Snyder, Chairman
Northern Virginia Transportation Commission
4350 North Fairfax Drive, Suite 720
Arlington, VA 22203

Dear Chairman Snyder and Commissioners:

Metro General Manager John B. Catoe, Jr.'s appearance before the NVT Commission May 3 was most impressive. He may be the best General Manager since David L. Gunn.

Everything he said was either realistic or true or both, but NVT should be aware that Mr. Catoe's response to Chairman Snyder's question about Light Rail Transit was true but not complete. I suspect that Mr. Catoe's preoccupation with Los Angeles and Santa Monica left him less familiar with the details of the San Jose - Santa Clara transit operation which is the continent's worst. However, Light Rail was the most significant effort to improve the system's poor results. Matthew O. Tucker has San Jose experience and I was personally acquainted with two of the General Managers from 1975 to 1990, Jim Graebner and Jim Reading. Service is good there.

After World War II the San Jose bus system went downhill so fast it went out of business despite San Jose growing to become California's second largest city. Silicon Valley added to the growth and the success of commuter rail in that area.

San Jose replaced the bus operation with a demand actuated dial-a-ride service that served too few people at too great a cost. They decided they needed to go back to scheduled fixed route bus service supplemented by Light Rail to win back riders, and cope with growing congestion problems.

In 1987 buses in Santa Clara (San Jose) carried 36.3 million passengers and collected \$9.8 million in fares for a revenue-cost ratio of only 9 1/2%. With Light Rail added, by 2001 they had grown 58% to 57.3 million passengers with \$33.8 million in fares, up 245% with inflation, boosting the revenue-cost ratio 35% to 12.8 per cent. Santa Clara had and has the highest

cost of bus operation of my significant system, \$1.34 per passenger-mile and \$144.82 per bus hour, in 2004. MetroBus that year cost 91¢ per passenger-mile and \$114.41 per revenue bus hour.

After 2001, Santa Clara hit the skids as the dot.com boom collapsed and unemployment hit Silicon Valley very hard. Light rail lost 40% of the riders and buses lost 35 percent. Light Rail had just extended a new line to Mountain View in Silicon Valley and its purpose was temporarily lost. For Light Rail, recovery has been swift with a 36 percent recovery of ridership despite service cuts and higher fares. Bus service has not recovered, but in fairness, Light Rail now serves some of the bus riders so the net loss was about 27% on the bus system. Light Rail has been a great help to the Santa Clara Valley Transit System.

In 2001, before the Silicon Valley dot.com collapse, Light Rail moved people there for 86 cents per passenger-mile when bus service cost \$1.07 per passenger-mile, 24% more costly by bus. Light Rail averaged 15.2 passenger-miles per vehicle mile which is very low for Light Rail but buses averaged only 9.5 which is only slightly low for buses. MetroBus averaged 12.5 that year.

In 1996, the best Santa Clara data I have, Light Rail employees moved 101,893 annual passenger-miles per employee when buses there moved only 103,696 compared to MetroBus at 107,829. Light Rail needs power system, station and track workers that buses do not, but for that extra effort, Light Rail attracts enough more passengers to far exceed bus productivity nationally, 192,595 to 100,777 for buses. Obviously, Santa Clara-San Jose's problem is high labor cost and low productivity.

When Rod Diridon was still Chairman of the Santa Clara Valley Transit System, I suggested to him that they offered too much service. He was sorely offended. He believed in service and brought the cost but the money ran out as it so often does. We need a four-way balance among ridership, cost, service and reliability.

Sincerely suggested

Ed L. [Signature]



AGENDA ITEM #10

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Richard K. Taube
DATE: May 31, 2007
SUBJECT: I-95/395 HOT Lanes Transit/TDM Study

Consultants employed by the Virginia Department of Rail and Public Transportation are working with the regional Transit Advisory Committee to complete the study. The consultants will brief the commission on the scope and schedule for the study. Progress reports are also planned for NVTC's July, September and November meetings. Regular input from NVTC, PRTC and NVTA is included in the scope of this study.



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



AGENDA ITEM #11

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Scott Kalkwarf and Colethia Quarles
DATE: May 31, 2007
SUBJECT: NVTC Financial Reports for April, 2007

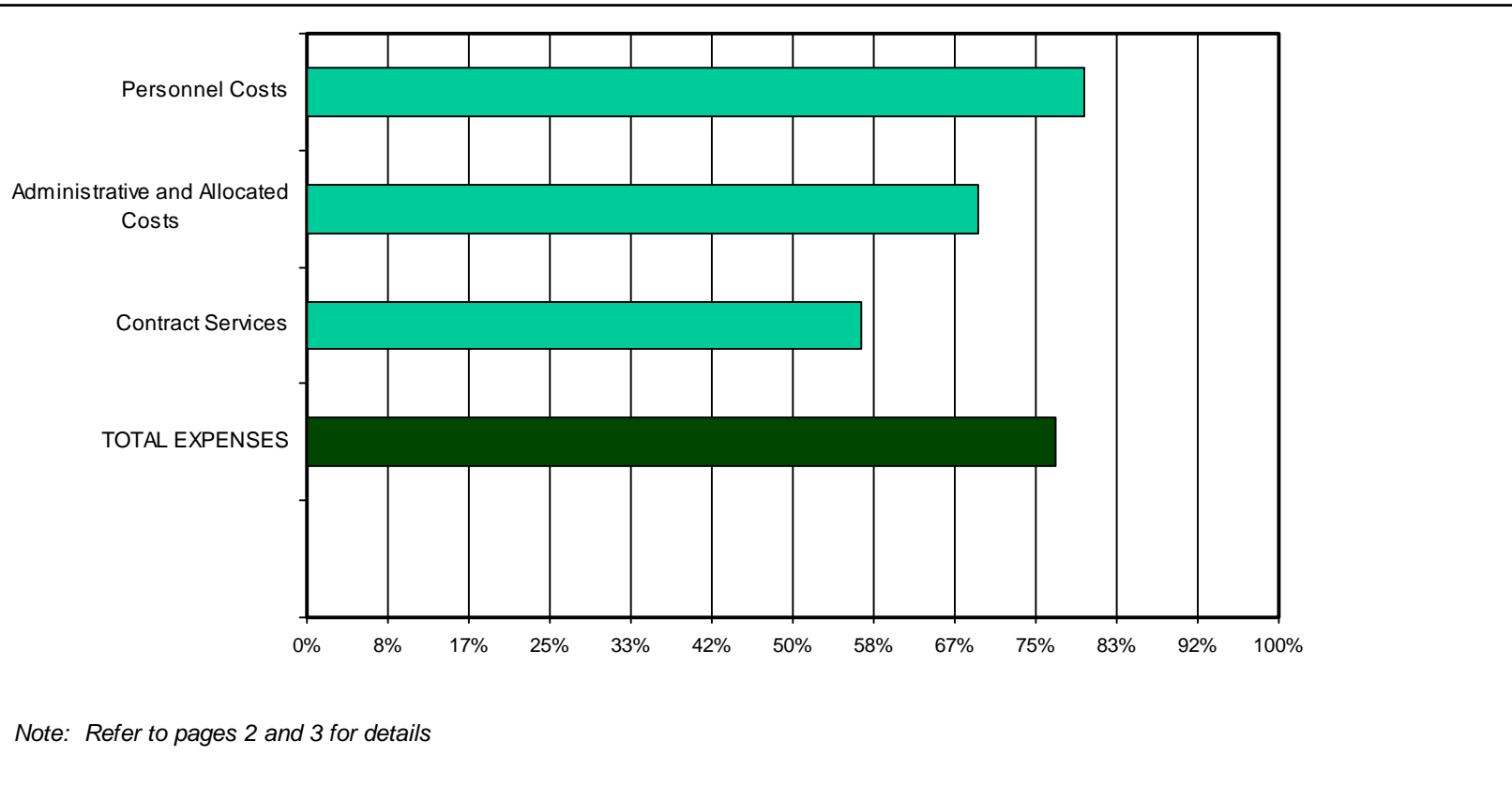
The NVTC financial reports for April, 2007 are attached for your information.

Northern Virginia Transportation Commission

Financial Reports

April, 2007

Percentage of FY 2007 NVTC Administrative Budget Used
April, 2007
(Target 83.33% or less)



NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
April, 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	\$ 46,087.20	\$ 541,670.45	\$ 649,150.00	\$ 107,479.55	16.6%
Temporary Employee Services	-	-	1,000.00	1,000.00	100.0%
Total Personnel Costs	46,087.20	541,670.45	650,150.00	108,479.55	16.7%
<u>Benefits</u>					
Employer's Contributions:					
FICA	4,080.00	37,918.00	45,700.00	7,782.00	17.0%
Group Health Insurance	5,165.29	38,179.37	70,500.00	32,320.63	45.8%
Retirement	4,045.00	41,714.50	49,500.00	7,785.50	15.7%
Workmans & Unemployment Compensation	(184.63)	3,523.89	4,250.00	726.11	17.1%
Life Insurance	273.72	2,840.55	3,500.00	659.45	18.8%
Long Term Disability Insurance	278.83	2,775.09	4,400.00	1,624.91	36.9%
Total Benefit Costs	13,658.21	126,951.40	177,850.00	50,898.60	28.6%
<u>Administrative Costs</u>					
Commissioners Per Diem	850.00	12,500.00	21,700.00	9,200.00	42.4%
<i>Rents:</i>					
Office Rent	14,275.21	144,858.54	174,400.00	29,541.46	16.9%
Parking	540.00	9,502.90	11,500.00	1,997.10	17.4%
<i>Insurance:</i>					
Public Official Bonds	-	3,285.00	4,900.00	1,615.00	33.0%
Liability and Property	-	1,550.00	3,200.00	1,650.00	51.6%
	-	1,735.00	1,700.00	(35.00)	-2.1%
<i>Travel:</i>					
Conference Registration	139.92	9,158.47	22,950.00	13,791.53	60.1%
Conference Travel	-	1,740.00	2,000.00	260.00	13.0%
Local Meetings & Related Expenses	-	3,938.08	5,000.00	1,061.92	21.2%
Training & Professional Development	139.92	3,021.11	12,200.00	9,178.89	75.2%
	-	459.28	3,750.00	3,290.72	87.8%
<i>Communication:</i>					
Postage	1,498.53	10,173.80	10,600.00	426.20	4.0%
Telephone - LD	1,017.22	4,016.96	4,600.00	583.04	12.7%
Telephone - Local	9.84	1,071.16	1,300.00	228.84	17.6%
	471.47	5,085.68	4,700.00	(385.68)	-8.2%
<i>Publications & Supplies</i>					
Office Supplies	1,059.60	10,150.32	29,800.00	19,649.68	65.9%
Duplication	207.08	2,343.31	4,300.00	1,956.69	45.5%
Public Information	852.52	7,307.01	15,500.00	8,192.99	52.9%
	-	500.00	10,000.00	9,500.00	95.0%

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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	-	10,349.01	23,800.00	13,450.99	56.5%
Furniture and Equipment	-	151.19	7,800.00	7,648.81	98.1%
Repairs and Maintenance	-	6,570.71	1,000.00	(5,570.71)	-557.1%
Computers	-	3,627.11	15,000.00	11,372.89	75.8%
<i>Other General and Administrative</i>	196.83	4,335.21	6,400.00	2,064.79	32.3%
Subscriptions	-	169.00	400.00	231.00	57.8%
Memberships	-	1,483.00	1,400.00	(83.00)	-5.9%
Fees and Miscellaneous	196.83	2,287.57	2,800.00	512.43	18.3%
Advertising (Personnel/Procurement)	-	395.64	1,800.00	1,404.36	78.0%
40th Anniversary	-	-	-	-	0
Total Administrative Costs	<u>18,020.09</u>	<u>204,810.35</u>	<u>294,550.00</u>	<u>89,739.65</u>	<u>30.5%</u>
<u>Contracting Services</u>					
Auditing	-	10,525.00	16,200.00	5,675.00	35.0%
Consultants - Technical	-	-	1,000.00	1,000.00	100.0%
Legal	-	-	1,000.00	1,000.00	100.0%
Total Contract Services	<u>-</u>	<u>10,525.00</u>	<u>18,200.00</u>	<u>7,675.00</u>	<u>42.2%</u>
 Total Gross G&A Expenses	<u>\$ 77,765.50</u>	<u>\$ 883,957.20</u>	<u>\$ 1,140,750.00</u>	<u>\$ 256,792.80</u>	<u>22.5%</u>

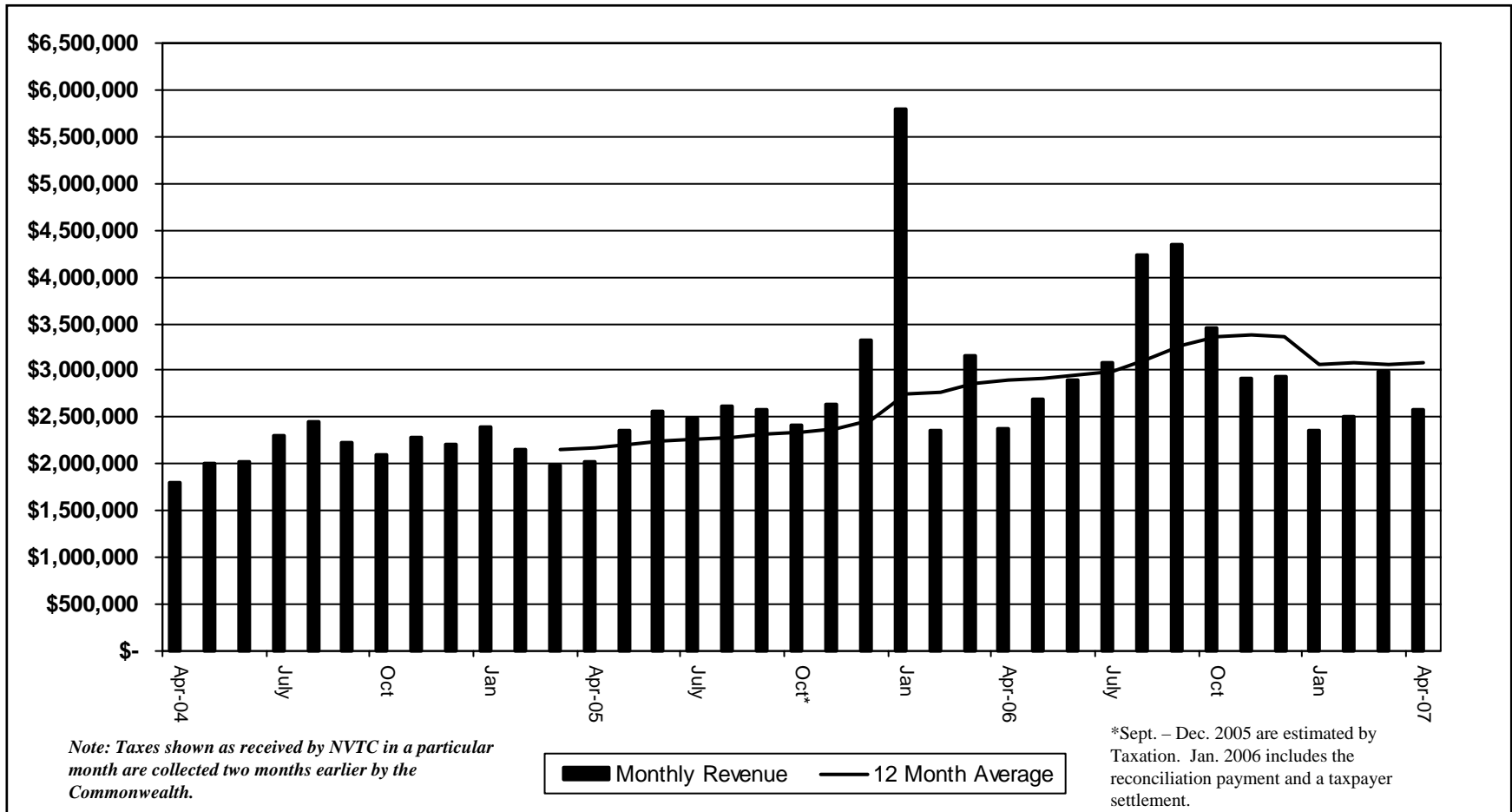
NVTC
RECEIPTS and DISBURSEMENTS
April, 2007

<u>Date</u>	<u>Payer/ Payee</u>	<u>Purpose</u>	<u>Wachovia (Checking)</u>	<u>Wachovia (Savings)</u>	<u>VA LGIP</u>	
					<u>G&A / Project</u>	<u>Trusts</u>
RECEIPTS						
3	DRPT	Capital grant receipt				\$ 5,016.00
3	Staff	Reimbursement of expenses		64.56		
3	City of Alexandria	G&A contribution		10,602.00		
4	DRPT	Capital grant receipt				8,316.00
5	DRPT	SmarTrip grants receipt			3,186.00	
10	Arlington County	G&A contribution		16,522.75		
10	VRE	Staff support		7,759.06		
10	Staff	Reimbursement of expenses		9.82		
10	Loudoun County	G&A contribution			4,018.25	
16	Depart. of Taxation	Motor Vehicle Fuels Sales tax receipt				2,585,648.10
17	DRPT	FTM/Admin grant receipt				4,934,301.00
18	Staff	Reimbursement of expenses		7.89		
18	NVRC	Sr. Mobility grant receipt		30,631.23		
30	Banks	April interest		718.89	2,713.78	315,254.49
			<u>-</u>	<u>66,316.20</u>	<u>9,918.03</u>	<u>7,848,535.59</u>
DISBURSEMENTS						
1-30	Various	NVTC project and administration	(115,058.01)			
2	WMATA	Other operating				(119,867.31)
2	WMATA	Bus operating				(10,921,023.00)
2	WMATA	Paratransit operating				(1,492,450.00)
2	WMATA	Rail operating				(7,752,137.00)
2	WMATA	Metro Matters				(435,553.00)
2	WMATA	Beyond Metro Matters				(172,963.00)
2	WMATA	Debt service				(1,853,125.00)
2	WMATA	Rail capital - VTA				(240,280.00)
10	Loudoun County	Other operating				(4,018.25)
12	Loudoun County	Other operating				(1,981,897.00)
12	Loudoun County	Other capital				(6,394,341.51)
30	Wachovia Bank	April service fees	(45.65)			
			<u>(115,103.66)</u>	<u>-</u>	<u>-</u>	<u>(31,367,655.07)</u>
TRANSFERS						
17	Transfer		45,000.00	(45,000.00)		
17	Transfer				11,587.19	(11,587.19)
17	Transfer		22,000.00	(22,000.00)		
27	Transfer		50,000.00	(50,000.00)		
			<u>117,000.00</u>	<u>(117,000.00)</u>	<u>11,587.19</u>	<u>(11,587.19)</u>
NET INCREASE (DECREASE) FOR MONTH			<u>\$ 1,896.34</u>	<u>\$ (50,683.80)</u>	<u>\$ 21,505.22</u>	<u>\$ (23,530,706.67)</u>

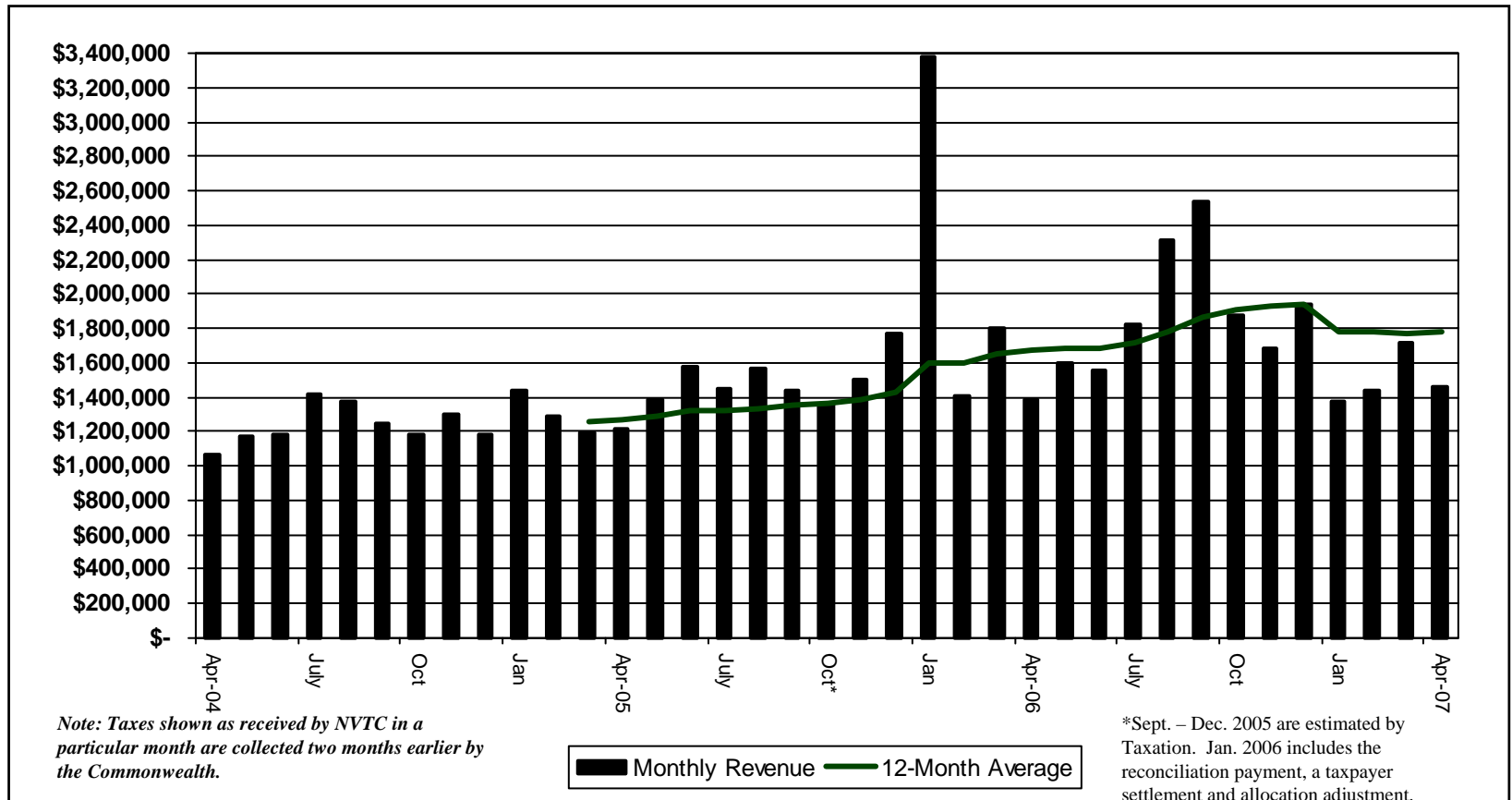
**NVTC
INVESTMENT REPORT
April, 2007**

<u>Type</u>	<u>Rate</u>	<u>Balance 3/31/2007</u>	<u>Increase (Decrease)</u>	<u>Balance 4/30/2007</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	\$ 36,909.53	\$ 1,896.34	\$ 38,805.87	\$ 38,805.87	\$ -	\$ -
Wachovia: NVTC Savings	4.49%	192,138.97	(50,683.80)	141,455.17	141,455.17	-	-
<u>Investments - State Pool</u>							
Nations Bank - LGIP	5.30%	96,647,802.00	(23,509,201.45)	73,138,600.55	634,183.05	47,354,716.25	25,149,701.25
		<u>\$ 84,107,484.21</u>	<u>\$ (23,536,483.69)</u>	<u>\$ 73,318,861.59</u>	<u>\$ 814,444.09</u>	<u>\$ 47,354,716.25</u>	<u>\$ 25,149,701.25</u>

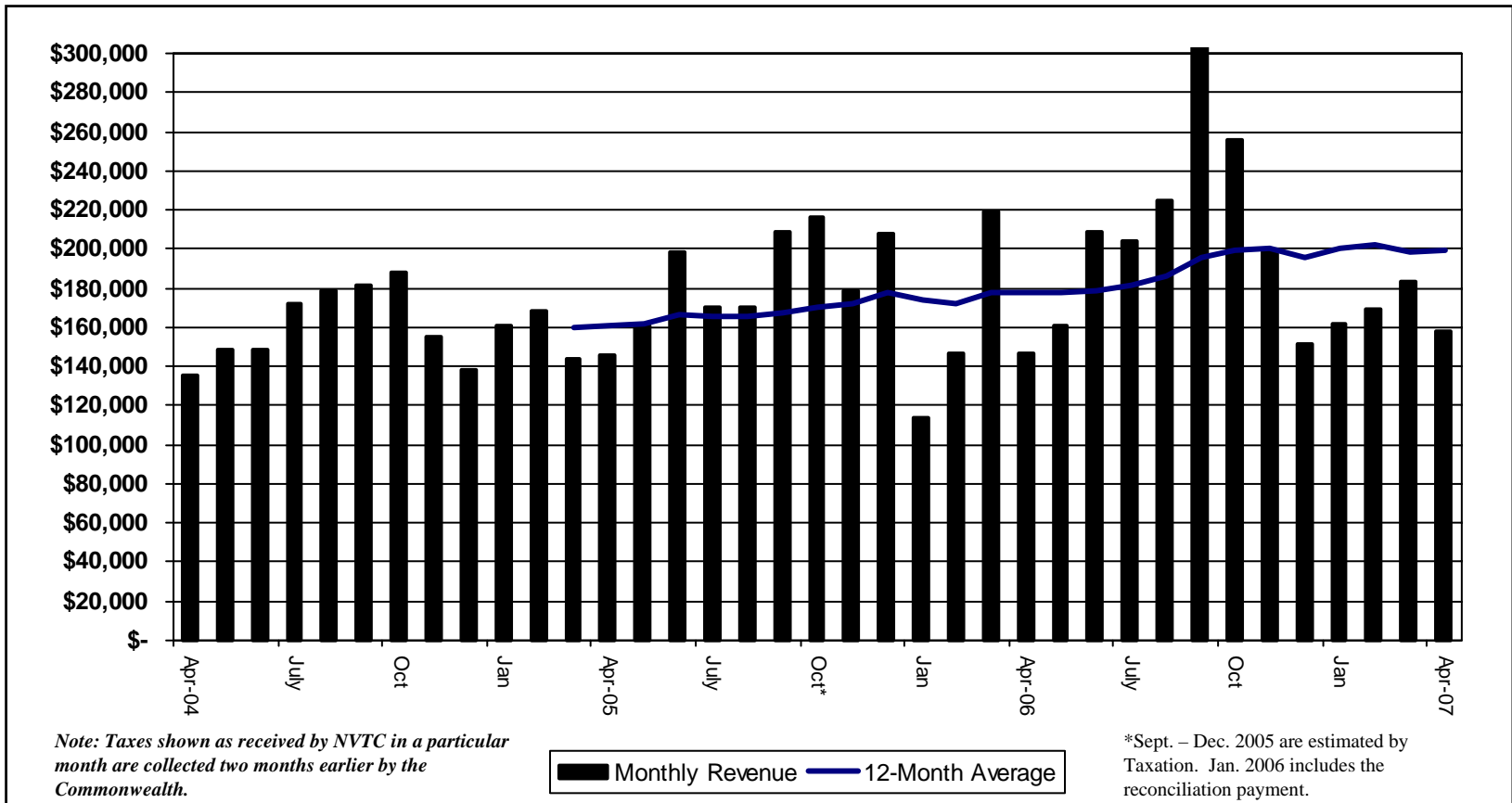
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2004-2007



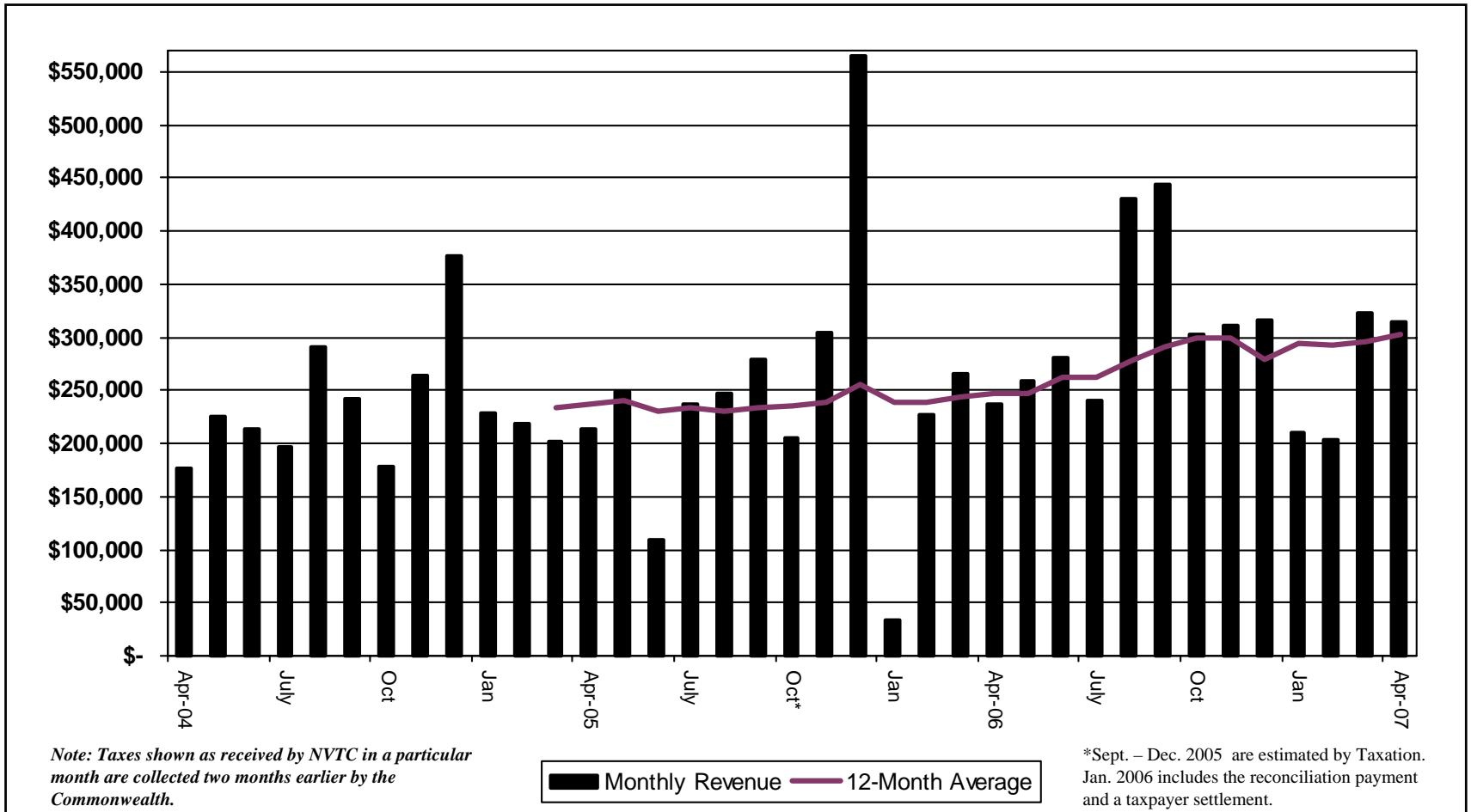
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2004-2007



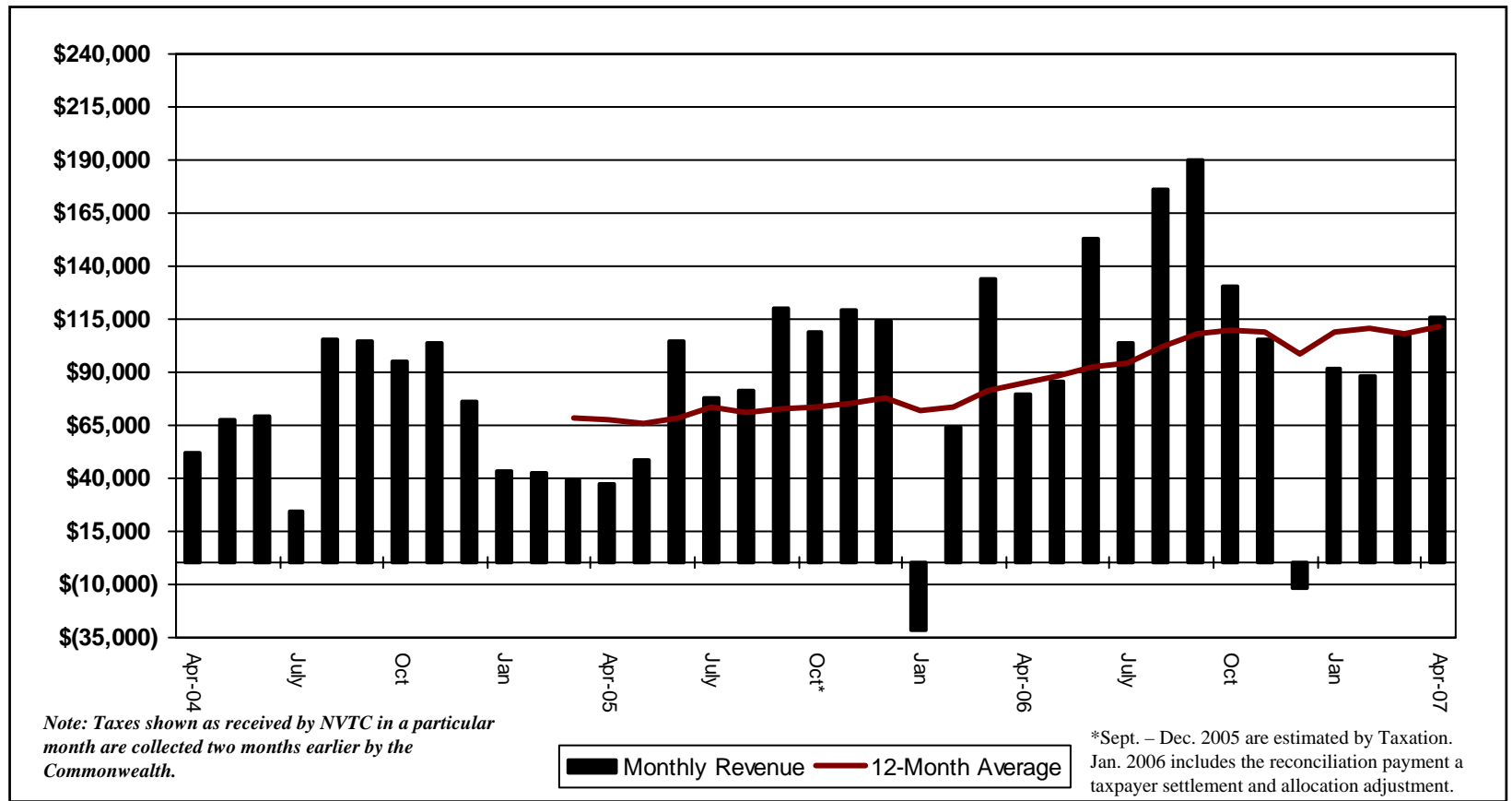
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2004-2007



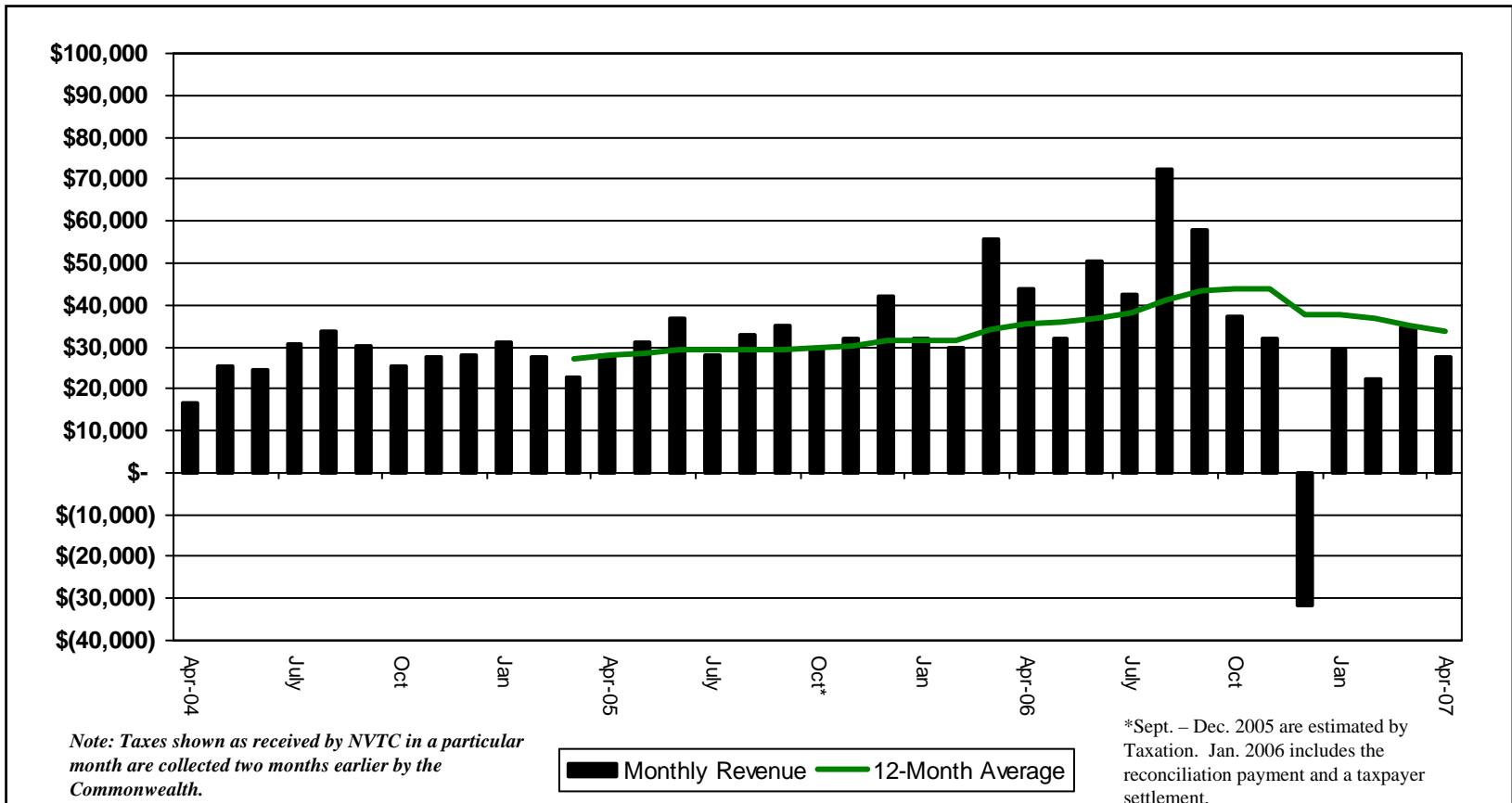
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2004-2007



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



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



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

