



**NVTC COMMISSION MEETING
THURSDAY, MARCH 1, 2007
NVTC CONFERENCE ROOM
8:00 P.M.**

NOTE: A buffet supper will be provided for attendees.

AGENDA

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

Recommended Action: Approval.

2. Metrorail Service Issues.

Steve Feil, WMATA's Chief Operating Officer for Rail Services, has been invited to be present to respond to questions and concerns.

Presentation and Discussion Item.

3. Request for Proposals for Alexandria Transit Improvement Project.

NVTC staff is managing this project for Alexandria. It will demonstrate transit improvements resulting from the city's new Wi-Fi internet service. A technical consultant is required. Funding is provided entirely from federal grants and Alexandria's matching funds.

Recommended Action: Authorize NVTC staff to issue a Request for Proposals for a technical consultant using grant funds.



4. Federal Grant Application for Arlington's Crystal City/Potomac Yard Corridor.

Arlington has asked NVTC to apply for a federal grant of \$770,000 as part of a major transportation improvement project in Crystal City.

Recommended Action: Approve Resolution #2055 authorizing NVTC to submit the application, execute the grant and manage the flow of grant funds on behalf of Arlington County. Arlington staff will manage the improvement project.

5. Legislative Items.

NVTC members will review highlights of the 2007 General Assembly session and discuss next steps.

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

6. Urban Partnership Agreement for Congestion Pricing.

Staff will introduce a proposed course of action to urge VDOT/DRPT to apply for an Urban Partnership Agreement and related federal grants. Final action will be requested at NVTC's April 4, 2007 meeting.

Recommended Action: Authorize a letter to Secretary Homer and direct staff to continue to gather information and comments.

7. Review Draft Code Orange/Red Evaluation Survey.

Commissioners have requested an opportunity to review the draft on-board passenger survey prepared by NVTC's consultants and staff advisory group to evaluate free bus fares on Ozone Alert Days.

Recommended Action: Offer any revisions and authorize staff to administer the revised survey.

8. Grant Application to Improve Northern Virginia's Bus Shelters.

Staff will provide a description of how shelters/stops are located and managed, including ongoing efforts to develop a regional database. A consultant study is suggested to develop a region-wide plan for coordinated improvements that considers better access.

Recommended Action: Authorize sending a grant letter of interest to VDOT.

9. NVTC's Annual Transit Performance Update.

FY 2006 data are now available. Average daily ridership on Northern Virginia's transit systems continues to climb.

Recommended Action: Authorize a media release on the excellent transit performance registered by Northern Virginia's transit systems.

10. Status of \$40 Million for WMATA Railcars.

Staff will report on the status of NVTC's request to Secretary Homer and DRPT for the release of \$40 million appropriated by the 2005 General Assembly for Metro railcars.

Discussion Item.

11. VRE Items.

A report from the VRE Operations Board and VRE Chief Executive Officer will be provided.

Information Item.

12. Regional Transportation Items.

- A. Public Transportation and Petroleum Savings in the U.S.
- B. Communications from the Public.
- C. SmarTrip Farebox Installation at DASH.
- D. I-95/395 HOT Lane Project Update.

Information Item.

13. Northern Virginia Transit Tour.

Matt Tucker, Director of the Virginia Department of Rail and Public Transportation, has been invited to tour Northern Virginia's transit systems on March 22-23, 2007 along with Deputy Transportation Secretary Kasprowicz and VDOT Commissioner Ekern. Commissioners are invited to participate.

Information Item.

14. NVTC Financial Reports for January, 2007.

Information Item.



AGENDA ITEM #1

MINUTES

NVTC COMMISSION MEETING – FEBRUARY 1, 2007 ROOM 4 EAST, GENERAL ASSEMBLY BUILDING – RICHMOND, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Snyder at 5:38 P.M.

Members Present

Sharon Bulova
Gerald Connolly
Adam Ebbin
William D. Euille
Paul Ferguson
Jay Fisette
Joe May
Paul Smedberg
David F. Snyder
Matt Tucker
Mary Margaret Whipple
Christopher Zimmerman

Members Absent

David Albo
Eugene Delgaudio
Jeannemarie Devolites Davis
Catharine Hudgins
Dana Kauffman
Elaine McConnell
Thomas Rust
Paul Smedberg

Staff Present

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 January 4, 2007

On a motion by Mr. Euille and a second from Mr. Smedberg, the commission unanimously approved the minutes. Affirmative votes were cast by commissioners Bulova, Euille, Ferguson, Smedberg, Snyder, Tucker, Whipple and Zimmerman.

Award of Contract for Evaluation of Ozone Alert Free Bus Fares

On a motion by Mrs. Bulova and a second from Mr. Ferguson, the commission voted unanimously to authorize the award of a contract and notice to proceed to MCV Associates, Inc. to conduct on-board surveys and analyze the effectiveness of free bus fares in Northern Virginia on Ozone Alert Days. The price is \$50,000 from the federal Congestion Mitigation and Air Quality Program.

The vote in favor was unanimous. Affirmative votes were cast by commissioners Bulova, Euille, Ferguson, Smedberg, Snyder, Tucker, Whipple and Zimmerman.

State Grant Applications for FY 2008

On a motion by Mr. Zimmerman and a second by Mr. Euille, the commission unanimously adopted Resolution #2052 (copy attached). Mr. Taube explained that this resolution authorizes NVTC's executive director to submit to the Virginia Department of Rail and Public Transportation electronic applications including \$290 million of eligible expenses for Metro, local bus systems and VRE. He anticipates state aid will fall far short of this total unless the General Assembly acts to provide more funding for the state transit assistance programs. Affirmative votes were cast by commissioners Bulova, Euille, Ferguson, Smedberg, Snyder, Tucker, Whipple and Zimmerman.

VRE Items

Report from the VRE Operations Board (with minutes of the meeting of January 19, 2007) and from VRE's CEO. Mrs. Bulova asked commissioners to be aware of the attachments that include ridership and on-time performance reports.

Commissioner Ebbin arrived at 5:42 p.m, Commissioner Connolly at 5:43 p.m. and Delegate May at 5:48 p.m.

Revised VRE Governance and Subsidy Proposal. Mrs. Bulova moved approval of Resolution #2053 (copy attached), with a second by Mr. Connolly. Mrs. Bulova explained the proposed changes. Mr. Zimmerman questioned the distinction between participating and contributing jurisdictions in the quorum

requirements slide. Mr. MacIsaac pointed out remaining differences between such jurisdictions in the VRE Master Agreement. Mr. Connolly commended the Operations Board for crafting the proposed subsidy and governance changes. The vote in favor was unanimous with affirmative votes from commissioners Bulova, Connolly, Ebbin, Euille, Ferguson, May, Smedberg, Snyder, Tucker, Whipple and Zimmerman.

VRE FY 2008 Budget and Revised 2007 Budget. Mrs. Bulova moved approval of Resolution #2054 (copy attached) with a second from Mr. Zimmerman. This resolution forwards two versions of the FY 2008 budget to the local jurisdictions. One version allocates local subsidy using the current Master Agreement formula while the second employs the changes just adopted by the commission. If all of the jurisdictions agree to the subsidy changes the second version would be implemented. The vote in favor was unanimous with affirmative votes cast by commissioners Bulova, Connolly, Ebbin, Euille, Ferguson, May, Smedberg, Snyder, Tucker, Whipple and Zimmerman.

Correspondence

Chairman Snyder asked commissioners to turn their attention to his January 18, 2007 letter to Secretary of Transportation Pierce Homer. The letter requested the immediate release of \$40 million for Metro railcars appropriated by the 2005 General Assembly. Mr. Taube explained that a federal shortfall in Metro Matters funding means that Northern Virginia's Metro localities will be asked to pay over \$42 million more than they previously committed.

Secretary Homer explained that he has only recently received railcar cost information from WMATA and also has concerns about the proper allocation of the funds if they are provided to WMATA. Senator Whipple asked what was needed to obtain the release of the funds. Mr. Tucker stated he was willing to meet to discuss the issue further. Mr. Taube added that the allocation among localities has been resolved.

Commissioner Fissette arrived at 6:00 p.m.

Legislative Items

Chairman Snyder pointed out a set of five principles for evaluating proposed state transportation funding packages. These had been the subject of a joint press conference of NVTC, NVTA and NVRC earlier in the day. On a motion by Mr. Euille and a second by Mr. Smedberg, the commission formally adopted the five principles. Affirmative votes were cast by commissioners Bulova, Connolly, Ebbin, Euille, Ferguson, Fissette, Smedberg, Snyder, Tucker, Whipple and Zimmerman. Delegate May abstained.

Adjournment

Without objection, Chairman Snyder adjourned the NVTC meeting at 6:05 p.m. The discussion continued with Secretary Homer, VDOT Commissioner Eckern and others as the Northern Virginia Transportation Authority convened its meeting in the same location.

Approved this 4th day of January, 2007.

David F. Snyder
Chairman

Christopher Zimmerman
Secretary-Treasurer



RESOLUTION #2052

SUBJECT: Approval of FY 2008 NVTC and VRE State Administrative/FTM, Capital, and Related Grant Applications and Authority to Apply for Funds from the Commonwealth Transportation Board, Federal Transit Administration and other Grant Agencies.

WHEREAS: The Northern Virginia Transportation Commission (NVTC) wishes to obtain state and federal grants to help defray NVTC, WMATA, local bus systems and Virginia Railway Express (VRE) operating and capital costs; to conduct a demonstration of a new method for injecting hydrogen into transit bus diesel engines to improve performance; and to support a VRE intern.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission's executive director is authorized, for and on behalf of NVTC and its members, 1) to execute and file an application to the Virginia Department of Rail and Public Transportation (DRPT), for grants of public transportation assistance for the fiscal year 2008 commencing July 1, 2007 in the amount of \$135,110,149 to defray the public transportation cost of NVTC and its members for administration, fuels, tires, lubricants and maintenance parts at a matching ratio of 95%; 2) to accept from DRPT grants in such amounts as may be awarded; and 3) to furnish DRPT such documents and other information as may be required for processing the grant request;

BE IT FURTHER RESOLVED that NVTC's executive director is authorized, for and on behalf of NVTC and its members, 1) to execute and file an application to DRPT, for grants of public transportation assistance for FY 2008 for capital expenses in an amount that will not exceed \$126,640,666 to defray up to 95 percent of the costs borne by NVTC and its members for equipment, facilities and the associated expenses of any approved capital grant; 2) to revise the capital portion of the application to reflect refined estimates by WMATA or local governments when they become available; 3) to accept from DRPT grants in such amounts as may be awarded; and 4) to furnish to DRPT such documents and other information as may be required for processing the grant request;



RESOLUTION #2052

BE IT FURTHER RESOLVED that NVTC's executive director is authorized, for and on behalf of NVTC and PRTC and their members, 1) to execute and file FY 2008 VRE applications to DRPT and to seek up to \$14,146,732 for FTM and administrative costs and up to \$14,855,351 for capital; 2) to revise the application to reflect refined estimates by VRE; 3) to accept from DRPT grants in such amounts as may be awarded; and 4) to furnish to DRPT such documents and other information as may be required for processing the grant request;

BE IT FURTHER RESOLVED that NVTC's executive director is authorized, for and on behalf of NVTC and PRTC and their members, 1) to execute and file an application to DRPT for a grant of financial assistance in the amount of \$38,000 to defray 95 percent of the costs of a VRE intern; 2) to accept from DRPT grants in such amounts as may be awarded; and 3) to furnish DRPT such documents and other information as may be required for processing the grant request;

BE IT FURTHER RESOLVED that NVTC certifies that the funds for all of the above grants will be used in accordance with the requirements of Section 58.1 638.A.4 of the Code of Virginia, that NVTC will provide matching funds in the ratio required by the Act, that the records of receipts of expenditures of funds granted to NVTC may be subject to audit by DRPT and by the State Auditor of Public Accounts, and that funds granted to NVTC for defraying the public transportation expenses of NVTC shall be used only for such purposes as authorized in the Code of Virginia; and

BE IT FURTHER RESOLVED that NVTC's executive director is authorized, for and on behalf of NVTC and its members, to furnish to TPB, CTB and other state and federal funding agencies such documents, information, assurances and certifications as may be required for pursuing the above grant requests and continuing previously awarded grants.

Approved this 1st day of February, 2007.

David F. Snyder
Chairman

Christopher Zimmerman
Secretary-Treasurer



RESOLUTION #2053

SUBJECT: Revised VRE Governance and Subsidy Allocation.

WHEREAS: NVTC is a signatory to the VRE Master Agreement;

WHEREAS: NVTC has encouraged the VRE Operations Board to develop revised governance and subsidy allocation procedures that would provide a fairer sharing of subsidy costs based on relative ridership; and

WHEREAS: On January 19, 2007 the VRE Operations Board adopted such a set of recommended changes to the VRE Master Agreement.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission commends the VRE Operations Board for its action; endorses the proposed changes; agrees to execute changes to the VRE Master Agreement to accomplish those recommendations when asked to do so by legal counsel; and asks participating jurisdictions also to adopt promptly the governance changes so they will apply to VRE's FY 2008 budget and beyond.

Approved this 1st day of February, 2007.

David F. 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

NVTC

Northern Virginia Transportation Commission

RESOLUTION #2054

SUBJECT: Approval of FY 2008 VRE Budget and FY 2007 Budget Revisions.

WHEREAS: The VRE Master Agreement requires that the commissions transmit to the participating and contributing jurisdictions (“member jurisdictions”) no later than February 1 of each year an approved annual budget and a request to budget and appropriate their respective jurisdictional subsidy as set forth in the budget;

WHEREAS: The VRE Master Agreement provides that the participating jurisdictions will be requested by the commissions to budget, and thereafter appropriate, their entire share of the costs of commuter rail service as such share is calculated in accordance with the formula in the VRE Master Agreement, specifically, that 90 percent of the total costs be determined by the number of the jurisdiction’s residents riding commuter rail and 10 percent of the costs be determined by total population of each participating jurisdiction;

WHEREAS: In February, 2006, the VRE Operations Board initiated analysis of VRE’s governance structure and subsidy allocation formula;

WHEREAS: The VRE Operations Board has recommended that the Board should be expanded to include all member jurisdictions with board seats proportionate to system ridership and weighted voting proportionate to jurisdictional subsidy;

WHEREAS: The Board also has recommended that the VRE Master Agreement be amended to allocate the jurisdictional subsidy based on system ridership only rather than the current 90% system ridership and 10% population formula;

WHEREAS: This amendment to the subsidy formula is proposed to be phased in over four years; and

WHEREAS: The proposed changes require approval of an amendment to the VRE Master Agreement by the commissions and each of the member jurisdictions.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission adopts the revised FY 2007 and recommended FY 2008 VRE Operating and Capital Budget and will forward the recommended FY 2008 VRE budget to each of the participating



RESOLUTION #2054

and contributing jurisdictions with a request that, in accordance with the VRE Master Agreement, they each include in their respective FY 2008 budgets their proportionate share of the VRE costs as set forth in the aforesaid FY 2008 VRE budget and thereafter appropriate such shares in the manner set forth in the VRE Master Agreement;

BE IT FURTHER RESOLVED that the Northern Virginia Transportation Commission does hereby:

- 1) Adopt and send to the member jurisdictions an alternate FY 2008 VRE Operating and Capital Budget which:
 - a) reflects the proposed change to the subsidy formula whereby total VRE costs are allocated among the member jurisdictions based on the number of the jurisdiction's residents riding commuter rail, as phased in over a four year period (FY 2008 through FY 2011); and
 - b) is effective contingent upon approval by the commissions and all member jurisdictions of the above described amendments to the VRE Master Agreement pertaining to Operations Board membership and the subsidy formula; and
- 2) Subject to the aforesaid contingency, request the member jurisdictions to include in their respective FY 2008 budgets, in accordance with the VRE Master Agreement, their proportionate share of the VRE costs as set forth in the aforesaid alternate FY 2008 VRE budget, in lieu of the initially recommended FY 2008 budget, and to thereafter appropriate such shares as set forth in the VRE Master Agreement;

BE IT FURTHER RESOLVED that the Northern Virginia Transportation Commission authorizes the Executive Directors of both PRTC and NVTC to submit to the Transportation Planning Board of the National Capital Region and to the Federal Transit Administration or other federal agencies, the appropriate VRE transit Improvement Program and grant applications for FY 2007 and FY 2008; and

BE IT FURTHER RESOLVED that the Northern Virginia Transportation Commission authorizes the Executive Director of NVTC to submit to the commonwealth the VRE approved budget as part of the FY 2008 state aid grant applications.

RESOLUTION #2054

Approved this 1st day of February, 2007.

David F. Snyder
Chairman

Christopher Zimmerman
Secretary-Treasurer



AGENDA ITEM #2

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube
DATE: February 22, 2007
SUBJECT: Metrorail Service Issues.

Chairman Snyder has asked for Metro representatives to be present. Steve Feil, Chief Operating Officer for Rail Services, has been invited to attend to provide a short presentation and respond to board members' questions and concerns.



4350 N. Fairfax Drive • Suite 720 • Arlington, Virginia 22203
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AGENDA ITEM #3

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube and Adam McGavock
DATE: March 1, 2007
SUBJECT: Request for Proposals for Alexandria Transit Improvements Project.

In November of 2006, the commission approved Resolution #2037, which authorized NVTC's executive director to apply for federal transit grant funds on behalf of Alexandria. The funds will be used for a project that will develop a real-time bus information system using the city-wide wifi network in Alexandria, and link that system to the regional ITS architecture. The resolution also added the management of that project to the 2007 NVTC work program.

Staff now seeks commission approval to issue an RFP for technical consulting services, to develop the software which will provide the real-time bus information, and interface with the regional ITS architecture. A copy of the Executive Summary from the DOT grant application is attached.

Consultant costs are estimated to be about \$225,000. Federal Grant funds will cover 80% of the cost of the project, with Alexandria and DRPT providing the remaining funds.

Staff intends to return to the commission for authorization to award the contract at NVTC's May 2007 meeting.



4350 N. Fairfax Drive • Suite 720 • Arlington, Virginia 22203
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120 • VA Relay Service
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EXECUTIVE SUMMARY

[The Executive Summary is a brief summary of the key information contained in the Technical Approach, Financial Approach, and List of Participating Agencies and Organizations. It briefly states the need, identifies transportation systems that will be integrated, identifies the lead agency and lists the partners participating in the Project, summarizes the project cost components, and lists of key dates including the start date, expected completion date, and dates for significant milestones. (Expected length: not to exceed three pages.)]

This project will develop a system which allows the City of Alexandria to feed real-time bus arrival information from its local buses into a regional system which will provide real-time bus information for both local and regional bus services operating in the City of Alexandria and throughout the Washington, DC Metropolitan Region. The regional system will allow passengers waiting at any bus stop in the region to dial one number to receive real-time transit arrival information on all buses that serve a particular stop regardless of the specific operator of the bus. The City also will install passenger information displays at the City's major transit hub which will display real-time bus arrival information for both the City's local DASH bus service as well as the Washington Metropolitan Area Transit Authority's (WMATA) regional Metrobus service on shared display signs.

The project will require the development of a regional transit database which will collect real-time bus information from various transit systems. The database will then be used to provide real-time bus information to the various devices that will be used to distribute the information to transit customers.

The regional database will still require individual agencies to operate their own base AVL and real-time prediction systems. The City of Alexandria will be responsible for its own maintenance of the system that is developed to generate real-time bus arrival information for the City's local DASH bus service that will feed information to the regional database. A similar arrangement is already in place for the static transit information that WMATA provides via its regional trip planner which also includes information for all of WMATA's service as well as the service from each local jurisdiction that operates bus service in the metropolitan region.

The City of Alexandria has made improvements to transit service one of its highest priorities. Real-Time Transit Information is seen as one of the best ways to improve transit service and maximize the resources the city already supplies to transit. In several studies where real-time transit implemented, transit ridership has been shown to increase over 10%, including 14% in an evaluation by Delaware Area Regional Transit when it implemented real-time information on its Beach Bus, and 12% in an evaluation in Helsinki, Finland, when they implemented real-time information on the #23 line. There is little capacity to expand roadway in the City of Alexandria, therefore transit is seen as the best solution to solve some severe congestion problems.

The total budget for the project is \$737,936. \$353,249 of the budget consists of Congressionally Designated Funding. The remaining 50% of the funding for the project will come from the City of Alexandria, Alexandria Transit Company and state or federal grant money. \$157,977 of the funding (20% of the total project) will be provided through the Virginia Department of Transportation, Virginia Department of Rail and Public Transportation, and the Alexandria

Transit Company. \$226,710 of the funding will be supplied by another federal grant from the Federal Transit Administration for city-wide transit improvements.

On November 1, 2006 the project will start by hiring a consultant to help develop a standards plan as well as help recommend options then prepare and review RFP's for the development of a local real-time bus information system and the regional real-time transit information database.

On January 1, 2007 the primary project will start by starting the development of a real-time transit information database. The first phase will also use technical assistance to develop software which will generate real-time bus arrival information for the City's DASH bus system. An interface will also be developed to integrate DASH's scheduling and dispatching software with the new real-time bus information and AVL software.

In July 2007, a demonstration will begin on the real-time bus arrival system that is developed for DASH. During this demonstration, the accuracy of the bus arrival information will be checked to ensure that the system will generate accurate information in various conditions.

Starting October 1, 2007, the demonstration will be expanded to feed the information generated by the local system in the regional database. During this stage of the project, the information that is sent to the database will be checked to ensure that customers still receive the same accurate data through the database and its outputs as they would if they received the information directly from the local system.

In January 2008, the system will be expanded to the entire DASH bus fleet. Display signs will also be installed at the King Street Metro Station which will supply information provided by the regional database on both the DASH and Metrobus service at the station.

The final evaluation of the system will be completed for a final project completion date of March 31, 2008.



AGENDA ITEM #4

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners

FROM: Rick Taube and Adam McGavock

DATE: March 1, 2007

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

The commission is asked to approve Resolution #2055. This resolution authorizes NVTC's executive director to apply for \$1.2 million in RSTP grant funds on behalf of Arlington County for bus improvements in the Crystal City/Potomac Yards corridor. A project description is attached.

The resolution also adds 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.

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



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



RESOLUTION #2055

SUBJECT: Authorization to Apply for Federal Grant Funds for Arlington County.

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes its executive director to apply to FTA for transit funding and complete all required certifications on behalf of Arlington for grants in the amount of \$710,000 and \$500,000, respectively, to defray part of the anticipated \$3,920,000 total Phase I cost of the Potomac Yard Busway;

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

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



RESOLUTION #2055

Approved this 1st day of March, 2007.

David Snyder
Chairman

Christopher Zimmerman
Secretary-Treasurer

Table 1

**Background Information on NoVA Projects
Proposed for Amendment into the FY-06 TIP**

Presented to the TPB Steering Committee
First Friday of Month, July 2006

Facility / Project:	Potomac Yard Busway – Arlington South Tract Development to Crystal City Metrorail Station
Jurisdiction:	Arlington County
Limits / Location:	Arlington South Tract Development to Crystal City Metrorail Station
Project Description:	This would fund planning, environmental, design and construction of Arlington's first two segments of the Crystal City – Potomac Yard Busway, consisting of two dedicated bus lanes, bus stop stations and bus acquisitions. Including these projects and funding in the TIP will permit Arlington to complete the NEPA process and get the projects underway.
Agency Project ID:	
Agency Project Number:	
New CLRP Description Sheet Required?	Yes, included in the TIP amendment package.
New TIP Description Sheet Required?	Yes, included in the TIP amendment package.
Reason(s) for Amendment:	To update funding and place the second segment in the TIP so that the NEPA process can be completed and the construction phase begun.
Conformity Status:	CE underway
Financial Implications:	This amendment will add a total of \$2,481,000 to the TIP. Of this total, 80% will be federal earmark funds, and the remaining 20% will be local match.



AGENDA ITEM #5

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube
DATE: February 22, 2007
SUBJECT: Legislative Items.

NVTC's General Assembly members will be asked to offer their assessments of the 2007 session.

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



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AGENDA ITEM #6

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube
DATE: February 22, 2007
SUBJECT: Urban Partnership Agreement for Congestion Pricing.

The attached PowerPoint presentation summarizes the status of this federal initiative that NVTC and local staff have been actively tracking for several months. After discussing this material, the commission is asked to authorize the following actions:

- 1) Send a letter to Virginia Transportation Secretary Pierce Homer urging the commonwealth to submit a comprehensive Urban Partnership application for USDOT financial assistance to benefit Northern Virginia.
- 2) Offer NVTC's full cooperation as a partner in such an Urban Partnership Agreement (UPA).
- 3) Suggest to the commonwealth that the following elements could be considered for the UPA:
 - A commitment to a phased approach of examining a network of variably priced roads.
 - At the core could be the existing HOT-lane proposals, augmented with significant new initiatives in telework, technology and transit.
 - The following agencies should be actively involved in the preparation of the Northern Virginia applications: NVTC, NVTA, PRTC, TPB and its Value Pricing Task Force, VDOT, DRPT, Fluor-Transurban, other potential private sector partners, plus each local government and transit system.
 - NVTC could volunteer to lead the public involvement element of the applications.



President Bush has identified congestion pricing as a priority in his domestic agenda and the Washington Post has endorsed the concept in an editorial (see attachments).

The District of Columbia may also submit an application for the 14th Street Bridge and other corridors. This too would require close cooperation with the many agencies and jurisdictions listed above.



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February 5, 2007

Bush Plays Traffic Cop in Budget Request

President Suggests
'Congestion' Tolls
To Ease Rush Hour

By JOHN D. MCKINNON
February 5, 2007; Page A6

WASHINGTON -- With much of his domestic agenda stalled by Congress, President Bush is embracing a new cause he is hoping will cross party lines and leave him with an end-of-term accomplishment: easing rush-hour traffic.

In his annual budget blueprint to be unveiled today, Mr. Bush intends to showcase a highway "congestion initiative," according to White House documents, with grants for state and local governments to experiment with anti-jam strategies.

In a surprise that could foreshadow how Mr. Bush might reach out to Democrats -- and disappoint conservatives -- for the rest of his term, the centerpiece of the traffic plan involves an initiative that some critics say amounts to a tax, a plan depicted by administration officials as "congestion pricing." The administration will award \$130 million in grants starting this spring to help cities and states build electronic toll systems that would charge drivers fees for traveling in and out of big cities during peak traffic times. The money also could go to other congestion strategies such as expanded telecommuting, but administration officials make it clear they think congestion pricing is the most powerful tool they have. The White House will seek an additional \$175 million for congestion initiatives in next year's budget.


Beyond automobile traffic, the administration will also introduce legislation soon that could seek to impose a form of "congestion pricing" on airline travel, likely through user fees on airlines. The idea is to spread flights more evenly.

Travel congestion is "increasingly troubling," Transportation Secretary Mary Peters said in an interview. "It's a cost to business and probably affects our ability to be competitive on the global market. But it's also something that just drives people crazy."

The White House is also planning a high-level transportation summit this month that will bring together officials from around the country to discuss the congestion initiative.

The Bush traffic plan is likely to draw support from some Democrats. It is reminiscent of Vice President Al Gore's 2000 campaign proposal to relieve traffic and other effects of urban sprawl through "smart growth" initiatives. Back then, Mr. Bush questioned the federal government's role in local planning.

DOW JONES REPRINTS

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Big-city mayors and urban business leaders may also embrace the administration initiative. Recently, many have been weighing politically dicey "congestion pricing," a strategy used to a limited extent today in Southern California, Denver and Minneapolis, among other places.

A New York business coalition that is pushing congestion pricing for lower Manhattan praised the new White House strategy. "Without some political cover ... it's a very hard thing to sell," says Kathryn Wylde, president of the Partnership for New York City. "We think the federal government stepping up to provide incentives for local government to take on what is a tough issue ... is very important."

But some conservative allies of the administration fear the initiative could mark a turn for the president, who has made cutting taxes the core of his domestic policy. Some critics are already upset that Mr. Bush's new health-insurance proposals include higher taxes on individuals with high-price employer-provided plans, and worry that the White House would accept higher Social Security taxes as a part of a deal to overhaul the retirement program.

Highway tolls "are increasingly a form of tax" to support other government spending, for instance on mass transit, says Ronald Utt, an expert on transportation at the Heritage Foundation, a conservative think tank. "Make it any more difficult or unattractive to get to downtown, and you'd reduce congestion -- but you'd do so largely by reducing jobs," he adds.

Anticipating such attacks, transportation officials have armed themselves with studies suggesting that traffic itself is becoming a big hidden tax on businesses across the country, as well as the No. 1 quality-of-life concern in many urban areas.

Congestion pricing "is a lot cheaper than the way we're paying now ... with time, unreliability, psychological hell," said Tyler Duvall, DOT's assistant secretary for policy.

The DOT estimates the total cost of U.S. congestion at about \$200 billion annually, or almost 2% of GDP, counting wasted fuel, delays, environmental costs and increased inventory needs.

The White House, under fire for failing to embrace a more aggressive global-warming policy, is portraying the plan as part of a climate change strategy. Administration documents estimate that "travel delay ... wasted 2.3 billion gallons of fuel" in 2003, a total that "accounts for more than 20 million metric tons of carbon dioxide emissions."

In cities and regions that have adopted congestion-related fees, the most common approach is to offer solo commuters the choice of paying during rush hour to travel in the high-occupancy lanes reserved for car-poolers. Some tolls on existing turnpikes also have been adjusted higher for rush-hour travel.

Now the Bush administration is encouraging city and state transportation officials around the country to go further where appropriate, and even impose "cordon" tolls on rush-hour commuters -- in which toll-collecting devices are installed all around a city's perimeter. The tolls could be collected without making drivers stop, through electronic tag readers.

The Bush administration is distributing \$130 million in grants to help cities build the electronic systems needed. Department of Transportation officials expect more than 10 major cities to apply before the April deadline.

Currently, only San Francisco is planning "cordon tolls" that would impose a charge on essentially all rush-hour commuters. Other cities, including New York, are taking a look.

Officials in northern Virginia plan to build four "High-Occupancy/Toll" lanes along 15 miles of the I-495 Beltway around Washington, according to DOT officials and documents. They are also studying converting High-Occupancy Vehicle, or HOV, lanes into HOT lanes along nearly 50 miles of the I-95/I-395 corridor in Virginia.

Even a 5% reduction in traffic jams can increase traffic speeds by as much as 50%, says Mr. Duvall. DOT officials figure a typical big-city traffic jam can be cleared with tolls of as little as \$2 to \$2.50 a day, if all lanes on a big highway are charged. But on some Southern California highways where fees are charged only for the former high-occupancy lanes, prices at the peak of rush hour have reached \$8.50.

Congestion pricing has already taken hold in Europe, and the success of a congestion pricing system for London's roads three years ago motivated U.S. officials and major businesses to consider the idea. Voters in Stockholm approved a similar plan in September, after a test run during the summer.

But tinkering with highway prices also means political perils. That became apparent in Indiana last year when Republican Gov. Mitch Daniels pushed through the sale of a big toll road to private investors, who announced plans to raise the tolls for the first time in years. State Republicans took a beating in the November elections.

Write to John D. McKinnon at john.mckinnon@wsj.com¹

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(1) <mailto:john.mckinnon@wsj.com>

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washingtonpost.com

A Dose of Decongestant

An innovative way to ease traffic jams

Wednesday, February 14, 2007; A18

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-congested cities pay between \$850 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 disguised 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.

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Northern Virginia Transportation Commission

NVTC

Thinking Outside the Car Since 1964



A CONGESTION PRICING DEMONSTRATION IN NORTHERN VIRGINIA THROUGH AN URBAN PARTNERSHIP AGREEMENT

-February 22, 2007-



OVERVIEW



- USDOT is offering significant financial assistance to regions willing to demonstrate the effectiveness of variable pricing of roads, with an initial application deadline of April 30, 2007.
- Public and private partners would execute Urban Partnership Agreements with USDOT.
- Elements of the demonstrations should include: 1) roadway congestion pricing; 2) telework/flexible work hours; 3) new technologies; and 4) improved public transit.



OVERVIEW

- USDOT has approached NVTC and many other Northern Virginia interests about initiating such an Urban Partnership Agreement and the commission's workprogram already includes active promotion of three of the four elements (all except road pricing).
- Two public-private proposals are being negotiated with VDOT to be implemented in Northern Virginia involving variable roadway pricing and NVTC is representing the interests of public transit systems.
- VDOT/DRPT intend to submit a proposal of limited scope focused on the Beltway HOT-lane project. They are willing to work with local governments and others to develop a consensus proposal. D.C. may also submit a proposal that should be coordinated with Northern Virginia.



RECOMMENDED ACTION



- NVTC should contact Virginia Secretary of Transportation Homer to urge the commonwealth to submit a comprehensive Urban Partnership application for USDOT financial assistance to benefit Northern Virginia. The deadline is April 30th.
- NVTC should offer its full cooperation as a partner in such an Urban Partnership Agreement.
- NVTC should suggest that the following elements could be considered:
 - A commitment to a phased approach with immediate benefits as well as longer term examination of a network of variably priced roads based on ongoing TPB modeling.
 - At the core could be the existing HOT-lane proposals, augmented with significant new initiatives in telework, technology and transit.
 - The following agencies should be actively involved in the preparation of the Northern Virginia applications: NVTC, NVTA, PRTC, TPB and its Value Pricing Task Force, VDOT, DRPT, Fluor-Transurban, potential private sector partners, plus each local government and transit system.
 - NVTC could volunteer to lead the public involvement elements of the applications.



CONGESTION PRICING IN THEORY



- Economists generally accept congestion pricing solutions (e.g. William Vickrey won a 1996 Nobel Prize) but there are differing views of causes of and cures for traffic congestion (e.g. more transit?).
- Examples include variably priced lanes, variable tolls on entire roadway, cordon charges and area-wide charges.
- Externalities of Driving:
 - Air pollution
 - Energy
 - Land use
 - Congestion
 - Quality of life
 - Economic vitality
- Second best: A network of priced roads may be more efficient than one isolated corridor but the network may be too difficult to implement.



CONGESTION PRICING IN PRACTICE



- Positive examples of cordon and corridor variable pricing in:
 - London: Bus delays down 50%, ridership up 7%, traffic down 15%.
 - Stockholm: 200 new buses, ridership up 9%, emissions down 14%.
 - Orange County SR-91: 40% increase in HOV-3+.
 - San Diego I-15 HOT lanes: 25% increase in bus ridership.
- Interest in variable pricing is sharply higher throughout the world now that technology has made it possible to reap the benefits without causing backups for manual toll collection.
- The public accepts the changes after they experience the benefits.



TPB's VALUE PRICING TASK FORCE



- Conference concluded:
 - Equity: Can replace regressive taxes.
 - Expanding choices: New transit, more reliable travel time.
 - Earmark new revenues to stay in region.
 - Use new technology for public information, pricing, revenue, collection, enforcement.
 - Environmental and business groups favor (Greater Washington Board of Trade, Coalition for Smarter Growth, Environmental Defense).
 - Need pro-active public education.
 - Need united front with political champions.



TPB's VALUE PRICING TASK FORCE



- On-going modeling of network using \$300,000 federal grant, with results due in September, 2007:
 - Current performance of major corridors.
 - Demand, revenue, costs, transit viability and land use changes.
 - Report on financial feasibility and system performance.
 - Impacts on lower income and minority populations and parts of the region.

Proposed Regional Variably Priced Lanes Scenario, 2030





TPB's EXAMINATION OF ROAD PRICING OPPORTUNITIES IN THE WASHINGTON D.C. REGION



Index to Figure 3: Proposed Variably Priced Lane Scenario, 2030

1. The entire Capital Beltway (I-495/I-95)
2. I-270 from I-70 to the Capital Beltway (I-495)
3. I-95 from the Capital Beltway (I-495) to the Baltimore Beltway
4. US Route 50 from the Chesapeake Bay Bridge to I-395
5. MD Route 5 from US 301 at MD Route 5 to I-495
6. The Intercounty Connector, Entire Length
7. I-295 from Capital Beltway to Anacostia Freeway
8. Anacostia Freeway/Kenilworth Avenue from I-295 to US Route 50
9. I-95 from Caroline / Spotsylvania County Line to Capital Beltway (I-495/I-95)
10. I-395 from the Capital Beltway (I-495/I-95) to I-295 and US Route 50
11. MD Route 4 from US 301 to I-495
12. MD Route 210 from MD 228 to I-495
13. US 301 from the Nice Bridge to US 50 (includes the proposed Waldorf Bypass)
14. I-66 from Warren / Fauquier County Line, over the Theodore Roosevelt Bridge, to Rock Creek Parkway to Independence Avenue, to Maine Avenue, SW to SE/SW Freeway
15. Dulles Toll Road (VA 267) from VA 28 to I-66
16. VA 28 from I-66 to VA 7
17. VA 7 from US Route 15 to the Dulles Toll Road
18. Fairfax County Parkway from I-66 to VA 7
19. Franconia-Springfield Parkway from Sydenstricker Road to Frontier Drive
20. Braddock Road from Burke Lake Road to I-95

Note: DDOT has requested that all D.C. river crossings be included in the scenario. In addition to the bridges part of the segments listed above, the following bridges are included:

- Chain Bridge
- Key Bridge
- Memorial Bridge
- South Capitol Street Bridge (Frederick Douglass Bridge)
- Pennsylvania Avenue Bridge (John Phillip Sousa Bridge)
- East Capitol Street Bridge (Whitney Young Memorial Bridge)
- Benning Road Bridge



USDOT PROGRAMS



- Previous program focused on pricing new facilities but now expanded to existing road networks.
- Urban Partnership Program (Dec. 8, 2006 Federal Register).
 - Gives overview of objectives and funding sources.
 - Anticipates benefits from reduced congestion resulting from prices altering trip-making behavior and increased use of transit and telework.
 - Revenues finance improvements in roads and transit.
 - Measure public response after experiencing the changes.
- Intelligent Transportation Systems Funding (Dec. 18, 2006 Federal Register).
 - Up to \$100 million over three years.



USDOT PROGRAMS



- Value Pricing Program Funding (Dec. 22, 2006 Federal Register).
 - \$12 million each in FY 2007-09.
- Additional Sources of Funding
 - Small Starts FTA: up to \$75 million per project.
 - Private Activity Bonds: up to \$15 billion.
 - TIFIA Loans and Credit Assistance: up to \$10 million.
 - If no FY 2007 Congressional earmarks, many other discretionary FTA dollars available (e.g. \$450 million of bus and clean fuels grants).
 - Local match using in kind, toll credits or HOT lane development costs.
 - Additional \$175 million in President Bush's FY 2008 budget proposal.
- Other Federal Inducements.
 - Environmental stream-lining.
 - Technical expertise.



POTENTIAL BENEFITS



- While awaiting TPB modeling results, USDOT estimates:
 - For drivers: increases in vehicle peak period throughput and average travel speed with savings in daily travel time.
 - For transit riders: travel time savings, faster trips and more frequent service financed with revenues from congestion charges on highways.
- The process of cooperating on a unified proposal would yield benefits for the future as new projects are contemplated.



POTENTIAL BENEFITS FROM **NVTC's PERSPECTIVE**



- Any gaps and conflicts in the existing HOT-lane proposals might be reconciled through additional federal revenues (e.g. better access at end points).
- The likelihood of excess HOT-lane revenues might be upgraded through additional value-pricing revenues.
- A solid agreement on the use of HOT-lane excess toll revenues for transit might be reached with CTB.
- Local governments might achieve more input into the current HOT-lane projects as full partners in a broad regional Urban Partnership Agreement that includes those projects.
- If congestion charges on additional facilities were pursued in the future, a new ongoing source of revenue for transit could be achieved.
- Local objectives could be accelerated (e.g. new GPS technologies for advanced traveler information, telework/flextime, better transit).



POTENTIAL PROBLEMS

- In a separate PowerPoint presentation, as many as 60 concerns are listed.
- Examples include:
 - Politics:
 - Partisan concerns
 - Need to minimize risk
 - May strengthen “no new tax” advocates
 - Fights over use of revenues
 - Geographic competition
 - NIMBY’s
 - Border issues (termini, access points)



POTENTIAL PROBLEMS



- Examples include:

- Public Attitudes:

- Equity (Lexus lanes)

- Double taxation

- Diversion of funds

- Distrust private sector and government

- Spillover congestion

- Privacy

- Enforcement

- HOV lanes performance



POTENTIAL PROBLEMS



- Examples include:

- Interagency:

- Many modal agencies, each with different constituents, regulations and funding.

- Interoperable transponders.

- Customer service.

- Complex process of agreeing on changes as a region, revising Constrained Long Range Plans through TPB, obtaining federal grants and non-federal matching funds, negotiating contracts with private consortia.

- Competing/overlapping projects/agencies (BRAC, 14th Street Bridge).

- Federal Grants

- Inflexible

- Future funds not guaranteed

- Sequencing



ELEMENTS THAT MIGHT LEAD TO **A SUCCESSFUL PROPOSAL**



- Gather detailed information about public attitudes to guide public education/involvement strategies.
- Identify champions.
- Allow enough time to vet concerns.
- Use demonstrations followed by public evaluation.
- Offer credits for drivers not accustomed to priced facilities.
- Provide choices first (transit, telework).
- If state and local elected officials agreed, some regressive taxes might be reduced using part of the new revenues.
- Guarantee uniform enforcement.
- Solve the boundary problems.
- Dedicate new revenues to specific projects within the region.
- Ensure appropriate institutional architecture and legal framework for a multi-modal, multi-jurisdiction/agency approach.



NVTC SUGGESTIONS FOR A MULTI-PHASED NORTHERN VIRGINIA PROPOSAL



1. Actively Reach Out to Public:

- FHWA focus groups in Northern Virginia.
- Additional public feedback via hearings, websites, surveys, voting following demonstration results.

2. Leverage HOT-Lane Proposals:

- New funds to fix problems (termini, access).
- Possible extensions (from Eads to 14th Street).
- Faster implementation (accelerate Phase 2 to the south).
- Guarantee proper CTB allocation of excess tolls for transit.
- Upgrade technology (optical scanning versus transponders).
- Better enforcement and incident response.
- Implement enhanced transit coordination plan.
- Include more active public outreach and local government input.



NVTC SUGGESTIONS FOR A MULTI-PHASED NORTHERN VIRGINIA PROPOSAL



3. Accelerate state/local objectives:

- New GPS technologies for transit vehicle tracking and real-time bus arrival information.
- Cooperative databases to permit forecasts of travel delays and pro-active route selection and parking availability information for travelers.
- Monitoring technologies to facilitate telework.
- Wi-fi on trains and buses.
- Faster incident response.



NVTC SUGGESTIONS FOR A MULTI-PHASED NORTHERN VIRGINIA PROPOSAL



4. Eventually Bring in New Partners:

- MWAA for Dulles Toll Road to improve congestion.
- IBM, DeLoitte and others for expertise in new technologies and equity investments.
- Business community for telework and flex-time incentives.
- Tysons business interests for effective congestion management plan.
- Major employers for flex-time/telework and priced parking.
- DOD for Fort Belvoir/EPG improvements.
- TPB for regionwide variably priced network and Congestion Management Plan.

5. Offer Something Extra:

- Attract private insurance companies to test reduced premiums for less driving measured by GPS transponders.
- Provide account credits for persons choosing not to drive.
- Dedicate some revenues to reducing regressive property taxes.



NVTC SUGGESTIONS FOR A MULTI-PHASED NORTHERN VIRGINIA PROPOSAL



6. Provide a Phased Approach:

- Initial application to USDOT should offer short-term benefits using practical actions that rely on the HOT-lane proposals.
- Reliance on pricing of HOT-lanes should be supplemented in intermediate term with technology, telework and transit. This ensures continued eligibility for USDOT funding if and when the region chooses to implement more variable pricing.
- Ultimately evaluate TPB network modeling and NVTC public outreach to consider significantly expanding priced network for the long term.



NEXT STEPS

1. Consider and vote on these recommendations at NVTC meeting of March 1st, pledging cooperation and urging VDOT/DRPT to provide draft applications for review and endorsement by NVTC and NVTA on April 4 and 11th, respectively.
2. VDOT/DRPT would submit applications by the April 30, 2007 deadline with concurrence and endorsement of all participating governments/agencies/private partners.
3. If the initial applications are approved, work with agencies and consultants to identify and prioritize additional network and corridor congestion pricing opportunities; quantify costs and benefits; confirm funding sources; implement public outreach strategies; and file additional federal grant applications to meet Urban Partnership deadlines.



ADDITIONAL RESOURCES



Several published reports and presentations are available on NVTC's website at:
www.thinkoutsidethecar.org



AGENDA ITEM #7

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube and Elizabeth Rodgers
DATE: February 22, 2007
SUBJECT: Review Draft Code Orange/Red Evaluation Survey.

NVTC has retained MCV Associates, Inc. to conduct surveys and analyze the effectiveness of free bus fares on so-called "bad air days." The commission earlier asked for an opportunity to review the draft survey questionnaire. A copy is attached. When the form is final, it will be administered to bus passengers on two bad air days this summer. A vigorous marketing campaign will also be implemented.

By the fall of this year consultants and staff expect to return to the commission with findings and recommendations on the effectiveness of the free bus fare program.



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

NVTC AIR QUALITY ACTION (BAD AIR) DAY SURVEY



Dear Rider:

The Northern Virginia Transportation Commission in cooperation with the transit agencies operating in Northern Virginia, is conducting this survey to learn more about your travel and how it is affected by the Air Quality Action (Bad Air) Day alerts. Please complete and return this card to the survey worker or fold and return free by mail. All responses will be kept confidential.

Thank you for your help!

AWARENESS

- 1.a. Prior to boarding the bus, were you aware that you could ride the bus free on Forecast Bad Air Days? Yes No
- b. Prior to boarding the bus, were you aware that today is a BAD AIR DAY? Yes No
- c. IF YES, how did you become aware of the BAD AIR DAY alert today? (Please check only one.)
 TV, Radio or Newspaper Employer Alert Website Other _____

REASON TO RIDE

- 2.a. What is the most important reason that you chose to ride the bus today? (Please check only one.)
 I am a regular rider I wanted to help reduce air pollution
 Because of the free fare I wanted to avoid the heat
 I don't have a car available Other _____

b. How would you have made this same trip if the fare were regular price?

- Same Bus Drive a Car Passenger in a car Walk or Bike
 Ride other transit (What route _____) Would not have made trip
 Other _____

c. If you would have driven yourself, what type of vehicle would it be?

- Automobile "Green" Vehicle SUV or Van
 Pick-up Truck Diesel Other _____

d. Would you have taken the bus today if the fare were: (Please check all that apply)

- 25 Cents Yes No
▪ 50 Cents Yes No
▪ 1/2 Price Yes No

e. Do you receive Metrochek/SmartBenefits? Yes No

REACHING THE BUS

3.a. Where did you COME FROM before you got on THIS BUS?

- Home Work Shopping School Other _____

b. What is the address of, or closest intersection to, the stop where you boarded the bus?

Address or Street _____ Nearest Intersection _____

c. How did you get from 3.a. to the bus? (Please check all that apply)

- Drive a car Passenger in a car Walk or Bike
 Ride other transit (what route _____) Other _____

DESTINATION

4.a. What is your final destination for this one-way bus ride?

- Home Work Shopping School Other _____

b. What is the address of, or closest intersection to your final destination?

Address or Street _____ Nearest Intersection _____

FREQUENCY OF TRAVEL

5. How often do you make this trip on the BUS?

- 5 or more days a week 2-4 days a week 1 or fewer days a week
 First time Only on Bad Air days Other _____

6. How often do you make this trip by AUTOMOBILE?

- 5 or more days a week 2-4 days a week 1 or fewer days a week
 Other _____

PLEASE TELL US ABOUT YOURSELF

9.a. Are you: Male Female

b. What is your age?

Under 18 18-24 25-34 35-44 45-54 55-64
 65-74 75+

c. What is your approximate household income per year?

Under \$25,000 \$25,000-49,999 \$50,000- \$74,999
 \$75,000-\$99,999 \$100,000 and above

d. Are you currently employed?

Yes No

e. Education completed:

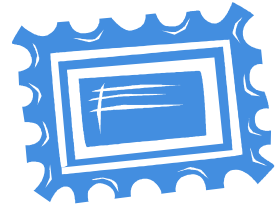
Less than High School High School College Graduate Technical / Trade

f. Do you consider yourself:

Asian Black or African American Hispanic or Latino
 White Other _____

Please return this card to the survey worker or fold and return free by mail.

Thank you for your cooperation!



Northern Virginia Transportation Commission
ATTN: BAD AIR Survey
4350 N. Fairfax Drive, Suite 720
Arlington, VA 22203



AGENDA ITEM #8

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners

FROM: Rick Taube and Elizabeth Rodgers

DATE: February 22, 2007

SUBJECT: Grant Application to Improve Northern Virginia's Bus Shelters.

Chairman Snyder has requested a briefing on the status of bus shelters in Northern Virginia. At the same time, VDOT has begun a new program of multi-modal grant assistance. Following a briefing by staff on a new regional bus stop/shelter database and an innovative expansion program in Fairfax County supported by advertising revenues, the commission will be asked to authorize staff to apply for \$150,000 of state funds with \$16,000 of NVTC in-kind contributions. A copy of the detailed project description is attached.

The purpose of the application is to allow those NVTC jurisdictions that choose to participate the opportunity to enhance their bus shelter programs by:

- 1) Identifying methods and designs to improve accessibility by pedestrians and persons with limited mobility;
- 2) Suggesting model ordinances and other institutional improvements, including streamlining VDOT and local government easement processes; and
- 3) Developing analysis tools to be used by jurisdictions to identify promising locations for new shelters.



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Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120 • VA Relay Service
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**VIRGINIA DEPARTMENT OF TRANSPORTATION
MULTIMODAL PLANNING OFFICE**

**MULTIMODAL AND LAND USE PLAN
DEVELOPMENT ASSISTANCE PROGRAM**

GRANT LETTER OF INTENT

“Northern Virginia Public-Private Bus Shelter Enhancement Program”

DRAFT

--February 22, 2007--



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BACKGROUND

The Northern Virginia Transportation Commission was created by the Virginia General Assembly in 1964 and currently has a board of directors consisting of 20 state and local elected officials with the Director of the Virginia Department of Rail and Public Transportation. NVTC's district includes six local jurisdictions (Arlington, Fairfax and Loudoun counties and the cities of Alexandria, Fairfax and Falls Church) with a population of 1.6 million covering 1,000 square miles.

NVTC's workprogram includes coordinating transit services and planning effective regional responses to traffic congestion. See www.thinkoutsidethecar.org for more details about NVTC, its workprogram and its previous accomplishments.

Among the challenges identified in NVTC's workprogram for 2007 is a detailed examination of bus shelters. Most NVTC jurisdictions have successful bus shelter programs. Nonetheless, these programs could be improved with methods and designs for improved accessibility by pedestrians and persons with limited mobility. Also, methods to streamline easement processes of VDOT and others would lead to faster implementation. Finally, new analysis tools to identify promising locations for new shelters would be useful.

To help accomplish this plan, NVTC and its cooperating local governments are seeking a grant from VDOT's \$1.25 million multimodal program for FY 2008. NVTC's grant request totals \$150,000 and will be used to employ a VDOT consultant. Work would be accomplished by the end of FY 2008, as shown in the following Schedule and Budget.

There are several initiatives to inventory bus stops and shelters within NVTC's jurisdictions that will provide data for this new effort.

Regional Initiative (Bus Stop Task Force):

WMATA is heading a regional effort to establish and maintain a bus stop inventory database. Participating in this effort are representatives from the following jurisdictions: District of Columbia, Arlington County, Alexandria, Fairfax County, City of Fairfax, Loudoun County, PRTC, Montgomery County, and Prince Georges County. This program has been underway since 2002. The following are categories of attributes to be included in the database:

- Region ID – Unique regional ID
- Stop ID – ID based on transit agency
- Status – Current physical use of the bus stop (includes stop modification info)
- Head Sign – Sign designating bus stop and physical components
- Signage – Sign owner, information on sign, physical components
- Photos – Images of bus stop

- Transit Info – Schedules, route maps, area maps, system maps, and variable message signs.
- Shelter – Owner, physical components, condition, maintainer, and dimensions
- Bench – Owner, maintainer, type, and condition
- Engineering – Information about the environment of the stop.
- Pedestrian Access – Sidewalk characteristics, conditions, wheelchair accessibility, obstructions
- Curb ramps – Type
- Crosswalks – Presence and location, lighting,
- Parking – Parking zone info
- Newspaper Boxes – Count, obstructions, and installation components
- Bike Racks – Presence

The inventory database will be used for WMATA's Next Bus project, to improve customer information at the stops, and for an enhanced communication program to advise customers. The database will also be interactive among the jurisdictions and WMATA. It is almost complete. One of the key components is a regional data dictionary that is being used by local jurisdictions to ensure a uniform approach. Also, all bus stops in WMATA's service area have been located with GPS and consultants will consolidate all individual jurisdiction inventory data sets into one regional GIS-based data set.

Arlington County:

KFH Group did a study for Arlington County to determine bus stop design standards in December 3, 2002. Based on the recommendations, the county has been improving its stops. KFH is currently conducting an inventory for the county and following the guidelines in the regional data dictionary. They will be collecting data for all fields of the data dictionary.

Alexandria:

Alexandria has two grants that fund the replacement of all the old WMATA bus shelters in the city. Another program sets up real time bus passenger systems, which will have some displays in the shelters. The city uses TCRP Report 19 from 1996 to guide much of its work.

In addition, the city is conducting a Mobility Needs Assessment for Persons with Disabilities, Pedestrians and Bicyclists. The project will conclude in the spring of 2007 and look at the entire pedestrian and bicycle network. The results of the study will include:

1. Infrastructure accessibility improvements for those with mobility impairments
2. Improvements to the pedestrian network to promote connectivity & access to transit

3. Bicycle facility improvements to better connect residents with activity centers

As part of the Regional Bus Stop Inventory Alexandria will determine if each stop is accessible. The pedestrian study will verify this information.

Fairfax County:

In 2003, Fairfax County contracted PBS&J for a countywide bus stop inventory and safety study. It was completed in late 2005. PBS&J was selected to survey bus stops, passenger amenities, and operational facilities using Global Positioning System (GPS) technology, and design a database for the survey information collected. This inventory also included the city of Fairfax. The purpose of the study was to examine the accessibility for pedestrians and to make recommendations on improving the stops. This study evaluated all 3,941 stops in Fairfax County, based on the following criteria:

- Safety and Accessibility
- Cost to Improve
- Estimated Ridership
- Additional Benefits from Improvements

53 data elements were collected for each stop. The Fairfax County Bus Stop Guidelines (July 2004) is a document to guide the evaluation of the stops, design improvements and to serve as a reference for transit planning. The Guidelines are divided into two sections: Pedestrian Access and Bus Stop Facilities.

Bus stops were graded on a scale from A to D; A being fully accessible and D difficult to access. Bus stops were also given a weighted score. Stops scoring 3.0 or above were identified as High Priority. 344 stops were identified as high priority stops. Total estimated cost for improving the high priority stops is around \$5.9 million.

In January of 2006 a Pedestrian Task Force report was published. The task force recommended 15% of pedestrian funding go toward bus stop waiting area projects and access projects.

On February 5, 2007, the Fairfax County Board of Supervisors approved issuing a RFP for a contractor to install new bus shelter at appropriate locations and to implement an advertising, maintenance and cleaning program for those shelters. It costs around \$2,000 per year to clean and maintain each bus shelter.

The Board also approved a policy titled "Guidelines for Advertising on Fairfax County Bus Shelters." The new program will be implemented by a private contractor who will build new shelters. Costs will be fully supported by revenues from advertising or private funds. The county will continue to use the Sheriff's

Community Labor Force to maintain county shelters not installed by the contractor. From 10 to 20% of all new shelters will be free of advertising to accommodate wishes of some communities.

City of Fairfax:

The city of Fairfax was included in the PBS&J study. They will be collecting all data from the regional data dictionary. The last accessibility study was done in 1999. Since then, the majority of the stops have become accessible. Those that are not accessible probably cannot be made accessible, according to city staff.

Falls Church:

GEORGE bus stops are maintained by WMATA. WMATA will be performing the data collection for the GEORGE bus stops.

Loudoun County:

Loudoun County is participating in the regional bus stop inventory. There have not been any official accessibility studies for the county. There is a list of wheelchair accessible stops.

PROBLEMS TO BE SOLVED

While many jurisdictions have successful bus shelter programs, accessibility remains a serious concern; not only could better designs be useful but also suggestions for improving connecting facilities such as paths and sidewalks. For example, cement pads can be a barrier to access and obtaining curb cuts close enough to be effective may get bogged down in red tape.

Accordingly, identifying streamlined methods to obtain easements from VDOT and private land owners is another high-priority concern. For example, Annapolis has a one-page form for releasing liability that may provide a good model for this region. Obtaining permits to construct bus shelters can be as complex as building a house. Identifying bus shelters as “temporary” rather and “permanent” structures might offer an opportunity to simplify institutional arrangements.

Finally, from all of the ongoing local and regional bus shelter programs there may be analysis tools that can identify factors leading to more successful locations. Such tools might include GIS mapping focusing on land use types, for example. WMATA’s database may soon have such an inventory available so VDOT’s consultant would not have to “reinvent the wheel” but rather suggest how to make the most effective use of such resources.

To ensure a multi-modal outlook for this project, the bus shelter needs of persons using slug lines (informal carpools) should also be examined.

SCOPE OF WORK

VDOT consultants and NVTC staff will work together to accomplish the following tasks for NVTC and PRTC jurisdictions that choose to participate:

- 1) Identify methods and designs to improve accessibility to bus shelters (and connecting facilities such as paths and sidewalks) by pedestrians and persons with limited mobility (including persons with disabilities and seniors). The Fairfax County study inventoried almost 4,000 bus stops and found only 154 fully comply with the Americans with Disabilities Act. This study provides a very useful model which could be applied elsewhere but with a more limited scope focusing on bus shelters.
- 2) Identify institutional impediments to new and improved shelters.
- 3) Suggest model ordinances, intergovernmental agreements and public-private partnership contracts to remove institutional impediments and streamline the VDOT and local government easement process.
- 4) Develop analysis tools to be used by jurisdictions to identify promising locations for new shelters (e.g. maps depicting land use types) and to be applied to areas of special concern (such as slug lines).
- 5) Complete draft final report summarizing findings and recommendations for participating jurisdictions.
- 6) Provide a final report responsive to NVTC and VDOT comments.
- 7) Assist in presentation of results to multi-modal forum.

ELIGIBLE ACTIVITIES TO BE ACCOMPLISHED

VDOT lists several eligible activities for its new grant program which this project would accomplish, including:

- Development of land use infrastructure and services that promote the efficient use of transportation facilities and enhance the quality of life.
- Development of critical land use inventories and other data.
- Development of model local ordinances and intergovernmental agreements.
- Development of public-private plans and agreements.
- Planning for populations with limited mobility.

SCHEDULE

March 1, 2007	NVTC Board approves and submits grant letter of intent to VDOT.
March 19, 2007	Receive word from VDOT. If NVTC is selected, proceed as follows.
April 5, 2007	NVTC Board approves detailed submittal.
April 13, 2007	Detailed submittal due to VDOT.
May 1, 2007	VDOT announces grant recipients. If NVTC is selected, proceed as follows.
May 3, 2007	NVTC Board authorizes execution of grant agreement with VDOT.
June 1, 2007	VDOT completes task orders for on-call consultants. NVTC convenes local advisory panel and meets with VDOT consultants to refine scope of work.
July 1, 2007	Work begins.
May 1 2008	NVTC Board approves final report.
After May 1, 2008	Presentation of results to multimodal forum.

BUDGET

Sources of Funds

VDOT	\$150,000
NVTC (in-kind)	<u>16,000</u>
	\$166,000

Uses of Funds

VDOT Consultant	\$134,000
Color copying maps and reports	5,000
NVTC data and GIS analysis	<u>27,000</u>
	\$166,000



AGENDA ITEM #9

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube, Adam McGavock and Elizabeth Rodgers
DATE: February 22, 2007
SUBJECT: NVTC's Annual Transit Performance Update.

Each year NVTC staff compiles transit performance data from the region's transit systems. This information is then posted on NVTC's website. Final results are now available for FY 2006. Several months ago the commission reviewed limited data on annual FY 2006 transit ridership, but now average daily ridership, passenger-mile and on-time performance results are available. The attached tables and charts tell a very positive story. Transit performance is strong and trending upward. The commission is asked to authorize staff to issue a media release describing these results.

Examples of results for FY 2006 compared to FY 2002 are:

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



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

**Combined Performance for Eight Transit Systems
Serving Northern Virginia**

	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	Percent Change FY 02 - FY 06
Annual Passenger Trips in Virginia	117,005,984	121,583,356	125,488,044	128,807,268	137,321,489	17%
Annual Vehicle Miles in Virginia	38,782,101	41,879,642	49,776,274	52,127,867	52,048,737	34%
Annual Passenger Miles in Virginia	722,563,946	753,014,856	801,012,022	775,580,121	867,551,082	20%
Average Weekday Boardings in Virginia	407,501	417,367	427,890	438,237	463,353	14%

**Figure 2: Public Transit Systems Operating in Northern Virginia
Operating Statistics and Performance Indicators, FY 2006**

	Fairfax Connector	Potomac and Rappahannock Transportation Commission		Virginia Railway Express (VRE)	Alexandria DASH	City of Fairfax CUE	Arlington Transit (ART)	Loudoun County Transit	Washington Metro Area Transit Authority	
		Omni Ride	Omni Link						Metrobus (Northern Virginia)	Metrorail (Northern Virginia)
Annual Passenger Trips	9,529,056	1,608,583	843,407	3,619,578	3,556,486	1,093,926	926,574	602,333	20,899,080	94,642,466
Vehicle Miles	8,133,199	3,275,730	766,456	2,035,014	135,722	457,584	697,152	1,235,363	12,789,519*	22,522,998*
Passenger Miles	67,303,383	36,305,863	6,576,099	112,205,127	10,028,469	4,042,363	934,700	19,890,920	66,801,084*	543,463,073*
Fleet Size	187	100	22	100	57	12	31	24	380	366
Average Age of Fleet (years)	8.2	3.3	1.0	30	5.6	5.5	3.5	2	6.4**	20**
Average Weekday Boardings	33,154	6,308	3,303	14,667	12,178	3,831	3,528	2,449	70,564	313,371
Average Trip Length (miles)	7.06	22.57	7.80	31.00	2.82	3.70	1.01	33.02	3.20*	5.74*
On Time Performance	94%	<i>Not available</i>		78.6%	92.0%	96.0%	98.5%	95.0%	<i>Not available</i>	97.5%**
Operating Costs	\$31,340,560	\$11,200,534	\$6,971,324	\$41,038,667	\$8,681,619	\$2,683,350	\$3,600,000	\$3,819,980	\$94,907,663	\$173,525,924

Source: Operating Information obtained directly from individual transit systems

* Estimated based on WMATA systemwide data

** WMATA systemwide averages

Figure 3: Fares on Northern Virginia Transit Systems

Rail Systems	Minimum Fare	Maximum Fare	Senior	Disabled	Under 21
VRE	\$2.10	\$8.10	50% discount	50% discount	50% discount
Metrorail Regular Fare	\$1.35	\$3.90	\$.62 - \$1.95	\$.62 - \$1.95	
Metrorail Reduced Fare	\$1.35	\$2.35	\$.62 - \$1.95	\$.62 - \$1.95	

Metrorail regular fares are charged between 5:30 and 9:30am and 3:00 to 7:00pm weekdays. Reduced fares are charged at all other times.

Bus Systems	Base Fare	Student	Senior	Disabled	Metrorail transfer
ART 41	\$1.25		\$0.60	\$0.60	\$0.35
ART 51, 52, 53	\$1.25	\$14.35	\$0.60	\$0.00	\$0.35
ART 61	\$1.25		\$0.60	\$0.60	\$0.35
ART 62	\$1.25		\$0.60	\$0.60	\$0.35
ART 66, 67	FREE				
ART 73, 74, 75	\$1.25		\$0.60	\$0.60	\$0.35
Art Lunch Loops	FREE				
Connector 101-204, 301-305, 311, 401-403, 20A-20P	\$1.00		\$0.50	\$0.50	\$0.35
Connector 380, 595 & 597	\$3.00		\$1.00	\$1.00	\$2.10
Connector 306	\$1.00		\$0.50	\$0.50	\$0.35
Connector 425, 427, 504-557, 574, 585	\$1.00		\$0.50	\$0.50	\$0.35
Connector 950, 951, 952, 980	\$1.00		\$0.50	\$0.50	\$0.35
Connector 922-929	\$1.00		\$0.50	\$0.50	\$0.35
Connector 989	\$3.00		\$1.00	\$1.00	\$2.10
Connector RIBS 1-4	\$1.00		\$0.50	\$0.50	\$0.35
CUE	\$0.75	\$0.50	\$0.50	\$0.50	
DASH	\$1.00				\$0.35
GEORGE	\$0.50				
LCT 7 to 7 on 7	\$0.50				
LCT Cascades to WFC Metro	\$1.50				
LCT Commuter Zone 1	\$6.00				
LCT Commuter Zone 2	\$1.50				
Metrobus	\$1.25		\$0.60	\$0.60	\$0.35
Metrobus Express Routes	\$3.00		\$1.50	\$1.50	
OMNILink	\$1.00		\$0.50	\$0.50	
OMNIRide	\$5.50		\$2.75	\$2.75	
OMNIRide shuttle to Vienna/WFC/Springfield-Franc. Metrorail Stations	\$2.50		\$1.25	\$1.25	

Figure 5: Northern Virginia Average Weekday and Annual Public Transit Passenger Trips, FY 2005 - 2006

System	Average Weekday Passenger Trips, FY 2005	Average Weekday Passenger Trips, FY 2006	Annual Passenger Trips, FY 2005	Annual Passenger Trips, FY 2006
Metrorail Virginia	299,345	313,371	89,624,272	94,642,466
Metrobus Virginia	65,962	70,564	19,182,540	20,899,080
Fairfax Connector	29,775	33,154	8,474,143	9,529,056
VRE	15,086	14,667	3,745,382	3,619,578
DASH	11,288	12,178	3,323,021	3,556,486
PRTC Omni Ride	5,460	6,308	1,392,432	1,608,583
CUE	3,739	3,831	1,068,492	1,093,926
ART	2,992	3,528	788,854	926,574
PRTC Omni Link	2,616	3,303	694,366	843,407
Loudoun County Transit	2,189	2,449	513,766	602,333
Total	438,452	463,353	128,807,268	137,321,489

Note: Ridership on WMATA reimbursable services such as GEORGE, REX, PikeRide, and TAGS is included in the Metrobus Virginia ridership figure.

**Figure 7: FY2005- 2006 Metrorail Ridership Summary
Average Daily Passenger Trips by Station**

Station	Weekday FY 2005	Saturday FY 2005	Sunday FY 2005	Weekday FY 2006	Saturday FY 2006	Sunday FY 2006
Stations in Alexandria*						
Blue/Yellow Line Stations						
Braddock Road	7,970	3,244	2,029	8,222	3,460	2,398
Van Dorn Street	7,059	3,421	2,193	7,271	3,626	2,528
Eisenhower Avenue	3,379	2,022	1,132	3,520	1,799	1,219
King Street	14,196	7,507	4,579	16,175	7,679	5,612
Total Alexandria:	32,603	16,194	9,933	35,188	16,564	11,756
Stations in Arlington						
Orange Line Stations						
East Falls Church	7,573	3,731	2,509	7,802	4,102	2,972
0	65,207	9,386	5,972	22,911	10,723	7,299
Virginia Square	6,179	2,088	1,354	6,638	2,342	1,648
Clarendon	6,793	3,941	2,235	7,563	4,705	3,106
Courthouse	13,915	5,777	3,853	14,147	6,483	4,453
Rosslyn	30,381	10,792	7,974	31,188	11,681	9,407
Blue/Yellow Line Stations						
Arlington Cemetery	2,786	4,277	4,132	2,810	4,310	4,138
Pentagon	28,758	4,140	2,735	29,528	4,420	3,380
Pentagon City	30,025	21,368	13,923	30,636	22,220	16,114
Crystal City	25,029	10,112	5,780	24,978	9,415	6,982
National Airport	10,088	6,659	8,993	10,993	7,166	9,012
Total Arlington:	226,733	82,271	59,462	189,195	87,568	68,511
Stations in Fairfax County*						
Orange Line Stations						
Vienna	22,663	9,410	6,318	25,023	10,646	7,537
Dunn Loring	9,455	3,776	2,511	9,902	4,251	2,984
West Falls Church	17,383	5,209	3,660	18,918	6,253	4,656
Blue/Yellow Line Stations						
Huntington	15,810	5,700	3,867	16,263	6,230	4,572
Franconia-Springfield	17,801	7,787	4,902	18,882	8,740	6,313
Total Fairfax:	83,111	31,882	21,258	88,988	36,121	26,062
Total Virginia:	342,447	130,348	90,653	313,371	140,254	106,329

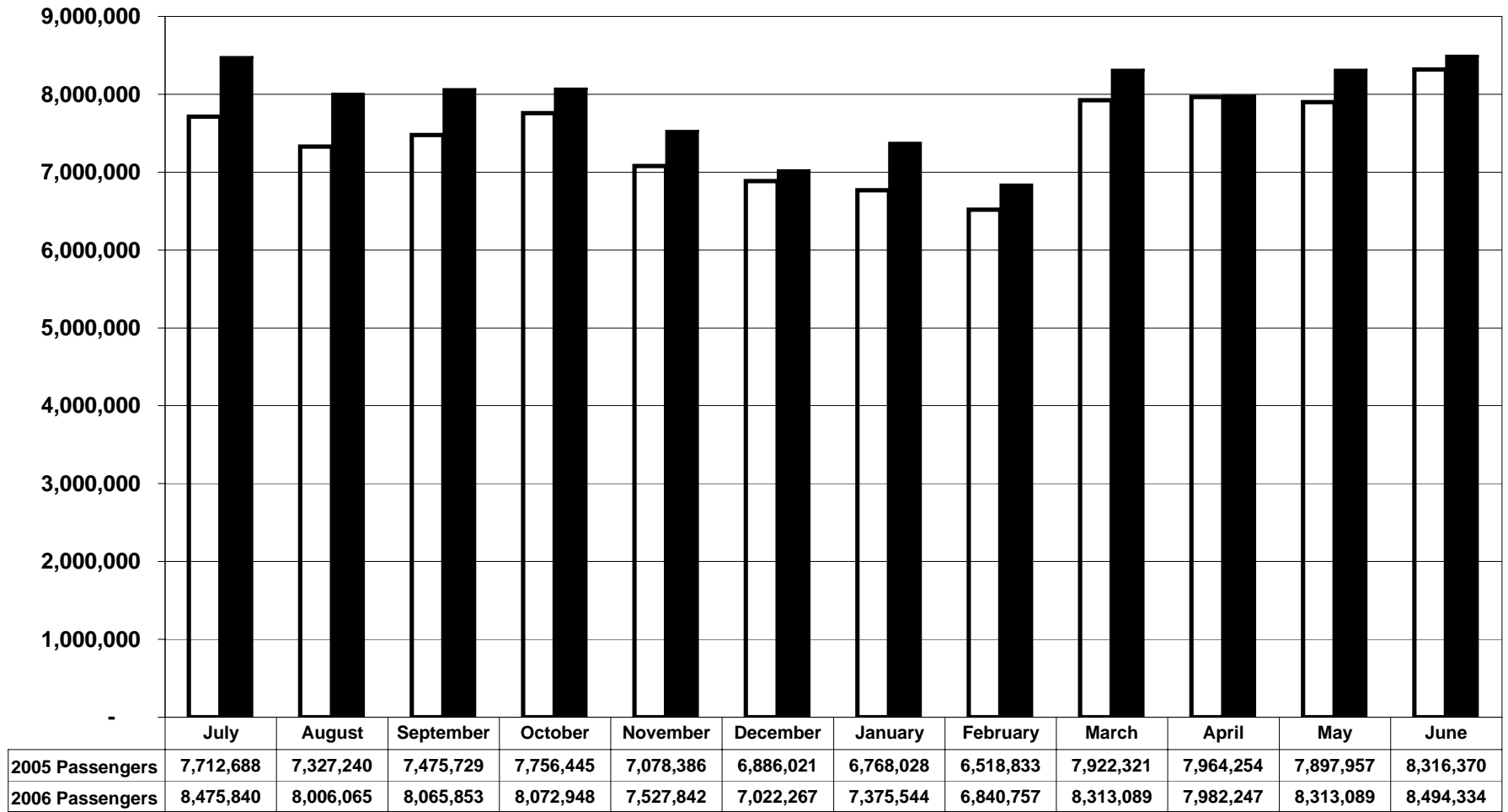
*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

**Figure 8: FY2005 - 2006 Metrorail Ridership Summary
Annual Passenger Trips by Station**

Station	Weekday FY 2005	Saturday FY 2005	Sunday FY 2005	Weekday FY 2006	Saturday FY 2006	Sunday FY 2006
Stations in Alexandria*						
Blue/Yellow Line Stations						
Braddock Road	2,078,933	168,791	105,437	2,144,627	179,916	125,474
Van Dorn Street	1,842,606	178,204	114,040	1,897,440	189,145	132,413
Eisenhower Avenue	881,893	105,688	59,006	918,436	93,538	64,163
King Street	3,704,946	393,868	238,159	4,220,990	399,388	293,445
Total Alexandria:	8,508,378	846,552	516,641	9,181,493	861,987	615,494
Stations in Arlington						
Orange Line Stations						
0	17,016,757	194,696	130,127	2,035,892	213,142	155,947
Ballston	5,766,470	488,593	310,785	5,977,165	555,503	380,882
Virginia Square	1,611,381	108,860	70,455	1,731,054	121,678	86,044
Clarendon	1,771,575	203,844	116,442	1,973,350	243,403	162,155
Courthouse	3,629,474	301,769	200,446	3,690,877	336,883	233,186
Rosslyn	7,925,961	562,998	418,286	8,133,052	609,160	499,334
Blue/Yellow Line Stations						
Arlington Cemetery	730,784	223,675	217,510	732,336	226,787	221,186
Pentagon	7,503,057	215,478	141,994	7,705,053	230,626	179,057
Pentagon City	7,843,282	1,112,270	726,165	7,992,759	1,158,799	841,155
Crystal City	6,529,314	523,700	301,289	6,516,528	491,576	366,971
National Airport	2,633,812	347,462	463,596	2,869,850	373,795	471,710
Total Arlington:	62,961,866	4,283,343	3,097,094	49,357,916	4,561,351	3,597,629
Stations in Fairfax County*						
Orange Line Stations						
Vienna	5,910,161	490,512	328,885	6,527,706	554,329	395,117
Dunn Loring	2,467,341	197,098	130,504	2,583,315	221,658	156,623
West Falls Church	4,535,428	271,199	190,328	4,936,902	325,787	244,238
Blue/Yellow Line Stations						
Huntington	4,125,763	296,195	200,880	4,243,393	323,989	239,056
Franconia-Springfield	4,646,673	405,362	254,764	4,926,818	455,819	331,843
Total Fairfax:	21,685,366	1,660,366	1,105,361	23,218,134	1,881,583	1,366,878
TOTAL VIRGINIA:	93,155,609	6,790,262	4,719,097	81,757,544	7,304,921	5,580,000

*Van Dorn Street is paid for by Alexandria and Fairfax County on a 50/50 basis

Figure 9: Metrorail Monthly Northern Virginia Passenger Trips, FY2005-FY2006



□ 2005 Passengers ■ 2006 Passengers

Figure 10: Metrorail Annual Northern Virginia Passenger Trips, FY 1996 - 2006

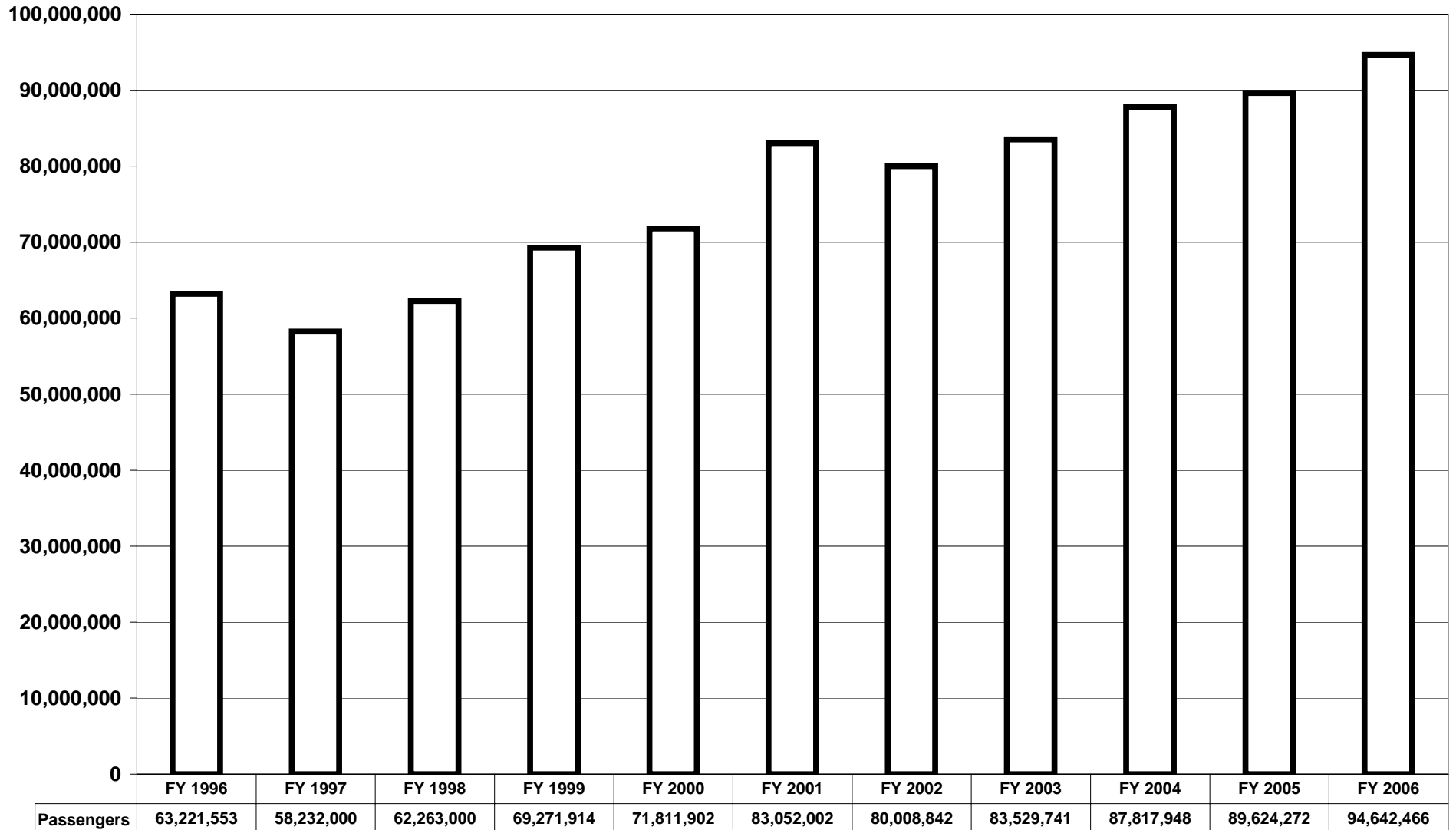
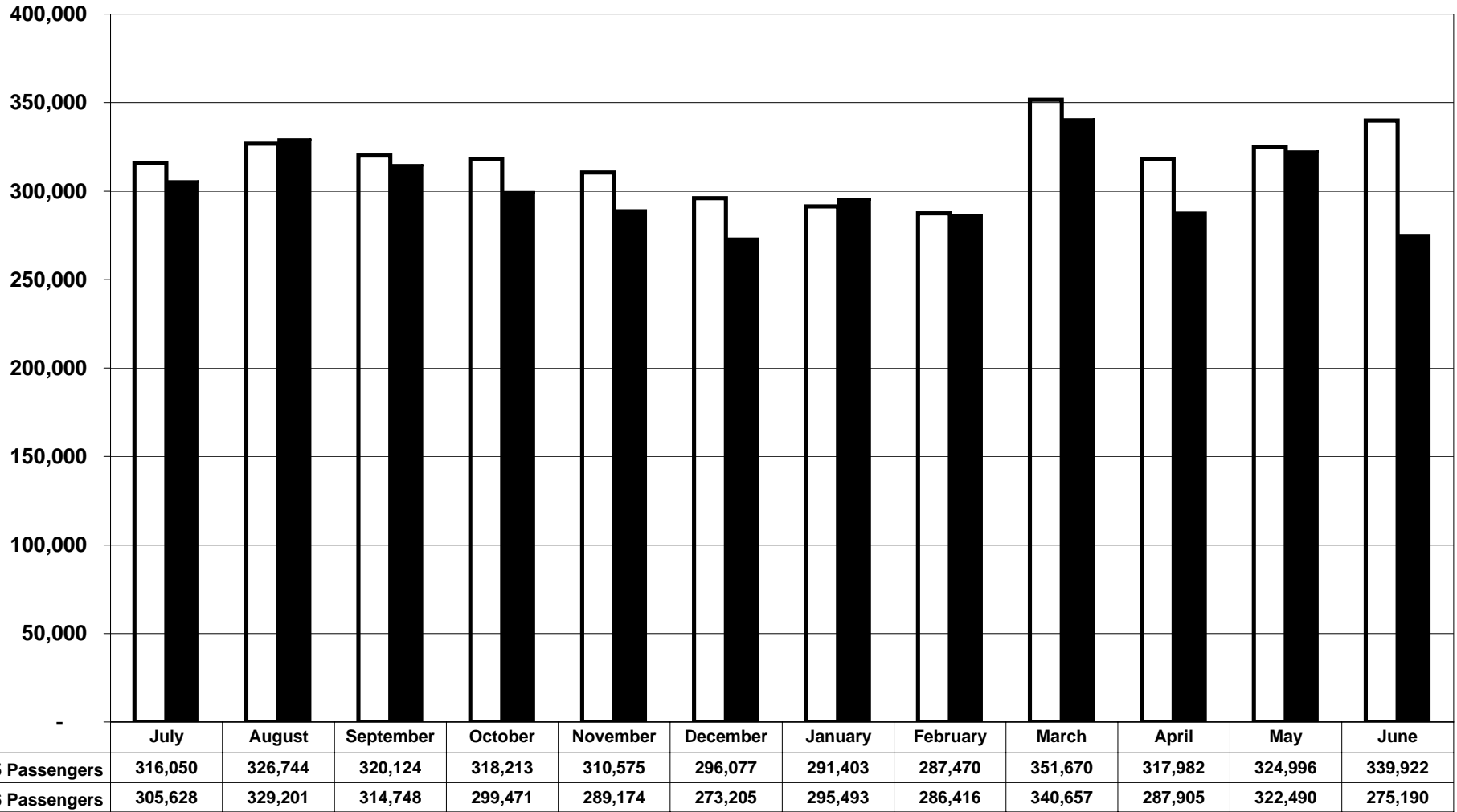


Figure 11: VRE Average Daily and Annual Passenger Trips by Station and Line FY 2006

Fredericksburg Line		
Station	Average Daily Passenger Trips	Average Annual Passenger Trips
Fredericksburg	1,074	280,211
Leeland	673	175,656
Brook	351	91,641
Quantico	299	77,893
Rippon	454	118,326
Woodbridge	557	145,230
Lorton	274	71,500
Franconia	210	54,737
Alexandria	509	132,741
Crystal City	1,170	1,015,194
L'enfant	1,276	332,971
Union Station	761	198,597
TOTAL	7,608	1,984,874

Manassas Line		
Station	Average Daily Passenger Trips	Average Annual Passenger Trips
Broad Run	974	254,222
Manassas	563	147,138
Manassas Park	668	174,178
Burke Center	708	184,838
Rolling Road	452	117,901
Backlick Road	196	51,068
Alexandria	236	61,425
Crystal City	805	209,855
L'enfant	1,560	406,915
Union Station	865	225,688
TOTAL	7,027	1,833,227

Figure 12: VRE Monthly Passenger Trips, FY 2005 - 2006



□ FY 2005 Passengers ■ FY 2006 Passengers

Figure 13: VRE Annual Passenger Trips, FY 1994 - FY 2006

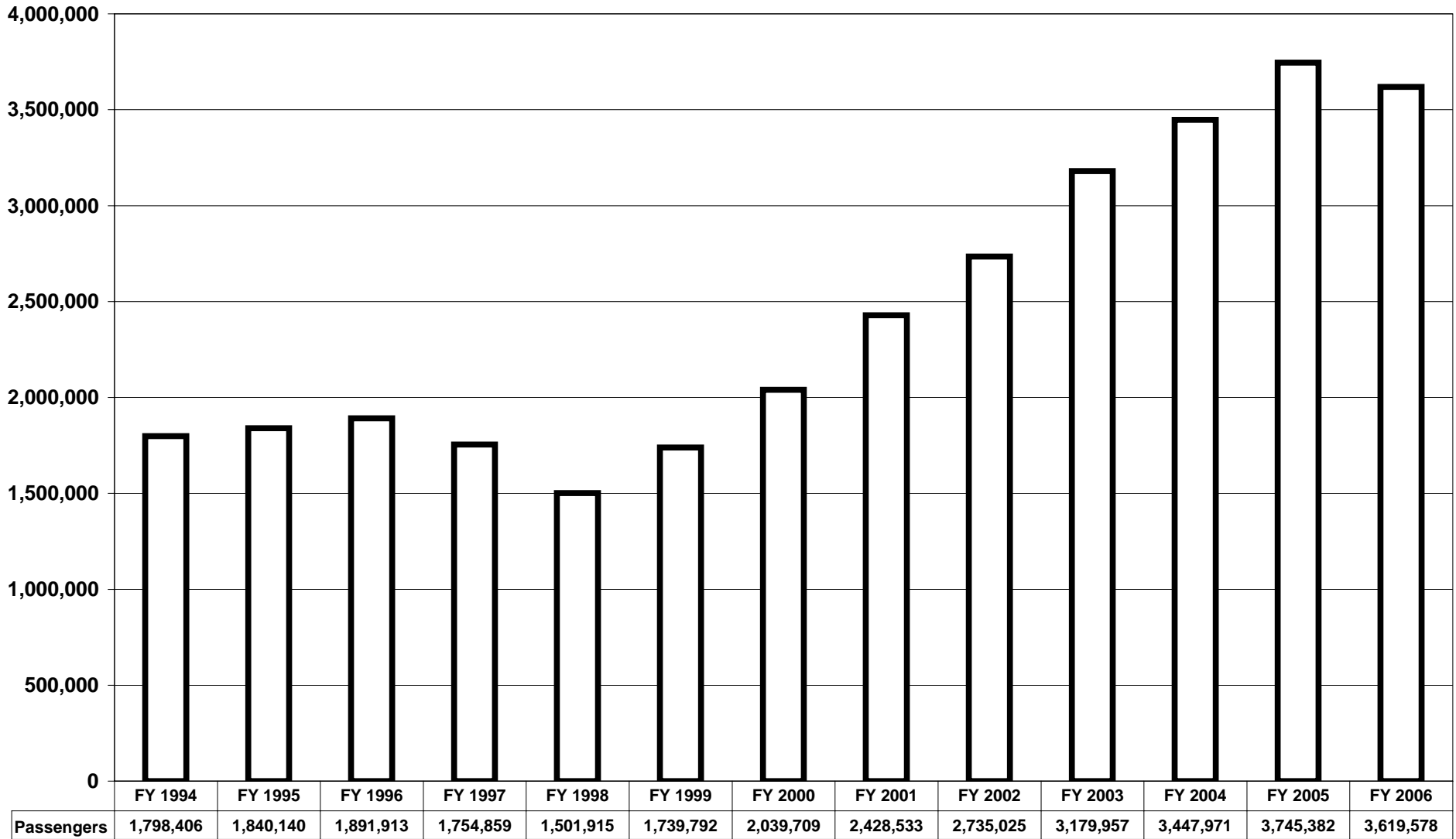


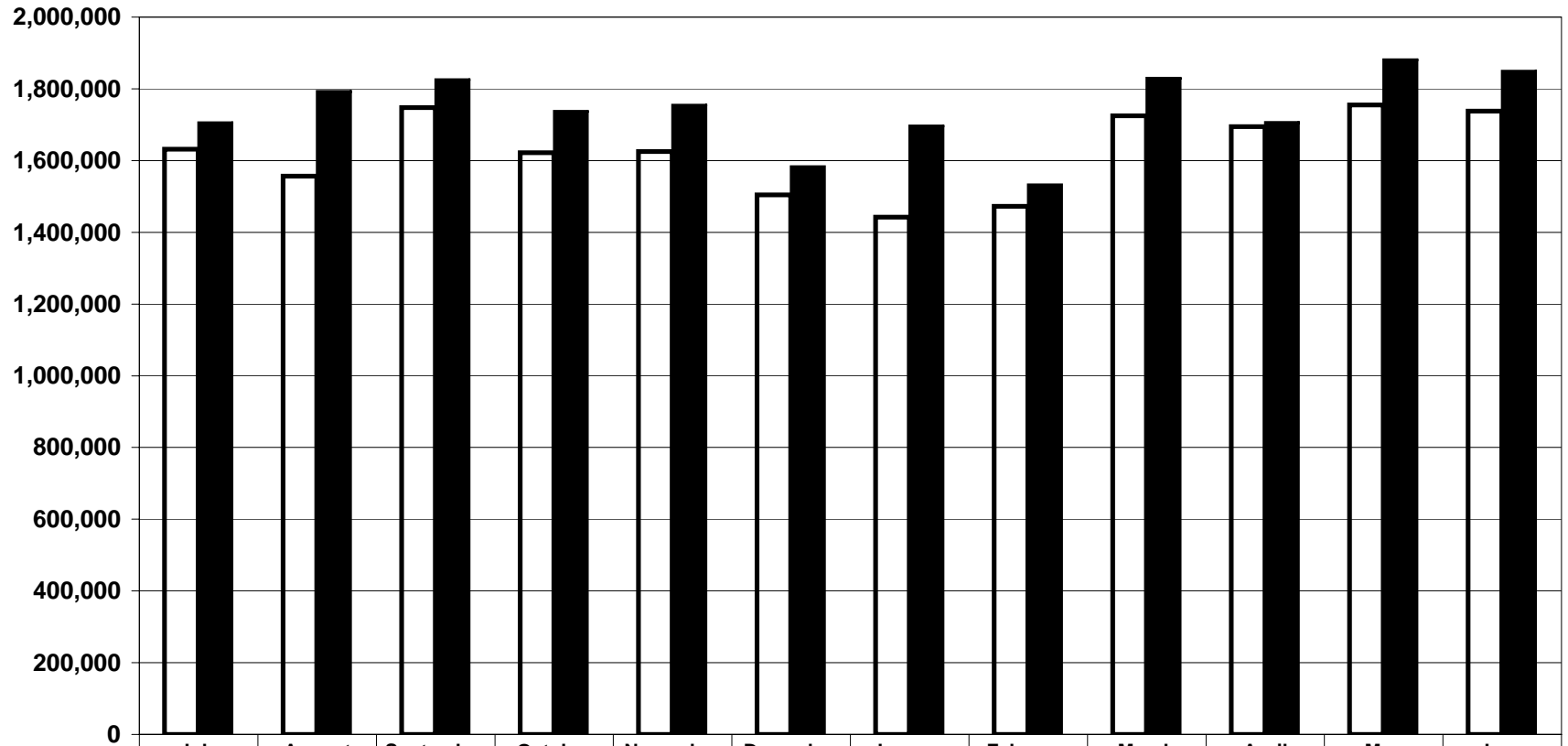
Figure 15: Northern Virginia Metrobus Average Daily Passenger Trips, FY 2005 - FY 2006

	Weekday FY 05	Saturday FY 05	Sunday FY 05	Weekday FY 06	Saturday FY 06	Sunday FY 06
Ballston Terminal Services						
1B,B/,C,D,E,F,F/,Z,Z/	3,725	2,245	1,555	4,144	2,662	1,830
2A,B,B/,C,G	3,011	1,602	679	3,676	1,421	664
10B,B/,C,D	2,828	2,021	1,052	3,008	2,188	1,309
22A,B,B/,F	2,069			2,142		
23A,B,C,C/,T,T/	3,596	2,293	1,386	3,591	2,283	1,490
24M,P	718	216		775	302	
25A,A/,F,F/,G,J,P,P/,R	1,207	203	406	1,279	158	433
25B	1,238	728		1,271	711	
38B	2,496	1,411	525	2,412	1,431	383
Subtotal	18,392	10,720	5,078	22,298	11,156	6,108
Rosslyn Terminal Services						
3A,B,C,E,F	2,032	898	544	2,316	962	720
4A,B,E,H,S	2,059	652	453	2,144	656	437
Subtotal	4,091	1,550	997	4,460	1,618	1,157
Pentagon Terminal Services						
7A,A/,C,E,F,H,P,W,X	4,055	1,404	740	4,201	1,496	671
8S,W,X,Z	1,080			1,153		
9A,B,C,C/,E	1,973	1,710	1,058	1,971	1,049	813
10A,A/,E	2,111	1,537	875	2,098	1,382	755
13A,B,F,G,M	830	277	493	878	223	683
16A,B,B/,C,D,E,F,J	5,942	4,036	2,706	6,420	4,633	2,911
16L	168			187		
16G,H,K,W	3,203	1,526	1,209	3,480	1,669	1,289
17 Series	1,478			1,382		
18 Series	1,385			1,281		
21A,B,C,D,F	721			697		
28F,G	579			571		
29C,E,H,X	1,078			1,130		
Subtotal	24,604	10,491	7,079	25,451	10,451	7,122
Other Terminal Services						
2W	167			165		
REX	2,845	1,775	758	3,034	2,064	797
10P	462			458		
11Y	315			319		
12 Series	1,546			1,813		
15K,L	501			584		
20 Series	323			396		
24T	227			224		
VA 80,91	496			860		
28A,B,B/	4,223	2,897	1,537	4,785	3,212	1,878
GEORGE	263			301		
29K,N,N/	1,883	959		2,031	1,133	
2T	930	345	174	752	556	167
3T	877	213		885	619	
3Y	129			227		
9S		<i>New Route as of April 2006</i>		115		
16Y	700			839		
28T	492			567		
Subtotal	16,379	6,189	2,470	18,355	7,584	2,841
Metrobus Total-Virginia	63,466	28,949	15,623	70,564	30,809	17,228

Figure 16: Northern Virginia Metrobus Annual Passenger Trips, FY 2005 - FY 2006

	Weekday FY 05	Saturday FY 05	Sunday FY 05	Weekday FY 06	Saturday FY 06	Sunday FY 06
Ballston Terminal Services						
1B,B/,C,D,E,F,F/,Z,Z/	965,826	116,244	80,772	1,081,776	138,030	95,059
2A,B,B/,C,G	780,405	82,877	35,325	959,587	73,937	34,474
10B,B/,C,D	733,095	104,871	54,569	784,973	113,329	67,945
22A,B,B/,F	535,691			559,391		
23A,B,C,C/,T,T/	932,066	118,868	72,146	936,977	118,695	77,799
24M,P	186,052	11,181		202,189	15,633	
25A,A/,F,F/,G,J,P,P/,R	312,760	10,601	21,103	334,175	8,315	22,664
25B	320,529	37,692		331,836	36,975	
38B	647,315	73,372	27,424	629,397	74,155	19,916
Subtotal	4,766,424	555,706	263,915	5,820,301	579,069	317,857
Rosslyn Terminal Services						
3A,B,C,E,F	526,595	46,972	28,436	604,510	49,845	37,436
4A,B,E,H,S	533,624	33,914	23,546	559,730	34,166	24,519
Subtotal	1,060,219	80,886	51,982	1,164,240	84,011	61,955
Pentagon Terminal Services						
7A,A/,C,E,F,H,P,W,X	1,050,288	72,943	38,208	1,096,556	77,604	34,962
8S,W,X,Z	279,573			300,925		
9A,B,C,C/,E	425,416	88,719	55,096	514,168	54,246	42,177
10A,A/,E	546,474	79,849	45,628	547,728	71,967	39,326
13A,B,F,G,M	215,023	14,343	25,893	229,173	11,535	35,544
16A,B,B/,C,D,E,F,J	1,539,768	208,974	140,508	1,675,535	240,266	151,169
16L	43,595			48,843		
16G,H,K,W	830,009	79,243	62,853	908,654	87,182	67,025
17 Series	382,901			360,709		
18 Series	358,722			334,368		
21A,B,C,D,F	186,845			181,736		
28F,G	150,060			149,236		
29C,E,H,X	279,583			295,305		
Subtotal	6,288,257	544,071	368,186	6,642,936	542,800	370,203
Other Terminal Services						
2W	43,280			43,097		
REX	611,099	69,054	29,488	791,696	107,065	41,497
10P	119,627			119,569		
11Y	81,718			83,307		
12 Series	400,293			473,151		
15K,L	129,825			152,390		
20 Series	83,577			103,501		
24T	58,930			58,457		
VA 80,91	128,246			224,771		
28A,B,B/	1,093,898	150,476	79,712	1,248,697	167,083	97,524
GEORGE	68,135			78,511		
29K,N,N/	487,652	49,561		530,079	58,810	
2T	242,296	17,876	9,038	196,324	28,973	8,575
3T	227,277	11,000		231,061	14,445	
3Y	27,607			59,323		
9S				30,529		
16Y	181,002			219,003		
28T	127,487			147,772		
Misclassified Routes					328	170
Subtotal	4,111,950	297,967	118,238	4,791,238	376,704	147,766
Metrobus Total-Virginia	16,874,165	1,478,630	829,745	18,418,715	1,582,584	897,781

**Figure 17: Metrobus Northern Virginia Passenger Trips
Monthly Totals, FY2005 - 2006**



	July	August	September	October	November	December	January	February	March	April	May	June
FY 2005 Passengers	1,631,357	1,556,931	1,747,335	1,621,974	1,625,373	1,504,087	1,442,607	1,472,287	1,724,440	1,694,613	1,754,755	1,738,101
FY 2006 Passengers	1,705,962	1,793,060	1,825,681	1,738,199	1,754,612	1,583,259	1,696,880	1,533,188	1,830,518	1,706,527	1,881,208	1,849,986

FY 2005 Passengers

 FY 2006 Passengers

**Figure 18: Metrobus Northern Virginia Annual Passenger Trips,
FY 1996 - FY 2006**

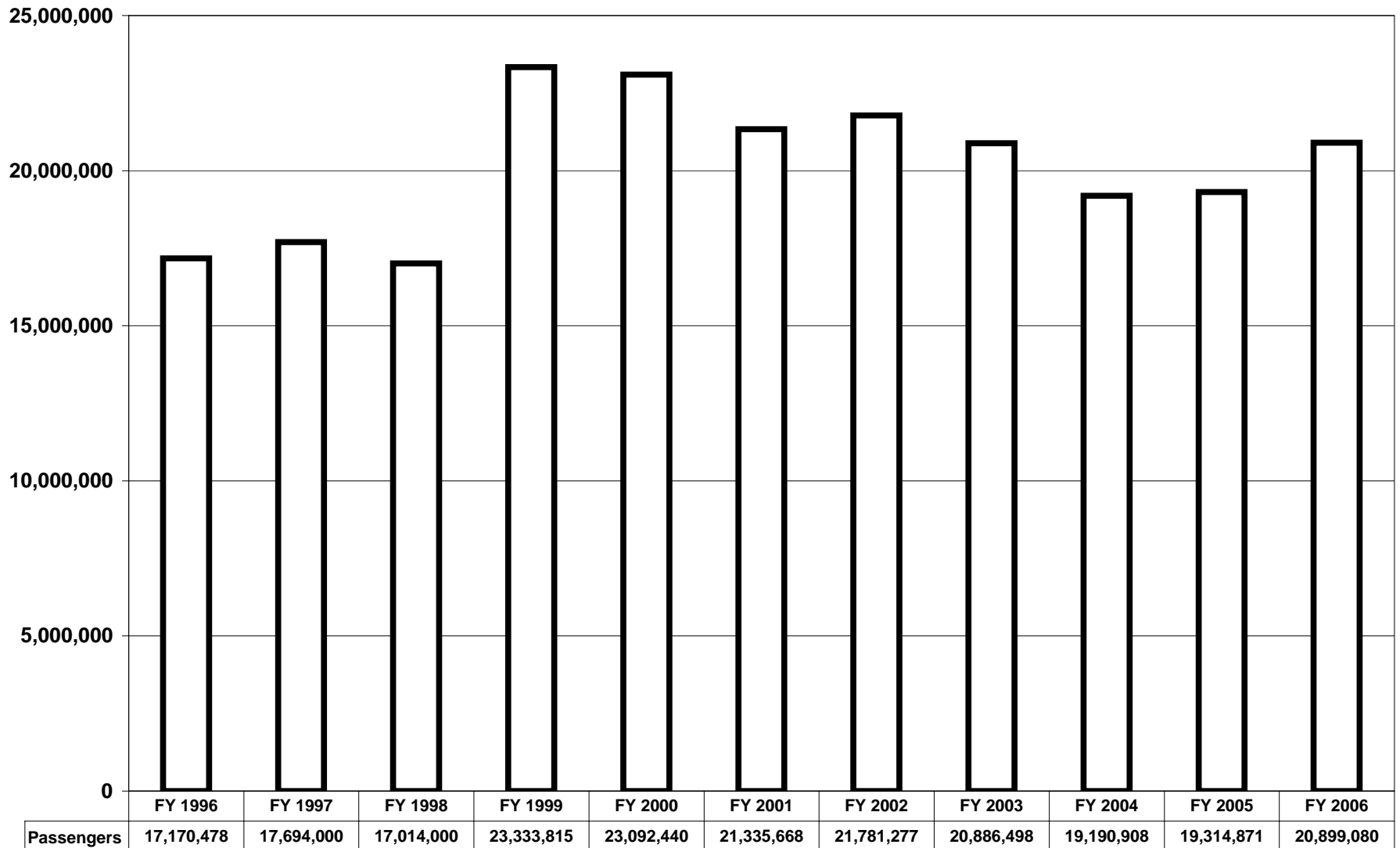
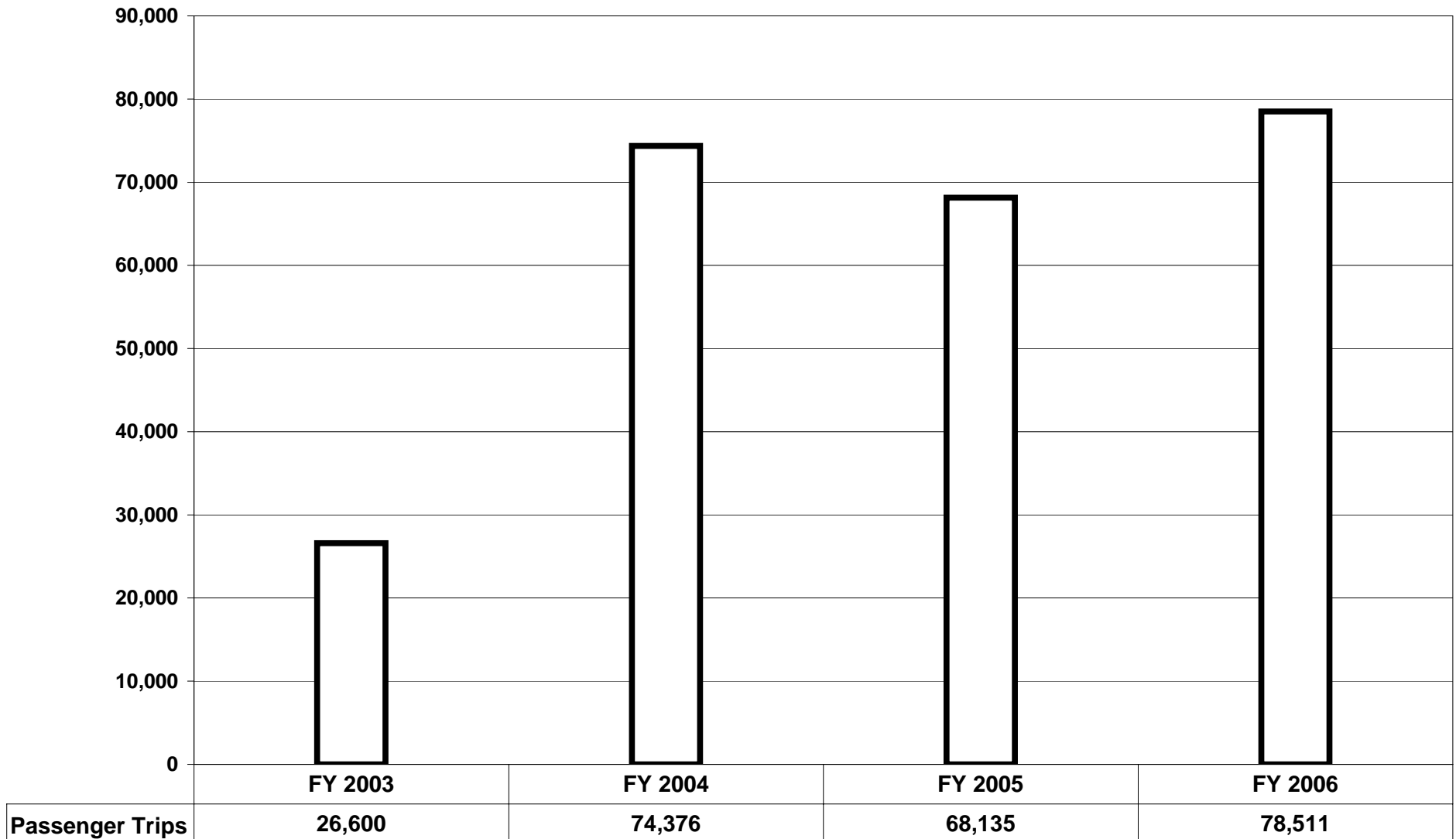


Figure 20: GEORGE Annual Passenger Trips, FY 2003-2006



(note: GEORGE service began in January of 2003, GEORGE ridership included in WMATA ridership figures for Northern Virginia)

Figure 20: ART Annual Passenger Trips, FY 1994 - FY 2006

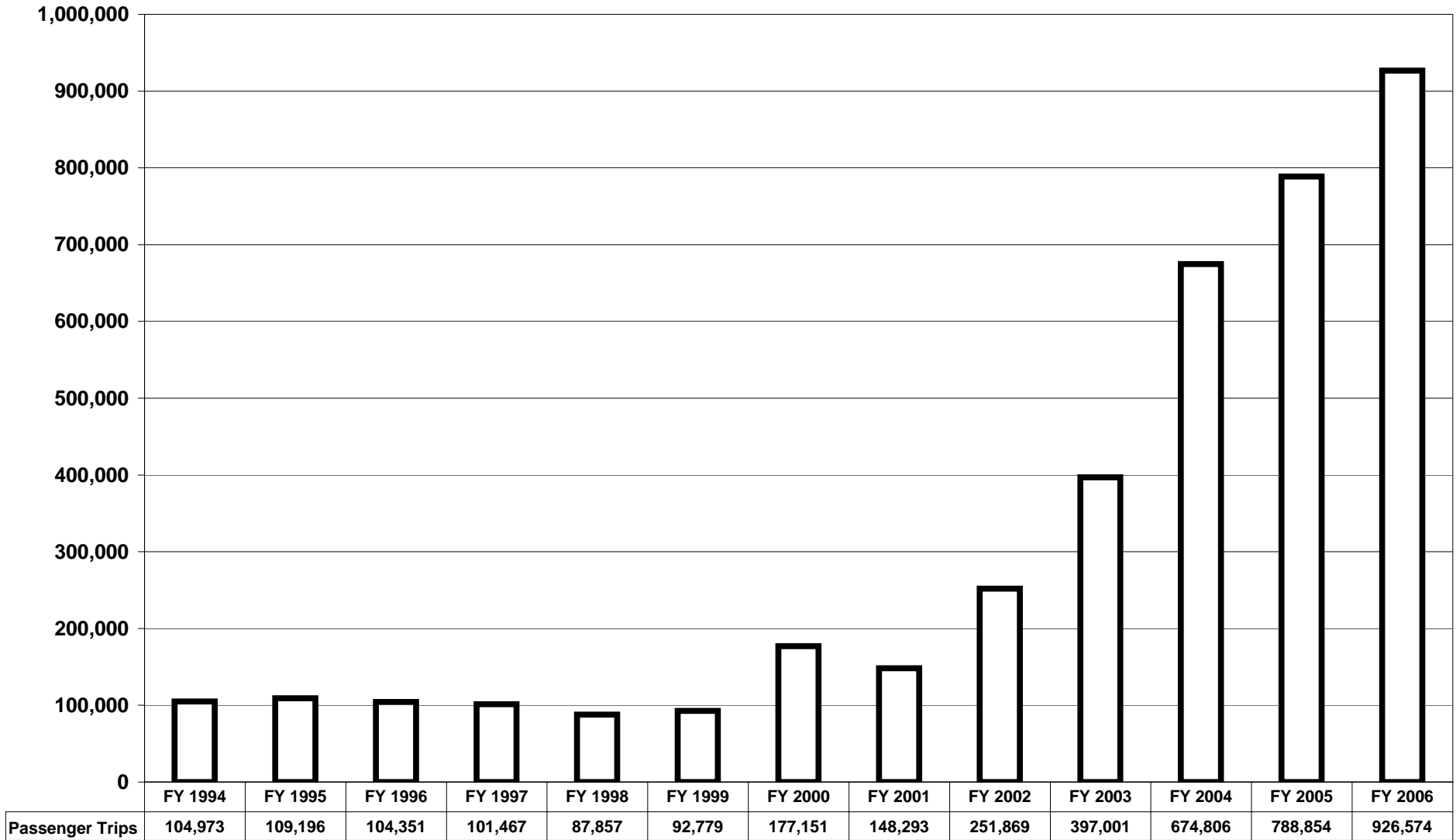


Figure 21: CUE Annual Passenger Trips, FY 1994 - FY 2006

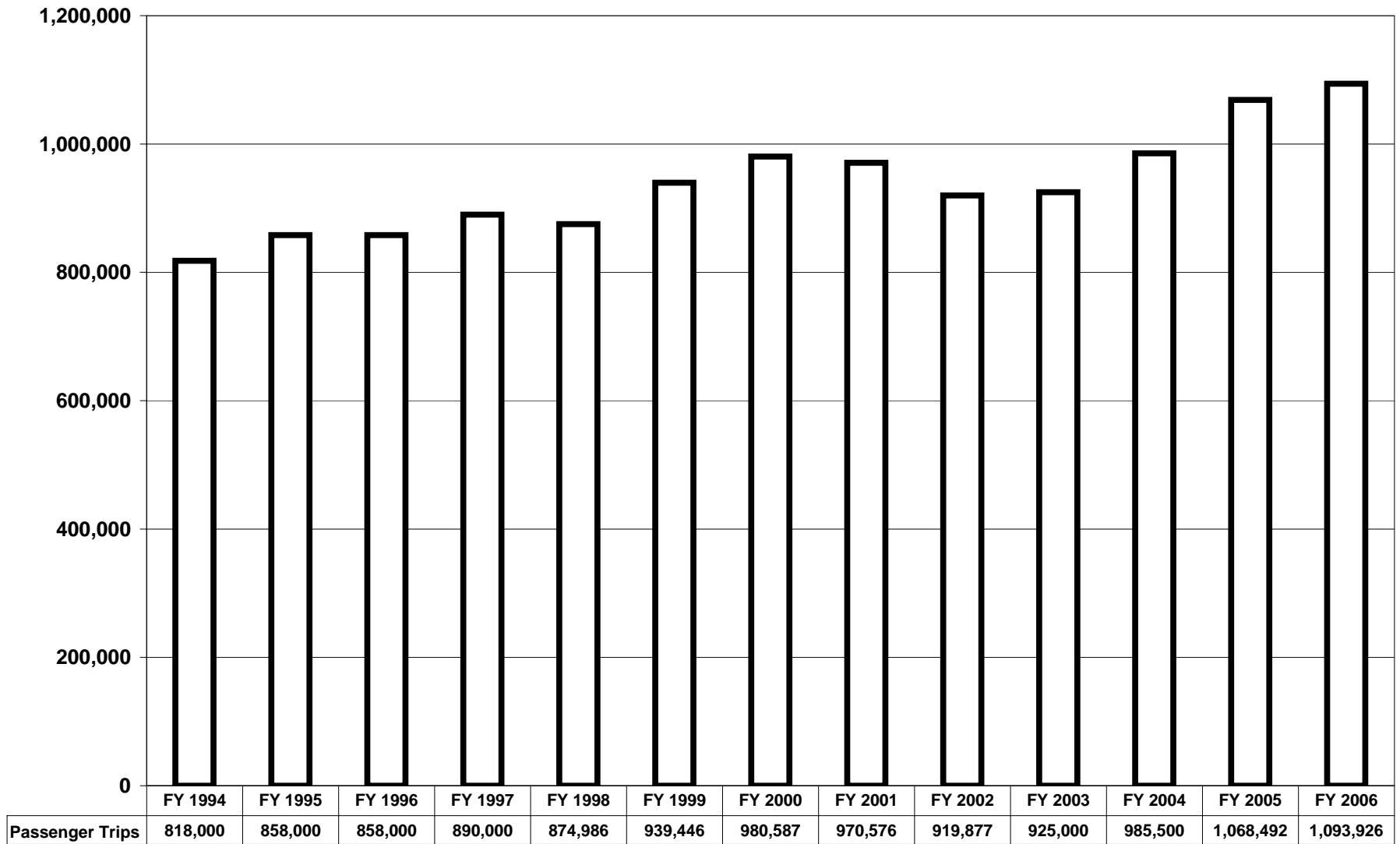


Figure 22: DASH Annual Passenger Trips, FY 1984 - FY 2006

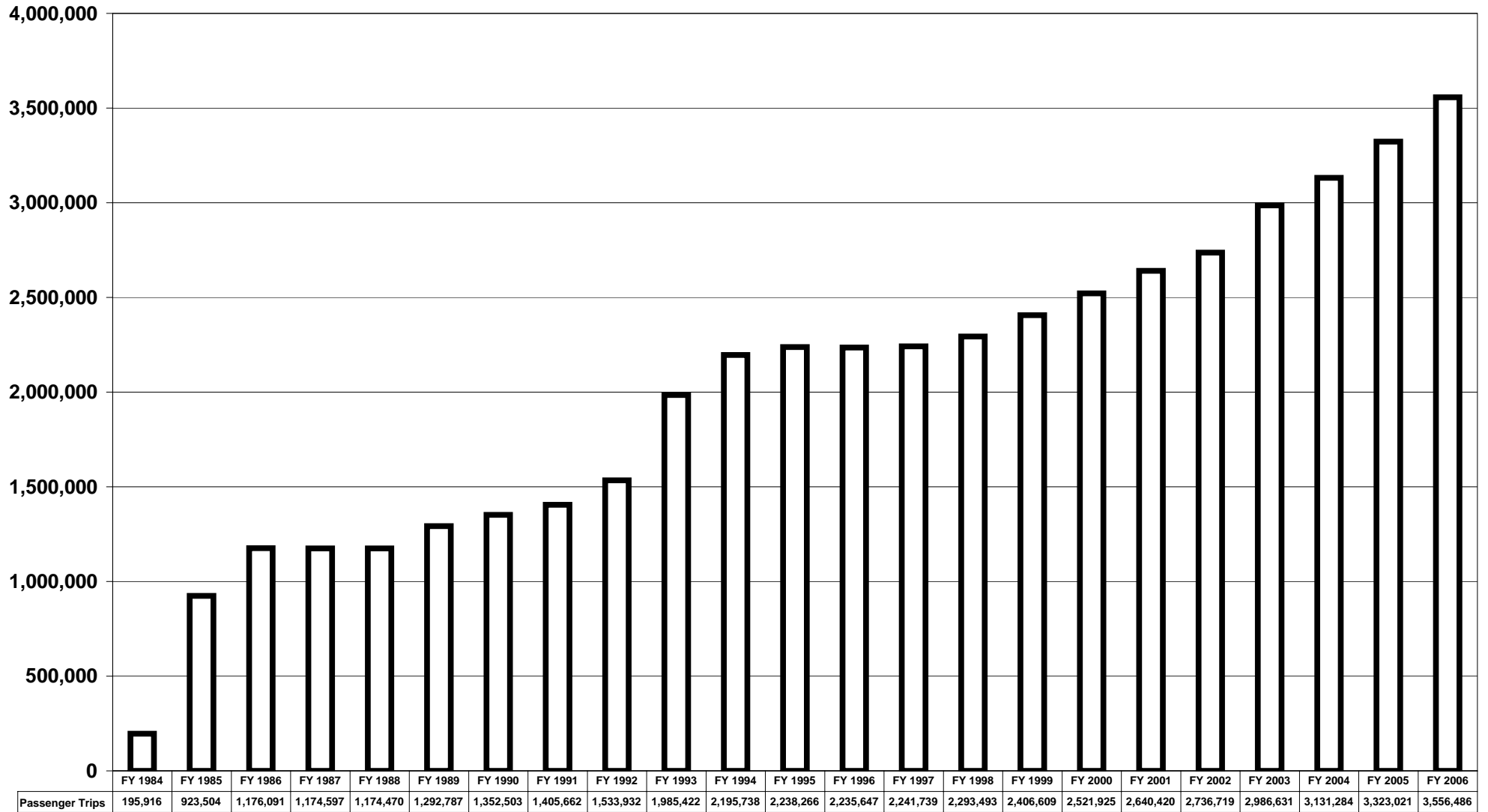


Figure 24: Fairfax Connector Annual Passenger Trips, FY 1994 - FY 2006

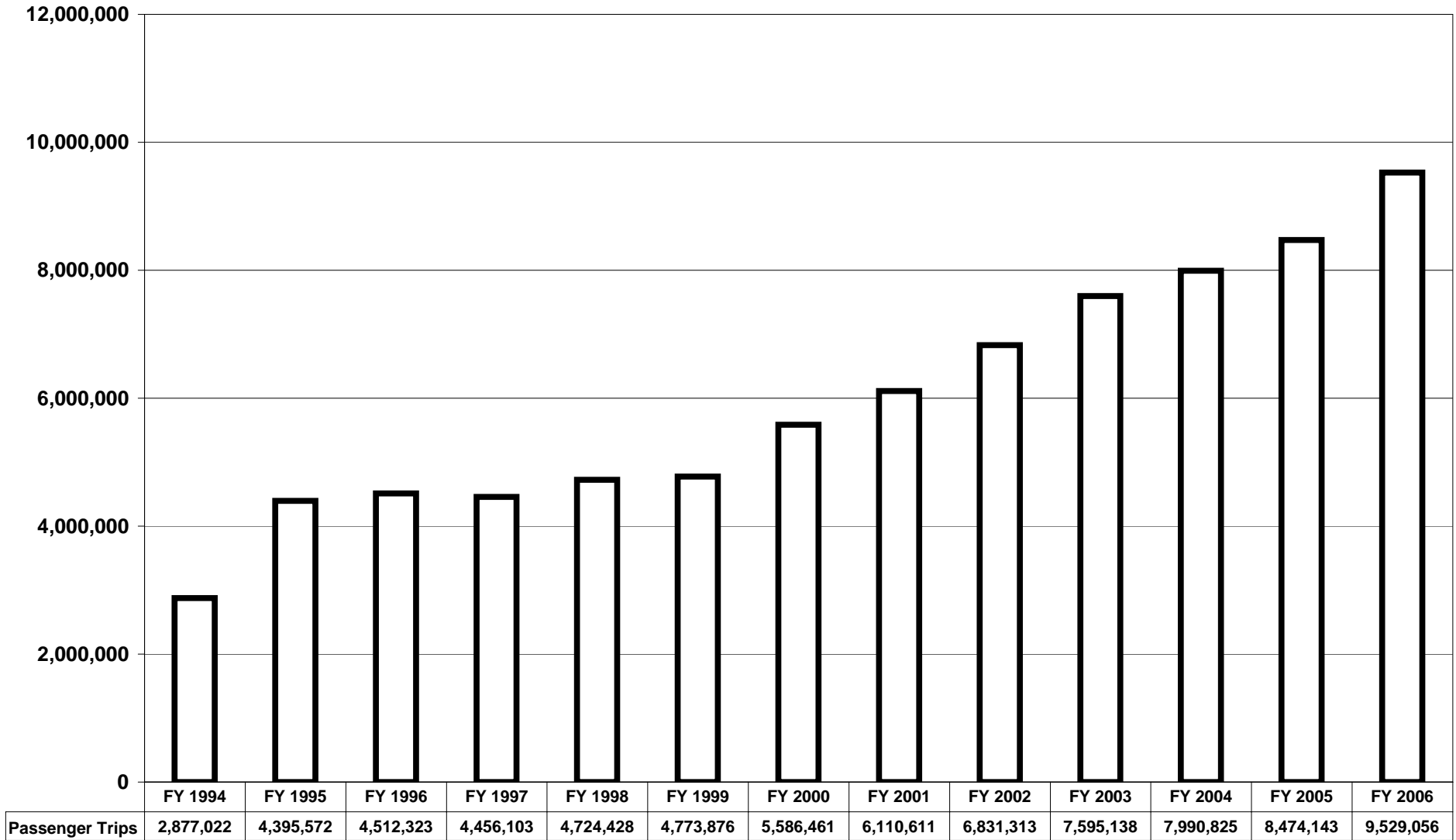
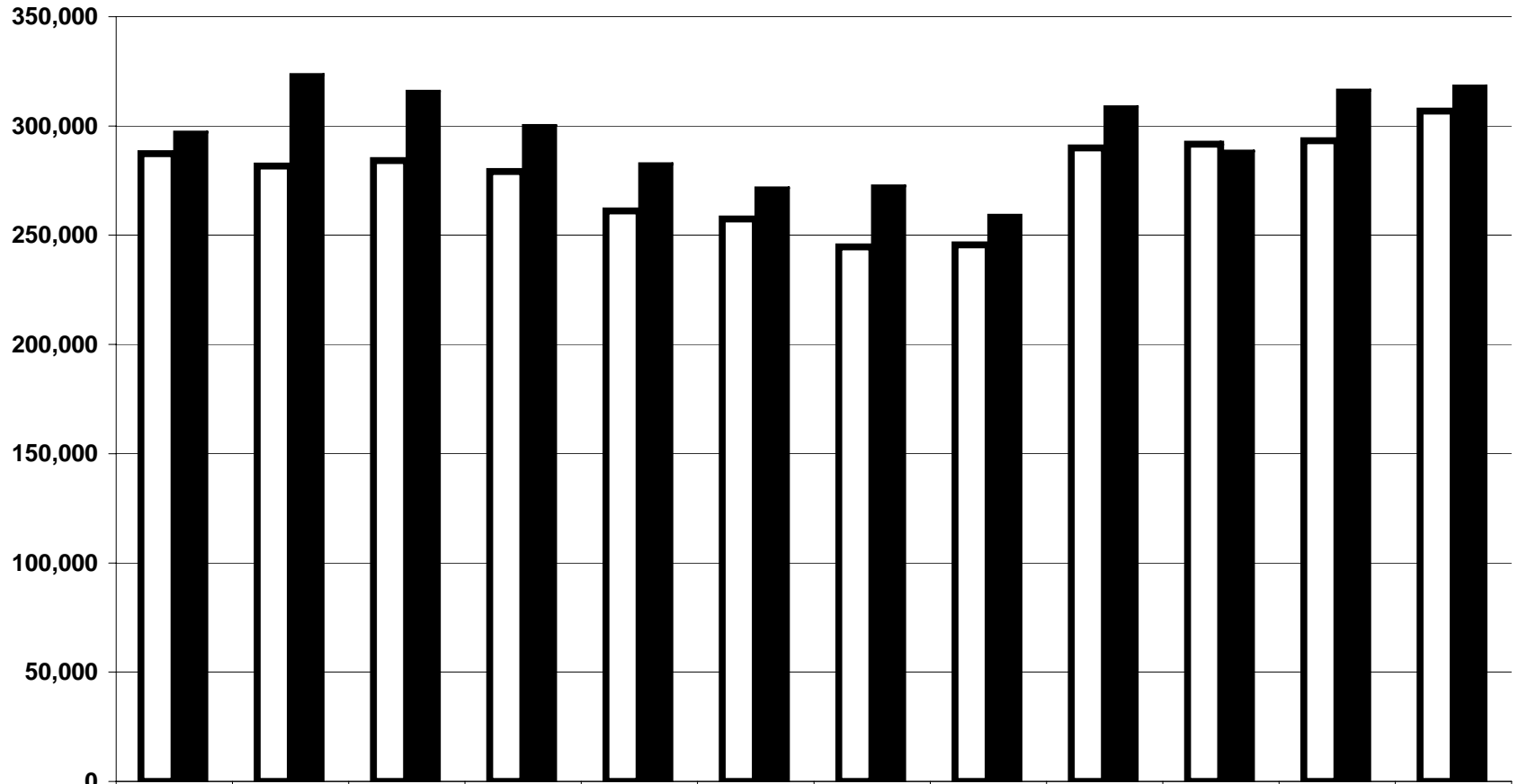


Figure 23: DASH Monthly Passenger Trips, FY 2005 - FY 2006



	July	August	September	October	November	December	January	February	March	April	May	June
FY 2005 Passengers	287,367	281,671	284,104	279,197	261,103	257,466	244,721	245,607	289,930	291,708	293,307	306,840
FY 2006 Passengers	297,384	323,667	316,023	300,412	282,822	271,727	272,724	259,251	308,958	288,667	316,501	318,350

FY 2005 Passengers

 FY 2006 Passengers

Figure 25: Loudoun County Transit Annual Passenger Trips, FY 1995 - FY 2006

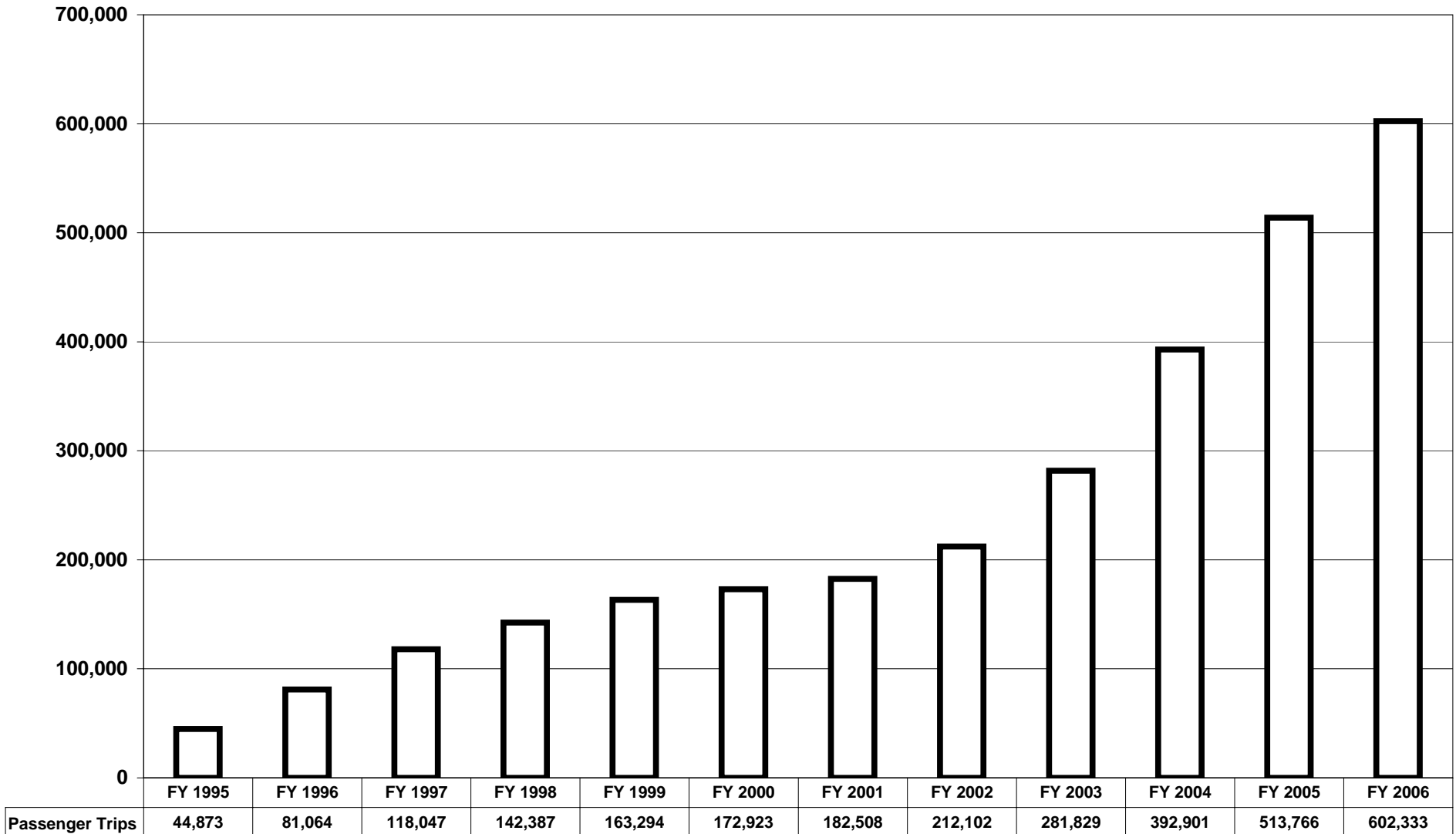


Figure 26: PRTC Omni Ride Annual Passenger Trips, FY 1994 - FY 2006

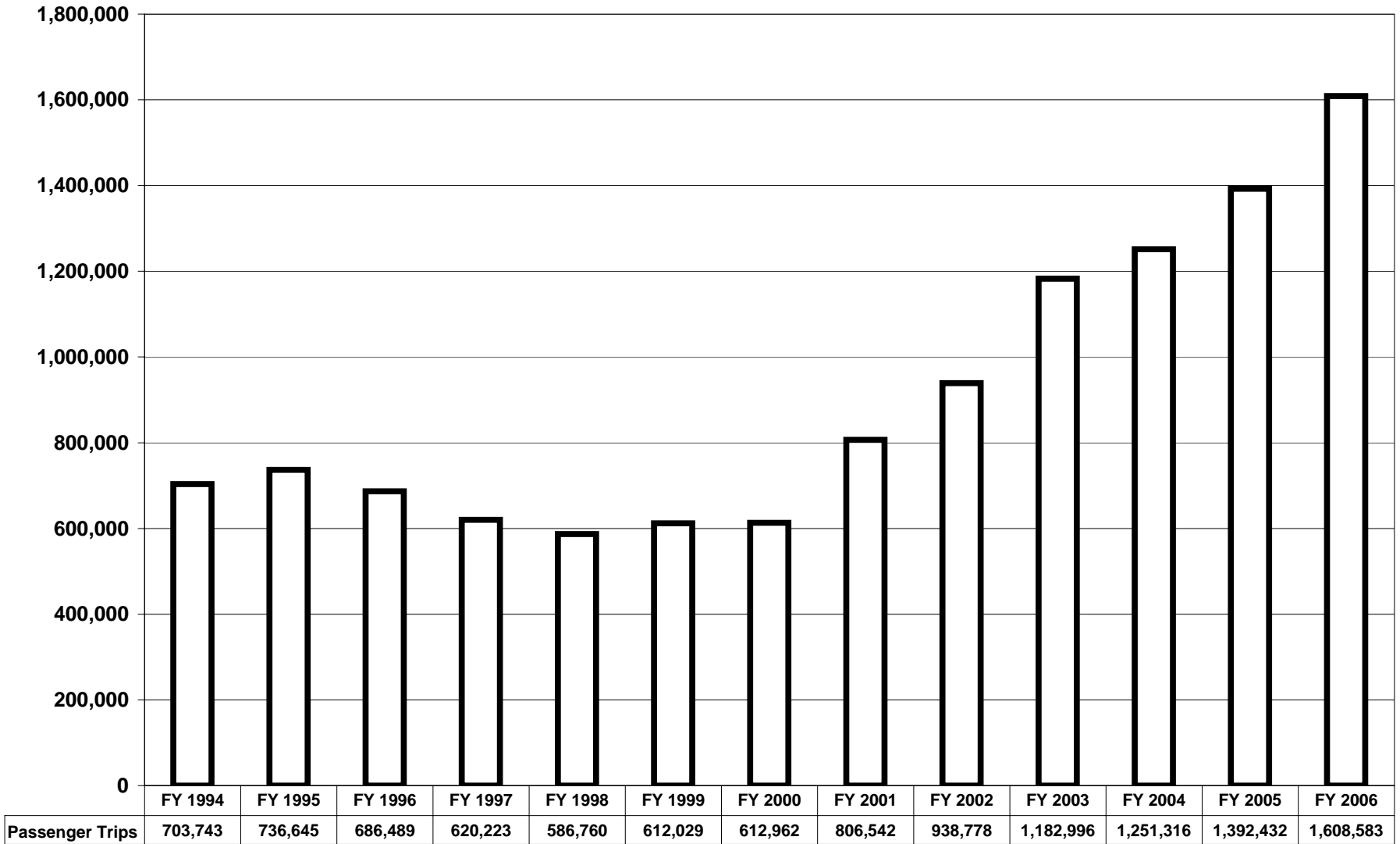
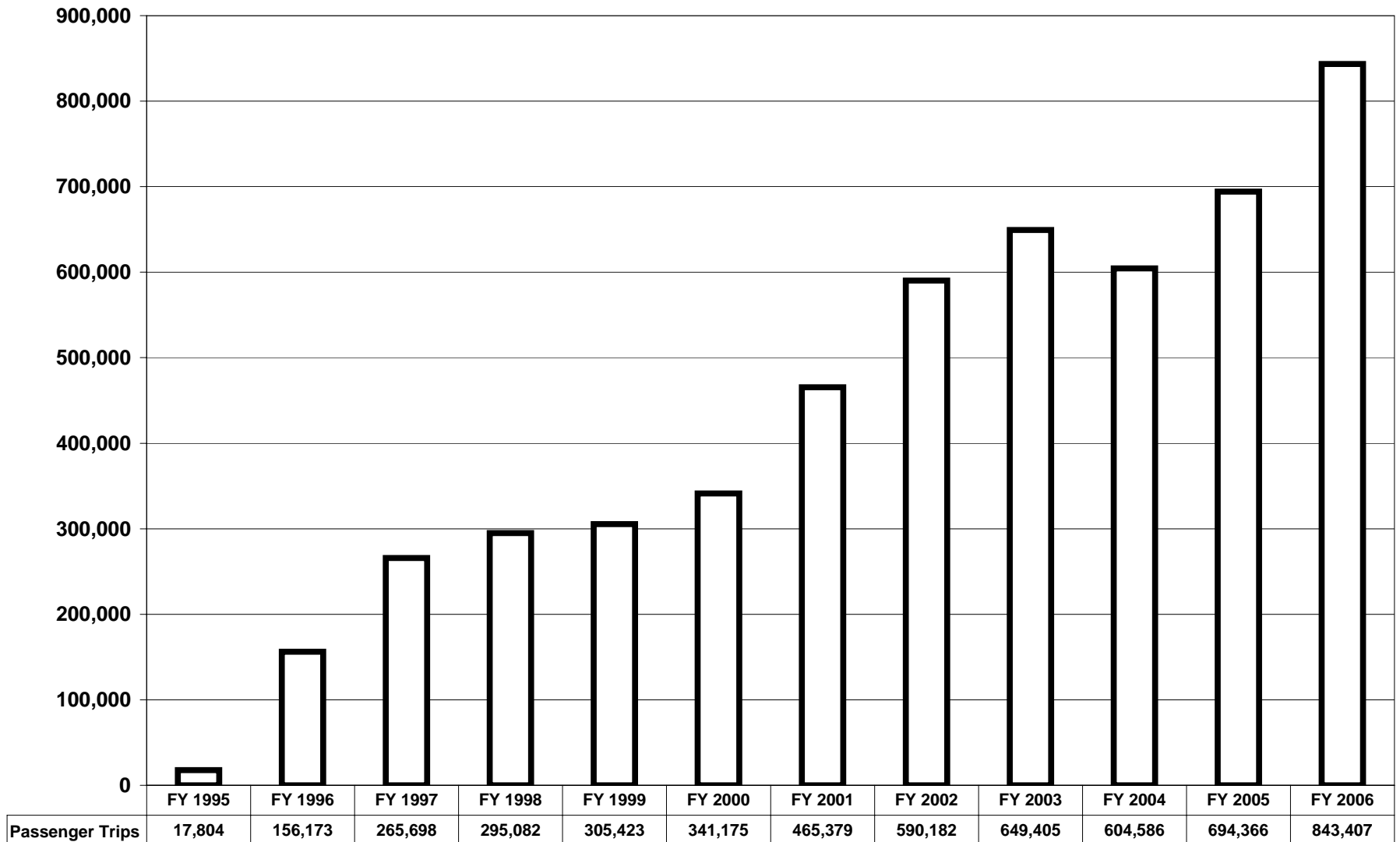


Figure 27: PRTC Omni Link Annual Passenger Trips, FY 1995 - FY 2006



MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube
DATE: February 22, 2007
SUBJECT: Status of \$40 Million for WMATA Railcars.

At NVTC's February 1st meeting, Secretary Homer and DRPT Director Tucker responded to questions from commissioners about the status of \$40 million appropriated by the General Assembly in 2005 for Metro railcars. NVTC and its Metro jurisdictions have tried to get DRPT to release the funds, so far without success. Copies of NVTC letters are attached. There have been no replies. The issue remains unresolved. In a recent conversation with Mr. Tucker, he confirmed that the Secretary has decided to use these funds instead for Dulles rail cars, pending receipt of information from WMATA and approval by FTA.

Here is NVTC's position:

- 1) The \$40 million was appropriated based on the assurances of local governments to the General Assembly that the funds would be used for Metro railcars as part of the Metro Matters agreement. At that time DRPT's Director assured local governments that this \$40 million could be applied to a Metro Matters shortfall if anticipated federal funds were not appropriated, as long as local government contributions were not reduced.
- 2) In fact, a shortfall of federal funds has left local governments facing the prospect of an additional \$42 million bill for Metro railcars in the Metro Matters agreement, over and above the commitments already made by local governments. The WMATA CFO has confirmed in writing this shortfall.
- 3) NVTC and local governments have agreed on an equitable allocation of the \$40 million for crediting by WMATA. There is no allocation issue.
- 4) The funds should be provided now to NVTC or WMATA to be held in trust for Metro Matters railcar purchases.



- 5) The \$40 million should not be diverted by DRPT to help fund the Dulles project since that is not consistent with the original legislative intent and will simply burden local governments with \$40 million of unanticipated expense while the commonwealth reduces its financial obligations. Diversion of these funds to purchase Dulles rail cars would mean a loss of approximately \$21.4 million for Fairfax County, \$11.5 million to Arlington County, \$6.1 million to Alexandria, \$0.4 million to Falls Church and \$0.6 million to the city of Fairfax.

The commission is asked to discuss what else can be done to obtain the release of these funds, including such options as seeking intervention by Governor Kaine.



NVTC Northern Virginia Transportation Commission

January 18, 2007

Chairman
Hon. Gerald E. Connolly

Vice Chairman
Hon. David F. Snyder

Secretary/Treasurer
Hon. William D. Euille

Commissioners:

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

Arlington County
Hon. Paul Ferguson
Hon. Jay 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

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

Dear Secretary Homer:

I am writing to you to urgently request that \$40 million appropriated by the 2005 Virginia General Assembly for WMATA railcars be provided now to the Northern Virginia Transportation Commission.

As confirmed in the attached letter from WMATA's Chief Financial Officer, \$260 million of federal funds was anticipated in the Metro Matters Funding Agreement for railcars and facilities from the SAFETEA-LU bill, but only \$104 million was actually authorized. Virginia's jurisdictions will be asked to provide 27 percent of the resulting \$156 million shortfall in railcar funding, or \$42.1 million over and above the commitments of the local signatories in the Metro Matters Agreement. It is important to note that receipt of the requested \$40 million in state funds will not reduce the amount of local funding committed by local governments to WMATA as part of the Metro Matters Agreement.

In light of this documented federal shortfall, we respectfully request that the \$40 million be provided to NVTC now to be held in trust to cover Metro railcar billings based on written instructions from NVTC's local jurisdictions. The jurisdictions have already determined the method to be used to allocate local shares of the \$40 million at NVTC.

As you may know, local governments are facing serious budget pressures this year while WMATA, VRE and many local bus systems are asking for sharply higher local subsidies. The release of previously appropriated state funds in this time of financial crisis is especially important.

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

Please feel free to contact Rick Taube at NVTC if you have any questions or concerns.

Sincerely,

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

David F. Snyder
Chairman

cc: NVTC Commissioners
Matthew Tucker



January 18, 2007

RECEIVED

JAN 19 2007

Richard Taube
Executive Director
Northern Virginia Transportation Commission
4350 N. Fairfax Drive, Suite 720
Arlington, Virginia 22203

Dear Mr. Taube:

I am writing to follow up on the meeting held last week regarding the status of funding for rail cars as included in the Metro Matters agreement. This agreement assumed \$260 million in federal funding for rail cars. The federal funds available are \$104 million resulting in a shortfall of \$156 million. Virginia's share of this shortfall is approximately \$42 million. The \$40 million appropriated by the Virginia General Assembly in the FY 2006 budget comes close to meeting this shortfall.

I trust that this explanation will assist in seeking the release of the \$40 million in State funds.

If I can provide any additional information, please contact me at 202-962-1200.

Sincerely,

H. Charles Woodruff II
Chief Financial Officer

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

*By Metrobus:
Routes D6, P6, 80, X2*

*By Metrorail:
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and
Yellow Lines*

*A District of Columbia,
Maryland and Virginia
Transit Partnership*



NVTC

Northern Virginia Transportation Commission

August 18, 2005

Chairman
Hon. Paul Ferguson

Vice Chairman
Hon. Gerald E. Connolly

Secretary/Treasurer
Hon. David F. Snyder

Commissioners:

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

Arlington County
Hon. Paul Ferguson
Hon. Jay Fiset
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**
Karen Rae

Virginia General Assembly
Sen. Jeannemarie Devolites Davis
Sen. Mary Margaret Whipple
Del. David B. Albo
Del. Adam P. Ebbin
Del. Timothy D. Hugo
Del. Gary A. Reese

Executive Director
Richard K. Taube

Ms. Karen Rae
Director
Virginia Department of Rail and Public Transportation
1313 E. Main Street, Suite 300, P.O. Box 590
Richmond, VA 23218-0590

Dear Ms. Rae:

Staff of NVTC and its local jurisdictions have discussed the allocation of \$40 million provided by the Virginia General Assembly for Metro railcars. We understand these funds will be available during FY 2006.

With the recent passage of HR3 (reauthorization of TEA-21) by Congress and its signing by President Bush, an earmark for Metro capital is now available for approximately \$100 million. However, \$260 million was anticipated when the Metro Matters funding agreement was executed by NVTC's jurisdictions. Accordingly, a funding gap of about \$160 million now exists, of which Virginia's share may be as much as \$44 to \$46 million. We therefore urge you to make available the commonwealth's \$40 million to fill this unfunded gap.

We also recommend that if DRPT chooses to provide funds directly to WMATA, it must first have an explicit agreement that establishes exactly how the funds will be used.

Regarding credit for the \$40 million among Virginia jurisdictions, if WMATA's railcar billing formula is used, a different allocation will result than if NVTC's allocation formula is used. We recommend that an allocation should be used in this case that reflects the actual sharing arrangement for \$45 million previously provided by DRPT for WMATA railcars. Our suggestion would allocate 40 percent of the \$40 million by WMATA's railcar formula and 60% by NVTC's allocation formula. This would reflect the \$18 million that was allocated by Metrorail formula and \$27 million that was allocated by NVTC's formula of the original \$45 million.

If DRPT wishes to obligate the \$40 million quickly while it negotiates with WMATA, the funds could be held in an escrow account at NVTC.

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

Ms. Karen Rae
August 18, 2005
Page 2

We would appreciate hearing your reactions to our recommendations and would be pleased to respond to your questions or comments.

Sincerely,

A handwritten signature in black ink that reads "Rich".

Richard K. Taube
Executive Director

cc: NVTC MAC Members
Sharmila Samarsinghe
Mr. Pierce Homer, Secretary of Transportation



AGENDA ITEM #11

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube
DATE: February 22, 2007
SUBJECT: VRE Items.

Attached for your information are minutes of the VRE Operations Board's meeting of February 16, 2007, together with the report of VRE's Chief Executive Officer and several ridership and on-time performance reports. Also attached are relevant articles about VRE.

PRTC did act at its February 7, 2007 meeting to transmit VRE's two alternative FY2008 budgets to its jurisdictions (as did NVTC on February 1st). However, PRTC approved a slightly different resolution and received a list of concerns from Fredericksburg and Stafford County about the governance/subsidy changes to the Master Agreement (see attachments). VRE Board Chairman Dana Kauffman and Board member Sharon Bulova will be meeting with various PRTC members to try to resolve these concerns.

There are no VRE action items this month.



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



CHIEF EXECUTIVE OFFICER'S REPORT

February 2007

MONTHLY DELAY SUMMARY

	Oct-06	Nov-06	Dec-06	Jan-07
System wide				
Total delays	65	41	47	57
Average length of delay (mins.)	16	16.8	23.8	20.5
Number over 30 minutes	8	5	9	12
On-Time Performance	89.3%	92.6%	91.9%	90.6%
Fredericksburg Line				
Total delays	47	25	17	35
Average length of delay (mins.)	16.9	20.3	27.1	21.2
Number over 30 minutes	7	5	4	7
On-Time Performance	82.8%	89.9%	93.5%	87.2%
Manassas Line				
Total delays	18	16	30	22
Average length of delay (mins.)	13.7	11.9	21.3	19.6
Number over 30 minutes	1	0	5	5
On-Time Performance	94.6%	94.7%	90.0%	93.5%

January on-time performance remains over 90%. The Fredericksburg line was 87.2% on time and the Manassas line was 93.5% on time. While we experienced some poor on-time performance on the Fredericksburg line related to mechanical issues, changes were quickly made to improve the situation, including reassignment of key staff and additional locomotive inspections.

NEW RAIL CARS

The first two new cab cars were put into service on January 19th on the Manassas line. Trains 324/331 and 328/333 were the lucky recipients. Two additional new cars were placed in service on the Fredericksburg line on January 25th and 26th on Trains 306/305 and 308/311. Now passengers on both lines can enjoy the experience of riding in the new cars. By late February, all 7 gallery sets will have new cab cars and two will have a second new car.

MANASSAS PARKING GARAGE

VRE and the City of Manassas are currently in the final design stage of a five-story parking garage that will be built just east of the Manassas rail station. The project has gained approval from the Architectural Review Board, ensuring that the aesthetics and look of the building are consistent with the City's architecture.

VRE is managing the project in close coordination with the City. The garage will be jointly owned with the City using the top two levels of the garage (about 210 spaces) and VRE using the bottom three levels (about 310 spaces). When VRE is not operating, all five levels will be

open to the public. The project is expected to go out to bid in late March, with construction beginning this summer.

QUANTICO BRIDGE CUT-IN

The Quantico Bridge itself is complete and the next few months will be critical as new switches are cut-in and old switches are removed. Monday, February 12th to Friday, February 16th, VRE will cancel trains 301 and 312. A bus bridge will be available from Backlick Road for #301 passengers. These passengers will board Manassas mid-day train #325 and detrain at the Backlick Road station where PRTC buses will take them to Woodbridge, Rippon, Quantico, Brooke, Leeland Road and Fredericksburg.

During the second phase, February 20-23, there will be a signal suspension. VRE will operate four morning trains from Fredericksburg and four evening trains back. Delays of up to 45 minutes can be expected.

Temporary Schedules

300 dep FBG at 4:45a	303 dep WAS at 3:35p
302 dep FBG at 5:45a	307 dep WAS at 4:45p
306 dep FBG at 6:35a	309 dep WAS at 5:45p
310 dep FBG at 7:50a	313 dep WAS at 6:40p

Temporary train schedules have been posted at the stations and on the web site. Banners directing people to the web site for daily updates and special schedule information have been prominently displayed at all Fredericksburg line stations. In addition, on February 8th, VRE staff held station events to hand out the temporary schedules and answer any questions.

BURKE CENTRE PARKING GARAGE

On Monday, February 5th, Phase II of the Burke Centre parking garage began. Previously fenced off spaces at the east end of the lot were opened up so that the middle section of the lot could be blocked off. During this phase, a total of 235 spaces will remain unavailable for about 14 months. VRE continues to encourage passengers to use the free shuttle buses, which has seen ridership steadily increasing.

PUBLIC HEARINGS

VRE will hold Public Hearings to discuss the elimination of the Free Ride Certificate service guarantee program and the increase to the step-up fee for Amtrak trains. Comments on the proposals will be accepted through March 2, 2007 and can be made four ways:

- Via e-mail at publiccomment@vre.org

- Via U.S. Mail to:
Public Comment
 Virginia Railway Express
 1500 King Street, Suite 202,
 Alexandria, Virginia 22314
- Via fax at (703) 684-1313, Attn: Public Comment
- In person at a public hearing at any of the locations below:

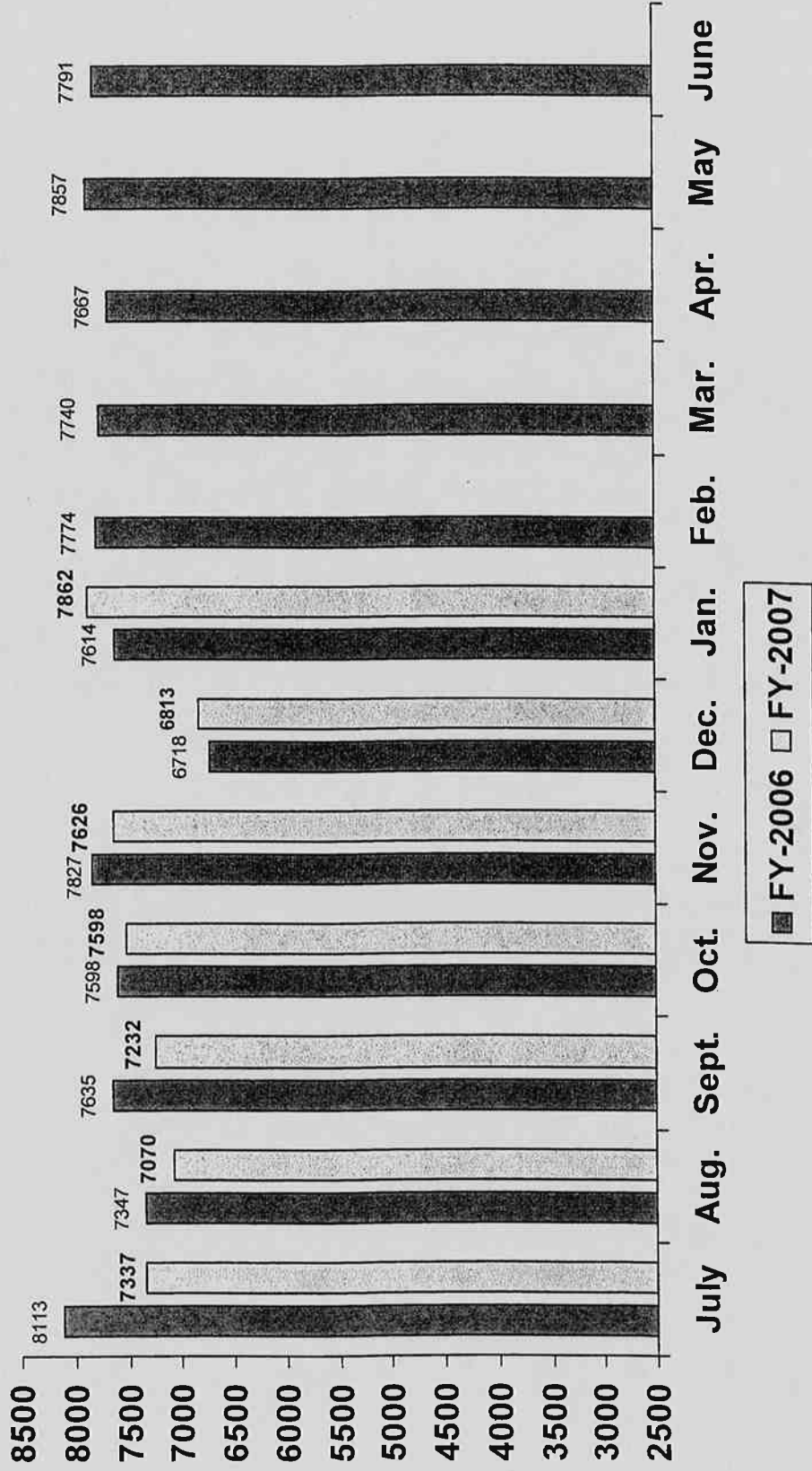
DATE	LOCATION	TIME
February 15th Thursday	Fredericksburg City Hall City Council Chamber Room 715 Princess Anne Street Fredericksburg, VA 22401	7pm to 9pm
February 21st Wednesday	V.R.E. Offices 1500 King Street, Suite 202 Alexandria, VA 22314	Noon to 2pm
February 22 nd Thursday	Manassas City Hall City Council Chamber Room 9027 Center Street Manassas, VA 22110	7pm to 9pm
February 23 rd Friday	Holiday Inn [L'Enfant] "Saturn & Venus" Room 550 C. Street, S.W. Washington, D.C. 20024	Noon to 2pm
February 28 th Wednesday	P.R.T.C. Board Room, 2nd Floor 14700 Potomac Mills Road Woodbridge, VA 22192	7pm to 9pm

MONTHLY PERFORMANCE MEASURES – January 2007

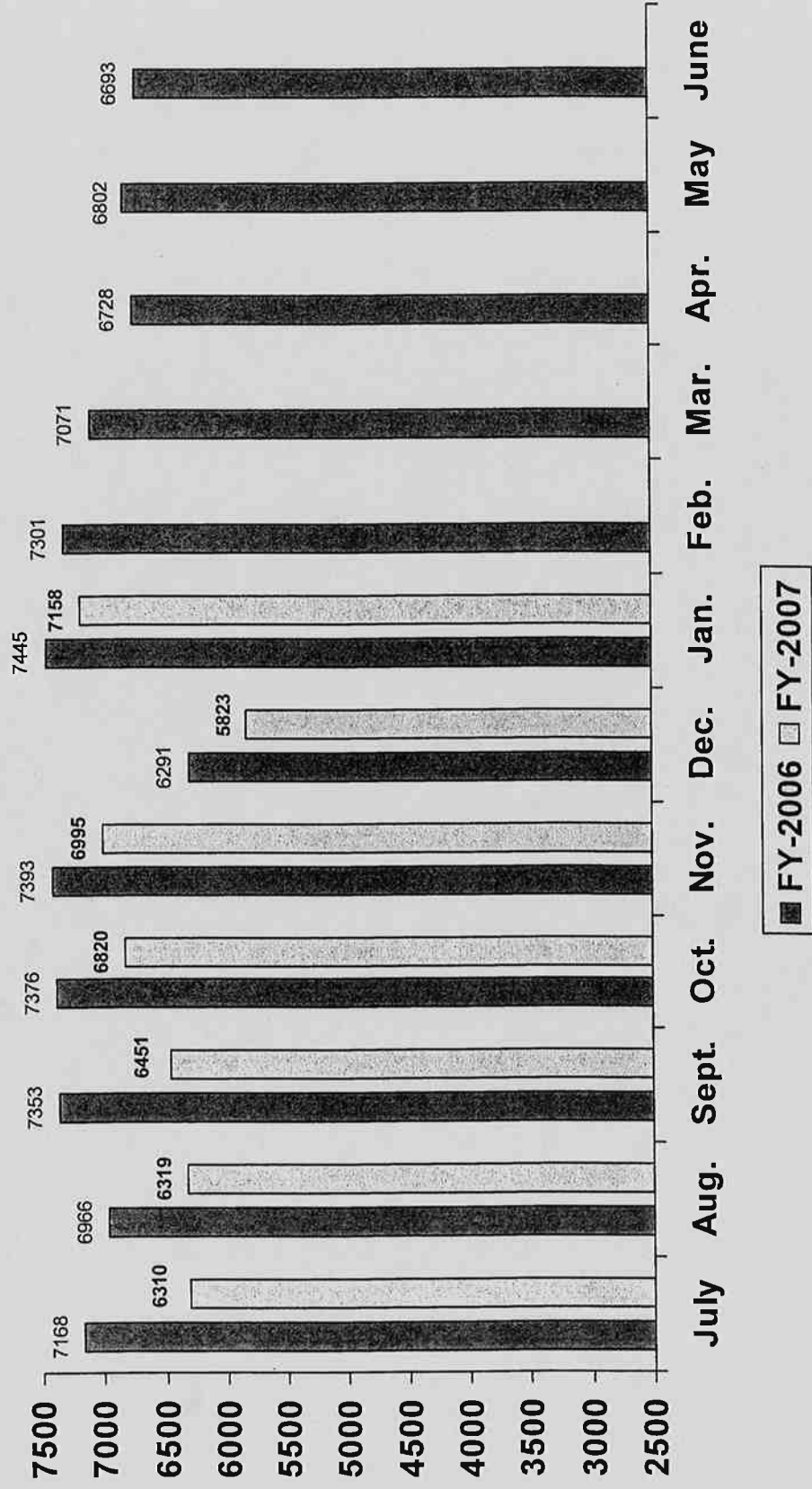
RIDERSHIP OVERVIEW		RIDERSHIP
VRE FY 2007 Passenger Totals (to date)		
VRE FY 2006 Passenger Totals (to date)		2,104,855
PERCENTAGE INCREASE		%
MONTHLY ON-TIME PERFORMANCE		ON-TIME PERCENTAGE
January Fredericksburg OTP Average		87.2%
January Manassas OTP Average		93.5%
VRE JANUARY OVERALL OTP AVERAGE		90.6%
REASON	TOTALS	PERCENT
Signal/Switch Failure	10	17.5%
Slow Orders	1	1.75%
M/W	3	5%
Train Interference	20	35.25%
AMTRAK		
Freight		
VRE		
Mechanical Failure	12	21%
Late Turn	2	3.5%
PAX Handling	3	5.25%
Weather	0	0%
Crew Related	1	1.75%
Other	5	9%
TOTAL		100%

FINANCIAL INDICATORS		DECEMBER 2006		
MEASURES		GOAL	ACTUAL	TREND
OPERATING RATIO		55%	62%	↑
BUDGETED FARE REVENUE YTD	27,849,237			
ACTUAL FARE REVENUE YTD	27,474,204			
CUMULATIVE VARIANCE	(375,033)	0	(375,033)	↓
PERCENT COLLECTED FY 07 YTD		51.36%	50.66%	↓
BUDGETED EXPENSES	54,227,246			
BUDGET EXPENSES YTD	27,864,501			
OPERATING EXPENSES YTD	25,401,477			
CUMULATIVE VARIANCE	2,463,024	0	2,463,024	↑
PERCENT COLLECTED FY 07 YTD		51.38%	46.84%	
NET INCOME LOSS		0	2,087,991	↑

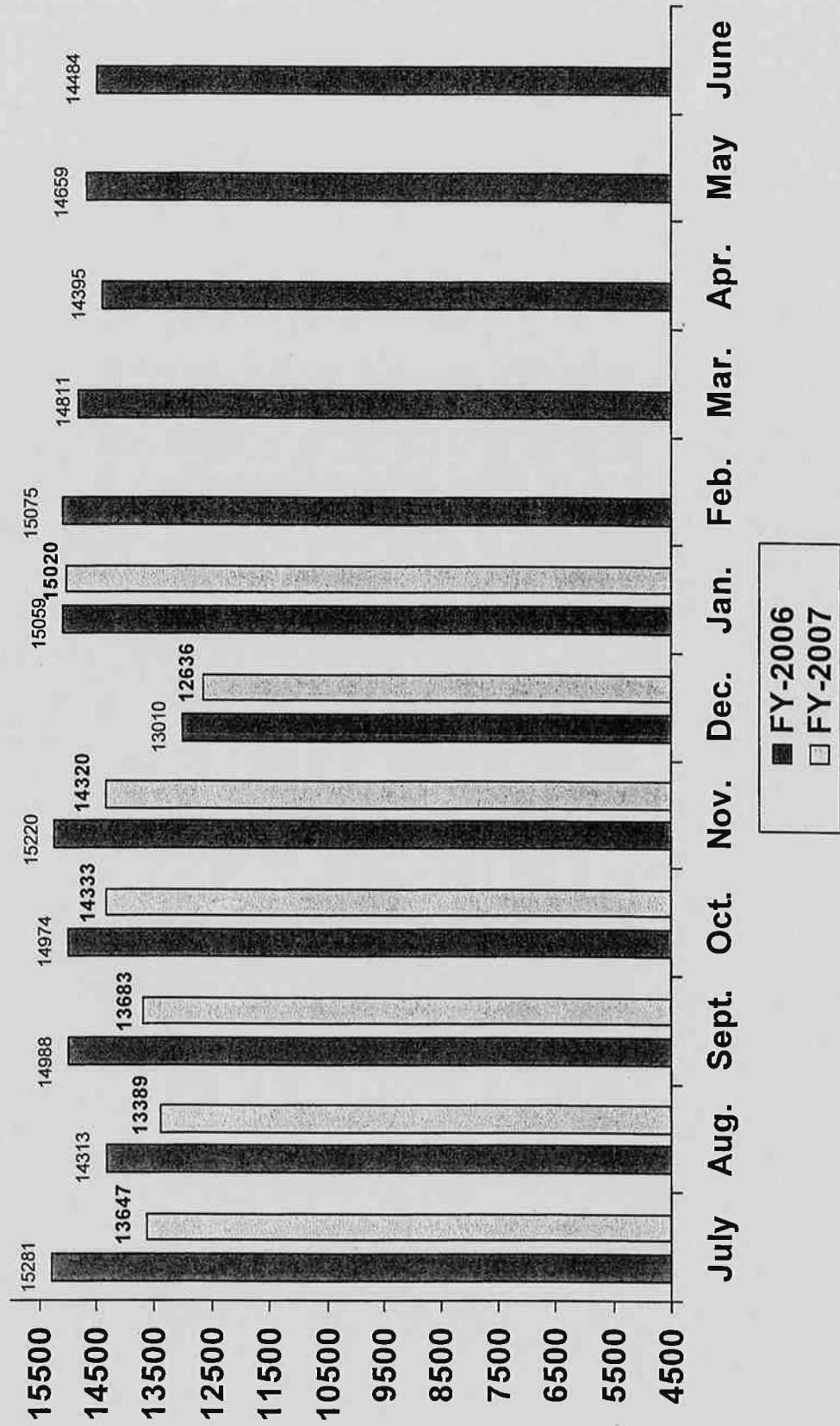
VRE Average Daily Ridership Fredericksburg Line



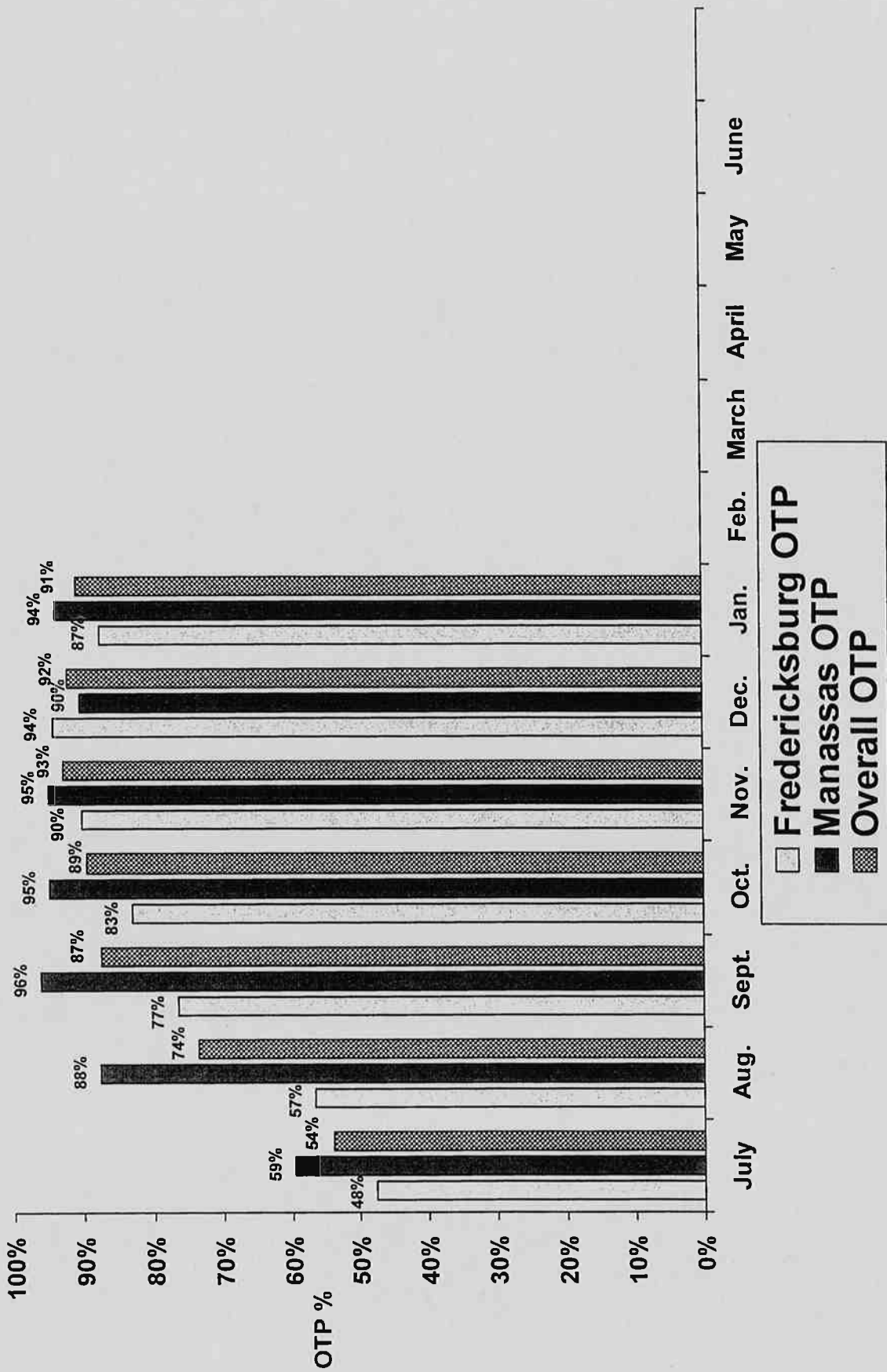
VRE Average Daily Ridership Manassas Line



VRE Total Average Daily Ridership



Average On-Time Performance FY-2007



**PRTC
PROPOSED AMENDED RESOLUTION**

WHEREAS, the VRE Master Agreement requires that the Commissions transmit to the participating and contributing jurisdictions (“member jurisdictions”) no later than February 1 of each year an approved annual budget and a request to budget and appropriate their respective jurisdictional subsidy as set forth in the budget; and

WHEREAS, the VRE Master Agreement provides that the participating jurisdictions will be requested by the Commissions to budget, and thereafter appropriate, their entire share of the costs of commuter rail service as such share is calculated in accordance with the formula in the VRE Master Agreement, specifically, that 90 percent of the total costs be determined by the number of the jurisdiction's residents riding commuter rail and 10 percent of the costs be determined by total population of each participating jurisdiction; and

WHEREAS, in February, 2006, the VRE Operations Board initiated analysis of VRE’s governance structure and subsidy allocation formula; and

WHEREAS, the VRE Operations Board has recommended that the Board be expanded to include all member jurisdictions with board seats proportionate to system ridership and weighted voting proportionate to jurisdictional subsidy; and

WHEREAS, the VRE Operations Board has also recommended that the VRE Master Agreement be amended to allocate the jurisdictional subsidy based on system ridership only rather than the current 90% system ridership and 10% population formula; and

WHEREAS, this amendment to the subsidy formula is proposed to be phased in over four years; and

WHEREAS, the proposed changes require approval of an amendment to the VRE Master Agreement by the Commissions and each of the member jurisdictions; and

WHEREAS, the proposed changes to the VRE Master Agreement relating to the degree of autonomy the VRE Operations Board has, weighted voting on the Operations Board, and consideration for those localities assuming a greater burden as a result of non-member jurisdictional riders require further discussion among the member jurisdictions before amendments to the VRE Master Agreement can be finally agreed upon. }

NOW, THEREFORE, BE IT RESOLVED THAT the Potomac and Rappahannock Transportation Commission hereby adopts the revised FY 2007 and

recommended FY 2008 VRE Operating and Capital Budget and directs that the recommended FY 2008 VRE budget be forwarded to each of the participating and contributing jurisdictions with a request that, in accordance with the VRE Master Agreement, they each include in their respective FY 2008 budgets their proportionate share of the VRE costs as set forth in the aforesaid FY 2008 VRE budget and thereafter appropriate such shares in the manner set forth in the VRE Master Agreement; and

BE IT FURTHER RESOLVED THAT the Potomac and Rappahannock Transportation Commission does hereby:

- (1) adopt and forward to the member jurisdictions an alternate FY 2008 VRE Operating and Capital Budget which budget:
 - (a) reflects the proposed change to the subsidy formula whereby total VRE costs are allocated among the member jurisdictions based on the number of the jurisdiction's residents riding commuter rail, as phased in over a four year period (FY 2008 through FY 2011), and
 - (b) is effective contingent upon approval by the Commissions and all member jurisdictions of amendments to the VRE Master Agreement pertaining to Operations Board membership and the issues outlined above.
- (2) subject to the aforesaid contingency, request the member jurisdictions to include in their respective FY 2008 budgets, in accordance with the VRE Master Agreement, their proportionate share of the VRE costs as set forth in the aforesaid alternate FY 2008 VRE budget, in lieu of the initially recommended FY 2008 budget, and to thereafter appropriate such shares in the manner set forth in the VRE Master Agreement; and

BE IT FURTHER RESOLVED THAT, the Potomac and Rappahannock Transportation Commission does hereby authorize the Executive Directors of both PRTC and NVTC to submit to the Transportation Planning Board of the National Capital Region and to the Federal Transit Administration or other federal agencies, the appropriate Transit Improvement Program and grant applications for FY 2007 and FY 2008; and

BE IT FURTHER RESOLVED THAT, the Potomac and Rappahannock Transportation Commission does hereby authorize the Executive Director of NVTC to submit to the Commonwealth the approved budget as part of the FY 2008 state aid grant applications; and

BE IT FURTHER RESOLVED THAT, the Potomac and Rappahannock Transportation Commission does hereby request that the VRE Operations Board examine

} *

the proposed changes to the VRE Master Agreement and all comments and alternative proposals made by member jurisdictions, and report to the Commissions the results of the Operations Board's examination and its recommendations.

Stafford County's and City of Fredericksburg's
Response to VRE "Governance" Recommendations

Both Stafford County and Fredericksburg are committed to the regional effort in making VRE a successful commuter rail operation. We support efforts to make changes in governance to ensure that the participating localities get a full and fair voice in the operation of VRE and also support changes in the subsidy allocation as long as it achieves the stated goal of fairness. For this reason Stafford and Fredericksburg are putting forward proposals that we feel meet our common goals.

1. **Weighted vote based on subsidy** — the "subsidy-based" approach as drafted creates the unintended consequence of enabling Prince William County and Fairfax County to prevail in a "split vote" situation even if all other member jurisdictions are opposed. The original proposal on weighted voting was carefully conceived to insure that no fewer than three members were in agreement to bring about a result. An adjustment that restores this aim should be made (e.g., a change to the "60%" standard or a further stipulation in addition to the 60% standard or a return to ridership as the determining factor in weighting the vote).

2. **Non-Member jurisdictional riders** — Stafford and Fredericksburg take issue with the position that non-member jurisdictional riders have no differential impact on the member jurisdictions. Some members are affected disproportionately because of the heavy incidence of traffic and parking demands and associated, adjoining neighborhood sensitivities. While crediting 100% of the non-member passenger revenues ("system revenue") to the most affected jurisdictions has been shown to be impractical (since, for example, Fredericksburg would end up paying no subsidy), some accommodation is warranted, be it in the form of a portion of the system revenue or a mitigation project funded by all the VRE members as part of VRE's CIP.

Plausible mitigation projects might include participation in the improvements/repairs to the Fredericksburg station, assistance to Stafford in the expansion of parking at the Brooke Station and/or improvements to the Leeland Station. Mitigation accommodations would continue until such time as the non-member jurisdictions join VRE.

3. **Autonomy of the VRE Operations Board** — while there is an adopted, phased "delegation of authority" plan designed to give the VRE Operations Board greater autonomy over time, the plan even when fully implemented provides for the two commissions to retain significant decision-making authority over VRE matters, that potentially could result in the commissions thwarting the will of the VRE Operations Board. The VRE budget is a prime case in point. The fact that the decision-making process at the "commission" level differs from the VRE Operations Board is antithetical to one of the aims

of the "VRE Operations Board governance" recommendations -- insuring that decision-making mirrors the relative significance of each member -- diluting the meaningfulness of these recommendations.

Stafford County and the City of Fredericksburg want to see the commissions' prerogative to overrule the VRE Operations Board phased out, beyond what the approved "delegation of authority" plan now envisions in its ultimate state. This is in keeping with these two jurisdictions' intention to become a wholly separate urbanized area (from NOVA) with more than 200,000 residents, consisting of all three jurisdictions now comprising the Fredericksburg urbanized area plus Caroline and King George Counties, which the 2010 census should make possible.

To these ends, Stafford and Fredericksburg want all the VRE member governments to commit to working towards the goal of giving the VRE Operations Board control of its operations and budget by 2010.

[Print this Page](#)

[Return to story](#)

SIGNS OF TROUBLE As frustration mounts, will Virginians see traffic relief? VRE and CSXT are in sync, but Virginia needs more rail

January 7, 2007 12:50 am

VIRGINIA Railway Express and CSX Transportation have at least two things in common: We both have customers who expect us to run trains on time, and we're committed to making that happen.

VRE service has improved steadily over the past five months. As of the end of December, VRE trains were on schedule 94 percent of the time. That's good progress, and the result of a cooperative effort by VRE and CSXT to manage traffic flow on an overburdened stretch of tracks.

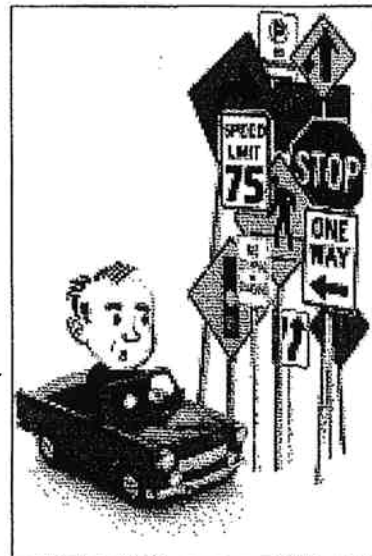
Since being assigned by CSXT to work closely with VRE more than a year ago, I've come to regard VRE management as a top-flight group of individuals who are committed to making things better. I also more fully understand the fact that the problems we face together began many years ago, in a well-intentioned effort to manage economic growth in our area.

In the early 1990s, the line between Fredericksburg and Washington was a well-run freight railroad with enough extra capacity to handle certain Amtrak passenger trains and, presumably, the region's fast-growing freight needs for years to come.

Around that same time, however, the highways were becoming overcrowded, and a group of government officials and transportation, urban, and social planners proposed a commuter system for the region.

Unfortunately, as a result of the need to move quickly and the lack of funds, the need for significantly more track to support such a service long-term was never met. VRE invested in stations, equipment, and parking lots, but not tracks.

Two independent studies in 1999 and 2000 confirmed that the track



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[Tracks built by CSXT to move freight now accommodate daily commuter trains. Despite improved coordination with VRE, Virginia needs more tracks to keep up with growing demand.](#)
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between Fredericksburg and Washington was at capacity, and that additional traffic would lead to significant congestion. Today, 48 of the 80 trains that operate on an average day are VRE or Amtrak trains. reprints

Put another way, CSXT gets to use its own tracks less than half the time--even though it built, maintains, and operates the tracks at its own expense. Maintenance costs borne by CSXT are actually higher as a result of the VRE service.

In 1995, VRE recognized the problem and committed contractually to add a third line of track between Fredericksburg and Washington, at no cost to CSXT. The lion's share of that commitment has not yet been funded, even though efforts have been made to address bottlenecks on the system.

Based on the VRE experience, all freight railroads in the U.S. now require that track expansions for commuter services be completed before a single commuter train leaves the station. Recently, for example, the state of Florida signed an agreement in principle to invest nearly \$1 billion in infrastructure to accommodate commuter train service in Orlando, while keeping freight service viable in a growing region.

Those are the facts. But today, VRE, CSXT, and the commonwealth of Virginia have come to realize that working together is the only way to move forward.

For its part, CSXT has added dispatching services to better choreograph the complex movement of people and life-essential products on the same system with VRE.

We have held back freight trains at locations where they won't interfere with commuter rush hours, and positioned maintenance crews to respond more quickly to problems with signals or switches.

We've also scheduled maintenance work at night to avoid delays during the day.

Still, we know that operations don't run smoothly every day, and when they don't we address the issues quickly and with an eye toward resolving them permanently.

The real answer now is completing the third rail line. Citizen concerns about the need to speed things up are valid, even though some of the criticism levied at VRE isn't entirely fair. VRE management is attempting to do what, in retrospect, should have been done years ago--modeling current and future traffic flows, planning the engineering and construction work in a way that minimizes near-term disruptions (this will be a reality of future projects)--and, of course, securing funding from public sources.

They are doing all of this while operating a fully running commuter service with its own set of day-to-day issues.

The third-track infrastructure itself--not including bridges--could cost in the neighborhood of \$700 million. To date, the commonwealth of Virginia, with some assistance from the federal government, has appropriated approximately \$90 million for improvements along the corridor, including the new Quantico Creek bridge, which opens next year.

More recently, Bill Howell, speaker of the Virginia House of Delegates, introduced a \$17 million budget amendment to help alleviate congestion points farther south.

All of these steps are money well spent but are only a drop in the bucket in terms of what's really needed to significantly bolster service and create a rail network that does what it is expected to do.

As the public and private sectors work to solve the problems with rail service, I would urge citizens to consider the fact that the problems have deep roots and will require significant thought, cooperation, and effort by everyone involved.

Like all CSXT employees, those who live and work in this region have a deep commitment to excellence. We deliver automobiles for your driveway, coal for your lights, and grains for your tables, and certainly want you to get to and from work safely and on time.

Working together, we will make that happen.

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JAY WESTBROOK is assistant vice president with CSX Transportation.

Transportation

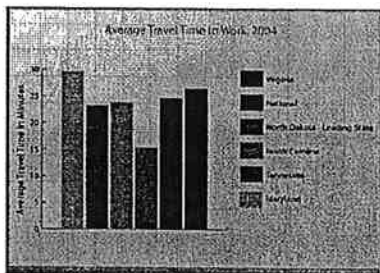
Traffic Congestion

Traffic congestion presents more than a headache for commuters; it has a negative impact on the delivery of goods and services, and on the general well-being of citizens. Virginia is currently only able to measure congestion in major metropolitan areas, and its success in keeping traffic congestion low is mixed. Washington, DC is a trouble spot, with the nation's third-highest rate of congestion, and the Hampton Roads area also experiences congestion. Richmond, however, ranks low among cities of comparable size.

Why is This Important?

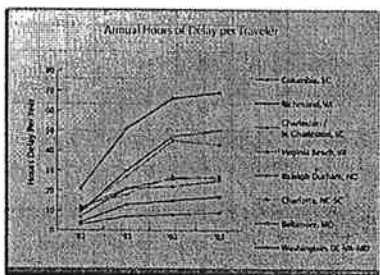
A transportation infrastructure is valuable to an economy because it facilitates the mobility of goods and services, but congestion increases the cost of mobility to everyone and reduces the efficiency and condition of the roadways. The ability to move goods and people around the Commonwealth at relatively low cost contributes directly to the well-being of citizens, and also reduces the total cost of the goods and services they receive. These lower costs result in savings to consumers and higher profits for businesses.

How is Virginia Doing?



In Virginia, the average commute time to work is 26.5 minutes, which is the seventh highest in the nation. While higher than North Carolina (23.9 minutes) and Tennessee (23.2 minutes), the average time is slightly lower than Maryland's 29.7 minutes. The national average is 24.7 minutes.

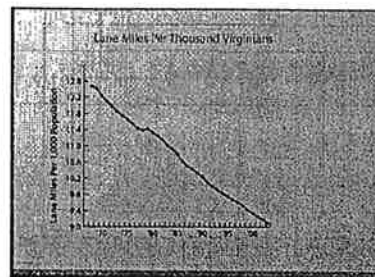
Lane-mile use has increased over time; since the mid-1960s Virginia has experienced a decline in both lane-miles relative to population and lane-miles relative to state gross domestic product (GSP).



The Texas Transportation Institute (TTI), a highly respected and utilized source of congestion data, publishes congestion figures for 85 urban areas across the country. In 2003, the metro area around Washington, D.C. was ranked third in the nation for average hours (69) of delay per traveler. This ranking is considerably higher than any other region in Virginia but also much higher than for urban areas in neighboring states. Next on the list come Baltimore and Charlotte at 17th and 22nd respectively. Raleigh, Virginia Beach and Charleston, SC form a group at 43rd, 46th and 47th. Finally, Richmond and Columbia, SC rank 57th and 76th respectively. While these rankings are roughly correlated with size, Richmond and Columbia have less congestion compared to other cities in their size class, while Washington D.C., Charlotte, Baltimore and Charleston are at the high end for their size class.

What Influences Traffic Congestion?

Road usage as measured by vehicle miles traveled (VMT) has increased dramatically over the past few decades as rising incomes have led to increased car ownership, an increased desire for lower density living arrangements, increased need for new road capacity and a long-term trend toward lower real costs of personal transportation. In the last two decades, the rate of increase in VMT has been much higher than the rate of increase in road capacity. As a result, increases have occurred in the number of road miles that experience congestion, the frequency of serious congestion incidents, and the number of localities that experience chronic congestion, especially during prime commuting hours. In Virginia, congestion problems are most serious in the northern region close to Washington, D.C. and in the Hampton Roads area, where traffic is forced into bottlenecks at bridges and tunnels. In addition to increases in VMT and the commensurate increases in congestion, the cost of congestion has risen in terms of lost wages, productivity and the increased cost of freight transport. As wages have risen and as the value of the transportation services provided by roads has increased, the cost to society of congestion has also risen.



Source: Virginia Department of Transportation



AGENDA ITEM #12

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube and Adam McGavock
DATE: February 22, 2007
SUBJECT: Regional Transportation Items.

A. Public Transportation and Petroleum Savings in the U.S.

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

Savings include traffic congestion from fewer autos on the roads, fewer autos owned and the use of varied energy sources for public transit. Households that use transit travel on average of 16 fewer miles each day.

The full report is available online at www.apta.com or from NVTC staff.

B. Correspondence.

A letter is attached from Ed Tennyson responding to an opinion/editorial published in the Washington Post.

C. SmarTrip Farebox Installation at DASH.

On Saturday, February 3, 2007, shortly after 7:00am, the full fleet Installation of SmarTrip fareboxes began at the Alexandria DASH garage. Staff from DASH, WMATA, GFI, Cubic, IBI, and NVTC all participated in this critical step towards a fully integrated regional fare collection system.



DASH staff coordinated the logistics of the installation, moving buses between the storage lots and the garage, while also maintaining the typical Saturday service activity of buses entering and exiting revenue service.

GFI (the farebox manufacturer) had three mechanic crews of three persons, each working in separate lift-equipped service bays in the DASH garage. These crews would remove the existing fareboxes, which were secured to the bus floor via several large bolts, and install the new fareboxes in the existing holes. The GFI crews would then connect the farebox to the bus power supply.

WMATA had two technicians on site, and their job was to check that each new farebox was seated and secured properly, and ensure that the farebox was wired properly. The WMATA crew then mounted the Operator Control Unit (OCU) on-board the bus, and connected the OCU to the farebox.

From there, the bus was taken to the probing lane, where NVTC and IBI staff checked that the farebox software and fare tables were configured correctly, verified the function of the coin and bill validators, and probed and vaulted each new farebox. Once this process was completed, the fareboxes were ready to be placed in revenue service.

As of 8:15pm Saturday evening, the entire fleet of 57 DASH buses was equipped with SmarTrip fareboxes. These buses were placed into revenue service the following morning.

So far, the new fareboxes are performing properly. The remaining farebox installations in Northern Virginia are scheduled to be completed in the spring.

D. I-95/395 HOT Lane Project Update.

The task force of transit system representatives convened by DRPT met to review a detailed scope of work for a corridor transit planning study. The scope includes regular briefings of NVTC by the consultants to report progress and receive feedback.

RECEIVED

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

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Editor Fred Hiett
The Washington Post
1150 Fifteenth Street, N.W.
Washington DC, 20071

Dear Editor Hiett:

While Balaker and Staley are entitled to their opinion on suburban sprawl as published in the Outlook section January 28, they are NOT entitled to use false information to support their erroneous views. The POST should check out what it prints more carefully.

My dictionary defines a "myth" as "a traditional story of unknown origin" but a less accepted definition is "any fictitious story." Balaker and Staley seek to label inconvenient truths as a fictitious story, but they have detoured all around the truth.

As a commuter once working in New York City I can assure all interested that it does not take the "mass transit rider about twice as long to get to work." If they include large exurban areas of sprawl without good transit service, the statistic may be valid, but will not apply to radial rail transit lines delivering people to the heart of the city. It is not just "for the poor and the handicapped." Only a minority of people drive to work in Manhattan offices. Parking for a majority would be impossible. Roads lack the capacity to keep the city alive.

It is true that in the United States "automobiles account for about 88 percent of travel" but that includes high mileage Montana and Wyoming. That percentage does not have meaning where work trips are made by rail transit. In the Ballston Rosslyn corridor 37 percent is by transit and in downtown Washington the transit share is even higher. Our economy would choke to death if 88% tried to drive into the urban core.

Yes, transit use did fall 63% from 1960 to 2000 as most rail transit routes were replaced by buses, but in 1974 rail transit started to be restored and passengers came back. Between 1984 and 2004, bus ridership declined

very slightly while Rail Rapid Transit, including Metro Rail, grew 40 percent, commuter rail grew 50% and Light Rail grew 250%. Transit use has grown faster than population and auto travel since 1974. In the National Capital area, during this time, transit use has grown 336 percent as Metro Rail expanded and Va. R. Express was added. We can not afford to cope with much more auto travel in this congested region. Obviously, wealth is no barrier to transit use. Railroad commuters average over \$100,000 per year income but we can't afford to provide free highways for them. Wealth has nothing to do with transit disuse. Quality of service does, however.

Public transit, well managed, is not "extremely costly" as attributed to Anthony Downs. Yes, major capital investments are required but that saves money over time. Transit when well used, is the low cost way to move people. Federal data proves that auto travel averages 66 cents per mile plus 11¢ outright subsidy plus downtown parking. Urban bus travel is no bargain at 88¢ per passenger-mile, but rapid rail averages only 65¢ including amortized capital. In addition rail transit enhances property values permitting tax reductions and an improved economy.

The false idea that transit is only "for the poor and the handicapped" is the unkindest cut of all. Sure, they need it, but there are not enough of them to support enough transit service. People in congested traffic need transit the most and they are not always poor and handicapped.

The express bus solution that Babker and Staley recommend has been tried since 1922. After World War II, suburban bus travel fell faster than any other type of transit, losing 82% of their passengers as population boomed. The Harbor Freeway Bus Way in Los Angeles is the most graphic example of this failure. Virginia's Shirley Bus Way has also lost market share as operating costs escalated.

Transit Oriented Development (TOD) need not "bulldoze the low density neighborhoods that countless families call home." There are many brownfields calling for redevelopment. The Vienna West TOD in Virginia is on open land vacated by its owners who wanted to leave.

Auto air pollution will not go away any time soon, even with new autos and petroleum technology. Sure, California has vastly improved air quality but look at how they did it. San Francisco extended Light Rail line, bought new all electric buses and added a suburban rail system the size of Metro Rail in the National Capital. There are 1.6 billion electric transit passenger-

Editor Fred Hiatt, Washington POST CAR CULTURE MYTHS from Terry on 1-29-07 page 3

miles travelled in San Francisco Bay Area each year.

In San Diego, Sacramento, and Santa Clara County, 120 miles of Light Rail lines have been built to add transit riders while reducing motor fuel consumption.

In Los Angeles, new electric rail lines are moving 750 million annual passengers miles of travel, including diesel-electric commuter trains. Clean air days have increased as bad air days have been markedly reduced.

In sharp contrast, in the San Joaquin Valley along I-5, where Bakersfield and Fresno have only bus transit, bad air days have increased considerably despite cleaner cars and better petroleum refining.

In the District of Columbia, they report only 343 gallons of motor fuel are consumed per capita per year, because of Metro Rail, MARC and VRE. In Georgia, where Atlanta is the most polluted and seriously congested city in the nation, they burn 746 gallons of motor fuel per capita, 117 1/2 percent more, which would be 1,612,000,000 more gallons in the National Capital area worth \$ 3.5 billion more/year. No one can afford that.

Atlanta has the most cost effective rail transit system in the United States but there is a problem there. Politics have prevented rail transit from expanding outside the two urban counties in which the city of Atlanta is located. The six suburban counties have no rail transit so the whole area is badly polluted and congested. In contrast Metro Rail, MARC and VRE extend into 14 suburban and exurban counties. In the San Francisco Bay Area, rail transit serves five counties. A regional approach to transportation is essential.

The EPA reported 474 counties violated the clean air act. Atlanta shows why. Global warming is real. Rail transit can help restrain it.

There is no way we can solve our problems unless we understand them.

Respectfully submitted



5

Myths About Suburbia and Our Car-Happy Culture

[FINAL Edition]

The Washington Post - Washington, D.C.

Author: Ted Balaker and Sam Staley

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They don't rate up there with cancer and al-Qaeda -- at least not yet -- but suburban sprawl and automobiles are rapidly acquiring a reputation as scourges of modern American society. Sprawl, goes the typical indictment, devours open space, exacerbates global warming and causes pollution, social alienation and even obesity. And cars are the evil co-conspirator -- the driving force, so to speak, behind sprawl.

Yet the anti-suburbs culture has also fostered many myths about sprawl and driving, a few of which deserve to be reconsidered:

1Americans are addicted to driving.

Actually, Americans aren't addicted to their cars any more than office workers are addicted to their computers. Both items are merely tools that allow people to accomplish tasks faster and more conveniently. The New York metropolitan area is home to the nation's most extensive transit system, yet even there it takes transit riders about twice as long as drivers to get to work.

In 1930, the interstate highway system and the rise of suburbia were still decades away, and yet car ownership was already widespread, with three in four households having an automobile. Look at any U.S. city and the car is the dominant mode of travel.

Some claim that Europeans have developed an enlightened alternative. Americans return from London and Paris and tell their friends that everyone gets around by transit. But tourists tend to confine themselves to the central cities. Europeans may enjoy top-notch transit and endure gasoline that costs \$5 per gallon, but in fact they don't drive much less than we do. In the United States, automobiles account for about 88 percent of travel. In Europe, the figure is about 78 percent. And Europeans are gaining on us.

The key factor that affects driving habits isn't population density, public transit availability, gasoline taxes or even different attitudes. It's wealth. Europe and the United States are relatively wealthy, but American incomes are 15 to 40 percent higher than those in Western Europe. And as nations such as China and India become wealthier, the portion of their populations that drive cars will grow.

2Public transit can reduce traffic congestion.

Transit has been on the slide for well more than half a century. Even though spending on public transportation has ballooned to more than seven times its 1960s levels, the percentage of people who use it to get to work fell 63 percent from 1960 to 2000 and now stands at just under 5 percent nationwide. Transit is also decreasing in Europe, down to 16 percent in 2000.

Like auto use, suburbanization is driven by wealth. Workers once left the fields to find better lives in the cities. Today more and more have decided that they can do so in the suburbs. Indeed, commuters are now increasingly likely to travel from one suburb to another or embark upon "reverse" commutes (from the city to the suburbs). Also, most American commuters (52 percent) do not go directly to and from work but stop along the way to pick up kids, drop off dry cleaning, buy a latte or complete some other errand.

We have to be realistic about what transit can accomplish. Suppose we could not only reverse transit's long slide but also triple the size of the nation's transit system and fill it with riders. Transportation guru Anthony Downs of the Brookings Institution notes that this enormous feat would be "extremely costly" and, even if it could be done, would not "notably reduce" rush-hour congestion, primarily because transit would continue to account for only a small percentage of commuting trips.

But public transit still has an important role. Millions of Americans rely on it as a primary means of transportation. Transit

agencies should focus on serving those who need transit the most: the poor and the handicapped. They should also seek out the niches where they can be most useful, such as express bus service for commuters and high-volume local routes.

Many officials say we should reconfigure the landscape -- pack people in more tightly -- to make it fit better with a transit-oriented lifestyle. But that would mean increasing density in existing developments by bulldozing the low-density neighborhoods that countless families call home. Single-family houses, malls and shops would have to make way for a stacked-up style of living that most don't want. And even then the best-case scenario would be replicating New York, where only one in four commuters uses mass transit.

3We can cut air pollution only if we stop driving.

Polls often show that Americans think that air quality is deteriorating. Yet air is getting much cleaner. We miss it because, while we see more people and more cars, we easily overlook the success of air-quality legislation and new technologies. In April 2004, the Environmental Protection Agency reported that 474 counties in 31 states violated the Clean Air Act. But that doesn't mean that the air is dirtier. The widely publicized failing air-quality grades were a result of the EPA's adoption of tougher standards.

Air quality has been improving for a long time. More stringent regulations and better technology have allowed us to achieve what was previously unthinkable: driving more and getting cleaner. Since 1970, driving -- total vehicle miles traveled -- has increased 155 percent, and yet the EPA reports a dramatic decrease in every major pollutant it measures. Although driving is increasing by 1 to 3 percent each year, average vehicle emissions are dropping about 10 percent annually. Pollution will wane even more as motorists continue to replace older, dirtier cars with newer, cleaner models.

4We're paving over America.

How much of the United States is developed? Twenty-five percent? Fifty? Seventy-five? How about 5.4 percent? That's the Census Bureau's figure. And even much of that is not exactly crowded: The bureau says that an area is "developed" when it has 30 or more people per square mile.

But most people do live in developed areas, so it's easy to get the impression that humans have trampled nature. One need only take a cross-country flight and look down, however, to realize that our nation is mostly open space. And there are signs that Mother Nature is gaining ground. After furious tree chopping during America's early years, forests have made a comeback. The U.S. Forest Service notes that the "total area of forests has been fairly stable since about 1920." Agricultural innovations have a lot to do with this. Farmers can raise more on less land.

Yes, American houses are getting bigger. From 1970 to 2000, the average size ballooned from 1,500 square feet to 2,260. But this hardly means we're gobbling up ever more land. U.S. homeowners are using land more efficiently. Between 1970 and 2000, the average lot size shrank from 14,000 square feet to 10,000.

In truth, housing in this country takes up less space than most people realize. If the nation were divided into four-person households and each household had an acre, everyone would fit in an area half the size of Texas. The United States is not coming anywhere close to becoming an "Asphalt Nation," to use the title of a book by Jane Holtz Kay.

5We can't deal with global warming unless we stop driving.

What should be done about global warming? The Kyoto Protocol seeks to get the world to agree to burn less fossil fuel and emit less carbon dioxide, and much of that involves driving less. But even disregarding the treaty's economic costs, Kyoto's environmental impact would be slight. Tom M.L. Wigley, chief scientist at the U.S. Center for Atmospheric Research, calculates that even if every nation met its obligation to reduce greenhouse gas, the Earth would be only .07 degrees centigrade cooler by 2050.

Wigley favors a much more stringent plan than Kyoto, but such restrictions would severely restrict economic growth, particularly in the developing world. Nations such as China and India were excluded from the Kyoto Protocol; yet if we're serious about reversing global warming by driving less, the developing world will have to be included.

The United Nations' Intergovernmental Panel on Climate Change notes that during the 20th century the Earth's temperature rose by 0.6 degrees centigrade and -- depending on which of the many climate models turn out to be closest to reality -- it expects the temperature to rise 1.4 to 5.8 degrees by 2100.

What does the IPCC think the effects of global warming may be? Flooding may increase. Infectious diseases may

spread. Heat-related illness and death may increase. Yet as the IPCC notes repeatedly, the severity of such outcomes is enormously uncertain.

On the other hand, there's great certainty regarding who would be hurt the most: poor people in developing nations, especially those who lack clean, piped water and are thus vulnerable to waterborne disease. The IPCC points out that the quality of housing in those countries is important because simple measures such as adding screens to windows can help prevent diseases (including malaria, dengue and yellow fever) from entering homes. Fragile transportation systems can also frustrate disaster recovery efforts, as medical personnel are often unable to reach people trapped in flooded areas.

Two ways of dealing with global warming emerge. A more stringent version of Kyoto could be crafted to chase the unprecedented goal of trying to cool the atmosphere of the entire planet. Yet if such efforts resulted in lower economic growth, low-income populations in the United States and developing countries would be less able to protect themselves from the ill effects of extreme heat or other kinds of severe weather.

Alternatively, the focus could be on preventing the negative effects -- the disease and death -- that global warming might bring. Each year malaria kills 1 million to 3 million people, and one-third of the world's population is infected with water- or soil- borne parasitic diseases. It may well be that dealing with global warming by building resilience against its possible effects is more productive -- and more realistic -- than trying to solve the problem by driving our automobiles less.

ted.balaker@reason.org

sam.staley@reason.org

Ted Balaker and Sam Staley are coauthors of "The Road More Traveled: Why the Congestion Crisis Matters More Than You Think, and What We Can Do About It" (Rowman & Littlefield).

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AGENDA ITEM #13

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube and Kala Quintana
DATE: February 22, 2007
SUBJECT: Northern Virginia Transit Tour.

A long-planned transit tour of Northern Virginia for DRPT's Director, Matt Tucker, and several other senior state officials has been rescheduled for March 22 and 23, 2007. An itinerary is attached.

Commissioners who wish to participate should contact Ms. Quintana.



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

FINAL
(2/20/07)

Transit Tour

for

**DRPT Director Matthew Tucker
VA Dep. Sec. Transp. Scott Kasprowicz
VDOT Comm. David Ekern**

Confirmed Dates:

March 22 (12:00 pm - 6:00 pm) & 23 (7:00 am – 1:30 pm), 2007

Special Notes:

The tour will be informal and will provide opportunity to view everything up close and personal with a free exchange of dialogue between key stakeholders and the Director and Deputy Secretary.

Next to presentation topics throughout the tour names appear in parentheses. These are suggested names of presenters only and are subject to change.

Tour Outline

Thursday – 3/22/06

- 12:00 pm Lunch (FFX Co.) at South County Government Center
Topics: Tour Overview (Quintana), Welcome, BRAC, NoVA Self-Help Efforts, and Telework (Ichter); Fairfax Connector/REX preview (Axton); Dulles Corridor BRT/FFX Connector (Ichter); view REX Bus Shelters.
- 2:15 pm Connector Bus via Route 1 to view REX BRT and BRAC locations en route to Franconia/Springfield from South County Government Center (route TBD by Fairfax County Staff)
- 3:00 pm Tour of Franconia/Springfield Multi-Modal Center (Ichter); Snack (Hot Chocolate, coffee, bottled water and cookies provided by TAGS).
- 3:45 Blue Line to Alexandria King Street Metro Station
- 4:15 Arrive at King Street VRE Station; VRE Overview and efforts to upgrade on-time performance (Zehner)
- 4:45 DASH bus (with SmarTrip farebox) from Alexandria, King Street. Alexandria to Courthouse -- Overview en route (Euille/ Modell) via Carlyle/Hoffman Center Development (US Patent and Trade Office/Federal Courthouse complex) to NVTC. Discussion of SmarTrip issues (McGavock).
- 6:00 pm Arrive at NVTC; Break.
- 7:30 pm Dinner

Friday 3/23/2006

- 7:00 am Breakfast "To Go" from Tucker/Kasprovicz/Ekern hotel near Ballston.
ART bus from Ballston to the Pentagon (Arlington staff to determine route). Informal discussion of I-66 mode share results and transit performance in NoVA (Taube).
- 7:30 am View Pentagon Transit Center - Bus Bays and NextBus passenger information (Zimmerman or Arlington Staff);
- 8:30 Discussion about LC Transit (Gourley) – view LC Transit buses at Pentagon bus bays @ L-11; Discussion about OMNIRide (Marx) – View buses at Pentagon bus bays.
- 9:00 am LC Transit Bus from Pentagon to Metro HQ (LC Transit, Gourley)
- 9:30 am Visit Metro HQ/ OCC (Catoe, Pant, and OCC Director) Highlight dedicated funding for Metro and Blue Ribbon panel recommendations; need support in Richmond; need for additional Metrorail railcars. (Coffee & Hot Chocolate).
- 11:00 am ART Bus from WMATA to Clarendon/Transit Oriented development via Washington Blvd or Wilson; discussion of Columbia Pike Ride and Light Rail projects (Zimmerman). Route TBD by Arlington staff.
- 12:00 pm Arrive at NVTC. LUNCH
Topics: Ballston TOD (Zimmerman); Congestion Pricing & HOT Lane issues (Taube); Cue (FFX City Staff); George (Shields/Block Sanford); TransAction 2030 (Snyder). Q&A
- 1:30 pm Tour ends.



AGENDA ITEM #14

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Scott Kalkwarf and Coletia Quarles
DATE: February 22, 2007
SUBJECT: NVTC Financial Reports for January, 2007.

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



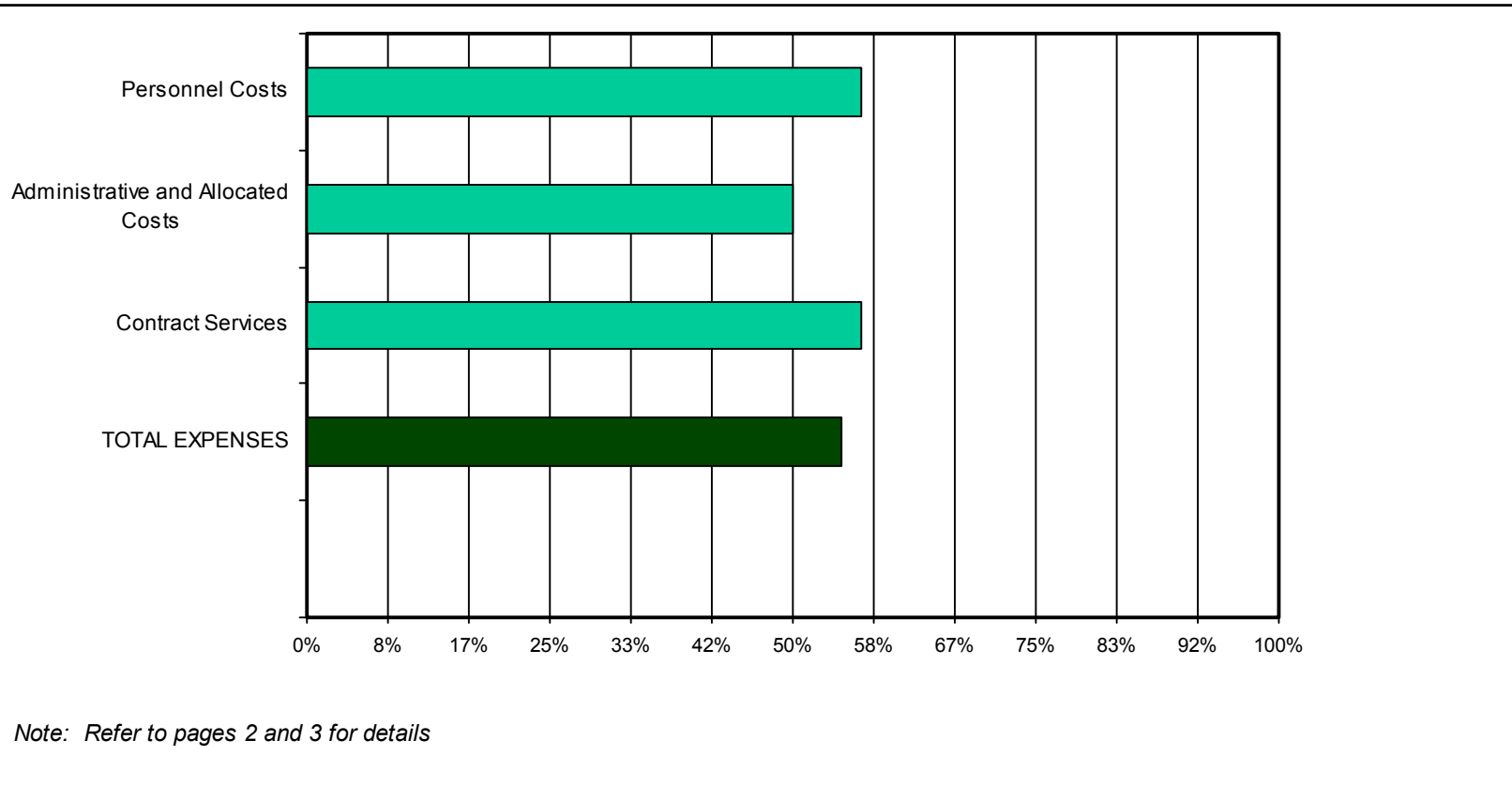
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Northern Virginia Transportation Commission

Financial Reports

January, 2007

Percentage of FY 2007 NVTC Administrative Budget Used
January, 2007
(Target 58.33% or less)



NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
January, 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	\$ 65,510.97	\$ 388,726.85	\$ 649,150.00	\$ 260,423.15	40.1%
Temporary Employee Services	-	-	1,000.00	1,000.00	100.0%
Total Personnel Costs	65,510.97	388,726.85	650,150.00	261,423.15	40.2%
<u>Benefits</u>					
Employer's Contributions:					
FICA	5,752.27	24,828.77	45,700.00	20,871.23	45.7%
Group Health Insurance	5,165.29	27,251.27	70,500.00	43,248.73	61.3%
Retirement	4,045.00	29,579.50	49,500.00	19,920.50	40.2%
Workmans & Unemployment Compensation	1,720.98	2,812.98	4,250.00	1,437.02	33.8%
Life Insurance	273.72	1,984.94	3,500.00	1,515.06	43.3%
Long Term Disability Insurance	278.83	1,938.60	4,400.00	2,461.40	55.9%
Total Benefit Costs	17,236.09	88,396.06	177,850.00	89,453.94	50.3%
<u>Administrative Costs</u>					
Commissioners Per Diem	1,550.00	8,600.00	21,700.00	13,100.00	60.4%
<i>Rents:</i>					
Office Rent	14,245.21	101,184.01	174,400.00	73,215.99	42.0%
Parking	510.00	7,032.00	11,500.00	4,468.00	38.9%
<i>Insurance:</i>					
Public Official Bonds	1,315.00	2,985.00	4,900.00	1,915.00	39.1%
Liability and Property	700.00	1,250.00	3,200.00	1,950.00	60.9%
	615.00	1,735.00	1,700.00	(35.00)	-2.1%
<i>Travel:</i>					
Conference Registration	1,033.69	6,871.46	22,950.00	16,078.54	70.1%
Conference Travel	425.00	1,740.00	2,000.00	260.00	13.0%
Local Meetings & Related Expenses	337.62	2,750.73	5,000.00	2,249.27	45.0%
Training & Professional Development	271.07	1,977.20	12,200.00	10,222.80	83.8%
	-	403.53	3,750.00	3,346.47	89.2%
<i>Communication:</i>					
Postage	1,332.98	6,984.23	10,600.00	3,615.77	34.1%
Telephone - LD	600.00	2,841.75	4,600.00	1,758.25	38.2%
Telephone - Local	196.90	723.91	1,300.00	576.09	44.3%
	536.08	3,418.57	4,700.00	1,281.43	27.3%
<i>Publications & Supplies</i>					
Office Supplies	2,022.64	7,671.47	29,800.00	22,128.53	74.3%
Duplication	1,075.01	1,845.02	4,300.00	2,454.98	57.1%
Public Information	947.63	5,326.45	15,500.00	10,173.55	65.6%
	-	500.00	10,000.00	9,500.00	95.0%

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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	289.91	9,725.49	23,800.00	14,074.51	59.1%
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	289.91	3,003.59	15,000.00	11,996.41	80.0%
<i>Other General and Administrative</i>	528.27	3,482.01	6,400.00	2,917.99	45.6%
Subscriptions	-	-	400.00	400.00	100.0%
Memberships	-	1,483.00	1,400.00	(83.00)	-5.9%
Fees and Miscellaneous	196.63	1,603.37	2,800.00	1,196.63	42.7%
Advertising (Personnel/Procurement)	331.64	395.64	1,800.00	1,404.36	78.0%
40th Anniversary	-	-	-	-	0
Total Administrative Costs	<u>22,317.70</u>	<u>147,503.67</u>	<u>294,550.00</u>	<u>147,046.33</u>	<u>49.9%</u>
<u>Contracting Services</u>					
Auditing	-	10,525.00	16,200.00	5,675.00	35.0%
Consultants - Technical	-	-	1,000.00	1,000.00	100.0%
Legal	-	-	1,000.00	1,000.00	100.0%
Total Contract Services	<u>-</u>	<u>10,525.00</u>	<u>18,200.00</u>	<u>7,675.00</u>	<u>42.2%</u>
 Total Gross G&A Expenses	 <u>\$ 105,064.76</u>	 <u>\$ 635,151.58</u>	 <u>\$ 1,140,750.00</u>	 <u>\$ 505,598.42</u>	 <u>44.3%</u>

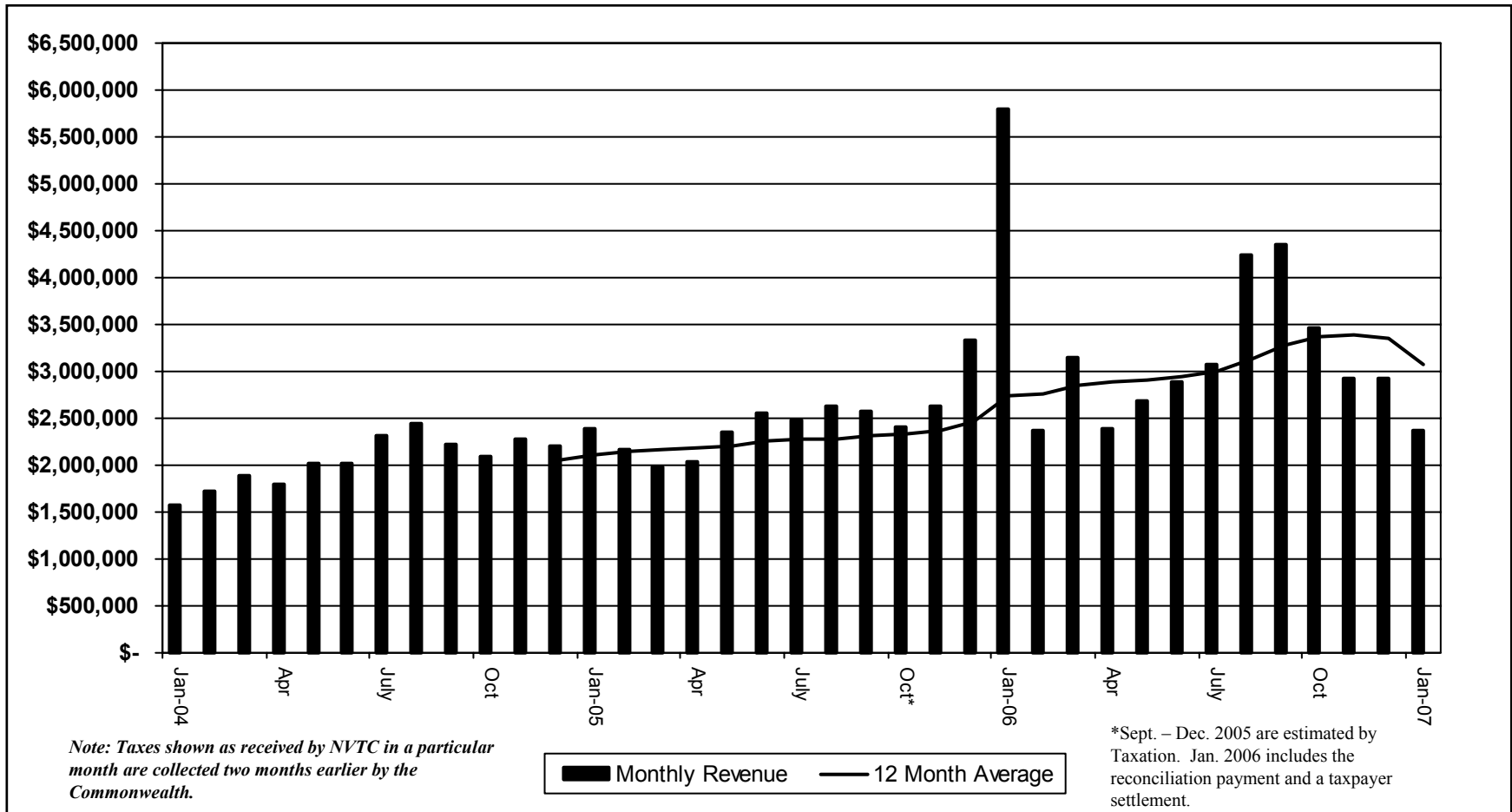
NVTC
RECEIPTS and DISBURSEMENTS
January 31, 2007

Date	Payer/ Payee	Purpose	Wachovia	Wachovia	VA LGIP	
			(Checking)	(Savings)	G&A / Project	Trusts
RECEIPTS						
3	City of Alexandria	G&A contribution		\$ 10,602.00		
4	Arlington County	G&A contribution		16,522.75		
9	DRPT	Capital grant receipt				19,910.00
9	DRPT	GPS-AVL project grant receipt			71,997.00	
10	Loudoun County	G&A contribution			4,018.25	
16	DRPT	FTM/Admin grant receipt				4,934,301.00
16	Dept. of Taxation	Motor vehicle fuel sales tax receipt				2,364,213.04
18	VRE	Reimbursement for staff support		7,775.56		
18	Staff	Expense reimbursement		52.15		
18	City of Alexandria	SmarTrip local contribution		10,031.00		
19	DRPT	SmarTrip grant receipt			6,936.00	
26	DRPT	SmarTrip grant receipt			4,094.00	
31	Banks	January interest		1,187.51	3,131.92	359,295.12
			<u>-</u>	<u>46,170.97</u>	<u>90,177.17</u>	<u>7,677,719.16</u>
DISBURSEMENTS						
1-31	Various	NVTC project and administration	(95,611.95)			
2	WMATA	Other operating				(109,776.25)
2	WMATA	Bus operating				(9,504,452.00)
2	WMATA	Paratransit operating				(1,344,938.00)
2	WMATA	Rail operating				(7,307,395.00)
2	WMATA	Metro Matters capital				(2,351,174.00)
2	WMATA	Beyond Metro Matters capital				(172,967.00)
2	WMATA	Debt service				(1,853,125.00)
2	WMATA	Rail capital - VTA				(240,278.00)
10	Loudoun County	Other operating				(4,018.25)
10	Vollmer Associates	NTD bus data consulting	(15,442.35)			
10	IBI Group	GPS-AVL consulting	(67,986.26)			
18	IBI Group	SmarTrip consulting	(5,465.95)			
30	Vollmer Associates	NTD bus data consulting	(11,696.62)			
30	IBI Group	SmarTrip consulting	(4,309.36)			
30	Balmar	Travel training costs	(6,898.00)			
31	Wachovia Bank	January service fees	(45.45)			
			<u>(207,455.94)</u>	<u>-</u>	<u>-</u>	<u>(22,888,123.50)</u>
TRANSFERS						
5	Transfer	From LGIP to checking	40,000.00		(40,000.00)	
5	Transfer	From LGIP to LGIP (NTD bus data project)			15,442.35	(15,442.35)
9	Transfer	From LGIP to checking	65,000.00		(65,000.00)	
17	Transfer	From savings to checking	60,000.00	(60,000.00)		
18	Transfer	From savings to LGIP	(10,031.00)		10,031.00	
19	Transfer	From savings to checking	15,000.00	(15,000.00)		
30	Transfer	From LGIP to LGIP (NTD bus data project)			11,696.62	(11,696.62)
30	Transfer	From LGIP to checking	60,000.00		(60,000.00)	
			<u>229,969.00</u>	<u>(75,000.00)</u>	<u>(127,830.03)</u>	<u>(27,138.97)</u>
NET INCREASE (DECREASE) FOR MONTH			<u>\$ 22,513.06</u>	<u>\$ (28,829.03)</u>	<u>\$ (37,652.86)</u>	<u>\$ (15,237,543.31)</u>

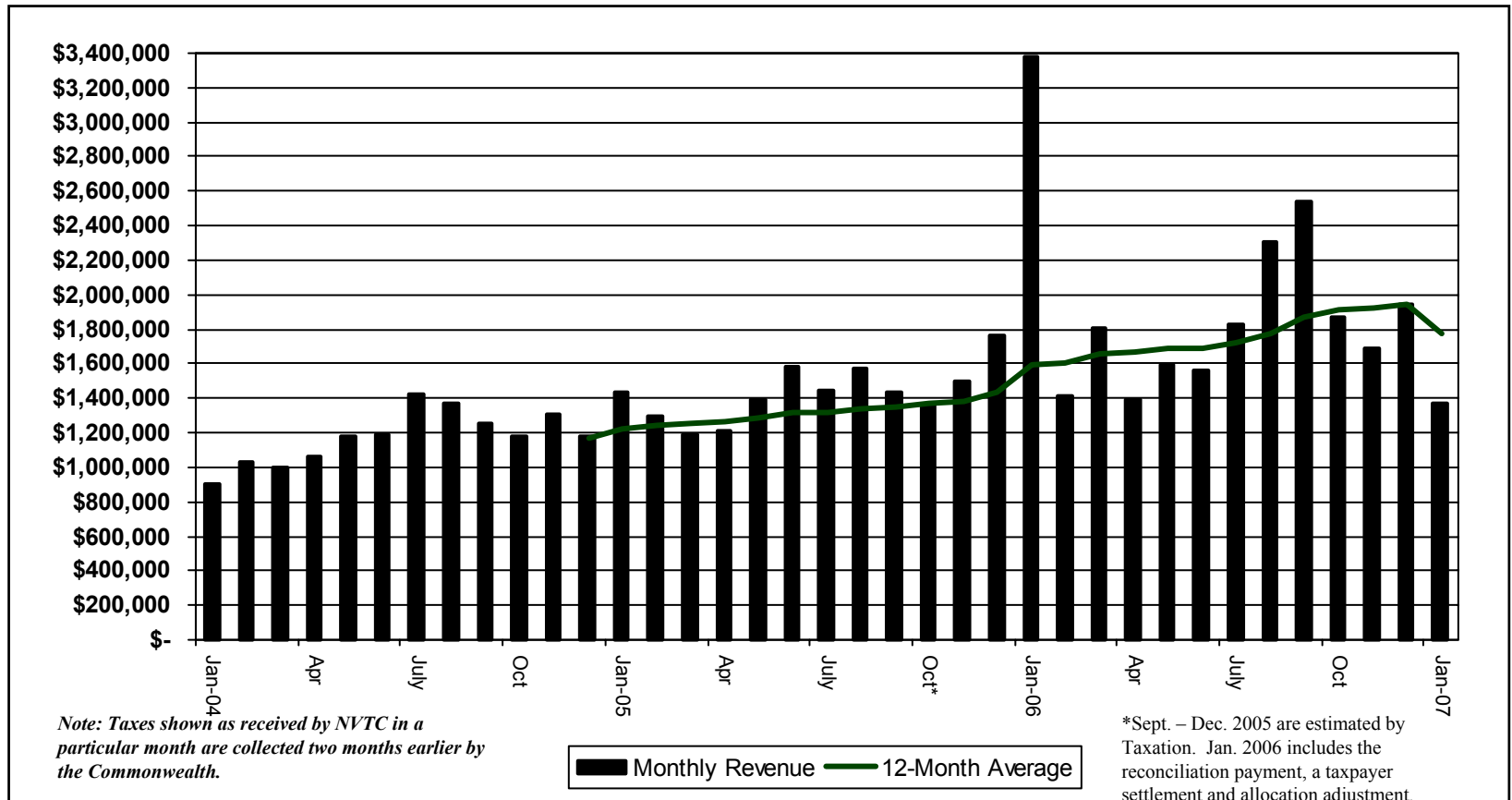
**NVTC
INVESTMENT REPORT
January 31, 2007**

<u>Type</u>	<u>Rate</u>	<u>Balance 12/31/2006</u>	<u>Increase (Decrease)</u>	<u>Balance 1/31/2007</u>	<u>NVTC G&A/Project</u>	<u>Jurisdictions Trust Fund</u>	<u>Loudoun Trust Fund</u>
<u>Cash Deposits</u>							
Wachovia: NVTC Checking	N/A	\$ 19,958.53	\$ 22,513.06	\$ 42,471.59	\$ 42,471.59	\$ -	\$ -
Wachovia: NVTC Savings	4.70%	289,921.30	(28,829.03)	261,092.27	261,092.27	-	-
<u>Investments - State Pool</u>							
Nations Bank - LGIP	5.29%	99,079,116.52	(15,275,196.17)	83,803,920.35	664,288.59	51,750,375.07	31,389,256.69
		<u>\$ 99,388,996.35</u>	<u>\$ (15,319,165.00)</u>	<u>\$ 84,107,484.21</u>	<u>\$ 967,852.45</u>	<u>\$ 51,750,375.07</u>	<u>\$ 31,389,256.69</u>

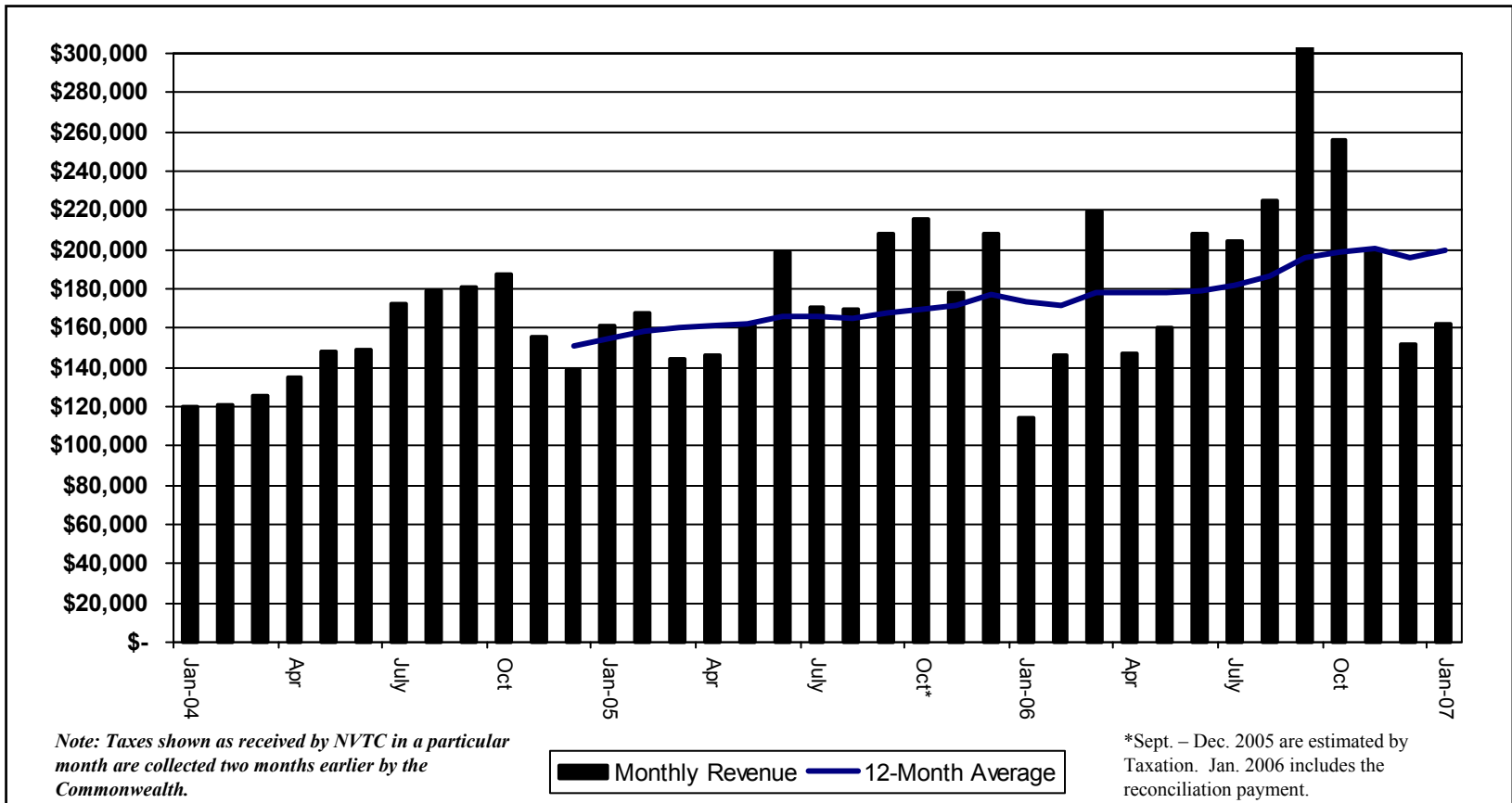
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2004-2007



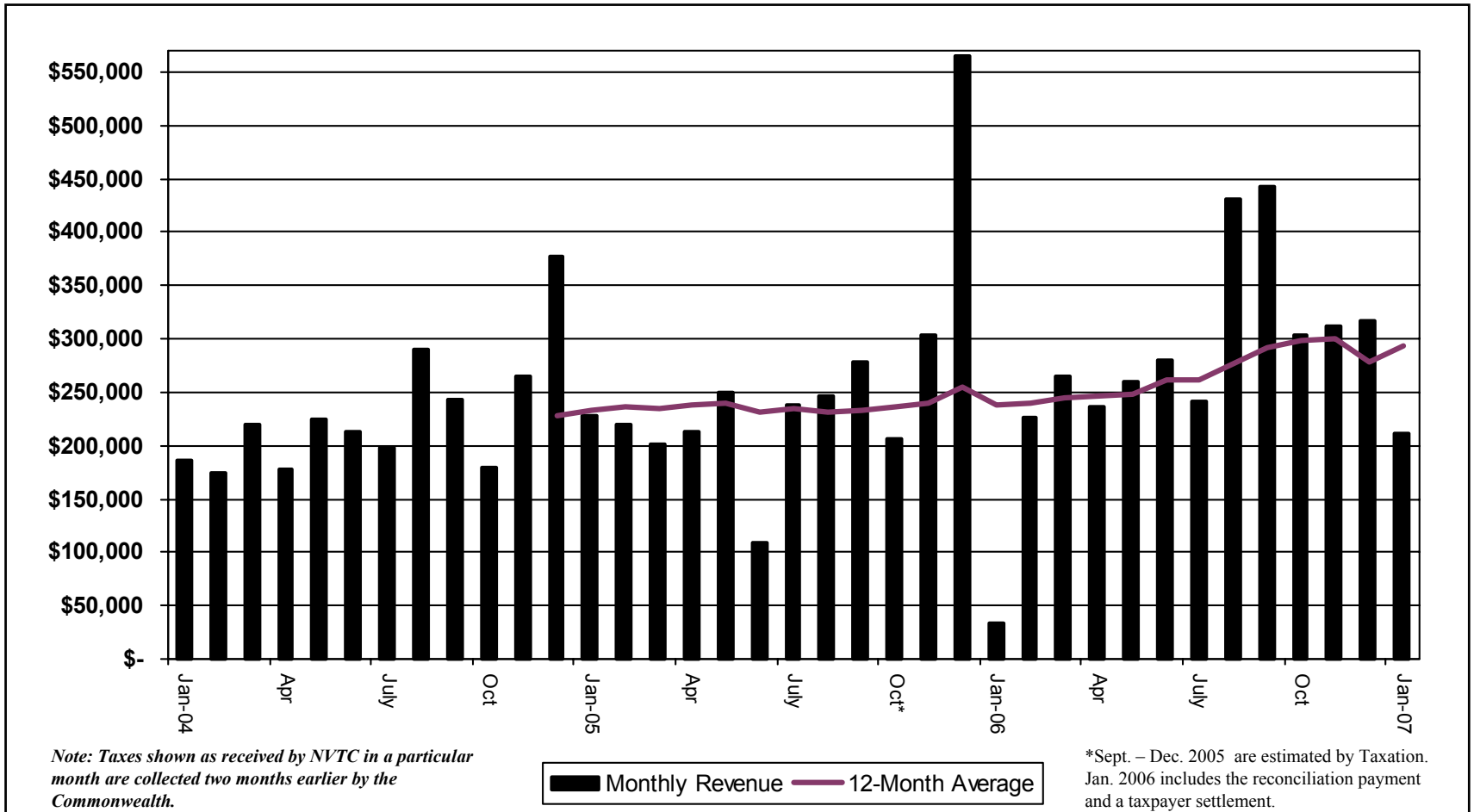
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2004-2007



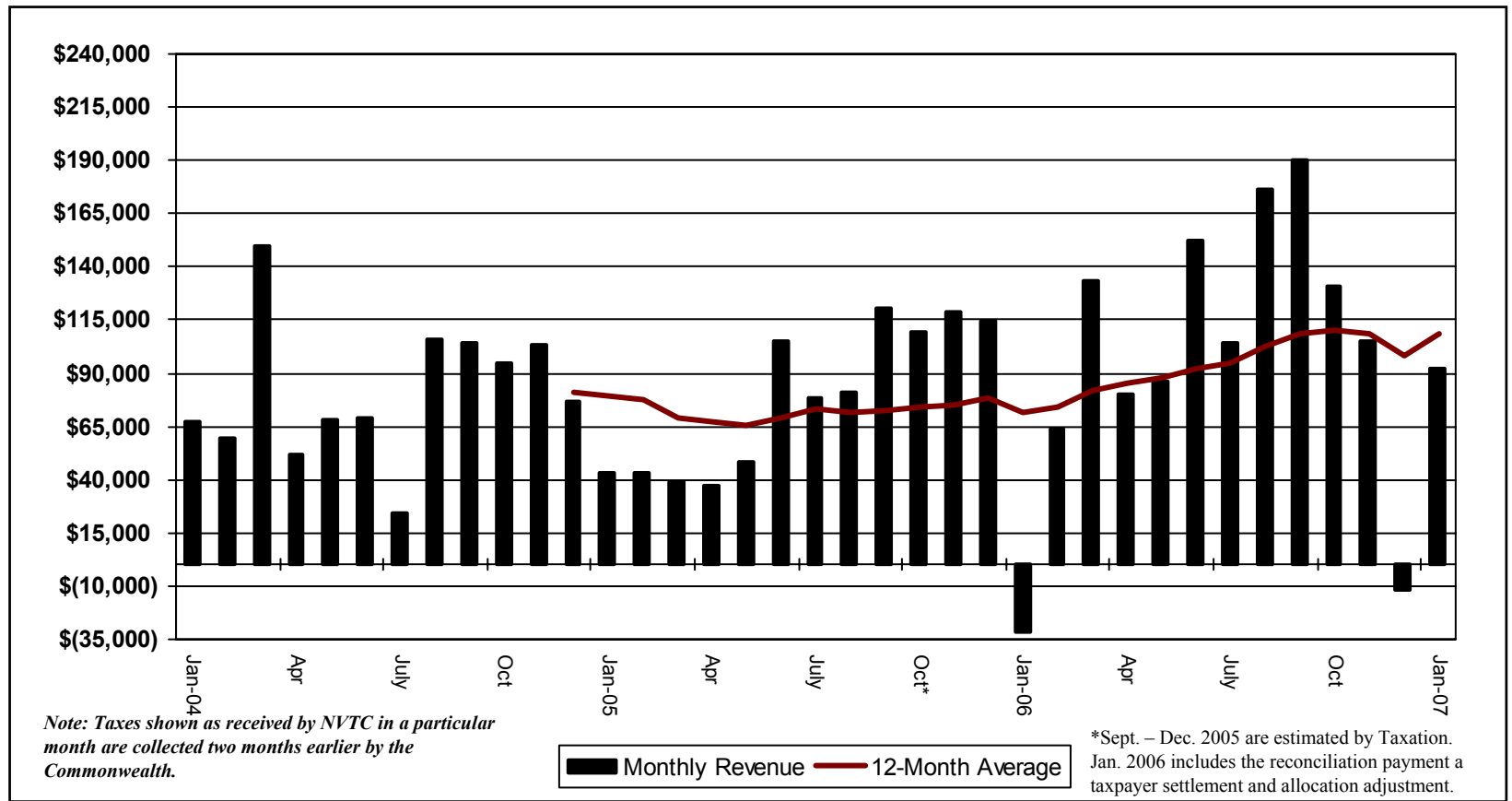
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2004-2007



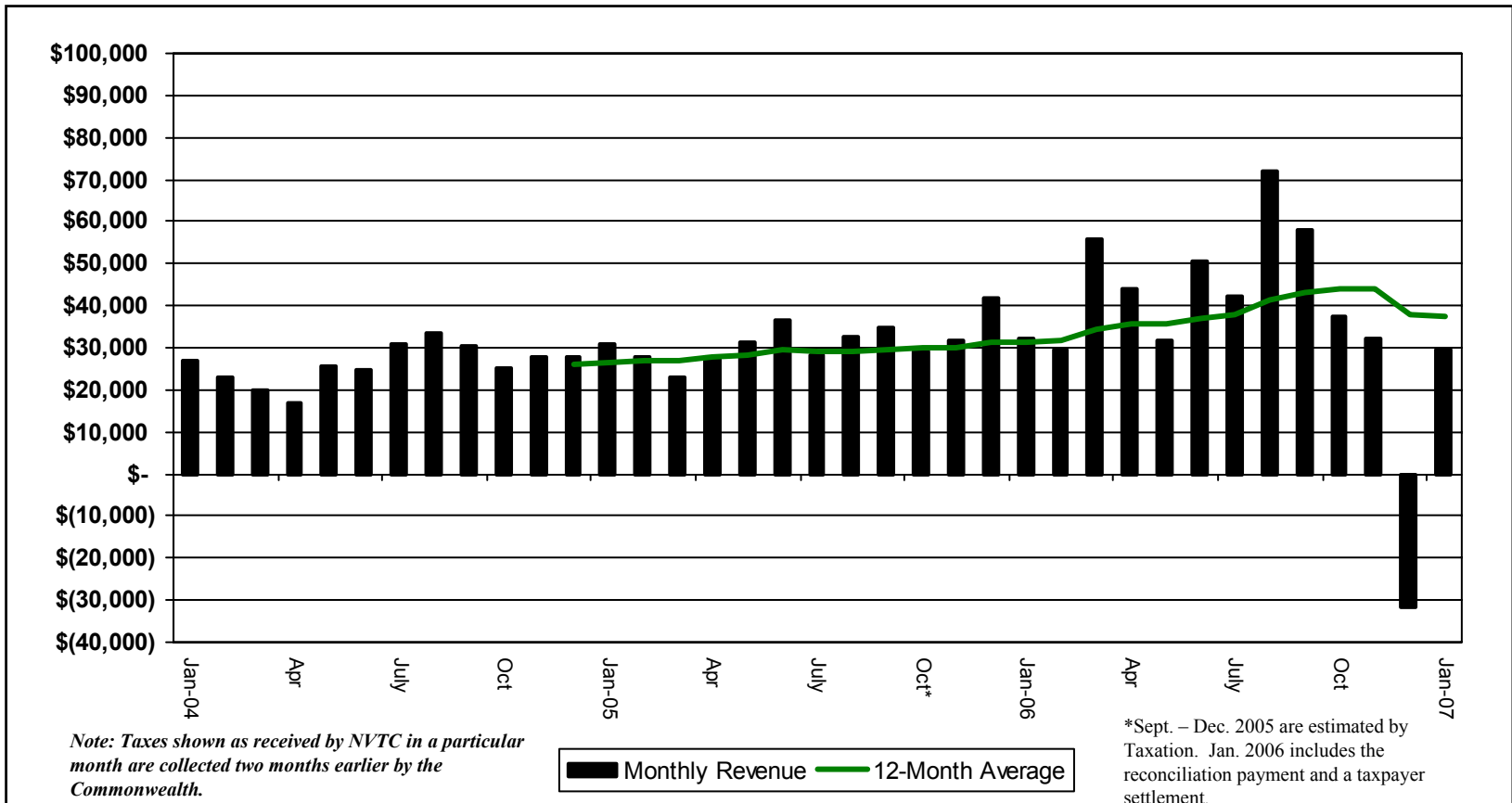
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2004-2007



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

