



**NVTC COMMISSION MEETING
THURSDAY, MAY 3, 2007
NVTC CONFERENCE ROOM
8:00 P.M.**

NOTE: A buffet supper will be provided for attendees.

AGENDA

1. Minutes of NVTC Meeting of April 5, 2007.

Recommended Action: Approval.

2. Presentation: John Catoe, WMATA General Manager.

Mr. Catoe will address the commission and respond to questions.

Presentation and Discussion Item.

3. Alexandria Section 5309 Grant Application.

Alexandria has asked NVTC to apply for \$4 million in discretionary Section 5309 funds from the Federal Transit Administration for the Potomac Yard Transitway with \$1 million of local matching funds provided by the city.

Recommended Action: Approve Resolution #2062.



4. VRE Items.

- A. Report from the VRE Operations Board and VRE's Chief Executive Officer—Information Item.
- B. Quantico Creek Bridge Reception—Information Item.
- C. Contract for Construction of Maintenance Facilities at Crossroads Yard--Action Item/Resolution #2061.
- D. Terms of Entry for Fauquier County—Closed Session (Section 2.2-3711A (7) of the Code of Virginia).

5. Presentation: Matthew Tucker, DRPT Director.

Mr. Tucker will describe a regional Congestion Mitigation Program.

Presentation and Discussion Item.

6. Presentation: Jana Lynott on NVTC's Senior Mobility Project Phase 2.

Ms. Lynott will describe initial results from senior travel training.

Presentation and Discussion Item.

7. Presentation: Adam McGavock on the Status of SmarTrip Farebox Installation in Northern Virginia.

Mr. McGavock will describe progress.

Presentation and Discussion Item.

8. Presentation: Kala Quintana and Elizabeth Rodgers on the Public Outreach Campaign for the Summer, 2007 Program of Free Bus Fares on Code Orange/Red Bad Air Days.

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

Presentation and Discussion Item.

9. Regional Transportation Items.

A. HOV Advisory Committee.

B. HOT-Lanes at TPB.

C. NVTA Implementation Plans for H.B. 3202

Information Item.

10. NVTC Financial Reports for March, 2007.

Information Item.



AGENDA ITEM #1

MINUTES
NVTDC COMMISSION MEETING – APRIL 5, 2007
NVTDC CONFERENCE ROOM – ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Snyder at 8:10 P.M.

Members Present

David Albo
Sharon Bulova
Adam Ebbin
William D. Euille
Paul Ferguson
Jay Fisette
Catherine M. Hudgins
Dana Kauffman
Thomas Rust
Paul Smedberg
David F. Snyder
Matthew Tucker
Christopher Zimmerman

Members Absent

Gerald Connolly
Jeannemarie Devolites Davis
Eugene Delgaudio
Joe May
Elaine McConnell
Scott Silverthorne
Mary Margaret Whipple

Staff Present

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



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Minutes of NVTC's Meeting of March 1, 2007

Mr. Zimmerman requested that the minutes be corrected to reflect that Chairman Snyder called the meeting to order. On a motion by Mr. Zimmerman and a second by Mr. Euille, the commission unanimously approved the amended minutes. The vote in favor was cast by commissioners Bulova, Ebbin, Euille, Ferguson, Fisette, Hudgins, Kauffman, Rust, Smedberg, Snyder, Tucker and Zimmerman.

Delegate Albo arrived at 8:11 P.M.

Legislative Items

Chairman Snyder asked NVTC's General Assembly members to offer their assessments of Governor Kaine's substitute transportation funding bill that was passed during the April 4th veto session. Delegate Rust observed that it is the largest transportation funding bill in Virginia's history. Delegate Albo stated that he and Delegate Rust started this legislative process a year and a half ago. He credited Governor Kaine, Speaker Chichester, Senator Stolle, and local elected officials for being instrumental in finding a solution to this region's transportation funding problems. He cautioned local governments to lock in their funding sources, because efforts to unravel this will likely occur during the next General Assembly session. Delegate Albo stated that the legislation provides annually \$25 million for VRE and \$50 million for Metro. He suggested spending the funds wisely on things that show a goal has been achieved. Delegate Rust stated that although this legislation is not perfect and won't solve all the transportation problems, it is a step in the right direction.

Chairman Snyder thanked NVTC's General Assembly members for their efforts. Tom Biesiadny, of Fairfax County staff, reviewed the benefits to transit, which includes a portion of the \$3 billion bond package. Twenty percent of it will go to transit projects over the next 8-10 years. Mr. Euille also thanked Delegates Albo and Rust for their leadership in bringing legislation forward. The outcome demonstrates how collaboration and compromise really work.

On a motion by Mr. Euille and a second by Mr. Zimmerman, the commission unanimously authorized NVTC's chairman to send a letter of appreciation to Governor Kaine and the General Assembly members. Delegate Albo suggested sending an individual letter to all those legislators that voted for the bill, since some will take some heat from their constituents for voting for it. Chairman Snyder requested that letters of thanks should also be sent to NVTC's General Assembly members, Secretary of Transportation Pierce Homer and DRPT Director Tucker.

Chairman Snyder stated that the challenge is to get this process moving as soon as possible, which will enhance the credibility of the whole process. On the other hand, there are long-term challenges of erecting a framework at NVTA,

which has largely been just a shell of an organization, to make the most cost effective use of these funds. Delegate Rust stated that the governor's office hopes to have \$100 million in construction underway by this fall. Chairman Snyder thanked NVTC, jurisdictional and transit agency staff, especially Tom Biesiadny, for their hard work during this process.

The commission then voted on the motion and it passed unanimously. The vote in favor was cast by commissioners Albo, Bulova, Ebbin, Euille, Ferguson, Fiset, Hudgins, Kauffman, Rust, Smedberg, Snyder, Tucker and Zimmerman.

Chairman Snyder noted that federal H.R. 401, regarding Metro funding, includes a provision that additional federal participation is contingent upon dedicated funding sources of \$150 million annually being approved by the District of Columbia, Maryland and Virginia. There are several issues raised by regional officials that need to be explored.

VRE Items

Report from VRE's Operations Board and Chief Executive Officer. Mrs. Bulova urged commissioners to read the minutes of the VRE Operations Board meeting of March 18, 2007. Mr. Zehner announced that the Quantico Bridge project is completed on time and on budget. It should result in better on-time performance on the Fredericksburg Line.

Authorization to Modify VRE's Fare Policy. Mrs. Bulova explained that the VRE Operations Board recommends approval of Resolution #2056, which would authorize a change in VRE's fare policy to increase the extra fare to VRE customers riding Amtrak trains with a VRE ticket. The new fare would match the fee assessed to VRE by Amtrak. VRE has asked that Amtrak consider lowering the charge and reinstating the weekend cross-honoring. The new fare policy would also authorize a change to VRE's free ride certificate policy by increasing the required delay to 60 minutes from 30 minutes and simplifying the distribution. These changes would begin by April 30, 2007 as recommended in VRE's FY 2008 budget.

In response to a question from Delegate Ebbin, Mrs. Bulova explained that these changes are cost savings measures. Many passengers are already monthly ticket holders, so the free ride policy change would only affect a certain number of riders.

Mrs. Bulova moved, with a second by Mr. Kauffman, to approve Resolution #2056 (copy attached). The vote in favor was cast by commissioners Albo, Bulova, Ebbin, Euille, Ferguson, Fiset, Hudgins, Kauffman, Rust, Smedberg, Snyder, Tucker and Zimmerman.

Authorization to Sell Five Mafersa Railcars. Mrs. Bulova reported that the VRE Operations Board recommends approval of Resolution #2057, which would authorize VRE's CEO to sell five surplus single-level Mafersa railcars to Qit-Feret Titane, Inc. (a mining company located in Quebec Province). The proposed purchase price is \$350,000 per car, the same price paid by the Connecticut DOT for the balance of the railcars. The proceeds of the sale will help restore VRE's required operating reserve. Mrs. Bulova reminisced about the original procurement of the Mafersa railcars and the trip to Brazil to observe the manufacturing of those first VRE railcars.

On a motion by Mrs. Bulova and a second by Mr. Kauffman, the commission unanimously approved Resolution #2057 (copy attached). The vote in favor was cast by commissioners Albo, Bulova, Ebbin, Euille, Ferguson, Fisette, Hudgins, Kauffman, Rust, Smedberg, Snyder, Tucker and Zimmerman.

Authorization for a MOU for the Cherry Hill Station. Mrs. Bulova reported that Resolution #2058, which is recommended by the Operations Board, would authorize VRE's CEO to execute a Memorandum of Understanding with Lee Carolina LLC to permit that firm to construct a new VRE station, stabilize the slope and build a public road bridge over CSXT right-of-way. The firm will provide a 30 percent local match for a \$2.5 million state reimbursement grant to determine feasibility and begin environmental evaluation. Lee Carolina will also provide property worth \$21.7 million that will be used to construct a 550-space parking facility and match state grants for the third track project. The MOU has been negotiated and approved by VRE legal counsel and is required by DRPT as a condition of the grant agreement.

On a motion by Mrs. Bulova and a second by Mr. Kauffman, the Commission approved Resolution #2068 (copy attached). The vote in favor was cast by commissioners Albo, Bulova, Ebbin, Euille, Ferguson, Fisette, Hudgins, Kauffman, Rust, Smedberg, Snyder, Tucker and Zimmerman.

Authorization for a Wheelset Replacement and Repair Contract. Mrs. Bulova stated that the VRE Operations Board recommends approval of Resolution #2069, which would authorize VRE's CEO to award a contract with ORX of Tipton, Pennsylvania for up to \$1,482,000. The award is for the first year with the ability to exercise two successive one-year options thereafter. This firm was recommended to replace Amtrak for wheelset replacement and repair, since Amtrak has been both slow and cumbersome. The bid is based on a set price per wheelset including labor. Funding for the first year has been included in VRE's proposed FY 2008 budget.

Mrs. Bulova moved, with a second by Mr. Kauffman, to approve the resolution. The vote in favor was cast by commissioners Albo, Bulova, Ebbin, Euille, Ferguson, Fisette, Hudgins, Kauffman, Rust, Smedberg, Snyder, Tucker and Zimmerman.

Proposed Governance/Subsidy Changes. Mrs. Bulova reviewed the proposed changes to VRE's governance and subsidy allocation. A Governance Subcommittee of the VRE Board has been meeting to recommend changes acceptable to all of VRE's jurisdictions to be included in the FY 2008 VRE budget with the new subsidy allocation. The subcommittee recommends approval of Resolution #2060, which includes the issues discussed and solutions recommended by the subcommittee.

The Operations Board would be expanded to include all member jurisdictions and the membership would be proportionate to ridership based on the annual ridership survey. Voting would be weighted proportionate to annual jurisdiction subsidy with each board member casting an individual vote based on a prorata share of their jurisdictional percentage of subsidy. For the purposes of weighted voting, Arlington and Alexandria would each receive 0.5 votes which could be cast independently or as a full vote on behalf of both jurisdictions. In order to offset impacts on jurisdictions affected by non-member jurisdictional riders, the changes also include a capital improvement program that would provide \$7,274,000 for mitigation projects in Stafford County, Fredericksburg, Manassas, Manassas Park and Prince William County. There is also a commitment to move VRE towards an independent status or full autonomy by 2010.

Mrs. Bulova moved, with a second by Mr. Kauffman, to approve Resolution #2060.

In response to a question from Delegate Albo, Mrs. Bulova explained that the VRE Operations Board has approved these changes and is recommending the two commissions urge all VRE's jurisdictions to approve them and adopt the budget. Mr. Zimmerman explained that the proposed new voting is similar to TPB.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Albo, Bulova, Ebbin, Euille, Ferguson, Fisette, Hudgins, Kauffman, Rust, Smedberg, Snyder, Tucker and Zimmerman.

NVTC Testimony for CTB Hearing

Chairman Snyder reported that NVTC has prepared a statement for the Commonwealth Transportation Board's annual public hearing on its six-year program. The statement emphasizes many of the themes that NVTC has stressed in the past. He stated that it is important to convey that this region's transit ridership growth exceeds the national average. People are choosing transit. He also suggested emphasizing air quality, safety and security issues.

Mr. Zimmerman moved to authorize Chairman Snyder or his designee to present NVTC's statement, to be consistent with NVTC's approved positions and reflective of the most recent action of the General Assembly concerning

transportation funding. Mr. Euille seconded and the commission voted in favor of the motion. The vote was cast by commissioners Albo, Bulova, Ebbin, Euille, Ferguson, Fiset, Hudgins, Kauffman, Rust, Smedberg, Snyder, Tucker and Zimmerman.

Mr. Taube stated that the hearing date has been changed to May 23rd, which will give NVTC commissioners more time to add comments.

Regional Transportation Items

HOV Advisory Committee. Secretary Homer has appointed a committee to provide advice on HOV policy and procedures. The first meeting of the new committee was on March 18th. NVTC's executive director serves as a member of that committee.

Public Transit Access in America: Analysis of Access Using the 2001 National Household Travel Survey, Center for Urban Transportation Research, University of Florida (February, 2007). Based on data from the 2001 National Household Travel Survey, this study can be found at www.nctr.usf.edu/pdf/576-02.pdf.

NVTC Financial Items for February, 2007

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

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

Dennis Morrison of VDOT stated that his department has been working closely with Fluor/Transurban on an innovative HOT Lane project to ease congestion and benefit drivers on the region's roadways. He stated that there are still outstanding issues that need to be resolved, including degradation of levels of service for transit and HOV users, HOV-3 versus HOV-4, and transit funding, among others.

Tim Young, of Fluor/Transurban, gave a presentation, including a project update, project benefits and responses. In response to a question from Delegate Albo, Mr. Young explained that since the tolls will be based on supply and demand, they are expected to be between 10-cents and \$1.00 a mile.

Chairman Snyder asked Mr. Morrison what contractual arrangements VDOT has in place if the project does not work. Mr. Morrison replied that VDOT wants this to be successful and will have criteria set so if there are problems VDOT can step in. HOV in the I-95/395 Corridor has been so successful and VDOT does not want to jeopardize the positive effects of this HOV facility.

Mr. Kauffman stated that Fluor/Transurban plans to use the shoulder lanes and he asked how it will respond to enforcement and incident management. Mr. Young stated that there will be a shoulder on the right side of the lanes and 24-hour monitoring will provide the opportunity to respond immediately to situations. Mr. Kauffman also asked about funding for congestion management. Mr. Morrison replied that the state is preparing a congestion management plan for the entire region, including the Beltway HOT lanes, Dulles Corridor and I-95/395. A project manager will be hired to coordinate all these projects. The Springfield Interchange project has provided a good model of what needs to be done. Mr. Kauffman requested that the mitigation plans be shared with NVTC. Mr. Tucker stated that there is a detailed plan in draft form that needs to be finalized.

Mr. Smedberg stated that Fluor/Transurban talked about using funds to leverage federal funds and he asked if these funds are specific for these types of projects or would they come out of Virginia's share of federal funding. Mr. Tucker explained that some of the money would come from small start and new starts funding. These funds are not specifically apportioned to Virginia. Mr. Smedberg requested clarification in writing on this issue.

Mr. Fisetta asked if a driver would know in advance before entering the toll lanes how much it will cost. Mr. Young explained that there will be "two touches" with the consumer before they enter the lanes.

Mrs. Hudgins expressed her concern with Fluor/Transurban's plan to use a basic transit plan in the CLRP as a placeholder until DRPT's own plan is complete. It will be difficult to understand now what transit's future role will be.

Delegate Albo left the meeting at 9:35 P.M.

Chairman Snyder observed that a list of nine issues has been drafted by jurisdictional staff. He added two more issues:

- 10) Safety will not be degraded, but be improved.
- 11) There needs to be adequate enforcement provisions in the event of failure to meet the performance measures.

Mr. Kauffman requested an additional two issues:

- 12) The project should recognize the potentially significant trip generation/impact of BRAC and future Fort Belvoir growth.
- 13) Significant dollars need to be dedicated to traffic congestion mitigation during construction, both on the interstate itself and parallel facilities.

Mr. Smedberg reminded the commission that NVTC also wants clarification on funding/revenues to be leveraged for federal funding and whether they are funds specific for projects like this or would come out of Virginia's share of federal funding.

Mr. Zimmerman moved, with a second by Mrs. Hudgins, to authorize Chairman Snyder to send a letter to TPB, with a copy to Secretary Homer, requesting that these issues be addressed in the CLRP approval process.

In response to a question from Mr. Zimmerman, Mr. Young explained that the project needs to be in the CLRP before Fluor/Transurban can get its certification for the NEPA documentation. It is also important to do it now because costs will continue to escalate. Mr. Zimmerman stated that this underscores the importance of putting in place now the protections the region needs to make sure there is not degradation of service to the existing facility. Mr. Tucker suggested meeting to further discuss these issues, so he will have a better understanding of how to work through these issues. Mrs. Hudgins stated that these are not new issues. Mr. Smedberg stated that it is important for the public to realize that the HOT Lanes will be a 365-day, 24-hour facility.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Bulova, Ebbin, Euille, Ferguson, Fisette, Hudgins, Kauffman, Rust, Smedberg, Snyder and Zimmerman. Mr. Tucker abstained.

Adjournment

Mr. Tucker thanked NVTC for the top-notch transit tour over two days in March. It was very impressive. Mr. Zimmerman thanked Mr. Tucker for taking the time to come and he extended an invitation to come again.

Without objection, Chairman Snyder adjourned the meeting at 9:50 P.M.

Approved this 3rd day of May, 2007.

David F. Snyder
Chairman

Christopher Zimmerman
Secretary-Treasurer

NVTC Northern Virginia Transportation Commission

RESOLUTION #2056

SUBJECT: Authorization to Modify VRE's Fare Policy.

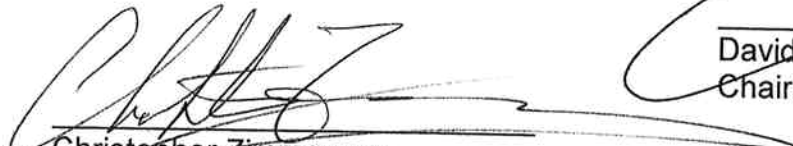
WHEREAS: VRE must increase revenue or reduce expenses by \$7.7 million in order to produce a balanced budget for FY 2008;

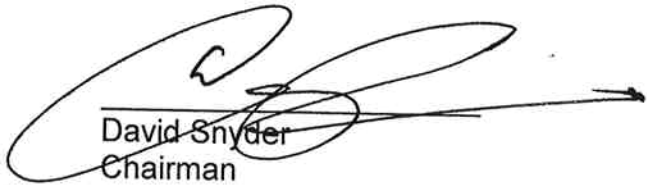
WHEREAS: In addition to requesting increases in jurisdictional subsidies the VRE Operations Board also authorized an increase to the Amtrak step-up fare and the elimination of the Free Ride Certificate (FRC) service guarantee program; and

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

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

Approved this 5th day of April, 2007.


Christopher Zimmerman
Secretary-Treasurer


David Snyder
Chairman



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NVTC Northern Virginia Transportation Commission

RESOLUTION #2057

SUBJECT: Authorization to Sell Five Mafersa Railcars.

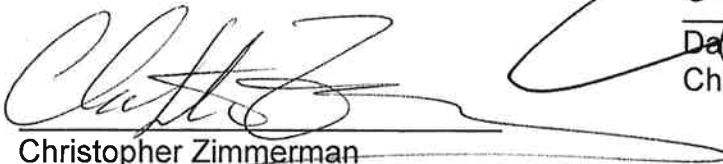
WHEREAS: On February 7, 2007, VRE received an unsolicited proposal for the five remaining Mafersa trailer cars from a mining company located in Quebec Province;

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

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

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

Approved this 5th day of April, 2007.


Christopher Zimmerman
Secretary-Treasurer


David Snyder
Chairman



NVTC Northern Virginia Transportation Commission

RESOLUTION #2058

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

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

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

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

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

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

Approved this 5th day of April, 2007.



Christopher Zimmerman
Secretary-Treasurer



David Snyder
Chairman



NVTC Northern Virginia Transportation Commission

RESOLUTION #2059

SUBJECT: Authorization for a Wheelset Replacement and Repair Contract.

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

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

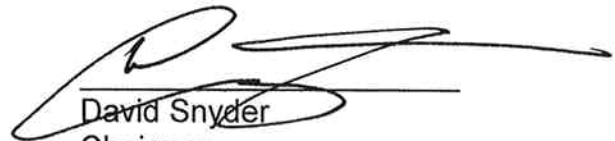
WHEREAS: An Invitation for Bids was issued, those bids were opened publicly, and the most responsive, responsible vendor with the lowest bid was selected on March 12, 2007 by staff and recommended by the VRE Operations Board on March 16th.

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

Approved this 5th day of April, 2007.



Christopher Zimmerman
Secretary-Treasurer



David Snyder
Chairman



RESOLUTION #2060

SUBJECT: Authorization to Approve and Refer VRE Governance Proposal to NVTC Jurisdictions for Action.

WHEREAS: The VRE Master Agreement requires that the Commissions transmit to the participating and contributing jurisdictions ("member jurisdictions") no later than February 1st 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 alternate VRE governance structures and subsidy allocation formulae; and

WHEREAS: A proposal to amend the Master Agreement has been made that would change the composition of and voting on the Operations Board, and would revise the subsidy formula over a four year phase-in period as detailed in Attachment A; and

WHEREAS: In February of 2007, the Commissions adopted and forwarded to member jurisdictions an alternate FY 2008 VRE Operating and Capital Budget which reflected the proposed change to the subsidy formula detailed in Attachment A; and

WHEREAS: This alternate budget was effective contingent upon approval of the amendments to the VRE Master Agreement detailed in Attachment A by the Commissions and all member jurisdictions; and



RESOLUTION #2060 Cont'd

WHEREAS: In the course of the Operations Board's analysis of the governance and subsidy issues, a mitigation accommodation was developed to address the impacts on member jurisdictions affected by non-member jurisdictional riders; and

WHEREAS: The mitigation accommodation involves inclusion of the projects listed in Attachment B in the VRE capital improvement program to be funded by various resources and to be initiated at the earliest possible date; and

WHEREAS: Also during the Operations Board's analysis of the governance and subsidy issues, an issue was raised concerning the potential for the area encompassed by the City of Fredericksburg and surrounding counties, including Stafford, Spotsylvania, Caroline, and King George, qualifying as an expanded urbanized area based on the 2010 census; and

WHEREAS: The Commission acknowledges that it is expected that, based on the 2010 census, the population boundary line for an expanded urbanized area in the greater Fredericksburg area may be drawn at the Prince William County and Stafford County line; and

WHEREAS: The Commission is committed to continuing to explore and identify steps necessary for the VRE to attain independent status and/or full autonomy.

NOW, THEREFORE, BE IT RESOLVED THAT the Northern Virginia Transportation Commission hereby approves the proposed amendments to the VRE Master Agreement detailed in Attachment A.

BE IT FURTHER RESOLVED THAT the Commission hereby approves the mitigation accommodation, adding projects to the VRE capital improvement program as detailed in Attachment B.

BE IT FURTHER RESOLVED THAT the Commission hereby (1) embraces the objective of a fully autonomous VRE Operations Board or, in the alternative, a legal entity independent of the two Commissions by 2010; and (2) agrees to implement on an expedited basis actions, identified by legal counsel and deemed by the Commissions, as necessary to achieve this objective that can be done by purely administrative means; and (3) agrees to diligently pursue other


RESOLUTION #2060 Cont'd

actions, identified by legal counsel and deemed by the Commissions, as necessary that require external approvals, e.g. approvals by the Commissions and all member jurisdictions, and statutory changes.

BE IT FURTHER RESOLVED THAT the member jurisdictions are requested to approve the amendments to the Master Agreement, detailed in Attachment A, approve the mitigation accommodation detailed in Attachment B, and approve as part of their respective FY 2008 budgets, their proportionate share of the VRE costs as set forth in the alternate FY 2008 VRE Operating and Capital Budget, as shown in Attachment A.

BE IT FURTHER RESOLVED THAT contingent upon approval by all member jurisdictions of the foregoing actions, staff is directed to take steps necessary to prepare amendments to the Master Agreement conforming with Attachment A for formal approval and execution, and to take all other steps necessary to implement the above actions.

Approved this 5th day of April, 2007.



Christopher Zimmerman
Secretary-Treasurer



David Snyder
Chairman

RESOLUTION #2060 Attachment A
Proposed Changes to the Master Agreement

Membership

- Operations Board expanded to include all member jurisdictions.
- All seats on Operations Board to be elected officials, except DRPT Director.
- Board seats to be proportionate to ridership based on the annual ridership survey, as shown below.
 - 25% or more of total system ridership = 3 members, 3 alternates
 - 15% – 24% of total system ridership = 2 members, 2 alternates
 - Less than 15% of total system ridership = 1 member, 1 alternate
 - Arlington and Alexandria = 1 member, 1 alternate each
 - Director of DRPT = 1 member

		<i>Percentage of System Ridership</i>	<i>Number of Board Members</i>
<i>Jurisdiction</i>	<i>FY 2008 Ridership</i>		
Fairfax	1478	20.3%	2
Fredericksburg	204	2.8%	1
Manassas	347	4.8%	1
Manassas Park	201	2.8%	1
Prince William	2232	30.6%	3
Stafford	1309	17.9%	2
Alexandria	4	0.1%	1
Arlington	0	0%	1
Other	1520	20.9%	0
Total	7295		12

Weighted voting

- Proportionate to annual jurisdictional subsidy with each Board member casting an individual vote based on a prorata share of their jurisdictional percentage of subsidy.
- An affirmative weighted vote must receive support from five (5) jurisdictions that also must collectively constitute 60% of the total annual jurisdictional subsidy.
- For the purposes of weighted voting, Arlington and Alexandria will each receive 0.5 votes which can be cast independently or as a full vote on behalf of both jurisdictions.

RES. #2060 Attachment A Cont'd

- The jurisdictional minimum required for weighted voting would increase by one for every two jurisdictions that newly join VRE.

Subsidy

- Annual jurisdictional subsidy will be based on system ridership rather than the 90% system ridership and 10% population formula.
- The subsidy allocation formula will be phased in over four years as shown below.

	FY 2008 90/10	FY 2008 with First Year Phasing	Year 2*	Year 3*	100% Ridership Year 4*
Jurisdiction	Formula				
Alexandria	\$113,140	\$113,140	\$113,140	\$113,140	\$113,140
Arlington	\$165,532	\$165,532	\$165,532	\$165,532	\$165,532
Fairfax County	\$4,999,777	\$4,700,508	\$4,401,238	\$4,101,968	\$3,802,698
Fredericksburg	\$314,232	\$330,713	\$347,194	\$363,675	\$380,155
Manassas	\$627,365	\$655,077	\$682,789	\$710,501	\$738,213
Manassas Park	\$339,650	\$359,574	\$379,498	\$399,423	\$419,347
Prince William County	\$4,504,312	\$4,624,876	\$4,745,440	\$4,866,004	\$4,986,568
Stafford County	\$2,315,147	\$2,429,735	\$2,544,324	\$2,658,913	\$2,773,502
Total	\$13,379,154	\$13,379,154	\$13,379,154	\$13,379,154	\$13,379,154

*Note - future subsidy will fluctuate based on operating costs.

**RESOLUTION #2060 Attachment B
Mitigation Accommodation Projects**

Jurisdiction	Project	Estimated Value Not to Exceed
Stafford	Preliminary engineering, environmental analysis and property acquisition for additional parking at Brooke	\$800,000
Fredericksburg	Fredericksburg station repairs, enhancements and federal grant match	\$1,474,000
Manassas	Further funding of City/VRE parking deck	\$2 million
Manassas Park	Canopy extension	\$1 million
Prince William	Gainesville-Haymarket preliminary analysis or other project	\$2 million
	TOTAL	\$7,274,000



AGENDA ITEM #2

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube
DATE: April 26, 2007
SUBJECT: Presentation: John Catoe, WMATA General Manager.

John Catoe, WMATA's new General Manager has been invited to provide a presentation and respond to questions.



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Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120 • VA Relay Service
E-mail nvtc@nvtc.org • Website www.thinkoutsidethecar.org



AGENDA ITEM #3

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube and Adam McGavock
DATE: May 3, 2007
SUBJECT: Alexandria Section 5309 Grant Application.

The commission is asked to approve Resolution #2062. This resolution authorizes NVTC's executive director to apply for \$4 million in Section 5309 grant funds from the Federal Transit Administration on behalf of Alexandria for bus improvements in the Crystal City/Potomac Yard corridor. One million dollars in local matching funds will be provided by the City of Alexandria.

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.



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RESOLUTION #2062

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes its executive director to apply to FTA for transit funding and complete all required certifications on behalf of Alexandria for grants in the amount of \$4.5 million;

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



RESOLUTION #2062

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

Approved this 3rd day of May, 2007.

David Snyder
Chairman

Christopher Zimmerman
Secretary-Treasurer



AGENDA ITEM #4

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube
DATE: April 26, 2007
SUBJECT: VRE Items.

- A. Report from VRE's Operations Board and Chief Executive Officer—Information Item.
- B. Quantico Creek Bridge Reception—Information Item.
- C. Contract for Construction of Maintenance Facilities at Crossroads Yard—Action Item/Resolution #2061.
- D. Terms of Entry for Fauquier County—Closed Session (Section 2.2-3711A (7) of the Code of Virginia).



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Report from the VRE Operations Board and Chief Executive Officer.

Minutes are attached from the April 20, 2007 meeting of the VRE Operations Board. Also attached are reports from VRE's Chief Executive Officer on ridership, on-time performance and governance.



CHIEF EXECUTIVE OFFICER'S REPORT

April 2007

MONTHLY DELAY SUMMARY

	Dec-06	Jan-07	Feb-07	Mar-07
System wide				
Total delays	47	57	61	109
Average length of delay (mins.)	23.8	20.5	19.5	19.8
Number over 30 minutes	9	12	13	18
On-Time Performance	91.9%	90.6%	88.50%	81.90
Fredericksburg Line				
Total delays	17	35	37	74
Average length of delay (mins.)	27.1	21.2	34.3	20.2
Number over 30 minutes	4	7	11	11
On-Time Performance	93.5%	87.2%	84.30%	70.50
Manassas Line				
Total delays	30	22	24	35
Average length of delay (mins.)	21.3	19.6	14.7	19.5
Number over 30 minutes	5	5	2	7
On-Time Performance	90.0%	93.5%	91.90%	90.10

March on-time performance was lower than previous months due to construction and track activity associated with the completion of the Quantico Bridge project. VRE anticipates Fredericksburg line performance to improve in May with the completion of the bridge. Historical data indicates over 20% of the delays on the Fredericksburg line were associated with the single track over Quantico Creek. In addition, we continue to have a higher than normal number of delays due to VRE mechanical issues. Work is underway to mitigate the situation with increased emphasis on maintenance oversight, reassignment of key staff and additional locomotive inspections.

GENERAL ASSEMBLY VOTE

On April 5th the General Assembly passed the Governor's substitute amendment for transportation funding. The budget includes both a \$15 million earmark for the procurement of rolling stock, of which \$1.6 million must be applied to the 50 railcar financing, and provisions for \$25 million per year in capital and operating funding to be provided to VRE. While VRE anticipates receiving the earmark this summer, the \$25 million is neither certain nor expected to be available for some time.

QUANTICO BRIDGE PROJECT

On April 3rd, VRE issued a press release announcing the completion of all work on the new Quantico Creek Railroad Bridge. With a budget of nearly \$26 million, the project took 30 months to complete and was a cooperative effort between VRE and CSXT. VRE managed the bridge and civil track work through the prime contractor, Abernathy Construction Corporation,

and CSXT managed the signal work. Removing this bottleneck will greatly improve on-time performance on the Fredericksburg line.

A dedication ceremony for the bridge is scheduled for May 11th at the Quantico Station. The ceremony will begin at 10:00am. Secretary of Transportation Pierce Homer will be the keynote speaker, followed by a train ride to view the bridge and a reception immediately after.

NuRIDE PILOT PROGRAM

VRE introduced a pilot program called NuRide on April 3rd to encourage carpooling to VRE stations. Due to the limited parking at both Fredericksburg and Broad Run, these stations were selected as the test locations for the pilot program. As part of this program, NuRide is offering a \$25.00 gift card to Home Depot for any VRE rider who registers to become a member and takes their first trip with another VRE rider to either of these two stations. Because this program is new, it may take some time for enough riders to sign up and create a database for ride sharing. Encouragingly, eighteen passengers signed up on the first day.

CUSTOMER SERVICE SURVEY

VRE's annual customer service survey is being conducted electronically for the first time this year. Previously, surveys were collected on each morning train, including the two most heavily used Amtrak trains. Passengers also had the ability to fill out the survey on-line. This year, in an attempt to cut costs, VRE will be managing the survey electronically. In an effort to encourage participation and retain a high response rate, VRE will offer prizes to randomly selected survey responses. We will be soliciting promotional items from various companies to donate and also include some free tickets. The survey will be held the week of May 14, and results should be available in late summer or early fall.

SMART BENEFITS PILOT PROGRAM

VRE is partnering with WMATA, the CommuterStore and CommuterDirect.com to make SmartBenefits available for VRE customers. SmartBenefits is a web-based program that allows employers to load the dollar value of an employee's Metrochek benefit directly to a SmarTrip card or to a participating vendor to purchase tickets or transit services.

VRE will be conducting a pilot program from June 1 – August 31 to test the electronic transfer of transit benefits to buy VRE tickets. To participate, passengers must work for an employer that participates in the SmartBenefits program with WMATA, have or be willing to get a registered SmarTrip card, and purchase VRE fare media from the Crystal City CommuterStore or be willing to establish a reoccurring mail order account with CommuterDirect.com. The only cost to customers will be \$5.00 to purchase a SmarTrip card from WMATA, if they don't already have one, and shipping and handling charges if they mail order tickets.

The VRE SmartBenefits program is not a substitute for integrating SmarTrip card readers with the existing VRE fare collection equipment, but rather an interim step in achieving this technology. While the pilot program will be limited to less than 100 customers, once complete, a recommendation will be made as to whether the service should be expanded.

MEET THE MANAGEMENT

Meet the Management began this year on April 11th at Union Station. VRE staff and management were on hand to meet and greet all evening trains and answer any questions.

This year we decided to go healthy with refreshments. For the evening events we will be offering pretzels in lieu of cookies, along with bottled water and soda. The morning events will include granola bars and juice boxes. In addition to saving money, we received many passenger comments about being more health conscious. Below is the schedule for upcoming appearances. CSX representatives were available at the L'Enfant event, and NS representatives will be at Crystal City.

April 11, 2007	Union Station	June 20, 2007	Brooke
April 18, 2007	L'Enfant	June 27, 2007	Manassas Park
April 25, 2007	Crystal City	July 11, 2007	Quantico
May 2, 2007	Alexandria	July 18, 2007	Burke Centre
May 9, 2007	Franconia/Springfield	July 25, 2007	Rippon
May 23, 2007	Fredericksburg	August 1, 2007	Rolling Road
May 30, 2007	Broad Run	August 8, 2007	Woodbridge
June 6, 2007	Leeland Road	August 15, 2007	Backlick Road
June 13, 2007	Manassas	August 22, 2007	Lorton

MONTHLY PERFORMANCE MEASURES – March 2007

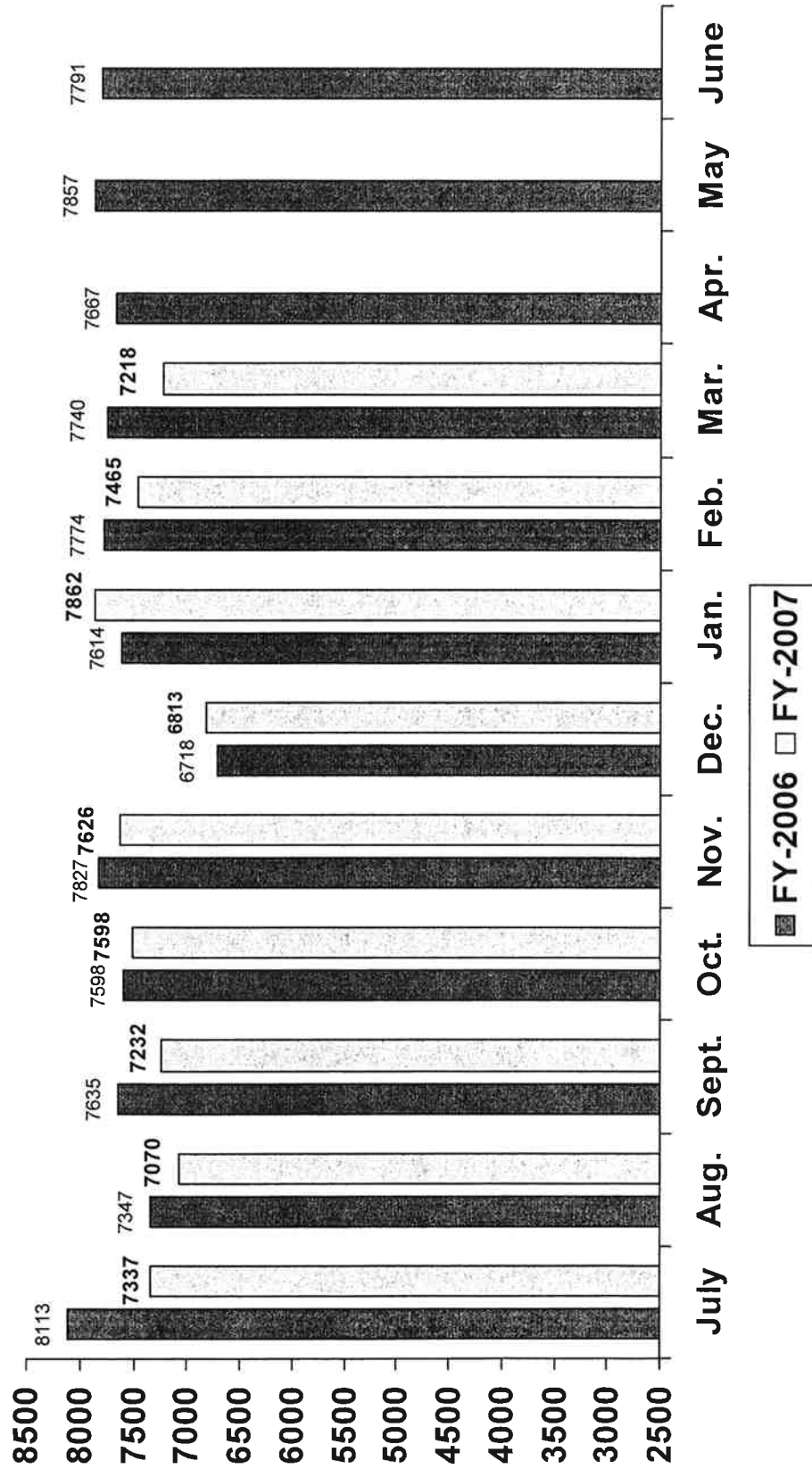
RIDERSHIP OVERVIEW		RIDERSHIP
VRE FY 2007 Passenger Totals (to date)		2,556,943
VRE FY 2006 Passenger Totals (to date)		2,731,928
PERCENTAGE CHANGE		-6.4%

MONTHLY ON-TIME PERFORMANCE		ON-TIME PERCENTAGE
March Fredericksburg OTP Average		70.5%
March Manassas OTP Average		90.1%
VRE MARCH OVERALL OTP AVERAGE		81.9%

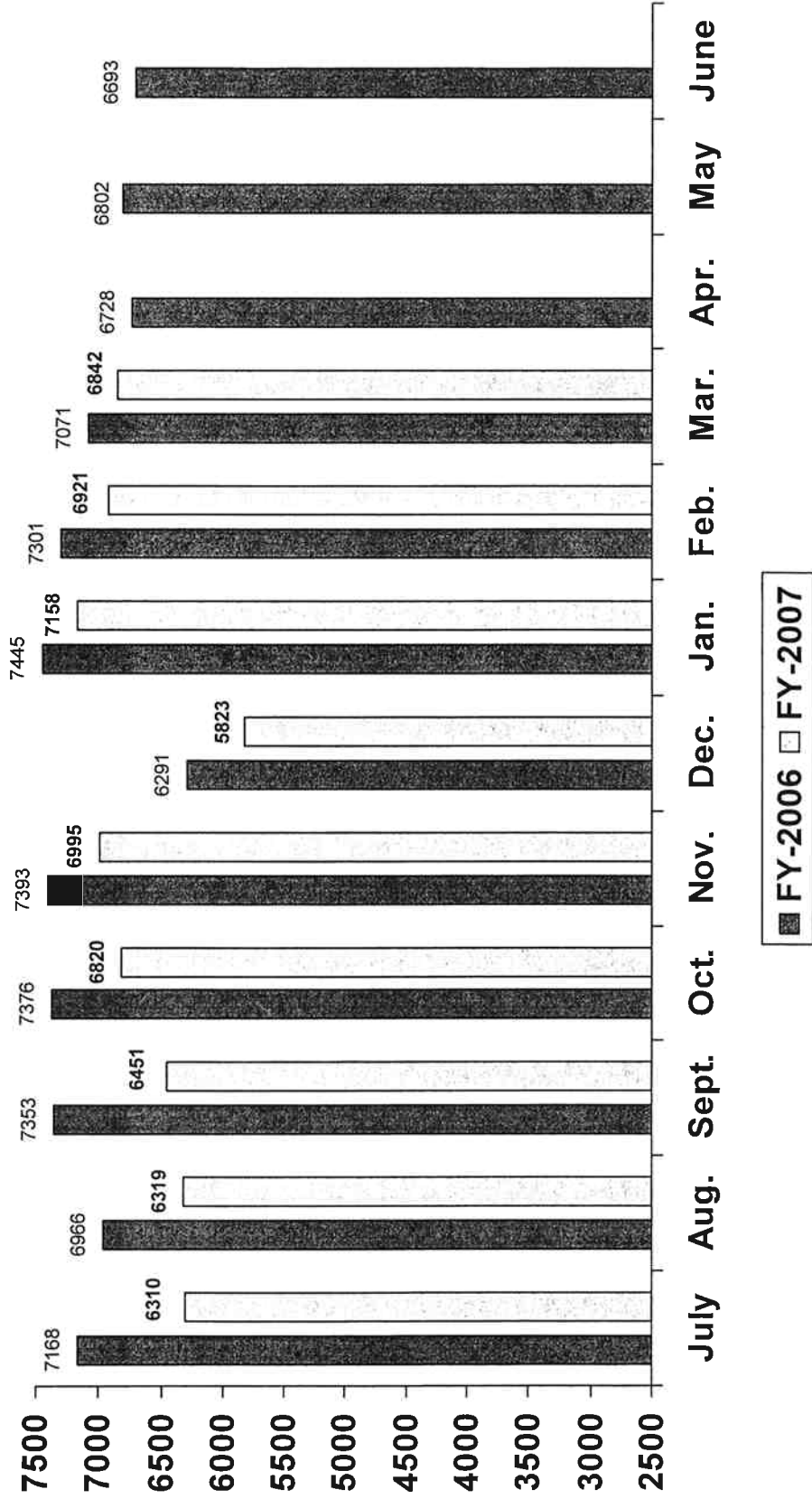
REASON	TOTALS	PERCENT
Signal/Switch Failure	8	7%
Slow Orders	7	6.6%
M/W	25	23%
Train Interference	34	32%
AMTRAK	6	5.5%
Freight	9	8%
VRE	19	17.5%
Mechanical Failure	23	21%
Late Turn	1	.7%
PAX Handling	4	3.5%
Weather	0	0%
Crew Related	1	.7%
Other	6	5.5%
TOTAL	109	100%

FINANCIAL INDICATORS		FEBRUARY 2007		
MEASURES		GOAL	ACTUAL	TREND
OPERATING RATIO		55%	62%	↑
BUDGETED FARE REV YTD	38,366,014			
ACTUAL FARE REV YTD	38,816,050			
CUMULATIVE VARIANCE	450,036	0	450,036	↑
% COLLECTED FY07 YTD		70.75%	71.58%	↑
BUDGETED EXPENSES	54,227,245			
BUDGET EXPENSES YTD	35,670,515			
OPERATING EXPENSES YTD	34,076,850			
CUMULATIVE VARIANCE	1,593,665	0	1,593,665	↑
% COLLECTED FY07 YTD		65.78%	62.84%	
NET INCOME/(LOSS)		0	2,043,701	↑

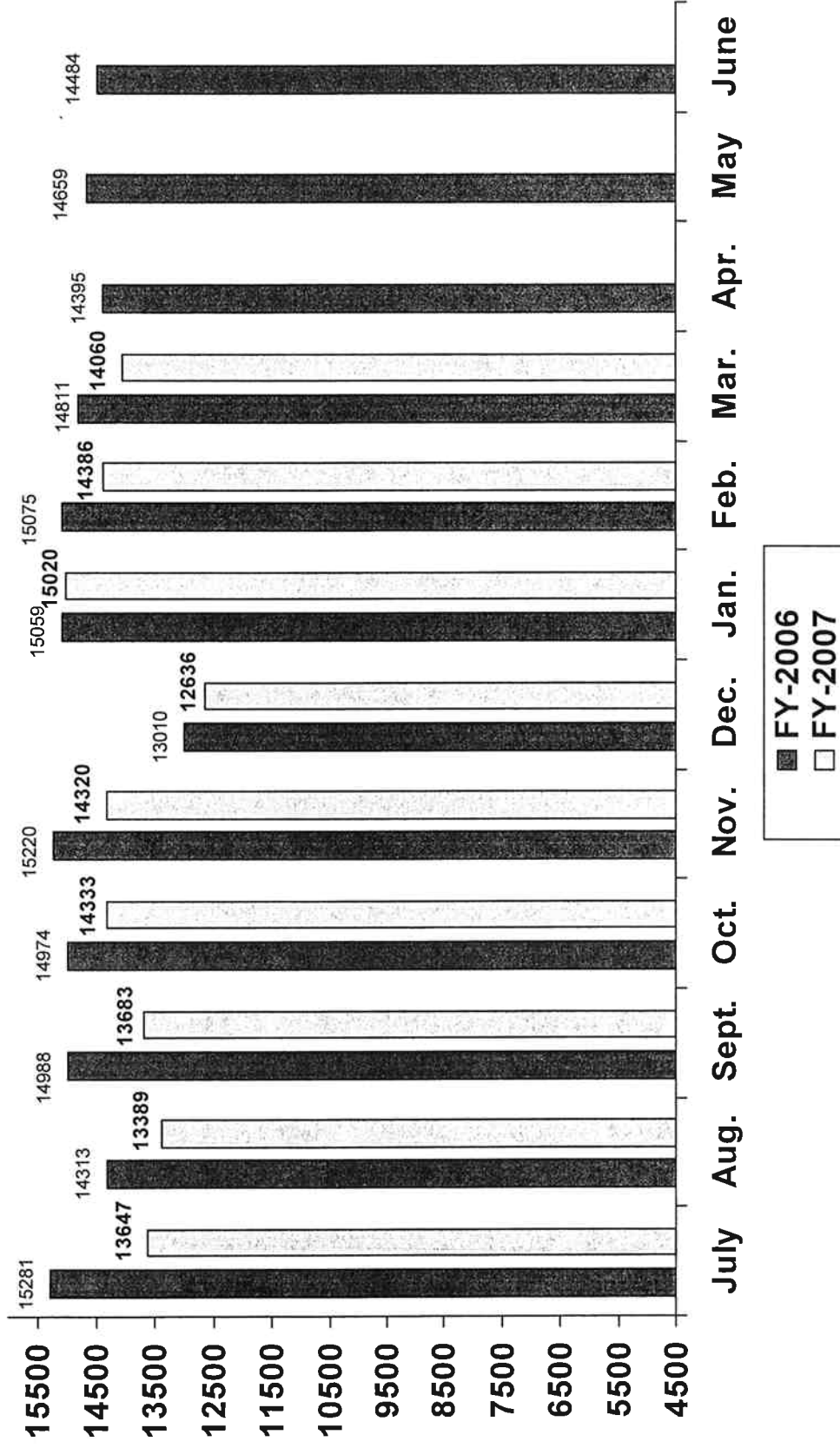
VRE Average Daily Ridership Fredericksburg Line



VRE Average Daily Ridership Manassas Line

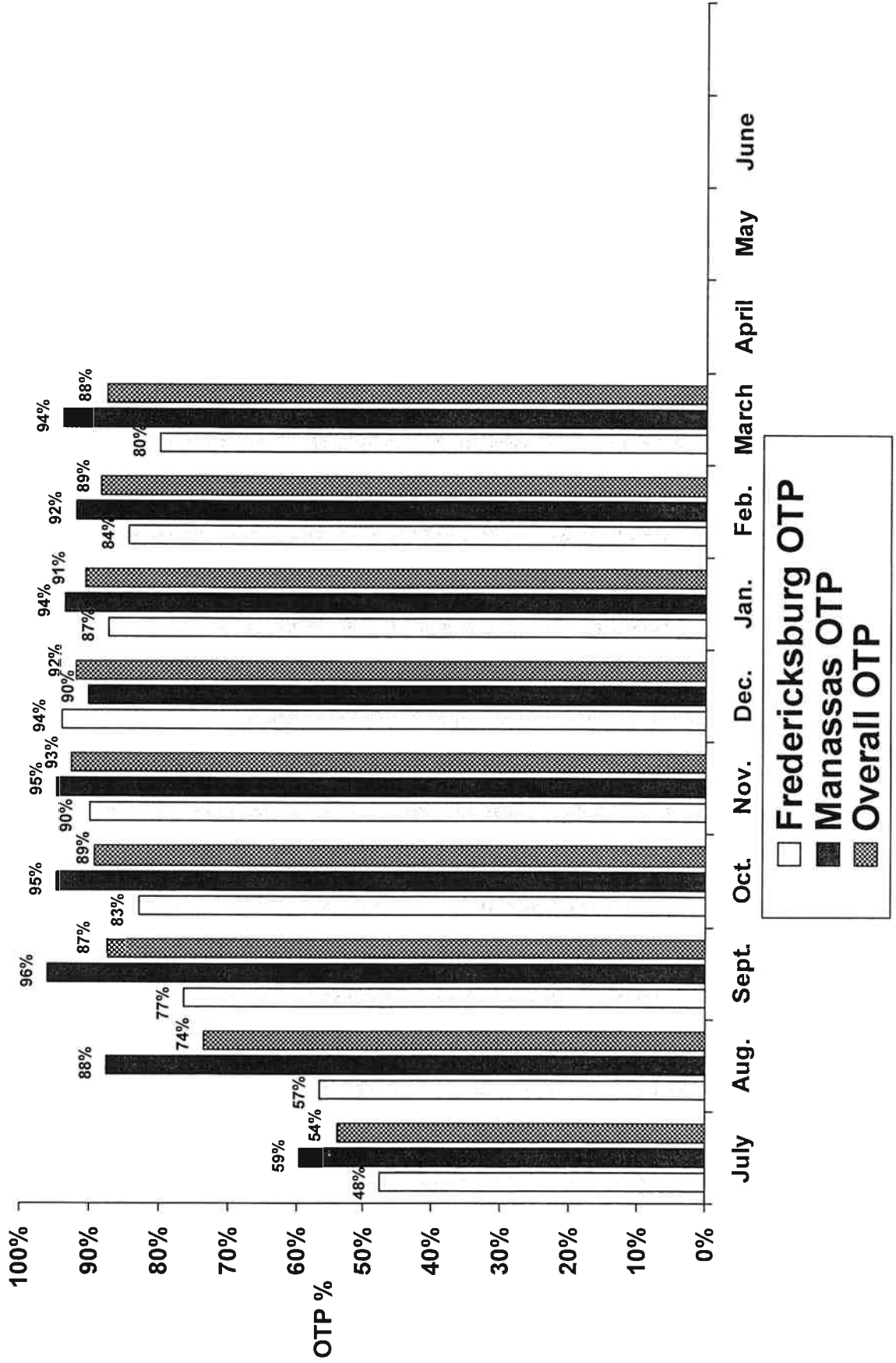


VRE Total Average Daily Ridership



Average On-Time Performance

FY-2007





Virginia Railway Express

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

AGENDA ITEM 10-A INFORMATION ITEM

TO: CHAIRMAN KAUFFMAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: APRIL 20, 2007

RE: GOVERNANCE PROCESS

On April 5, 2007, a resolution was passed at the NVTC and PRTC meetings adopting governance changes, approving the alternate budget, and approving the mitigation projects. On April 11, the attached resolution was transmitted to each jurisdiction and will be acted on as shown below.

<u>Jurisdiction</u>	<u>Budget Adoption</u>	<u>Governance Adoption</u>
Stafford County	Approved April 17	Approved April 17
City of Manassas Park	April 24	Approved April 17
Arlington County	April 21	TBD
Prince William County	April 24	TBD
City of Fredericksburg	April 24	April 24
City of Manassas	April 25	May 14
Fairfax County	April 30	April 30
City of Alexandria	May 7	May 7

On June 7, the Commissions will request the above jurisdictions to identify the elected officials, who are members of the Commissions, that they would like the Commissions to nominate to the VRE Operations Board

On July 1, all jurisdictions would make that first subsidy payment as prescribed under the alternative budget. On July 5, the Commissions would adopt the new slate of officers for installation at the August 17 VRE Operations Board meeting. The Commissions and jurisdictions will also need to take formal action on the actual amendments to the Master Agreement, once completed.

- A Transportation Partnership -

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

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

PROPOSED JURISDICTIONAL RESOLUTION ON VRE GOVERNANCE

WHEREAS, the Northern Virginia Transportation District Commission ("NVTC") and the Potomac and Rappahannock Transportation District Commission ("PRTC," and, together with NVTC, the "Commissions") jointly operate the Virginia Railway Express (the "VRE") commuter rail service in Northern Virginia pursuant to the Master Agreement dated as of October 3, 1989, as amended (the "Master Agreement"); and,

WHEREAS, in February 2006, the VRE Operations Board, with participation of all VRE member jurisdictions, initiated analysis of alternate VRE governance structures and subsidy allocation formulae; and,

WHEREAS, the Commissions has previously adopted and forwarded to member jurisdictions an alternate FY 2008 VRE Operating and Capital Budget, which reflected this proposed change to the subsidy formula, and was effective contingent upon approval of the aforesaid amendments to the Master Agreement; and,

WHEREAS, on April 5, 2007, the Commissions approved a series of proposed amendments to the Master Agreement that would change the composition of and voting on the Operations Board and revise the subsidy formula over a four year phase-in period as detailed in Attachment A; and,

WHEREAS, on April 5, 2007, the Commissions also approved a mitigation accommodation developed by the Operations Board, with the participation of all VRE member jurisdictions, to address the impacts on member jurisdictions affected by non-member jurisdictional riders; and,

WHEREAS, the mitigation accommodation involves inclusion of the projects listed in Attachment B in the VRE capital improvement program to be funded by various resources and to be initiated at the earliest possible date; and,

WHEREAS, amendments to the Master Agreement reflecting the changes detailed in Attachment A will be brought back before the Commissions and jurisdictions for formal approval; and,

WHEREAS, on April 5, 2007, the Commissions further committed to continuing to explore and identify steps necessary for VRE to attain independent status and/or full autonomy.

NOW, THEREFORE, BE IT RESOLVED THAT the City/County of _____, Virginia hereby approves the proposed amendments to the VRE Master Agreement detailed in Attachment A; and,

BE IT FURTHER RESOLVED THAT the City/County of _____, Virginia hereby approves the mitigation accommodation, adding projects to the VRE capital improvement program as detailed in Attachment B; and,

BE IT FURTHER RESOLVED THAT the City/County of _____, Virginia hereby (1) embraces the objective of a fully autonomous VRE Operations Board or, in the alternative, a legal entity independent of the two Commissions by 2010; and (2) agrees to implement on an expedited basis actions, identified by legal counsel and approved by the Commissions, as necessary to achieve this objective that can be done by purely administrative means; and (3) agrees to diligently pursue other actions, identified by legal counsel and approved by the Commissions, as necessary that require external approvals, e.g. approvals by the Commissions and all member jurisdictions, and statutory changes.

Attachment A – Proposed Changes to the Master Agreement

Membership

- Operations Board expanded to include all member jurisdictions.
- All seats on Operations Board to be elected officials, except DRPT Director.
- Board seats to be proportionate to ridership based on the annual ridership survey, as shown below.
 - 25% or more of total system ridership = 3 members, 3 alternates
 - 15% – 24% of total system ridership = 2 members, 2 alternates
 - Less than 15% of total system ridership = 1 member, 1 alternate
 - Arlington and Alexandria = 1 member, 1 alternate each
 - Director of DRPT = 1 member

<i>Jurisdiction</i>	<i>FY 2008 Ridership</i>	<i>Percentage of System Ridership</i>	<i>Number of Board Members</i>
Fairfax	1478	20.3%	2
Fredericksburg	204	2.8%	1
Manassas	347	4.8%	1
Manassas Park	201	2.8%	1
Prince William	2232	30.6%	3
Stafford	1309	17.9%	2
Alexandria	4	0.1%	1
Arlington	0	0%	1
Other	1520	20.9%	0
Total	7295		12

Weighted voting

- Proportionate to annual jurisdictional subsidy with each Board member casting an individual vote based on a prorata share of their jurisdictional percentage of subsidy.
- An affirmative weighted vote must receive support from five (5) jurisdictions that also must collectively constitute 60% of the total annual jurisdictional subsidy.
- For the purposes of weighted voting, Arlington and Alexandria will each receive 0.5 votes which can be cast independently or as a full vote on behalf of both jurisdictions.
- The jurisdictional minimum required for weighted voting would increase by one for every two jurisdictions that newly join VRE.

Subsidy

- Annual jurisdictional subsidy will be based on system ridership rather than the 90% system ridership and 10% population formula.
- The subsidy allocation formula will be phased in over four years as shown below.

Jurisdiction	FY 2008 90/10 Formula	FY 2008 with First Year Phasing	Year 2*	Year 3*	100% Ridership Year 4*
Alexandria	\$113,140	\$113,140	\$113,140	\$113,140	\$113,140
Arlington	\$165,532	\$165,532	\$165,532	\$165,532	\$165,532
Fairfax County	\$4,999,777	\$4,700,508	\$4,401,238	\$4,101,968	\$3,802,698
Fredericksburg	\$314,232	\$330,713	\$347,194	\$363,675	\$380,155
Manassas	\$627,365	\$655,077	\$682,789	\$710,501	\$738,213
Manassas Park	\$339,650	\$359,574	\$379,498	\$399,423	\$419,347
Prince William County	\$4,504,312	\$4,624,876	\$4,745,440	\$4,866,004	\$4,986,568
Stafford County	\$2,315,147	\$2,429,735	\$2,544,324	\$2,658,913	\$2,773,502
Total	\$13,379,154	\$13,379,154	\$13,379,154	\$13,379,154	\$13,379,154

*Note - future subsidy will fluctuate based on operating costs.

Attachment B – Mitigation Accommodation Projects

Jurisdiction	Project	Estimated Value Not to Exceed
Stafford	Preliminary engineering, environmental analysis and property acquisition for additional parking at Brooke	\$800,000
Fredericksburg	Fredericksburg station repairs, enhancements and federal grant match	\$1,474,000
Manassas	Further funding of City/VRE parking deck	\$2 million
Manassas Park	Canopy extension	\$1 million
Prince William	Gainesville-Haymarket preliminary analysis or other project	\$2 million
	TOTAL	\$7,274,000



**VIRGINIA RAILWAY
EXPRESS**

**OPERATIONS BOARD
MEMBERS**

DANA KAUFFMAN
CHAIRMAN

DOUG WALDRON
VICE CHAIRMAN

ELAINE MCCONNELL
SECRETARY

PAUL MILDE
TREASURER

HILDA BARG

SHARON BULOVA

MAUREEN CADDIGAN

WALLY COVINGTON

ROBERT GIBBONS

JOHN D. JENKINS

MATTHEW KELLY

MATT TUCKER

**CHRISTOPHER
ZIMMERMAN**

DALE ZEHNER
CHIEF EXECUTIVE
OFFICER

MINUTES

**VRE OPERATIONS BOARD MEETING
PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA
APRIL 20, 2007**

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

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

ALTERNATES ABSENT	JURISDICTION
Christopher Zimmerman (NVTC)	Arlington County

STAFF AND GENERAL PUBLIC	
George Billmyer – VRE	Steve MacIsaac – VRE counsel
Marv Dixon – City of Fredericksburg	April Maguigad – VRE
Steve Edwards – Supervisor McConnell's Office	Betsy Massie – PRTC staff
Anna Gotthardt – VRE	Bob Owolabi – Fairfax County
William Greenup – VHSRDC	Sithembile Pagiwa – VRE
Al Harf – PRTC staff	Dick Peacock – citizen
Christine Hoeffner – VRE	Mike Poe – VRE
Ann King – VRE	Mark Roeber – VRE
Calvin Lam – Fairfax County	Jennifer Straub – VRE
Trinh Lam – VRE	Rick Taube – NVTC staff
Bob Leibbrandt – Prince William County	Dale Zehner – VRE

Chairman Kauffman called the meeting to order at 9:32 A.M. The Board had a moment of silence for the victims and families of those who lost their lives at Virginia Tech on April 16, 2007. Following the Pledge of Allegiance, roll call was taken.

Approval of the Agenda – 3

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

Minutes of the March 16, 2007, VRE Operations Board Meeting – 4

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

Chairman's Comments – 5

Chairman Kauffman stated that Board Members should have already received their invitations to the Quantico Bridge Dedication Ceremony on May 11th at 10:00 A.M. Secretary of Transportation Pierce Homer is scheduled to attend.

Chief Executive Officer's Report – 6

Mr. Zehner reported that overall on-time performance is averaging 84 percent in April, with 86 percent on the Manassas Line and 82 percent on the Fredericksburg Line. Since the Quantico Bridge Project completion, there have not been any delays due to the railroad. VRE has done some fencing work at the Quantico Station to keep people from crossing the tracks where and when they shouldn't.

Mr. Zehner also reported that VRE introduced a pilot program called NuRide on April 3rd to encourage carpooling to VRE stations. Due to the limited parking at both Fredericksburg and Broad Run, these stations were selected as the test locations for the program. The NuRide program is offering a \$25.00 gift card to Home Depot for any VRE rider who registers to become a member and takes their first trip with another VRE rider to either of these two stations. Although it may take some time for enough riders to sign up and create a database for ridesharing, 51 passengers have signed up for the program to-date.

[Mr. Jenkins entered the room at 9:25 A.M.]

Mr. Zehner introduced two new VRE staff members, Sithembile Pagiwa, Accountant, and Mike Poe, Civil Engineer.

VRE Riders' Comments – 7

Mr. Billmyer congratulated VRE on the good news that the General Assembly passed Governor Kaine's substitute amendment for transportation funding. The budget includes a \$15 million earmark for the procurement of VRE rolling stock and provisions for \$25 million per year in capital and operating funds. Mr. Billmyer also stated that due to BRAC changes, MARC is looking for MTA funding to purchase new locomotives to expand its line to Elkton, Maryland and eventually to Delaware. He expressed his opinion that CSX is a problem, with discrepancies and violations on its lines and what really concerns him is violations that were ignored, which should never happen on a railroad. He also stated that he is glad to see interest on the proposed freight railroad detour around Washington, D.C. Freight rail has no business traveling on any heavily traveled commuter line and should always be bypassed around a city. Ms. McConnell asked if hazardous materials are still allowed on rail through cities. Chairman Kauffman asked staff to clarify this. Mr. Gibbons asked for the number of CSX violations in the VRE service area.

Mr. Peacock thanked Mr. Roeber for his efforts in working to get the transportation funding bill passed. VRE finally has funds to purchase much needed equipment, which will help resolve engine failures. He suggested VRE conduct a statistical analysis of all the parts of a locomotive that have broken over the past two years. VRE could take a proactive step in going ahead and replacing those parts that are likely to fail. He also suggested that those that repair the locomotives could receive extra training and information.

Consent Agenda – 8

Mr. Waldron moved, with a second by Ms. Bulova, the following Consent Agenda:

Resolution #8A-04-2007: Authorization to Issue a Request for Proposals for the Acquisition of New Locomotives.

Resolution #8B-04-2007: Authorization to Issue an Invitation for Bids for Lube Oil Delivery Services.

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

Authorization to Award a Contract for the Construction on Maintenance Facilities at the Crossroads Yard – 9A

Mr. Zehner stated that the VRE Operations Board is being asked to recommend that the Commissions authorize him to enter into a contract with Mid-Eastern Builders, Inc. of Chesapeake, Virginia for the construction of maintenance facilities at the Crossroads Yard in the amount of \$5,437,000, plus a 15 percent contingency of \$815,550, for a total amount not to exceed \$6,252,550. Resolution #9A-04-2007 would accomplish this.

Mr. Waldron moved, with a second by Ms. Bulova, to approve Resolution #9A-04-2007. The vote in favor was cast by Board Members Bulova, Jenkins, Kauffman, McConnell, Milde, Page and Waldron.

Authorization to Enter into a Contract for Air Brake Services – 9B

Mr. Zehner reported that Resolution #9B-04-2007 would authorize the CEO to enter into a one-year contract with two additional one-year options with Touchtone Industries of Jacksonville, Florida for air brake services for a total contract value not to exceed \$660,000.

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

[Mr. Covington arrived at 9:45 A.M.]

Authorization to Modify the Warehouse Management Contract – 9C

Mr. Zehner stated that the VRE Operations Board is being asked to authorize the CEO to increase the authorization limit of the warehouse management contract by \$81,102 per year, for a total annual contract value not to exceed \$331,102. Resolution #9C-04-2007 would accomplish this. He explained that maintenance responsibilities for the entire car fleet have moved from Washington to the Virginia yards, nearly doubling the number of cars being supported by this facility and increasing the purchasing activity considerably. Subsequently, the scope of the warehouse management services has increased. VRE would like to further increase the scope of work to support oversight of the new car inventory, which will begin to arrive this summer, and all car part purchasing. The only remaining activities at Ivy City are related to locomotive materials.

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

Authorization to Award a Contract for Financial Advisory Services – 9D

Mr. Zehner stated that the Operations Board is being asked to approve Resolution #9D-04-2007 which would authorize the CEO to enter into a contract with the PFM Group for financial advisory services in an amount not to exceed \$200,000.

In response to a question from Mr. Waldron, Mr. Zehner explained that VRE occasionally requires the services of a financial advisor for complicated financial aspects, including developing financing alternatives and managing existing debt. Some of these services are beyond the expertise of VRE staff. PFM has been serving as a financial advisor to Prince William County and PRTC since 2001 and to VRE since VRE's inception. Mr. Waldron asked that staff keep tabs on the scope of their services so that VRE can hold them to some degree of accountability.

Mr. Waldron moved, with a second by Ms. Barg, to approve Resolution #9D-04-2007. The vote in favor was cast by Board Members Bulova, Jenkins, Kauffman, McConnell, Milde, Page and Waldron.

Authorization to Execute a Lease for Additional Locomotives – 9E

Mr. Zehner stated that Resolution #9E-04-2007 would recommend that the CEO enter into a lease agreement with Railworld Locomotive Leasing, of Chicago, Illinois, for three locomotives in an amount not to exceed \$229,950 per year, plus freight, for a total of three years. The proposal from Railworld Locomotive includes an option for purchase at the end of the three years of \$225,000, per locomotive or at the end of four years for \$125,000 per locomotive.

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

Chairman Kauffman observed that other companies lease locomotives and encouraged staff to investigate this to get the best deal. Mr. Zehner stated that VRE has received a counter proposal and it will be evaluated. Chairman Kauffman stated that the resolution should be modified to give authorization based on the best proposal. Both Mr. Jenkins and Ms. Barg were agreeable to the amendment.

Mr. Jenkins stated that it is important for VRE to replace the locomotives that keep breaking down, otherwise customer service satisfaction will hit rock bottom. VRE needs to be expeditious as possible in executing this.

The Board then voted on the amended motion and it passed. The vote in favor was cast by Board Members Bulova, Jenkins, Kauffman, McConnell, Milde, Page and Waldron.

Authorization to Execute a Locomotive Lease Purchase – 9F

Mr. Zehner explained that Resolution #9F-04-2007 would authorize the CEO to execute a locomotive lease purchase agreement with Railworld Locomotive Leasing, for one locomotive in an amount not to exceed \$76,650 per year, plus freight, for a total of three years and ownership of the V32 locomotive. Chairman Kauffman stated that this resolution should also be modified to include authorization based on the best lease deal. There were no objections.

Ms. McConnell moved, with a second by Mr. Jenkins, to approve the amended motion.

Mr. Zehner stated that on March 22nd the V32 locomotive caught fire due to an electrical short while parked at Ivy City. This unit must be repaired or replaced in order to maintain an adequately sized locomotive fleet. The repair cost was estimated at \$450,000. VRE received an unsolicited proposal from Railworld Locomotive Leasing for the lease purchase of one locomotive.

Mr. Milde observed that VRE is not submitting an insurance claim for the damaged locomotive. Mr. Zehner explained that the deductible is \$250,000 and VRE could make a claim to the Insurance Trust Fund, but because the fund balance is low, VRE would most likely be requested to make a deposit to the fund.

The Board then voted on the motion and it passed. The vote in favor was cast by Board Members Bulova, Jenkins, Kauffman, McConnell, Milde, Page and Waldron.

Governance Process – 10A

Chairman Kauffman stated that on April 5, 2007 NVTC and PRTC passed resolutions adopting the governance changes, approving an alternate budget, and approving the mitigation projects. The resolution was transmitted to each jurisdiction for their action. Stafford County has already approved the budget and governance resolution. Manassas Park has approved the governance resolution and will vote on the budget on April 24th. The rest of the jurisdictions are scheduled to take action in the next several weeks. Mr. Milde stated that the vote in Stafford County was not easy or unanimous, but it did pass. A motion was defeated by a vote of five to two that would have short-changed the VRE budget by nearly \$700,000 and forced raising fares at Stafford stations.

Chairman Kauffman provided an overview of the process for the next few months assuming all the jurisdictions approve the budget and governance proposal. He stated that at the May 18th meeting, the Operations Board would consider a draft amendment to the Master Agreement. On June 7th, the Commissions will request the jurisdictions to identify the elected officials, who are members of the Commissions, that they would like the Commissions to nominate to the VRE Operations Board. On July 1st, all jurisdictions would make the first subsidy payment under the alternative budget. On

July 5th, the Commissions would adopt the new slate of officers for installation at the August 17th VRE Operations Board meeting.

Mr. Gibbons asked for a copy of the rail agreement.

Other VRE Business

Mr. Page stated that the DRPT's Third Track Feasibility Study transmittal letter calls for the establishment of agreements between the Commonwealth and the stakeholders in order to protect the Commonwealth's interests, allocate the costs and benefits of all parties, and ensure the long-term access and performance of passenger rail service in the Washington-Richmond corridor. DRPT will be setting forth the governance dialogue of this study and VRE should be a part of this process. DRPT wants to move forward with improvements to this corridor as soon as possible.

Closed Session – 11

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

Pursuant to the Virginia Freedom of Information Act (Sections 2.2-3711A (7) of the Code of Virginia), the VRE Operations Board authorizes discussion in Closed Session concerning one legal matter pertaining to the terms and conditions for inclusion of new participating jurisdictions in the Master Agreement for Commuter Rail.

The vote in favor was cast by Board Members Bulova, Jenkins, Kauffman, McConnell, Milde, Page and Waldron. The Board entered into Closed Session at 9:58 A.M. and returned to Open Session at 10:21 A.M.

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

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

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

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

Adjournment

Chairman Kauffman adjourned the meeting at 10:22 A.M.

Approved this 18th day of May, 2007.

Dana Kauffman
Chairman

Elaine McConnell
Secretary

CERTIFICATION

This certification hereby acknowledges that the minutes for the April 20, 2007 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

Rhonda Gilchrest

Rhonda Gilchrest

Quantico Creek Bridge Reception.

Members of NVTC are invited to a reception on May 11th at 10:00a.m. at the Quantico Train Station. A train ride will provide a view of the new bridge. Please RSVP to Ann King at 703-838-5417 by May 4th.

Contract for Construction of Maintenance Facilities at Crossroads.

The VRE Operations Board recommends approval of Resolution #2061. This resolution authorizes VRE's Chief Executive Officer to execute a contract with Mid-Eastern Builders, Inc. of Chesapeake, Virginia to construct maintenance facilities at VRE's Crossroads Yard in Spotsylvania County. The contract amount is \$6,252,550 which includes a 15 percent contingency. Funds are available in VRE's approved CIP primarily from federal grants. Mid-Eastern Builders, Inc. was selected from among three bidders. Parsons Brinckerhoff is providing the design.



RESOLUTION #2061

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

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

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

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

Approved this 3rd day of May, 2007.

David Snyder
Chairman

Christopher Zimmerman
Secretary-Treasurer





Virginia Railway Express Operations Board

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

AGENDA ITEM 9-A ACTION ITEM

TO: CHAIRMAN KAUFFMAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: APRIL 20, 2007

**RE: AUTHORIZATION TO AWARD A CONTRACT FOR THE
CONSTRUCTION OF MAINTENANCE FACILITIES AT THE
CROSSROADS YARD**

RECOMMENDATION:

The VRE Operations Board is recommending that the Commissions authorize the Chief Executive Officer to enter into a contract with Mid-Eastern Builders, Inc. of Chesapeake, Virginia for the construction of maintenance facilities at the Crossroads Yard in the amount of \$5,437,000, plus a 15% contingency of \$815,550, for a total amount not to exceed \$6,252,550.

BACKGROUND:

The VRE Crossroads storage yard, located at the end of the Fredericksburg line, consists of eight tracks that store six VRE train sets overnight. VRE has initiated relocation of inspection and some maintenance activities to the outlying yards as approved by the Operations Board in June 2004.

In August of 2005, the Operations Board authorized a task order to Parsons Brinckerhoff for design services for this project. Design began shortly thereafter and was finalized in February 2007. An IFB for the construction of maintenance facilities was authorized by the Operations Board on May 19, 2006 and bids were due on April 6, 2007. Three bids were received and have been evaluated. The evaluation process has rendered the successful responsive and responsible bidder as Mid-Eastern Builders, Inc.

The contract work will include construction of maintenance facilities within the Crossroads storage yard, including a service and inspection building, a fully automated train wash facility, perimeter security lighting, and additional storage track. Work is expected to begin in June and take approximately one year to complete.

FISCAL IMPACT:

Funding is included in VRE's Capital Improvement Program as part of the Crossroads Yard Maintenance Facility project. Funding is available from FY 2004 and FY 2005 federal grants. The local match is provided for using state and local funds.

Terms of Entry for Fauquier County.

To enter closed session:

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

Following the closed session:

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

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



AGENDA ITEM #5

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube
DATE: April 26, 2007
SUBJECT: Presentation: Matthew Tucker, DRPT Director.

Mr. Tucker has requested time to present information about a regional Congestion Mitigation Plan.



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Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120 • VA Relay Service
E-mail nvtc@nvtc.org • Website www.thinkoutsidethecar.org



AGENDA ITEM #6

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners

FROM: Rick Taube

DATE: April 26, 2007

SUBJECT: Presentation: Jana Lynott on NVTC's Senior Mobility Project Phase 2.

Ms. Lynott will present the initial results of NVTC's travel training pilot project. The final report will be available in January, 2008. It will include measures of continuing transit use by those who participated in the group and individual travel training sessions.



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The Coming Culture Is Aging-Oriented

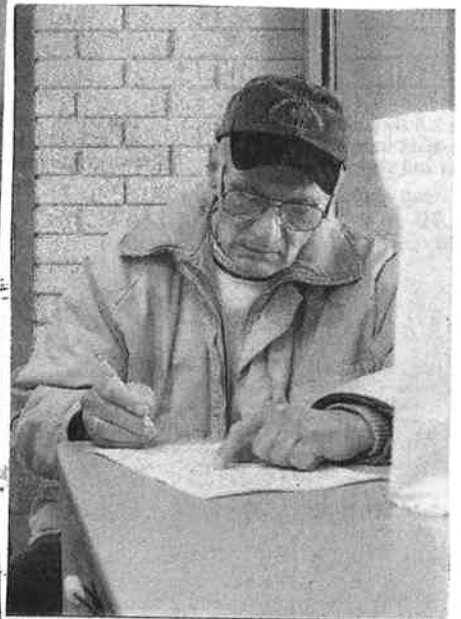
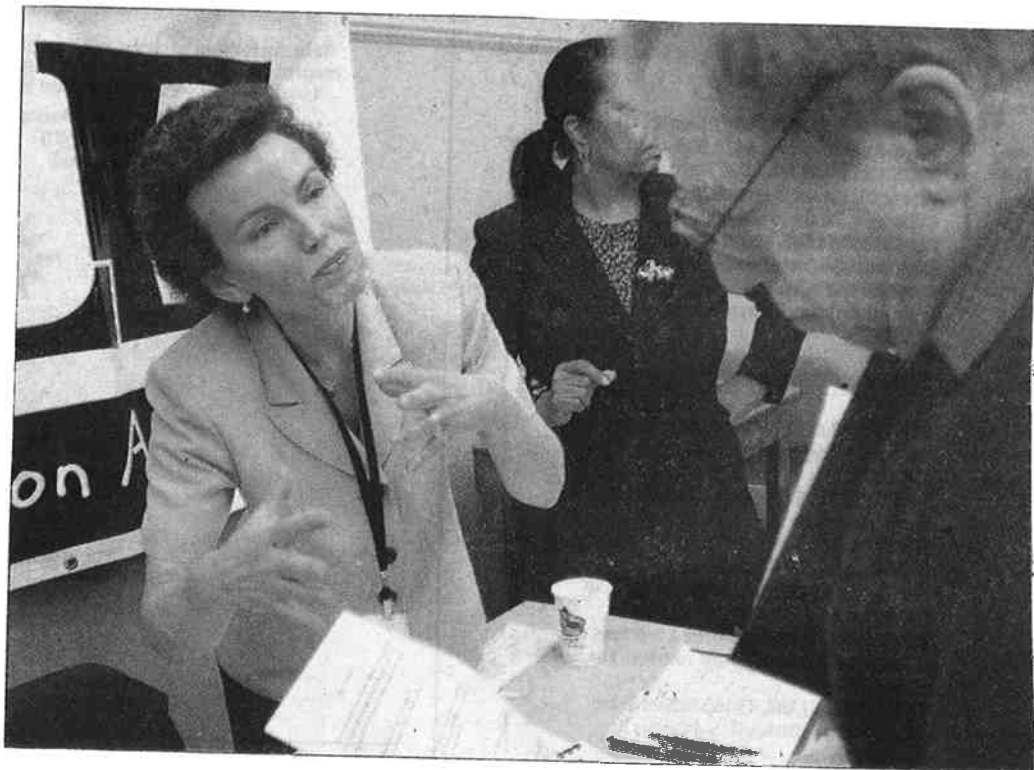
Fairfax Plans to Accommodate and Use Its Many Boomers

By ANNIE GOWEN
Washington Post Staff Writer

When Karren Scott retired from her job last year as a manager at the Department of Defense, she sometimes found herself “completely disoriented” as she made the transition from a life with “a very clear mission every day” to the more relaxed pace of a retiree.

Now, Scott says, she’s reinventing herself, taking classes in Annandale and searching for rewarding volunteer work.

Still healthy and active at 55 — and determined to continue living in her home in the Alexandria section of Fairfax — Scott is one of a growing number of baby boomer retirees that Fairfax County hopes to get more involved in their communities — by volunteering, for example — as the Board of Supervisors works on an initiative to better serve and accommodate the county’s increasing older population.



John Gilberto completes paperwork during a county volunteer fair for retirees in Burke.

Across the country, jurisdictions are grappling to address a senior population that surely will grow dramatically in the next two decades, mostly because of the large baby boom generation, some 77 million U.S. residents born between 1946 and 1964.

In Fairfax, a county report last year said, the county will face a heightened demand for transportation services, accessible housing and recreation programs as the senior population increases due to longer life spans and changing lifestyles — many more people now choose to “age in place” and remain in their homes here rather than relocating to Florida or Arizona. The county’s current population of about 86,000 residents age 65 and older will grow to about 138,000 in 2020, according to county demographer Anne Cahill.

Supervisor T. Dana Kauffman (D-Lee), chairman of the county’s committee on aging, said that county plans, still in the works, will “ensure that Fairfax County is aging-friendly and deals with the scope of services from engaging senior populations to our own workforce to mobility. Our transit is focused on the challenge of getting people to and from work. What about seniors-held captive in their own suburban homes?”

The board’s proposal is not expected until September, but some change already is taking place. Last month, the county had its first volunteer fair aimed at retirees, hoping to lure Scott and 200 others who showed up at Kings Park Library to start volunteering for duties such as escorting the more elderly residents of a county retirement community, making Meals on Wheels deliveries or tutoring.

“We’re looking down the line to see if there are things we should be doing today to ensure Fairfax is aging-friendly, but also to anticipate what the needs and possibilities will be in the future,” said Grace Starbird, director of the Fairfax Area Agency on Aging.

“It’s not all negative — that you’re old and sick and will need services,” Starbird said. “We have to anticipate that we have some of the brightest and most talented seniors around. . . . We should be tapping into that

and benefiting from that.”

With boomers, county officials say, traditional concepts of retirement and senior services are shifting. This is a generation — in the words of Supervisor Sharon Bulova (D-Braddock) — that “does not really retire. We start doing something different.”

For example, there’s Paul Kaplan, 61, of Annandale. Kaplan, who showed up to the volunteer fair wearing a hipster leather jacket, thinks his retirement will include a dash of volunteering, a little paid consulting and a paid gig as a referee for children’s sports leagues — as well as Caribbean travel with his wife and warm-weather rides on his 1982 Honda GL500 Silver Wing motorcycle.

“I don’t have a clear picture of my retirement yet,” Kaplan said. “It’s still developing in my mind. . . . I want to stay healthy and active, both physically and mentally, give back to the county, and go back to traveling.”

The county also is considering new technology and services to help engage younger retirees and be there for them as they age. One major hurdle for urban planners is how to get seniors — who have eschewed mass transit for decades — back on buses and Metro trains, especially in Northern Virginia, where the number of seniors who do not drive might double in the next 20 years.

A recent survey by the Northern Virginia Transportation Commission found that seniors who live in walkable areas with nearby shopping and other amenities — such as the communities clustered around Arlington’s Orange Line or in Reston Town Center — were far more mobile, taking 20 percent more trips outside their homes, many just on

foot. The study recommends more walkable communities for seniors as well as measures that help them use and understand mass transit.

To that end, transit planners just completed a series of workshops for 50 seniors in Alexandria and Arlington, Fairfax, Loudoun and Prince William counties to teach them how best to use Metro and buses. Fairfax County has trained about 200 seniors in the

past five years, said Denis Paddeu, the county’s senior transportation coordinator.

The planners hope to reach retiring boomers and active seniors in their 60s and 70s who are driving but also might be interested in using a bus or Metro, said Jana Lynott, the transportation commission’s director of planning projects.

Jan Chance-Sampson, 63, a recently retired teacher, took the transit training to learn how to use the county’s bus system, which she can ride to the Vienna Metro station and her classes at George Mason University’s Osher Lifelong Learning Institute.

“Other than driving to Vienna and parking and riding Metro, I was rarely on a bus” during her career years, Chance-Sampson said. “I just wanted to know what my options are.”

Those options are likely to increase as more residents decide to retire in place in Fairfax County rather than moving to the Sun Belt or near family living elsewhere, county officials said. According to a county trend report, more seniors still move out of Fairfax than move in, but retiring residents are less likely to move away than they were in the 1980s and ’90s.

As for housing for a growing senior population, county officials are discussing encouraging developers to follow the principles of “universal design” in home building. Fairfax County officials recently toured a universal-design demonstration home in Bristow, where the architect included wider doors and stairways to accommodate wheelchairs and chair lifts, two-toned stairs for the visually impaired, and other features.

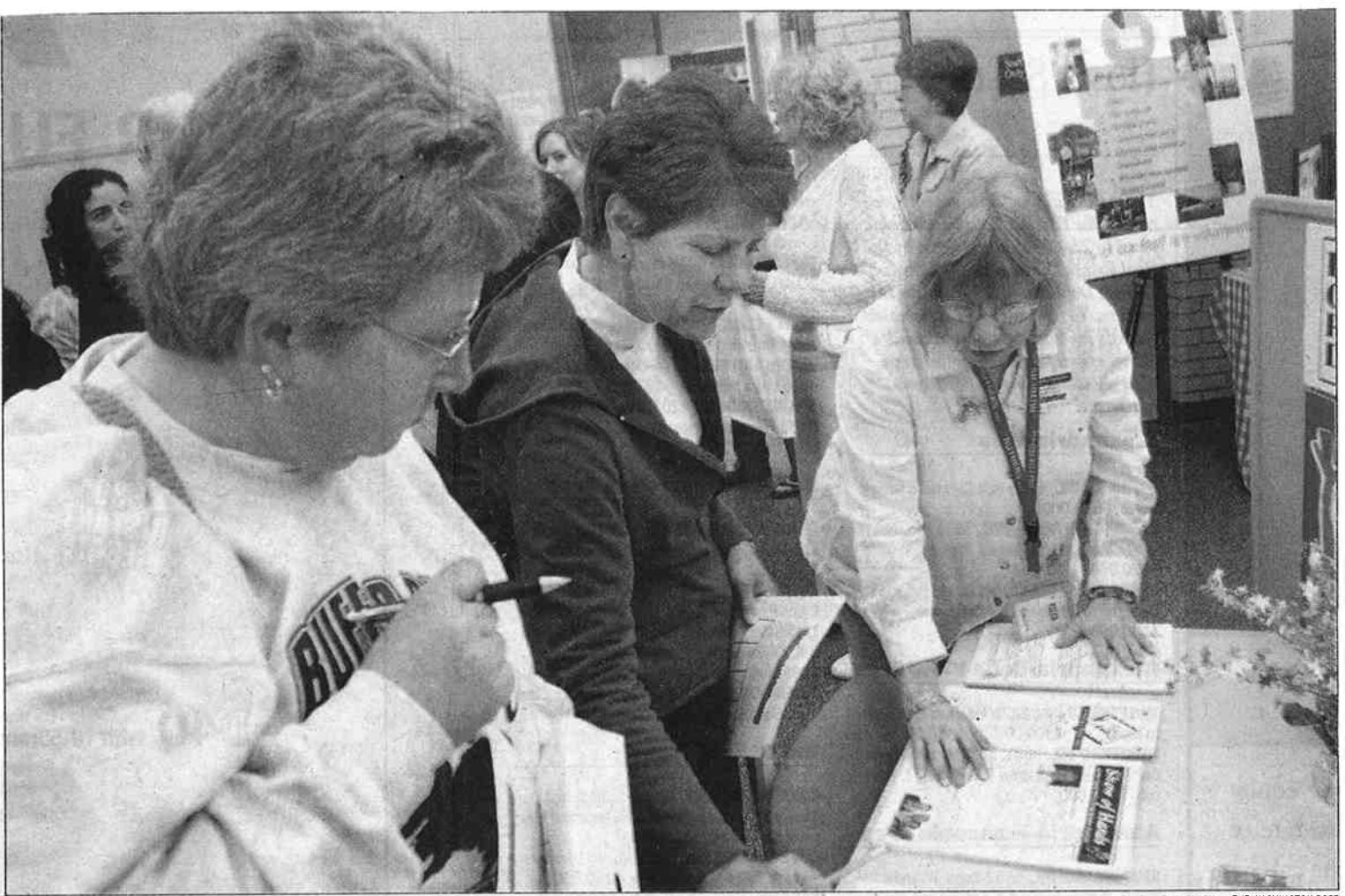
Last month, the Fairfax County Redevelopment and Housing Authority approved a measure that requires multifamily housing built in the county to include such universal design features for seniors and residents with disabilities.

Kauffman said he expects that his committee on aging’s plan, when released in September, will spark a conversation on shifts in spending priorities as the senior population expands while school enrollment stagnates. Just two percent of the county’s 2008 general fund budget, about \$66 million, funds services for seniors, Kauffman noted.

“The first step is getting the county to realize this can’t be ignored,” Kauffman said. “It’s a significant fiscal and political driver, and we ignore it at our peril.”



Gloria Woodall reads a brochure at the fair. The aging of the baby boomers and the growing tendency of retirees to age in place will greatly expand the county’s older population, officials say.



PHOTOS BY KEVIN CLARK — THE WASHINGTON POST

The county's first volunteer fair aimed at retirees drew about 200 people last month. Attendees were encouraged to volunteer for duties such as escorting elderly residents of a county retirement community, delivering meals to the homebound and tutoring. Sonja Horn, above left, and Donna Skrobala are assisted at the fair at Kings Park Library in Burke by Susan O'Boyle. Below, Sabrina Gibson talks with Henry James.



BY JANA LYNOTT

Charles and Marjorie Hazen of Annandale are taking seniors' transit training — learning how to best use bus and rail systems — from the Northern Virginia Transportation Commission.



An attendee fills out a form at the volunteer fair for retirees at Kings Park Library.



AGENDA ITEM #7

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners

FROM: Rick Taube

DATE: April 26, 2007

SUBJECT: Presentation: Adam McGavock on the Status of SmarTrip Farebox Installation in Northern Virginia.

The attached schedule shows that several farebox installations will occur in the next month. Mr. McGavock will quickly review the schedule and respond to questions.



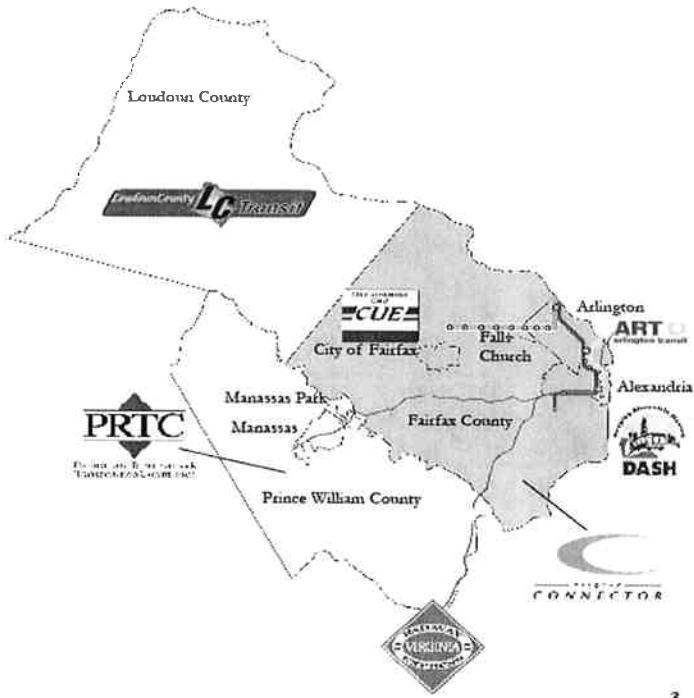
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Northern Virginia SmarTrip Rollout Fact Sheet

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

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

Participating Transit Agencies in Northern Virginia	Fareboxes	Scheduled Date of Installation
Alexandria DASH	64	COMPLETED 2/3/2007
Arlington Transit (ART)	35	TBA
City of Fairfax CUE	13	Week of May 7-11
Fairfax Connector	223	May 5 (Huntington), May 19 (Herndon)
Loudoun County Transit	34	May 12
P.R.T.C.	115	June 9





AGENDA ITEM #8

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners

FROM: Rick Taube

DATE: April 26, 2007

SUBJECT: Presentation: Kala Quintana and Elizabeth Rodgers on the Public Outreach Campaign for the Summer, 2007 Program of Free Bus Fares on Code Orange/Red Bad Air Days.

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



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Northern Virginia Transportation Commission

NVTC

Thinking Outside the Car Since 1964



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

May 3, 2007

Agenda Item #8



Theme

Be Part of the Solution

Reduce Ozone Pollution





Brochure



- Education Tool

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

- Distribution

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



Wall Posters



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



Exterior Bus Advertisements



Be Part of the Solution

Reduce Ozone Pollution!

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

www.ridefreenova.org



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



www.ridefreenova.org



Be Part of the Solution

Reduce Ozone Pollution!

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

HOME

Did You Know

About RIDE FREE

Bus Systems

Planning Your Trip


How to Ride the Bus

Contact Us

Air Quality Report

4/23  Code Yellow

Forecast

4/24  Code Green

Data from [MWCOCG](#)

Computer
Page
sponsored by

FACT!

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



TIP:

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

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

Changing your behavior can greatly impact the world around you!

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

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

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

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

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

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

FACT: Evaporating fuel creates ozone-causing vapors.

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

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

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

Participating Agencies



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



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



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



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



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



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



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



PRTC
703-730-6664
www.prtctransit.org



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



Mixed Sources
Product group from well-managed forests, controlled sources and recycled wood or fiber
www.fsc.org Cert no. SCS-COC-00518
© 1996 Forest Stewardship Council



Be Part of the Solution
Reduce Ozone Pollution!



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



www.ridefreenova.org

Did you know...

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

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

Our region is also ranked 11th worst for ozone pollution and almost half of the U.S. population lives in areas with unhealthy ozone levels. Vehicles, smokestacks, household products, as well as lawn, garden, farm, and construction equipment are all ground level ozone producers.

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

You can be part of the solution and reduce ozone pollution!
Just leave your car at home and take the bus to work, shop, and play. It's easy and it's FREE on forecast Code Orange and Red Bad Air Days in Northern Virginia!

Go to www.ridefreenova.org for details.

How To Ride Free:

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

Planning your trip:

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

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



Riding the Bus is Easy:

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

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube
DATE: April 26, 2007
SUBJECT: Regional Transportation Items.

A. HOV Advisory Committee.

At a meeting of the HOV Advisory Committee held April 16th at VDOT's Northern Virginia offices, representatives of Fluor-Transurban responded to questions from State Police, VDOT operations staff and others.

Among the new information provided:

- Minimum tolls of 10-cents per mile will apply around the clock and committee members warned of a possible public backlash if this policy is not widely known before it is implemented (a similar policy in Minneapolis had such an adverse effect);
- Shoulder and lane widths inside the beltway will require FHWA waivers. One 300-yard stretch near the Pentagon will have 2- and 3-foot shoulders while most other segments will have one 9-foot shoulder for the three 10-foot travel lanes. Fluor-Transurban would evaluate a 12-foot lane for buses if asked.
- Committee members cautioned that some TPB members may ask why Fluor-Transurban does not delay asking for inclusion in the CLRP until they have decided more specifically what they intend to do. Delaying that action and the start of conformity analysis for a month or so might not pose a serious problem.
- Fluor-Transurban reported that electronic surveillance and computer monitoring will identify any incidents within 12-seconds and emergency response teams can be quickly dispatched. State Police pointed out that incident commanders are often local fire



departments who have no incentive to release the incident scene quickly just to restore traffic flow.

B. HOT-Lanes at TPB.

On a split, weighted vote, TPB deferred action on including the project in the CLRP. A copy of the amended materials considered by TPB is attached. Also attached is NVTC's letter to TPB Chair Catherine Hudgins with a list of concerns.

C. NVTA Implementation Plans.

A copy is attached of NVTA's plan to develop information on how best to organize its implementation of HB 3202's new funding provisions. Several staff working groups led by NVTA members will work intensively during May to develop information for consideration by NVTA in June. NVTC staff will actively participate on the groups working on financial issues, project implementation, public outreach and overall organization.

It should be noted that a 60-day public comment period is required after NVTA votes to implement new fees and before such fees could take effect.

Motion to delay adoption of TPB Resolution R21-2007

District of Columbia	Yes	No
Department of Transportation	1.67	0.00
Office of Planning	1.67	0.00
City Council	1.67	0.00
City Council	Absent	0.00
City Council	Absent	0.00
District of Columbia Total	5.00	0.00

Maryland	Yes	No
Department of Transportation	No	1.25
Bowie	Absent	0.00
Charles County	Yes	0.18
College Park	Yes	0.09
Frederick County	No	0.27
City of Frederick	No	0.00
Gaithersburg	Yes	0.09
Greenbelt	Absent	0.00
Montgomery County		
Executive	No	1.55
Legislative	Absent	0.00
Prince George's County		
Executive	No	1.37
Legislative	Absent	0.00
Rockville	Absent	0.00
Takoma Park	Yes	0.09
Maryland House of Delegates	Absent	0.00
Maryland Senate	Absent	0.00
Maryland Total	0.46	4.54

April 18, 2007

Virginia	Yes	No
Department of Transportation	No	1.00
Alexandria	No	0.21
Arlington County	Yes	0.00
City of Fairfax	Absent	0.00
Fairfax County		
Legislative I	Yes	0.75
Legislative II	Yes	0.75
Falls Church	Abstain	0.00
Loudoun County	No	0.36
City of Manassas	Yes	0.00
City of Manassas Park	No	0.07
Prince William County	Yes	0.50
Virginia House of Delegates	No	0.50
Virginia Senate	No	0.50
Virginia Total	2.36	2.64

Yes:	7.81
No:	7.19





COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

April 16, 2007

DAVID S. EKERN, P.E.
COMMISSIONER

The Honorable Catherine Hudgins
Chairman, National Capital Region
Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E, Suite 300
Washington, D.C 20002-4201

Dear Chairman Hudgins:

The Virginia Department of Transportation (VDOT) has been working with your TPB staff in reviewing the comments received on the proposed air quality conformity inputs for the 2007 CLRP and FY 2008-2013 TIP, in particular the proposed inclusion of the I-95/395 HOV/BUS/HOT lane project. As of today, the TPB's public comment Web site lists 121 comments on the I-95/395 HOV/BUS/HOT lane project. A majority of these comments are in support of including this project in the air quality conformity analysis and/or the CLRP, with two in opposition. VDOT notes that included in those comments supporting the proposed project are the Chambers of Commerce from each of the jurisdictions through which the proposed project traverses and the Greater Washington Board of Trade. Additionally VDOT understands that the TPB has received letters from the following Northern Virginia boards, commissions and/or local governments with specific suggestions on the scope and/or description of the HOV/BUS/HOT lane project: the Potomac and Rappahannock Transportation Commission (PRTC), Arlington County (ARL.CO.), the Northern Virginia Transportation Authority (NVTA), the Northern Virginia Transportation Commission (NVTC).

VDOT thanks all of the commenters for their comments, questions and suggestions. Please find attached VDOT's response to these comments/suggestions for your consideration. Since many of the comments/suggestions shared common themes, VDOT has summarized and grouped these comments while responding. The CLRP description form, submitted earlier (March 15, 2007) has been revised to reflect our response to the comments/suggestions. With the inclusion of these responses as part of the CLRP documentation, we have answered the questions/suggestions posed in the comments and request the TPB include the I 95/395 HOV/BUS/HOT lane project in the air quality conformity analysis, the 2007 CLRP and the FY 2008-2013 TIP.

Ms. Catherine Hudgins

April 16, 2007

Page 2

Please contact Ms. Jo Anne Sorenson, Assistant District Engineer for Planning and Development, at 703-383-2461 with any questions and/or for any clarifications on the matter. Thank you for your consideration and action on this request.

Sincerely,



Dennis C. Morrison
District Administrator
VDOT Northern Virginia District

Cc – Commenter(s):

Mr. Christopher Zimmerman, Chair, Northern Virginia Transportation Authority
Mr. David Snyder, Chairman, Northern Virginia Transportation Commission
Mr. Paul Ferguson, Chair, Arlington County Board of Supervisors
Mr. Robert Gibbons, Chairman, Potomac and Rappahannock Transportation Commission

Cc: Ms. Julia Connally, CTB Member At-Large Urban
Mr. J. Douglas Koelemay, CTB Member Northern Virginia District
Mr. David Ekern, Commissioner, VDOT
Mr. Mathew Tucker, Director, VDRPT
Ms. Jo Anne Sorenson, Assistant District Engineer, VDOT

Response to Comments / Suggestions Re: I 95/395 HOV/BUS/HOT Lane Project

1. **Comment:** The transit plan developed by the project's Transit Advisory Committee (TAC):

- a. NVTA, NVTC, ARL.CO. – There must be a stronger commitment in the CLRP documentation that the service plan developed by the TAC will be include in the next CLRP update:

Response: The text in the earlier CLRP documentation form has been revised to state (new text underlined):

This detailed Transit/TDM Plan is anticipated to be available in the fall of 2007, and will assist in refining the preliminary transit service plan. If such refinements affect conformity, the changes would be proposed in future conformity analyses. We anticipate that the TAC Transit/TDM plan will be a comprehensive study looking at various transit solutions that could be implemented in the I-95/395 corridor. The TAC plan, expected to be available in the fall of 2007, is contemplating exploring a number of options and alternative levels of transit service and thus may include additions, refinements and/or substitutions to the Project's Transit Plan features. The recommendation from the TAC will form the basis for the detailed service planning for the transit component of the Project. The detailed service plan will be developed to comply with the dedicated resources available to the project and decided by the Commonwealth Transportation Board, the Northern Virginia Transportation Authority and the Fredericksburg Area. Any additions, refinements and substitutions, pertaining to the bus service proposed by this Project, approved by the CTB and NVTA will be proposed for inclusion in the 2008 update to the CLRP and conformity analyses.

- b. PRTC: Amend the CLRP documentation to say that the service plan developed by the TAC "will become a substitute for the preliminary plan, and that the expenditure for improved transit services and park-ride facilities will amount to at least the expenditure presently appearing in the description."

Response: The Transit Advisory Committee established by the Commonwealth of Virginia's Secretary of Transportation is currently in the beginning phases of conducting a detailed transit/TDM study. VDOT expects a comprehensive, collaborative effort among various existing transit service providers. The outcome of this VDOT funded study (\$885,000) and the Committee's task could involve not just the interim transit service plan proposed by this project, but also enhancement to transit services and infrastructure as planned or at least contemplated by other transit service providers. In the absence of a clear understanding of the scope of the recommendations coming from the TAC and in order not to presuppose the decision on those recommendations, VDOT's CLRP documentation has been revised as above.

With regard to characterizing the amount of funding proposed (about \$390M) for bus services by this project, VDOT notes that the amount is neither a minimum nor a maximum. It is, rather, what VDOT believes to be reasonably available based on the

Response to Comments / Suggestions Re: I 95/395 HOV/BUS/HOT Lane Project

current stage of project development and financial analyses. The total amount of funding for the proposed bus service is a combination of funds from the private consortium, toll revenues, funds recovered from the fare box of the proposed bus service, and US DOT transit capital grant funds. Changes to the scope of project will be included in the proposed 2008 air quality conformity analysis that will be reviewed and acted upon by the TPB.

2. **Comment:** Actions against degradation of service levels on the facility

- a. NVTA, NVTC, ARL.CO. – There must be a firm commitment that transit services (i.e., travel time and reliability) will not be degraded by this project.

Response: VDOT is committed to preserving HOV and transit operations in this corridor. Accordingly VDOT's fundamental principal for the Project is that traffic operations on the proposed HOV/Bus/HOT lanes will be free flowing at all times. Such free flowing conditions are critical for: the operational /financial success of this public-private investment, compliance with federal requirements to convert the existing HOV facility to HOT lanes, and the conformance with FTA's policy requirements to maintain the project's eligibility to be considered as a fixed guideway. The Consortium has set a target speed of above 55 mph inside the Beltway and 65 mph outside the Beltway for traffic operations – which are either consistent with or higher than current levels. These target speeds, determined through the traffic modeling completed to date, correspond to a maximum lane flow of 1,600 vehicles per hour and meet the objective of maximizing travel time savings. VDOT is fully committed to ensuring free-flowing conditions for all road users. This commitment, provided in the CLRP documentation, is being further strengthened as follows (new text underlined).

HOT lanes will use dynamic pricing to maintain free-flowing conditions for all users, even during rush hour. The consortium has set a target speed of above 55 mph inside the Beltway and 65 mph outside the Beltway for traffic operations. Prices will be adjusted in response to the level of traffic to ensure free flowing operations on the Bus/HOV/HOT lanes. There will be no price caps on the level of tolls.

SAFETEA-LU mandates strict performance standards which are intended to ensure free-flowing conditions on the HOT lanes. The proposed HOT lanes project will include performance monitoring as an integral part of the project and ensure that the SAFETEA-LU mandated performance standards are complied with as a minimum. These requirements will be included in the Comprehensive Agreement. Federal requirements to insure free-flowing conditions mandate significant and continuous monitoring of traffic flow conditions on the HOT lanes. To facilitate compliance with this Federal requirement, there will be no price caps on the level of tolls.

Response to Comments / Suggestions Re: I 95/395 HOV/BUS/HOT Lane Project

- b. PRTC – As in (a) above and would like to see a statement added to the project description signifying the (1) recognition that the average traffic speed in the existing HOV lanes is significantly higher than the minimum SAFETEA-LU standard.
Response: As in (a) above.

3. **Comment**: Continued eligibility of the facility to be considered as a fixed guideway for FTA funding.

- a. NVTA, NVTC, ARL.CO. The language committing to maintain the facility's status as a fixed guideway for federal formula funding must be stronger. Looking for a commitment to adhere to the federal guidelines as they are stated today or to replace the funding that is lost should the facility lose its fixed guideway status as a result of the HOT Lanes project.

Response: VDOT is committed to preserving HOV and transit operations in this corridor. FTA has published its policy on considering HOT lanes as fixed guideways in the 1/11/2007 Federal Register. One of the requirements for such consideration pertains to performance levels on the facility. VDOT is fully committed to ensuring that these performance levels are always complied with so as to be eligible to be classified as fixed guideway miles for the purposes of FTA funding. The project will have a monitoring and management plan that complies with all of the performance level related requirements of the current FTA policy. This commitment provided in the project's CLRP form is revised as below (new text underlined):

“Once the I-95/395 HOV lanes have been converted into HOV/Bus/HOT lanes, traffic operations will be monitored and managed such that they will continue to be classified as “fixed guideway miles” for purposes of the transit funding formulas, in accordance with FTA’s final policy statement on when HOT lanes shall be classified as fixed guideway miles, published in the January 11, 2007 Federal Register (Vol. 72, pages 1366-1372) (“FTA Policy”). The current FTA Policy references the performance standards and monitoring methods it will use in determining eligibility of HOT lanes to be classified as fixed guideway miles. The proposed project will implement plans to meet these standards and follow the prescribed methodology so as to preserve the facility’s current eligibility in accordance with the current FTA policy. The standards and monitoring requirements will be included in the Comprehensive Agreement.

4. **Comment**: Use most recent hourly transit operating costs in estimating the operating cost of proposed bus service. (NVTA, NVTC, ARL.CO.)

Response: Currently available National Transit Database data for the various transit services in the region for 2005 was obtained. The weighted average hourly cost of all of these rates, adjusted to 2007 dollars was used for the purposes of estimating the operating costs of the proposed bus service.

Response to Comments / Suggestions Re: I 95/395 HOV/BUS/HOT Lane Project

5. **Comment:** The costs for new bus maintenance facility must be part of the capital costs and not operating costs (NVTA, NVTC, ARL.CO.)

Response: As suggested, the proposed maintenance facility cost has now been removed from the operating costs considerations and included as a capital cost of the project's transit component. While this change does not affect the scope and/or total cost of the proposed bus service plan, the revised distribution of the total cost between capital and operating components has been reflected in the project's revised CLRP form.

6. **Comment:** There should be language regarding the development of a robust incident management plan for all traffic that takes into consideration the special needs of transit. (NVTA, NVTC, ARL.CO.)

Response: The project is not only going to provide a robust incident management plan, but using advanced technology, will have a very effective incident management system in place. Once an incident has been detected, a thorough review of what has occurred will be conducted and the incident response will be specifically tailored to the incident. This will allow for not only a faster response time, but also for a faster recovery time. To capture this commitment the following text has been added to the project's CLRP form:

A performance based, computer aided, incident management system will be used to provide 24/7 monitoring and surveillance of the facility. This system will allow for a rapid detection of incidents that occur in the Bus/HOV/HOT lanes. As transit is a significant component of the system, specific response procedures plans, including use of use of appropriate equipment will be in place for dealing with transit specific incidents.

7. **Comment:** The project submission must guarantee that safety will not be degraded. (NVTA, NVTC, ARL.CO.)

Response: Safety issues are not only paramount with VDOT, but also with the FHWA. All aspects of safety, including concerns regarding lane width and shoulder configuration will be evaluated in detail with safety experts from both VDOT and the FHWA. The FHWA has conditioned approval on the project's NEPA document on successfully undergoing this detailed review. By employing new technology, such as the performance based, computer aided incident management system and with dedicated safety service and motorists assistance patrols, the project will greatly improve incident response and the safety of the facility.

8. **Comment:** The project submission should address the potential high cost of traffic mitigation during construction and the impact on adjacent facilities. (NVTA, NVTC, ARL.CO.)

Response: The following text has been added to the CLRP form:
As a matter of policy, practice and a reflection the agency's commitment to safety, VDOT adopts congestion management plans for its construction projects. The congestion mitigation

Response to Comments / Suggestions Re: I 95/395 HOV/BUS/HOT Lane Project

plan used for the Springfield Interchange project has been widely acclaimed as successful. VDOT and the consortium will similarly have a robust congestion management plan for the I-95/395 HOV/BUS/HOT lane project.

Recognizing that the construction of this project could overlap with the construction of other significant projects, such as the Beltway HOT lanes, Dulles Corridor Rail, Widening of I-95 (between Newington and Occoquan), VDOT/VDRPT will coordinate the implementation of all of these congestion management plans under a Regional Transportation Management Plan (TMP). VDOT is in the process of recruiting a full time Regional TMP manager.

9. **Comment:** Traffic flow at the Eads Street terminus must be facilitated without compromising the service levels of the ramps, or affecting the operations of the surrounding local streets. Transit in particular must receive priority in this already congested area. (NVTA, NVTC, ARL.CO.)

Response: VDOT and the Consortium partners fully recognize the particular importance of good operations at the northern terminus of the facility and are working closely with a number of different agencies (including the DoD at the Pentagon, WMATA, Arlington County) to consider the issue of service levels at this terminus and to develop design elements that will address the concerns with service levels. One of the outcomes of this effort to date is a proposal to provide a bus-only ramp into and out of the Pentagon at Eads Street. This coordination of VDOT and Consortium partners with the Department of Defense, Arlington County and others will continue and the findings of the project's upcoming operational analysis will inform further refinement of the treatment at this terminus.

10. **Comment:** Would like to see a consideration of reinstating HOV/HOT between the Pentagon and Potomac River and extending the restricted lanes over the 14th Street Bridge. (NVTA, NVTC, ARL.CO.)

Response: FHWA's Eastern Federal Lands (EFL) division is working on a detailed NEPA document examining improvements to the 14th Street Bridge and its vicinity. The Consortium partners and VDOT understand the need to coordinate with the FHWA's Eastern Federal Lands (EFL) division in its development of the EIS and the District Department of Transportation (DDOT). As stated in the project's CLRP form, VDOT's project team has been coordinating its work with EFL's project team. VDOT, along with FHWA, DDOT, DOD, Arlington County and the National Parks Service, is a member of the EIS project's Steering Committee and the Management Committee. Variations of HOV and HOT lane access across the bridge are considered by FHWA-EFL as alternatives in their EIS. Also, based on the TPB's update to the 2007 CLRP, FHWA-EFL will assume the I-95/395 HOV/Bus/HOT Lanes Project as part of the pre-existing environment for the purposes of their Draft EIS.

11. **Comment:** The submission needs to acknowledge that changes in the proposed ramp configuration may be necessary to address the BRAC Recommendations. (NVTA, NVTC)

Response to Comments / Suggestions Re: I 95/395 HOV/BUS/HOT Lane Project

Response: As noted in the project's CLRP form, VDOT's project team is working with the Army, the Marines, and their respective teams of consultants to coordinate the transportation project needs related to the BRAC action with the HOV/Bus/HOT Lanes Project. The proposed elements for this Project reflect the latest discussions with the Army relative to their planned transportation-related activities at the Engineering Proving Ground in Fairfax County. Close coordination with the BRAC consultants will continue as they further develop their road improvement plans and reasonable transportation needs, including proposed ramp configurations impacted by the BRAC action.

12. **Comment:** NVTA would like to see a model run of a scenario where the third lane is used by transit vehicles only. (NVTA, NVTC, ARL.CO.)

Response: The project currently proposed for inclusion in the CLRP and conformity is consistent with the scope of the project considered and approved for further development by the panel convened by the Commonwealth of Virginia to review the PPTA proposals. The proposed project is also consistent with the preliminary demand modeling analysis performed by MWCOG staff for the Commonwealth's panel. The proposed project does include significant new transit service which is anticipated to provide considerable enhancement of the mobility and accessibility in this corridor. In response to the suggestions received, the Consortium partners have agreed to examine the scenario of reserving the new lane for buses only as part of their project development studies. The findings of the analysis will be shared with the Northern Virginia Transportation Authority and those who have suggested the analysis.

13. **Comment:** The submission should outline adequate enforcement measures if the project fails to meet performance measures. (NVTA, NVTC, ARL.CO.)

Response: A fundamental principal of the Project is that traffic operations on the proposed HOV/Bus/HOT lanes will be free flowing at all times. Such free flowing conditions are critical for the operational/financial success of this public-private investment, to comply with federal requirements to convert the existing HOV facility to HOT lanes, and to comply with FTA's policy requirements to maintain the project's eligibility to be considered as fixed guideway. VDOT will have the Consortium partners develop robust operations, incidence management, monitoring and enforcement plans before finalizing the project agreements and will include the plans features in the Comprehensive Agreement.

14. **Comment:** Federal transit capital funds assumed by the project.
- a. NVTC: More information needs to be provided on the source of these funds.
 - b. PRTC: How will pursuit of these funds impact funding for other transit providers in this region, and how will any shortfall in these assumed funds be handled.

Response: VDRPT and VDOT believe that the assumption of federal transit capital grant funds is reasonable since the basis of its assumptions is the well established federal funding grant programs (such as FTA's Sections: 5307 and 5309). These

Response to Comments / Suggestions Re: I 95/395 HOV/BUS/HOT Lane Project

federal funding programs have been available for all transit providers over the past years and the region's future long range financial plans assume this funding to be available. Funding from the FTA's program funds (e.g., 5307, 5309) are not subject to any regional limits, but is based on data submitted by eligible transit services. VDRPT and VDOT believe that the new bus service proposed by this project will be eligible to receive funding from such FTA programs and as such will add federal funding revenues to the funds that the regions has currently assumed in its CLRP. The total amount of new federal capital grant funds assumed by this project, \$38M over 40 years, represents a small portion (0.02%, based on FY 06 apportionment) of the total funds estimated to be available for FTA's section 5307 and 5309 programs, nationwide, over the same 40 year period. Also, the project proposes to use clean fuel vehicles and as such would be eligible to receive FTA's section 5308 grant funds (estimated at \$680M over 40 years). Additionally, based on discussions with the US DOT, VDRPT and VDOT believe that it is reasonable to expect this project to receive other federal discretionary funds aimed at promoting value priced projects including the Urban Partnership program.

15. **Comment:** The submission should include a better description of the "nine mile taper lane" that is proposed to handle the back-up at the southern terminus of Phase I of the HOT lanes in Prince William County. (NVTA)

Response: The project's CLRP documentation contains the following:

The Project also proposes to address traffic operational issues of the existing HOV system. During peak pm periods, traffic traveling in a southbound ("SB") direction in the current HOV system is often congested at the point where the HOV lanes terminate and merge into the general purpose ("GP") lanes at Dumfries. This Project proposes to relieve the current congestion problem by both expanding the current merge point, and providing for the extension of lanes south of the current merge to Route 610 (Garrisonville Road) in Stafford County. Under the proposed design, vehicles exiting at Route 234 would be merged into the GP lanes north of the exit. The remaining two HOV/Bus/HOT lanes would extend south of Quantico Creek. At a point south of Quantico Creek, one of two lanes would branch off on a new, single-lane fly-over from the SB HOT lanes to the SB GP lanes. This fly-over would service vehicles exiting to Route 619 (Joplin Road) and Russell Road. The fly-over lane would merge into a newly constructed GP auxiliary lane running between the ramp and Route 619. The remaining HOT lane would continue south as a separated lane, merging into the SB GP lanes just south of Route 610 (Garrisonville Road).

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2030 PROJECT DESCRIPTION FORM



BASIC PROJECT INFORMATION

1. Agency Project ID: _____ Secondary Agency: _____
2. Project Type: System Expansion; System Maintenance; Operational Program; Study; Other
(check all Freeway; Primary; Secondary; Urban; Bridge; Bike/Ped; Transit; CMAQ;
that apply) ITS; Enhancement; Other _____
3. Project Title: I-95 / I-395 HOV / Bus / HOT Lanes Project
4. Facility: I-95 / 395
5. From (_ at): Eads Street, Arlington County
6. To: Route 610 (Garrisonville Road), Stafford County

No.	Route	Location	New Connections / Modifications to existing connections		
		Connection Location:	Morning connections:	Evening connections:	Type of Modification:
1	I 395	Eads Street	NB HOT Lanes to Eads Street	Eads Street to SB HOT Lanes	Expanded
2	I 395	Between South Hayes Street and Washington Blvd.	SB Express Lanes to SB general purpose lanes	SB Express Lanes to SB general purpose lanes	Deleted (to accommodate No. 1 above) ¹
3	I 395	VA 402 (Shirlington Circle)	NB HOT Lanes to Shirlington Circle	Shirlington Circle to SB HOT Lanes	New
4	I 395	VA 420 (Seminary Road)	NB HOT Lanes to Seminary Road	Seminary Road to SB HOT Lanes	New ¹ (Bus only access)
5	I 95	Between VA 236 (Duke Street) and VA 648 (Edsall Road)	NB HOT Lanes to NB general purpose lanes	N/A	New
6	I 95	VA 7100 (Fairfax County Parkway)	N/A	Fairfax County Parkway to SB HOT Lanes	New
7	I 95	Between VA 7100 (Fairfax County Pkwy) and VA 638 (Pohick Road)	N/A	SB HOV Lanes to SB general purpose lanes	Deleted (to accommodate No. 6 above) ¹
8A	I 95	Between VA 7100 (Fairfax County Pkwy) and VA 642 (Lorton Road)	NB HOT Lanes to NB general purpose lanes	N/A	New
8B	I 95	Between VA 7100 (Fairfax County Pkwy) and VA 642 (Lorton Road)	NB HOT Lanes to new bus station, back to NB HOT lanes (Buses only)	SB HOT lanes to new bus station, back to SB HOT lanes (Buses only)	New, reversible bus-only ramp
9	I 95	Between VA 123 (Gordon Road) and VA 3000 (Prince William County Parkway)	NB HOT Lanes to NB general purpose lanes	SB HOT Lanes to SB general purpose lanes	New
10	I 95	Between VA 610 (Cardinal Drive) and US 234 (Dumfries Road)	NB HOT Lanes to NB general purpose lanes	N/A	New
11	I 95	Between US 234 (Dumfries Road) and VA 610 (Garrisonville Road)	N/A	SB HOT Lanes to SB general purpose lanes	Expanded

¹ Inclusion of this proposed modification in the project's final design is based on the outcome of the projects NEPA and operational studies.

CLRP PROJECT DESCRIPTION FORM

7. Jurisdiction(s): Arlington County, City of Alexandria, Fairfax County, Prince William County, Town of Dumfries, Stafford County
8. Description:

The region's CLRP and air quality conformity analyses have, for the past few years, assumed the addition of a third HOV lane along the I 95/395 facility. Under provisions of the Virginia Public-Private Transportation Act of 1995, Fluor Virginia, Inc. and Transurban (USA) Development Inc. (together "FTU") propose to construct this third lane on portions of I-95/395 and operate the entire three lane facility as a system of High Occupancy Vehicle/Bus/High Occupancy Toll Lanes ("HOV/Bus/HOT") ~~on portions of I-95/395.~~ In October 2006, VDOT and FTU signed an Interim Agreement to commence development activities on the Project.

The Project entails expanding the existing reversible High Occupancy Vehicle ("HOV") lanes between Eads Street and south of the Town of Dumfries from two to three lanes, and converting the lanes to include High Occupancy Toll ("HOT"), bus and HOV traffic. New entry/exit points into and out of the HOV/Bus/HOT lanes, as listed in Items 5 and 6 above, will be added along the corridor. The design of the proposed new entry/exit points will continue to be refined through the traffic operational analysis and the environmental review ("NEPA") process.

The Project also proposes to address traffic operational issues noted with the existing HOV system. During peak pm periods, traffic traveling in a southbound ("SB") direction in the current HOV system is often congested at the point where the HOV lanes terminate and merge into the general purpose ("GP") lanes at Dumfries. This Project proposes to relieve the current congestion problem by both expanding the current merge point, and providing for the extension of lanes south of the current merge to Route 610 (Garrisonville Road) in Stafford County. Under the proposed design, vehicles exiting at Route 234 would be merged into the GP lanes north of the exit. The remaining two HOV/Bus/HOT lanes would extend south of Quantico Creek. At a point south of Quantico Creek, one of two lanes would branch off on a new, single-lane fly-over from the SB HOT lanes to the SB GP lanes. This fly-over would service vehicles exiting to Route 619 (Joplin Road) and Russell Road. The fly-over lane would merge into a newly constructed GP auxiliary lane running between the ramp and Route 619. The remaining HOT lane would continue south as a separated lane, merging into the SB GP lanes just south of Route 610 (Garrisonville Road).

The Project also proposes to make improvements at Eads Street, the proposed northern termination point (for tolling purposes) of the HOT lanes. Improvements at Eads Street would affect both am and pm peak traffic, and provide for additional lanes for HOV/Bus/HOT lane traffic exiting at Eads Street, including a ramp dedicated exclusively for use by buses exiting into/out of the Pentagon reservation. The exact configuration of the northern and southern termini will be refined through the traffic operational analysis and the NEPA process. If such refinements affect conformity, the changes would be proposed in future conformity analyses.

Access to the HOT lanes would be available to automobile, motorcycles, light truck, bus and transit vehicles only. Vehicles with three or more occupants would travel on the HOT lanes for free, as per current law. Buses, transit vehicles, and emergency response vehicles would also travel on the HOT lanes for free. Other vehicles not meeting the occupancy requirement would pay a toll, using electronic toll collection equipment, at a rate that would vary by time of day, day of week and level of congestion, to insure the level of free-flow conditions as specified by Federal SAFE-TEA-LU regulations at a minimum.

Transit Service Plan

There are numerous transit elements integrated into this Project, including a proposed increase in bus service along the I-95/395 corridor, expansion of HOV capacity from two

CLRP PROJECT DESCRIPTION FORM

lanes to three lanes, an increase or expansion of access points between the HOV/Bus/HOT lanes and the general purpose lanes, and other infrastructure additions and improvements along the corridor.

The transit service plan proposed by the Project provides for additional bus services in the I-95/395 corridor in the form of new and expanded bus services. This is a preliminary transit plan that has been developed for the conformity analysis, and is based on what is reasonably expected to be funded by this Project. The Transit Advisory Committee ("TAC"), a group established by the VA Secretary of Transportation to facilitate coordination between the transit service providers in the corridor and the Project, is developing a detailed Transit/TDM Plan. This detailed Transit/TDM Plan is anticipated to be available in the fall of 2007, and will assist in refining the preliminary transit service plan. If such refinements affect conformity, the changes would be proposed in future conformity analyses. We anticipate that the TAC Transit/TDM plan will be a comprehensive study looking at various transit solutions that could be implemented in the I-95/395 corridor. The TAC plan, expected to be available in the fall of 2007, is contemplating exploring a number of options and alternative levels of transit service and thus may include additions, refinements and/or substitutions to the Project's Transit Plan features. The recommendation from the TAC will form the basis for the detailed service planning for the transit component of the Project. The detailed service plan will be developed to comply with the dedicated resources available to the project and decided by the Commonwealth Transportation Board, the Northern Virginia Transportation Authority and the Fredericksburg Area. Any additions, refinements and substitutions, pertaining to the bus service proposed by this Project, approved by the CTB and NVTA will be proposed for inclusion in the 2008 update to the CLRP and conformity analyses.

The proposed new and expanded bus service in the I-95/395 corridor will add about 40,000 hours of bus service in 2010, about 80,000 hours of bus service in 2020 and about 88,000 hours of bus service in 2030. Compared to the bus services assumed for the base year (2006) in the CLRP these additional hours of bus service represents an increase of approximately 11% in 2010, 22% in 2020 and 25% in 2030. These increases in bus operating hours in the corridor will be realized via addition of new routes and reducing headways of services currently assumed in the CLRP in the respective years. Compared to the bus services assumed, in the CLRP, for future years the additional hours of bus service represents an increase of approximately 10% in 2010, 16% in 2020 and 16% in 2030.

The proposed transit service plan will in 2010 reduce the CLRP maximum headways to no more than 40 minutes on all routes. Additionally the new service plan will in 2020 reduce the CLRP maximum headways to no more than 30 minutes on all routes. Also the new service plan will reduce the CLRP maximum headways to no more than 22 minutes on all routes along the I 95/395 corridor and within Fairfax County, Arlington County and the City of Alexandria. The Project provides funding for capital, operating and maintenance facilities of the proposed new bus service. Attachment A shows the current (2006) bus service in the corridor and the new bus service proposed, by the Project, for 2010, 2020 and 2030.

The Project team will continue working with the TAC in the conduct of the planning study and coordination between the HOV/Bus/HOT lane Project and local transit agencies and service providers.

In addition to the new bus service, the seamless, free-flowing network of the HOV/Bus/HOT lanes, park & ride lots and access points along the corridor will create the opportunity for current public, private regional/local service providers to expand their existing services, or provide new services to key activity and employment centers in the I-95/395 and I-495 corridors beyond that which is included in this Project.

CLRP PROJECT DESCRIPTION FORM

Beyond the addition of the above high quality bus service and the opportunities afforded to existing transit providers through the addition of new/expanded infrastructure, the Project also proposes to provide a bus-only ramp into and out of the Pentagon at Eads Street (part of the northern terminus of the HOT lanes), a transit-only access ramp at Seminary Road in the City of Alexandria, and a reversible bus-only ramp from the HOT lanes into and out of a new bus station located adjacent to the Lorton VRE Station. A pedestrian bridge would provide access between the proposed bus station and the VRE station.

The Project also proposes to add six (6) park & ride facilities, an equivalent of 3,000 additional parking spaces, to the network of park & ride lots along the corridor. The Project has proposed one facility be located in Fairfax County, two in Prince William County, two in Stafford County and one in Spotsylvania County. The location plans for these lots are being developed in consultation with the local jurisdictions and the TAC. The Project also proposes to provide enhancements to several existing bus stations/stops along the corridor. The current plans for the park & ride facilities and the bus station enhancements will be assessed further within the TAC's detailed Transit/TDM Plan.

Once the I-95/395 HOV lanes have been converted into HOV/Bus/HOT lanes, traffic operations will be monitored and managed such that they will continue to still be classified as "fixed guideway miles" for purposes of the transit funding formulas, in accordance with FTA's final policy statement on when HOT lanes shall be classified as fixed guideway miles, published in the January 11, 2007 Federal Register (Vol. 72, pages 1366-1372) ("FTA Policy"). The current FTA Policy references the performance standards and monitoring methods it will use in determining eligibility of HOT lanes to be classified as fixed guideway miles. The proposed project will implement plans to meet these standards and follow the prescribed methodology so as to preserve the facility's current eligibility in accordance with the current FTA policy. The standards and monitoring requirements will be included in the Comprehensive Agreement. The HOT lanes will be continuously monitored and continue to meet performance standards that preserve free flow traffic conditions in accordance with the FTA Policy, such that the lanes are capable of being classified as "fixed guideway miles".

The project team believes initiating the enhanced transit services at the same time as the works to convert the HOV lanes into HOV/Bus/HOT lanes should be considered. This transit enhancement could form part of the Project's Congestion Management Plan and will allow direct stakeholder and community outreach to promote transit services.

Tolling Policy

HOT lanes will remain use dynamic pricing to maintain free-flowing conditions for all users, even during rush hour. in accordance with Federal SAFE TEA LU regulations. The consortium has set a target speed of above 55 mph inside the Beltway and 65 mph outside the Beltway for traffic operations. Prices will be adjusted in response to the level of traffic to ensure free flowing operations on the Bus/HOV/HOT lanes. There will be no price caps on the level of tolls.

SAFETEA-LU mandates strict performance standards which are intended to ensure free-flowing conditions on the HOT lanes. The proposed HOT lanes project will include performance monitoring as an integral part of the project and ensure that the SAFETEA-LU mandated performance standards are complied with as a minimum. These requirements will be included in the Comprehensive Agreement. Dynamic pricing will be used to maintain these free-flow conditions. Prices will be adjusted by the time of day, by the day of the week and in response to the level of traffic. Federal requirements to insure free-flowing conditions mandate significant and continuous monitoring of traffic flow conditions on the HOT lanes. To facilitate compliance with this Federal requirement, there will be no price caps on the level of tolls. These requirements for monitoring the HOT lanes exceed any such requirements on the existing HOV lanes.

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Dynamic message signs will provide drivers with current toll rates so they can choose whether or not to use the lanes. Toll collection on the HOV/Bus/HOT lanes will be totally electronic. There will be no toll booths. The dynamic message signs will be supplemented by other notification/communications methods to insure all users, including transit operators, have as much advance knowledge of traffic conditions as is possible.

Incident Management

A performance based, computer aided, incident management system will be used to provide 24/7 monitoring and surveillance of the facility. This system will allow for a rapid detection of incidents that occur in the Bus/HOV/HOT lanes. As transit is a significant component of the system, specific response procedures plans, including use of use of appropriate equipment will be in place for dealing with transit specific incidents.

Schedule

Construction for the Project is projected to begin in early 2008, with an estimated construction completion time of two and a half years. The facility is expected to enter operations in mid to late 2010. The current schedule calls for environmental review in compliance with Federal (NEPA) and state regulations. The FHWA has further conditioned environmental approval to the Project being included in a conforming Transportation Improvement Program ("TIP") and Constrained Long Range Plan ("CLRP") for construction.

Federal Environmental Review ("NEPA") Process

At the end of August 2006, the FHWA signed the NEPA documentation concurrence form for pursuing the environmental review for the Project, with a Categorical Exclusion as the suggested level of NEPA Document. The environmental review is currently being conducted in full accordance and compliance with Federal and state law. The NEPA guidelines require the Project to be part of a conforming CLRP prior to receiving environmental clearance. Subsequent to receiving environmental clearance on an approved scope, the Project team will pursue the final engineering design of the Project.

Congestion Management Plan

As a matter of policy, practice and a reflection the agency's commitment to safety, VDOT adopts congestion management plans for its construction projects. The congestion mitigation plan used for the Springfield Interchange project has been widely acclaimed as successful. VDOT and the consortium will similarly have a robust congestion management plan for the I-95/395 HOV/BUS/HOT lane project.

Recognizing that the construction of this project could overlap with the construction of other significant projects, such as the Beltway HOT lanes, Dulles Corridor Rail, Widening of I-95 (between Newington and Occoquan), VDOT/VDRPT will coordinate the implementation of all of these congestion management plans under a Regional Transportation Management Plan (TMP). VDOT is in the process of recruiting a full time Regional TMP manager.

Coordination with Other Projects in the Corridor

BRAC Actions

The project team is working with the Army, the Marines, and their respective teams of consultants to coordinate the transportation project needs related to the BRAC action with the HOV/Bus/HOT Lanes Project. The proposed elements for this Project reflect the latest discussions with the Army relative to their planned transportation-related activities at the Engineering Proving Ground in Fairfax County. Close coordination with the BRAC consultants will continue as they further develop their road improvement plans, and reasonable transportation needs related to this Project are not precluded.

14th Street Bridge Corridor Project

CLRP PROJECT DESCRIPTION FORM

The project team will continue to coordinate with Eastern Federal Lands of FHWA ("FHWA-EFL") relative to the northern terminus of the HOV/Bus/HOT Lanes Project. FHWA-EFL is currently working on the Draft Environmental Impact Statement ("EIS") for the 14th Street Bridge Corridor Project, which is scheduled for completion in May 2008. The final EIS is expected to be complete by May 2009. It is expected that variations of HOV and HOT lane access across the bridge will be considered by FHWA-EFL as alternatives in their EIS. Based on the TPB's update to the 2007 CLRP, FHWA-EFL will assume the I-95/395 HOV/Bus/HOT Lanes Project as part of the pre-existing environment for the purposes of their Draft EIS. More information on the 14th Street Bridge Corridor Project may be found at www.14thstreetbridgecorridoreis.com.

Financial Plan

Construction cost for the proposed Project is estimated to be \$492M (PE-\$60M, ROW-\$4M and CN-\$428M). This estimate includes the cost of constructing the third HOV/Bus/HOT lane, all additional entry/exit connections, the nine mile southbound extension at the southern terminus, proposed park and ride lots, and enhancement to several existing bus stations/stops. Funding sources for the Project includes a combination of private equity and third party debt, including private bank loans and/or Private Activity Bonds, with the potential for TIFIA funding as a form of subordinated debt. As the Project progresses, FTU will explore all avenues of funding to ensure the lowest cost of capital for the Project. The Project will not require Commonwealth or Federal funds for the construction component.

FTU will be fully authorized to toll the facility, which will serve to pay debt service, operating costs and return on equity. Toll revenue will be the main source of revenue. The Commonwealth will enter into a Comprehensive Agreement with FTU, which will authorize FTU to raise the necessary funds to construct the Project.

The Project also estimates to incur additional costs of about \$390M to fund the capital, operating and maintenance expenses of the proposed transit service. Attachment B summarizes the bus service plan cost estimate. The capital cost component of this is estimated to be about \$76M64M. Funding is assumed to be derived, equally, from US-DOT transit capital funding program grants (including section 5308, section 5309) and a dedicated transit initiative fund provided by the project sponsor.

The operating and maintenance costs are estimated to be about \$314M26M, including provision of maintenance facilities for the new buses. Funding for the operating and maintenance expense is assumed to be derived from the fare box of the service (approximately 50%), toll revenues and a dedicated transit initiative fund provided by the project sponsor. The above estimates of the capital and operating costs and the relative distribution of the two within the total cost may change when the current transit service plan is refined with the advice of the TAC and the findings of its detailed Transit/TDM Plan.

Stakeholder Outreach

FTU, in conjunction with VDOT, has and will continue to put a great deal of effort into communicating with local stakeholders. The stakeholder outreach program provides the opportunity for direct engagement with various groups along the corridor, including all the local political leadership, transit service providers, the Transit Advisory Committee, various special interest groups, and business and community leaders. There are also opportunities for the public to learn more about the Project, as well as provide comments, both through the CLRP process and the NEPA process.

As a prerequisite to submitting the NEPA documentation, FHWA requires the Project to conduct a series of Citizen Information Meetings and a Public Hearing. The Citizen Information Meetings are scheduled to be held in spring 2007. The dates for the meetings will be communicated to stakeholders along the corridor through various channels, including area publications, postings via the website, and direct interface with the leadership within

CLRP PROJECT DESCRIPTION FORM

the local jurisdictions. A date for the Public Hearing will be identified as the Project advances through the process

FTU has also conducted a series of meetings with transit stakeholders operating in the corridor. Starting in June 2006, FTU met with these operators to solicit input on how transit services in the corridor might change as a result of the addition of the HOT Lanes system. The recommendations resulting from this outreach are contained in FTU's Transit Opportunity Study, which was provided to the TAC in December. FTU maintains active participation with the TAC.

9. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
Design work for the proposed Project, in accordance with VDOT's Policy for Integrating Bicycle and Pedestrian Accommodations, will be initiated with the presumption that the Project shall accommodate the bicycle and pedestrians needs, as appropriate.
10. Total Miles: 36
11. Project Manager: Larry Cloyed - VDOT
12. E-Mail: larry.cloyed@VDOT.Virginia.gov
13. Project Information URL: www.virginiadot.gov
14. Projected Completion Year: 2010
15. Actual Completion Year: N/A Project is ongoing. Year refers to implementation.
16. N/A_ This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): \$882 million (PE-\$60M, ROW-\$4M, Construction-\$428M, Other-\$390M)
18. Remaining cost (in Thousands): N/A
19. Funding Sources: Federal; State; Local; Private; Bonds; Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? Yes; No
21. If so, describe those conditions: Recurring congestion; Non-site specific congestion;
 Frequent incident-related, non-recurring congestion; Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? Yes; No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? Yes; No
24. If not, please identify the criteria that exempt the project here:
- The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project will not allow motor vehicles, such as a bicycle or pedestrian facility
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The project received NEPA approval on or before April 6, 1992
 - The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
 - The construction costs for the project are less than \$5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - Increase the safety of the transportation system for all motorized and non-motorized users.
 - a. Is this project being proposed specifically to address a safety issue? Yes; No

CLRP PROJECT DESCRIPTION FORM

b. Please identify issues: High accident location; Pedestrian safety; Other
 Truck or freight safety; Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

- Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? Yes; No (Currently being investigated)
27. If yes, what types of mitigation activities have been identified?
 Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
 Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? Yes; No
(Although the I 95/395 HOV/BUS/HOT Lane project itself is not an ITS project, the operations and toll collection components of the project are assumed to be considered as ITS and as such will comply with the applicable requirements of rule 940).
29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? Not Started; Ongoing, not complete; Complete N/A
The operations concept for the HOT lanes (HOT-OC), including the Traffic Management and Tolling systems, have been described in a draft Concept of Operations, along with a System Interface Specification that details interaction between NRO ATMS and HOT-OC. As part of the ongoing project development activities, coordination of the HOT-OC with the VDOT Northern Region Architecture and COB/TPB Regional architecture will be addressed.
30. Under which Architecture: N/A
 DC, Maryland or Virginia State Architecture
 WMATA Architecture
 COG/TPB Regional ITS Architecture
 Other, please specify: VDOT Northern Region Architecture

31. Other Comments

95/395 HOV/BUS/HOT LANE PROJECT: PROPOSED CORRIDOR BUS SERVICE PLAN DETAILS FOR CLRP & CONFORMITY

No.	Origin	Destination	2006 Base Hdwy in Min.	2010 HOT Hdwy in Min.	2020 HOT Hdwy in Min.	2030 HOT Hdwy in Min.
<u>EXISTING ROUTES:</u>						
	PENTAGON STA	LANDMARK(LINC-QUANTRELL)	60	40	30	22
	SOUTHERN TOWERS	PENTAGON STA	30	30	30	22
	PARK CENTER	PENTAGON STA	20	20	20	20
	PENTAGON STA	SOUTHERN TOWERS	30	30	30	22
	SOUTHERN TOWERS	PENTAGON STA	7	7	7	7
	PENTAGON STA	LANDMARK(LINC-QUANTRELL)	60	40	30	22
	PENTAGON STA	LANDMARK(LINC-QUANTRELL)	60	40	30	22
	PENTAGON STA	PARK CENTER	20	20	20	20
	LANDMARK(LINC-QUANTRELL)	PENTAGON STA	8	8	8	8
0	LINCOLNIA (SOUTHLAND&WINGATE)	PENTAGON STA	15	15	15	15
1	PENTAGON STA	QUAKER LN. & OSAGE ST.	20	20	20	20
2	SEMINARY RD. & LIBRARY LANE	PENTAGON	20	20	20	20
3	QUAKER LANE & OSAGE ST.	PENTAGON	20	20	20	20
4	QUAKER LANE & OSAGE ST.	PENTAGON	10	10	10	10
5	ANNANDALE	PENTAGON STA	30	30	30	30
6	PENTAGON STA	SHIRLINGTON	30	30	30	22
2	WEST SPRINGFIELD	PENTAGON STA	30	30	30	30
3	PENTAGON STA	ROLLING VALLEY MALL	30	30	30	30
4	OAK LTHR/BURKE CTR PKWY	PENTAGON STA	30	30	30	30
5	LANDMARK(STEVE&WHIT W/B)	PENTAGON STA	30	30	30	22
6	LANDMARK(STEVE&WHIT W/B)	PENTAGON STA	15	15	15	15
7	PENTAGON STA	LANDMARK(STEVE&WHIT W/B)	30	30	30	22
8	PENTAGON STA	LANDMARK(6295 EDSALL RD)	30	30	30	22
9	BALLSTON STA	PENTAGON STA	20	20	20	20
0	PENTAGON STA	BALLSTON STA	20	20	20	20
1	BALLSTON STA	PENTAGON STA	20	20	20	20
2	NOVA-ALEXANDRIA	PENTAGON STA	60	40	30	22
3	N. EARLY ST & BRADDOCK RD.	PENTAGON STA	20	20	20	20
4	PENTAGON STA	SKYLINE (SEMINARY RD & G.MASON)	30	30	30	22
5	SKYLINE (SEMINARY RD & G.MASON)	PENTAGON STA	20	20	20	20
6	PENTAGON STA	NOVA-ANNANDALE	30	30	30	30
7	AMERICANA DR & HERITAGE	PENTAGON STA	12	12	12	12
8	HERITAGE & DONNYBROOK	PENTAGON STA	15	15	15	15
9	NOVA-ANNANDALE	PENTAGON STA	30	30	30	30
0	PENTAGON CITY METRO	PENTAGON CITY METRO	15	15	15	15
1	28TH & QUINCY ST.	PENTAGON CITY METRO	60	40	30	22
2	SPRINGFIELD METRO	HUNTINGTON METRO	30	30	30	30
3	HUNTINGTON METRO	SPRINGFIELD METRO	30	30	30	30
4	KING & FAIRFAX STREETS	PENTAGON METRO	20	20	20	20
5	PENTAGON METRO	KING & FAIRFAX STREETS	20	20	20	20
6	KING & FAIRFAX STREETS	PENTAGON METRO	30	30	30	30
7	PENTAGON METRO	HUNTINGTON TOWERS	15	15	15	15
8	CHALFONTE & GUNSTON	PENTAGON METRO	60	40	30	30
9	SPRINGFIELD METRO	PENTAGON METRO	15	15	15	15
0	PENTAGON METRO	SPRINGFIELD METRO	15	15	15	15
1	DALE CITY PNR	INDEPENDENCE&7TH ST	60	40	30	30
2	LINDENDALE PNR	21ST & VA AVE (STATE DEPT)	12	12	12	12
3	LINDENDALE PNR	12TH & OLD JEFF DAVIS	20	20	20	20
4	LINDENDALE PNR	SCAP & MALCOLM X (BOLLING AFB)	30	30	30	30
5	FESTIVAL AT OLD BRIDGE	21ST & VA AVE (STATE DEPT)	20	20	20	20
6	FESTIVAL AT OLD BRIDGE	12TH & OLD JEFF DAVIS	30	30	30	30
7	SAVANAH & MINNIEVILLE RD	9TH & D STREETS NW. (GSA/HUD)	30	30	30	30
8	CARDINAL DR & BONNIEVILLE	21ST & VA AVE (STATE DEPT)	30	30	30	30
9	PFITZNER STADIUM PNR	FFX. DR 7 N. TAYLOR (BALLSTON)	30	30	30	30
0	QUANTICO WOODS/FOX LAIR	9TH & D STREETS NW. (GSA/HUD)	30	30	30	30
1	TRIANGLE (WENDY'S)	21ST & C ST (STATE DEPT)	60	40	30	30
2	RT 17 PNR (STAFF)	NAVY YARD	60	40	30	30
3	RT 208 PNR (SPOTS)	PENTAGON - CRYSTAL CITY	60	40	30	30



**I 95/395 HOV/BUS/HOT LANE PROJECT: PROPOSED
CORRIDOR BUS SERVICE FINANCIAL PLAN FOR CLRP**

Proposed Bus Service Addition Metrics

Year	Increase in Annual Bus Service Hours	% Increase Over Existing Service*	% Increase Over CLRP Service Assumptions**
2010	40,000	11 %	10 %
2020	80,000	22 %	16 %
2030	88,000	25 %	16 %

* 2006 Service Assumption: 356,000 Annual Vehicle Hours

** Current CLRP's 2010 Service Assumption: 395,000 Annual Bus Hours
 Current CLRP's 2020 Service Assumption: 505,000 Annual Bus Hours
 Current CLRP's 2030 Service Assumption: 538,000 Annual Bus Hours

Costs assumptions (for new service proposed by the project)

- The above new services equates to the following improvements
 - Capital: 184 new/replacement Clean Fuel Buses
 - Operating: 3.1 million vehicle hours
 - New/expanded facility for 54 new buses
- The following unit rates were used (based on 2007 dollars)
 - Capital: New Clean Fuel Bus cost \$350,000 per bus.
 - Operating: \$101.58 per vehicle hour (Weighted average costs from 2005 NTD, adjusted to 2007 dollars)

Funding Summary

- Capital: \$76 64 million
 - \$36 32 million from US DOT Transit program grants
 - \$36 32 million from Project's dedicated transit initiative fund
- Operating: \$ 314 26 million
 - \$157 63 million from Fare Box Recovery (50 % assumed)
 - \$157 63 million from Project's toll revenues/transit initiative fund
- Total Plan: \$390 million



Northern Virginia Transportation Authority

c/o Northern Virginia Regional Commission
3060 Williams Drive, Suite 510
Fairfax, Virginia 22031

April 19, 2007

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

Reference: Request for Staff Assistance in Implementing HB 3202

Dear Mr. Taube:

As you know, on April 4, 2007, the General Assembly approved the Governor's substitute for HB 3202 (Howell). This bill authorizes the Northern Virginia Transportation Authority to implement seven different taxes and fees that collectively could raise more than \$300 million per year for transportation. The bill will become effective July 1, 2007.

NVTA was established by the General Assembly in 2002. Since then it has developed and adopted a long range transportation plan, including project priorities; made recommendations to the Commonwealth Transportation Board for allocating \$60 million in federal transportation funding each year; commented on major transportation projects in the region; and focused on securing additional transportation funding.

Now that additional transportation funding has been secured, NVTA must consider steps to fulfill its role in implementing transportation projects and services. There are a variety of subject areas that must be reviewed. These include: organizational, financial, legal, project implementation and public outreach. Since NVTA currently has no staff, we are seeking assistance from the regional and state transportation agencies and the local jurisdictions to review each of these subject areas and make recommendations to the NVTA on how they should be addressed. To accomplish this, we are asking you to temporarily assign a staff member(s) to assist with one or more of four working groups.

After the NVTA considers the recommendations of the working groups and makes final decisions, it will still take a considerable amount of time to implement these decisions. As a result, we are proposing a very aggressive schedule in which the working groups will report their recommendations by June 1, 2007. To accomplish this, we ask that you send your appointments to Tom Biesiadny of our Interim Technical Committee, tom.biesiadny@fairfaxcounty.gov, (703) 324-1154, by Wednesday, April 25, 2007, using the attached form.

Mr. Richard K. Taube
April 19, 2007
Page Two

We recognize that this represents a significant commitment of your staff during a very short period of time. Their past and future efforts to assist NVTA in its mission are greatly appreciated. Hopefully through a deliberate review of issues, we will collectively set a firm foundation for NVTA to become a productive and valuable asset in addressing Northern Virginia's transportation challenges.

A copy of NVTA's implementation approach is also attached. If you have any questions, please call me at (703) 228-3130.

Sincerely,

A handwritten signature in black ink, appearing to read "Christopher Zimmerman", with a long horizontal flourish extending to the right.

Christopher Zimmerman
Chairman

Cc: NVTA Members
Interim Technical Committee Members

Proposed Steps for Implementing HB 3202 April 12, 2007

Introduction:

On April 4, 2007, the General Assembly approved the Governor's substitute for HB 3202 (Howell). This bill provides authority for the Northern Virginia Transportation Authority to implement seven different taxes and fees that collectively could raise more than \$300 million per year for transportation. In addition, HB 3202 gives the nine Northern Virginia cities and counties the authority to raise a commercial real estate tax and a local vehicle registration fee, as well as establish impact fees on new developments. If all jurisdictions implement the commercial real estate tax at \$0.10/\$100 valuation, this tax and the local vehicle registration fee would raise an additional \$100 million per year for transportation. The bill will become effective July 1, 2007.

NVTA was established by the General Assembly in 2002. Since then it has developed and adopted a long range transportation plan, including project priorities; made recommendations to the Commonwealth Transportation Board for allocating \$60 million in federal transportation funding each year; commented on major transportation projects in the region and focused on securing additional transportation funding.

Now that additional transportation funding has been secured, NVTA must consider steps to expand its role in implementing transportation projects and services. There are a variety of subject areas that should be reviewed. These include: organizational, financial, legal, project implementation and public outreach.

Proposal:

It is proposed that NVTA establish a working group for each of the functional areas identified. Each of these working groups will be chaired by an NVTA member and will consist of members of local jurisdiction transportation staff members, local jurisdiction subject matter experts, transportation agency staff members and others as appropriate. Each working group will be charged with reviewing questions and issues related to that particular functional area and making recommendations back to NVTA no later than June 1, 2007. In addition, NVTA will seek input from the public on these issues at its meeting on May 10, 2007. NVTA will then consider these recommendations and input received when discussing its future structure at a meeting in June 2007 (to be scheduled).

Financial

Proposed Members

- Chaired by Member of NVTA with other NVTA members participating
- Representatives of local transportation staffs to be appointed by Chief Administrative Officers
- Representatives of local financial/accounting, tax administration, and debt management staffs to be appointed by Chief Administrative Officers

Advisory Members

- Chief Financial Officers of NVTC, PRTC, VDOT and DRPT

Questions - Taxation

- Is there any particular time, from a financial standpoint, that NVTA should or shouldn't implement the new revenue sources?
- What financial controls should NVTA establish before implementing the new taxes?
- How should NVTA implement the taxes and fees? (Contractor? Assistance from local governments? In-house staff? Other?) What are the advantages and disadvantages of each?
- What guidelines, policies and procedures should be established to ensure the efficient and effective collection and administration of NVTA's fees and taxes?
- How should coordination with various revenue collection points, e.g. DMV, clerk of courts, etc, be undertaken?

Questions - Financial

- What steps need to be taken to establish an annual budget process?
- What is necessary for NVTA to establish a procurement policy?
- How will NVTA's administrative and legal expenses be paid in the short term and long term?
- How will the amount raised by each of the seven NVTA taxes/fees and the two local taxes be tracked by jurisdiction?
- How will funding transfers to WMATA and VRE occur? (Lump-sum payment each year? Individual project approval by NVTA? Other?)
- What processes will NVTA use to determine when tolling is an appropriate financing method?
- What additional policies/methodology are needed for calculating the 40 percent revenue distribution to the jurisdictions?
- What format should be used for the annual report each jurisdiction is expected to make concerning how funds have been spent?
- Is it desirable for NVTA to obtain federal grantee status? If so, what is necessary to obtain it?
- Are there any financial issues that also have legal implications and should be discussed jointly with the legal work group?

Questions - Debt

- What policies and procedures need to be in place for NVTA to consider issuing bonds?
- Is it appropriate/desirable for NVTA to receive a loan(s) from jurisdictions to fund initial administrative expenses related to new organization
- What investment policies should NVTA establish?

Legal

Proposed Members

- Chaired by Member of NVTA with other NVTA members participating
- Representatives of local transportation staffs to be appointed by Chief Administrative Officers
- Representatives of local legal staffs to be appointed by Chief Legal Officers

Questions - Financial

- Is there any particular time, from a legal standpoint, that NVTA should or shouldn't implement the new revenue sources?
- What legal controls should NVTA establish before implementing the new taxes and fees?
- What does NVTA need to do to defend against lawsuits related to NVTA implementing taxes?
- What legal controls should NVTA establish before selling bonds or implementing projects and services?
- Will there be any conflicts between NVTA enacting taxes and fees and jurisdictional charters?

Questions - Other

- How will NVTA secure legal representation and bond counsel in the short term and long term? (Local jurisdiction support, private counsel, other?)
- How will NVTA ensure that regardless of the type of legal representation selected, NVTA's legal representation will work closely with local legal staffs?
- How will NVTA coordinate legal matter with the Hampton Road Transportation Authority?
- What advocacy and lobbying authority does NVTA have?
- Are there any legal issues that also have financial implications and should be discussed jointly with the financial work group?

Project Implementation

Proposed Members

- Chaired by Member of NVTA with other NVTA members participating
- Representatives of local transportation and public works staffs to be appointed by Chief Administrative Officers

Advisory Members

- Representatives of WMATA, VRE, VDOT, DRPT, NVTC, PRTC and TPB staffs

Questions – Project Implementation

- What are the advantages and disadvantages of various approaches to implementing transportation projects and services? (Contractor? Assistance from local governments? Assistance from existing transportation agencies? In-house staff? Other?)
- How will decisions on which approach to use be made on a project by project basis?
- How will interaction/coordination with CTB, VDOT and TPB be handled?
- How will NVTA go about implementing projects using the Public Private Transportation Act (PPTA)?

Questions – Planning

- How will Six Year Program, TIP and CLRP be handled?
- If projects are funded completely locally, do they need to be included in state and regional transportation planning documents? What process will be used to decide?
- What performance measures should be used to evaluate contractors?
- How will the obligation to develop as part of long range plan, subject to CTB biennial approval, with quantifiable measures and achievable goals for the NVTA's area relating to, but not limited to, congestion reduction and safety, transit and HOV usage, job-to-housing ratios, job and housing access to transit and pedestrian facilities, air quality, and per-capita vehicle miles traveled, be met?
- How will NVTA set regional transportation policies and priorities for regional transportation projects guided by performance-based criteria such as ability to improve travel times, reduce delays, connect regional activity centers, improve safety, improve air quality, and move the most people in the most cost-effective manner?
- How will NVTA administer requirement that, in determining what projects to construct with the 60% revenues, the Authority's decision shall be based on the combination that (i) equitably distributes the funds throughout the localities, and (ii) constructs projects that move the most people or commercial traffic in the most cost-effective manner, and on such other factors as NVTA approves?
- How will NVTA satisfy requirement that revenues deposited with the Authority be used for projects benefiting the localities in the Authority, with each locality's total long term benefits being approximately equal to the total of the fees and taxes generated by or attributable to the locality divided by the total fees and taxes received by the Authority?

Public Outreach

Proposed Members

- Chaired by Member of NVTA with other NVTA members participating
- Representatives of local transportation staffs to be appointed by Chief Administrative Officers
- Representatives of local public information staff to be appointed by Chief Administrative Officers

Advisory Members

- Public information staff from VDOT, DRPT, WMATA, VRE, NVTC, PRTC and NVRC

Questions

- What should be included in an NVTA communication plan?
- How should NVTA address the need for formal outreach to Northern Virginia residents, the business community, the media, and other transportation agencies?
- What outreach should be undertaken before, during, after the implementation of the new taxes and fees?

Organizational

Proposed Members

- Chaired by Member of NVTA with other NVTA members participating
- Representatives of local transportation staffs to be appointed by Chief Administrative Officers
- Representatives of local legal staffs to be appointed by Chief Legal Officers

Advisory Members

- Executive Directors of NVTC, PRTC and NVRC

Questions

- Based on input from the other four working groups, what is the best organizational structure, related to the use of in house staff, consultants, local jurisdictional staffs, and transportation and planning agency staffs?
- What level and type of administrative staff will NVTA need?
- What amount of office spaces will NVTA need and where should it be located?
- What timeline should be used for implementing changes to NVTA's organizational structure?
- How frequently should NVTA meet in the future?



AGENDA ITEM #10

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube
DATE: April 26, 2007
SUBJECT: NVTC Financial Reports for March, 2007.

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



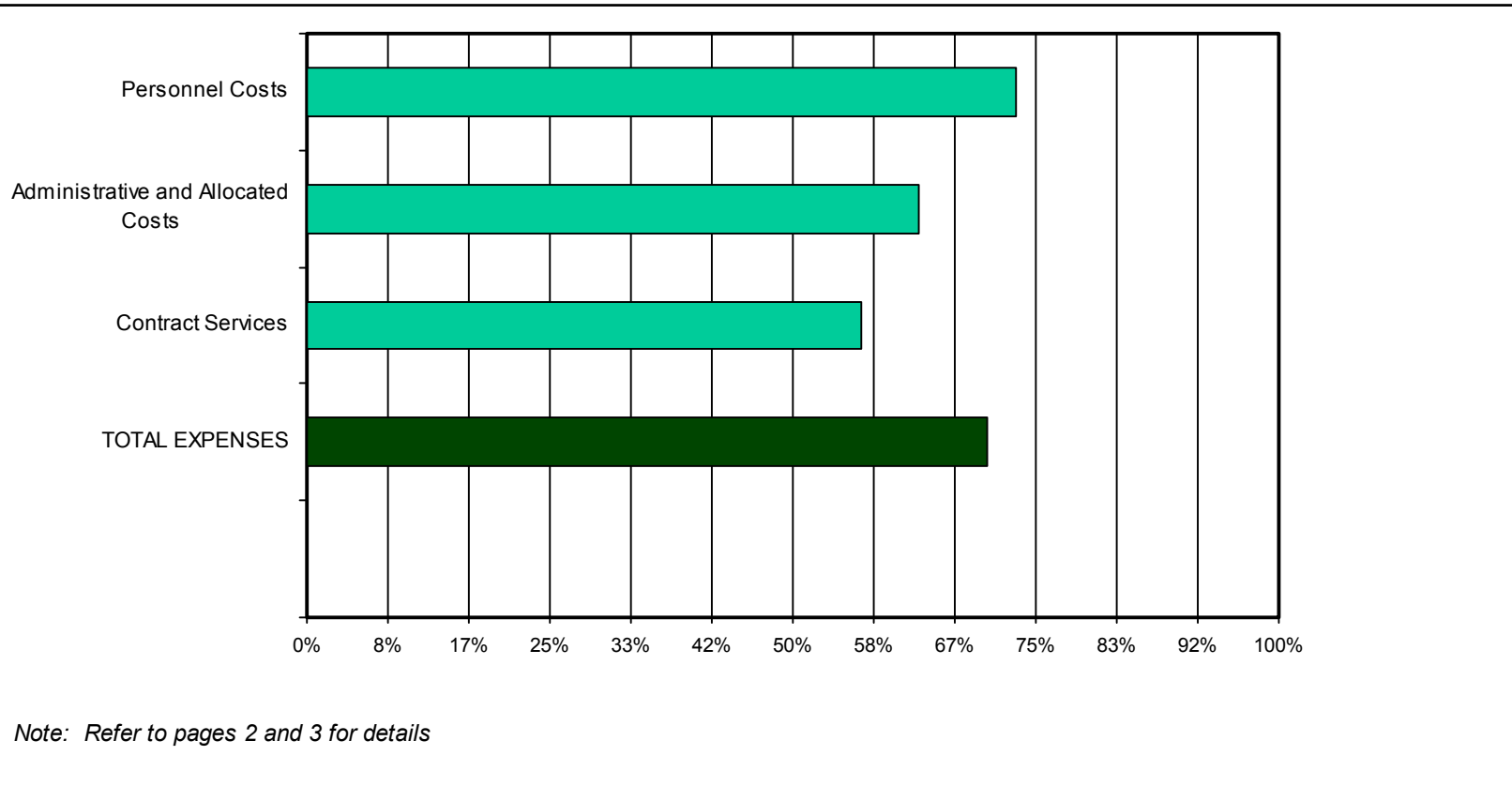
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Northern Virginia Transportation Commission

Financial Reports

March, 2007

Percentage of FY 2007 NVTC Administrative Budget Used
March, 2007
(Target 75% or less)



NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
March, 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	\$ 57,663.05	\$ 495,583.25	\$ 649,150.00	\$ 153,566.75	23.7%
Temporary Employee Services	-	-	1,000.00	1,000.00	100.0%
Total Personnel Costs	57,663.05	495,583.25	650,150.00	154,566.75	23.8%
<u>Benefits</u>					
Employer's Contributions:					
FICA	5,424.14	33,838.00	45,700.00	11,862.00	26.0%
Group Health Insurance	2,787.34	33,014.08	70,500.00	37,485.92	53.2%
Retirement	4,045.00	37,669.50	49,500.00	11,830.50	23.9%
Workmans & Unemployment Compensation	189.78	3,708.52	4,250.00	541.48	12.7%
Life Insurance	308.17	2,566.83	3,500.00	933.17	26.7%
Long Term Disability Insurance	278.83	2,496.26	4,400.00	1,903.74	43.3%
Total Benefit Costs	13,033.26	113,293.19	177,850.00	64,556.81	36.3%
<u>Administrative Costs</u>					
Commissioners Per Diem	1,650.00	11,650.00	21,700.00	10,050.00	46.3%
<i>Rents:</i>					
Office Rent	14,991.11	130,583.33	174,400.00	43,816.67	25.1%
Parking	13,735.21	121,620.43	162,900.00	41,279.57	25.3%
Parking	1,255.90	8,962.90	11,500.00	2,537.10	22.1%
<i>Insurance:</i>					
Public Official Bonds	300.00	3,285.00	4,900.00	1,615.00	33.0%
Liability and Property	300.00	1,550.00	3,200.00	1,650.00	51.6%
Liability and Property	-	1,735.00	1,700.00	(35.00)	-2.1%
<i>Travel:</i>					
Conference Registration	1,806.48	9,018.55	22,950.00	13,931.45	60.7%
Conference Registration	-	1,740.00	2,000.00	260.00	13.0%
Conference Travel	959.49	3,938.08	5,000.00	1,061.92	21.2%
Local Meetings & Related Expenses	791.24	2,881.19	12,200.00	9,318.81	76.4%
Training & Professional Development	55.75	459.28	3,750.00	3,290.72	87.8%
<i>Communication:</i>					
Postage	1,134.66	8,680.08	10,600.00	1,919.92	18.1%
Postage	147.31	3,004.55	4,600.00	1,595.45	34.7%
Telephone - LD	337.41	1,061.32	1,300.00	238.68	18.4%
Telephone - Local	649.94	4,614.21	4,700.00	85.79	1.8%
<i>Publications & Supplies</i>					
Office Supplies	692.87	9,090.72	29,800.00	20,709.28	69.5%
Office Supplies	128.85	2,136.23	4,300.00	2,163.77	50.3%
Duplication	564.02	6,454.49	15,500.00	9,045.51	58.4%
Public Information	-	500.00	10,000.00	9,500.00	95.0%

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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	543.57	10,349.01	23,800.00	13,450.99	56.5%
Furniture and Equipment	-	151.19	7,800.00	7,648.81	98.1%
Repairs and Maintenance	-	6,570.71	1,000.00	(5,570.71)	-557.1%
Computers	543.57	3,627.11	15,000.00	11,372.89	75.8%
 <i>Other General and Administrative</i>	 353.13	 4,138.38	 6,400.00	 2,261.62	 35.3%
Subscriptions	169.00	169.00	400.00	231.00	57.8%
Memberships	-	1,483.00	1,400.00	(83.00)	-5.9%
Fees and Miscellaneous	184.13	2,090.74	2,800.00	709.26	25.3%
Advertising (Personnel/Procurement)	-	395.64	1,800.00	1,404.36	78.0%
40th Anniversary	-	-	-	-	0
Total Administrative Costs	<u>21,471.82</u>	<u>186,795.07</u>	<u>294,550.00</u>	<u>107,754.93</u>	<u>36.6%</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>\$ 92,168.13</u>	 <u>\$ 806,196.51</u>	 <u>\$ 1,140,750.00</u>	 <u>\$ 334,553.49</u>	 <u>29.3%</u>

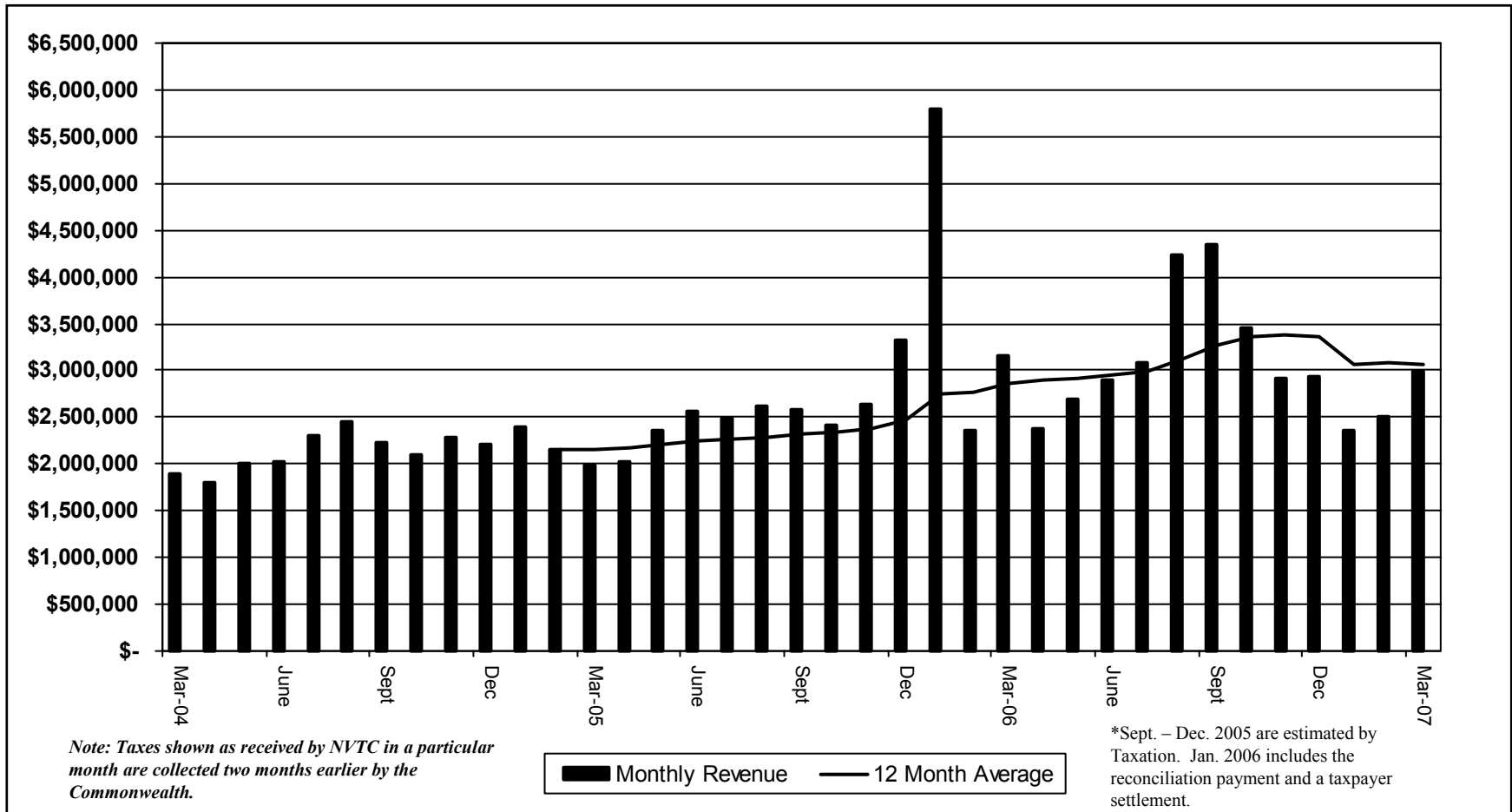
**NVTC
RECEIPTS and DISBURSEMENTS
March, 2007**

<u>Date</u>	<u>Payer/ Payee</u>	<u>Purpose</u>	<u>Wachovia (Checking)</u>	<u>Wachovia (Savings)</u>	<u>VA LGIP</u>	
					<u>G&A / Project</u>	<u>Trusts</u>
RECEIPTS						
6	Staff	Reimbursement of expenses		\$ 2.14		
6	VRE	Staff support		7,859.06		
19	Dept. of Taxation	Motor Vehicle Fuels Sales tax				2,996,785.69
19	DRPT	FTM/Admin grant receipt				4,934,301.00
31	Banks	March interest		842.99	2,793.87	410,143.92
			<u>-</u>	<u>8,704.19</u>	<u>2,793.87</u>	<u>8,341,230.61</u>
DISBURSEMENTS						
1-31	Various	NVTC project and administration	(93,094.64)			
6	Vollmer Associates	NTD Bus Data project	(7,765.89)			
20	Vollmer Associates	NTD Bus Data project	(26,453.91)			
31	Wachovia Bank	March service fees	(20.85)			
			<u>(127,335.29)</u>	<u>-</u>	<u>-</u>	<u>-</u>
TRANSFERS						
1	Transfer	From LGIP to checking	50,000.00		(50,000.00)	
5	Transfer	From LGIP to LGIP (NTD project)			7,765.89	(7,765.89)
16	Transfer	From LGIP to checking	45,000.00		(45,000.00)	
19	Transfer	From LGIP to LGIP (NTD project)			26,453.91	(26,453.91)
30	Transfer	From savings to checking	45,000.00	(45,000.00)		
			<u>140,000.00</u>	<u>(45,000.00)</u>	<u>(60,780.20)</u>	<u>(34,219.80)</u>
NET INCREASE (DECREASE) FOR MONTH			<u>\$ 12,664.71</u>	<u>\$ (36,295.81)</u>	<u>\$ (57,986.33)</u>	<u>\$ 8,307,010.81</u>

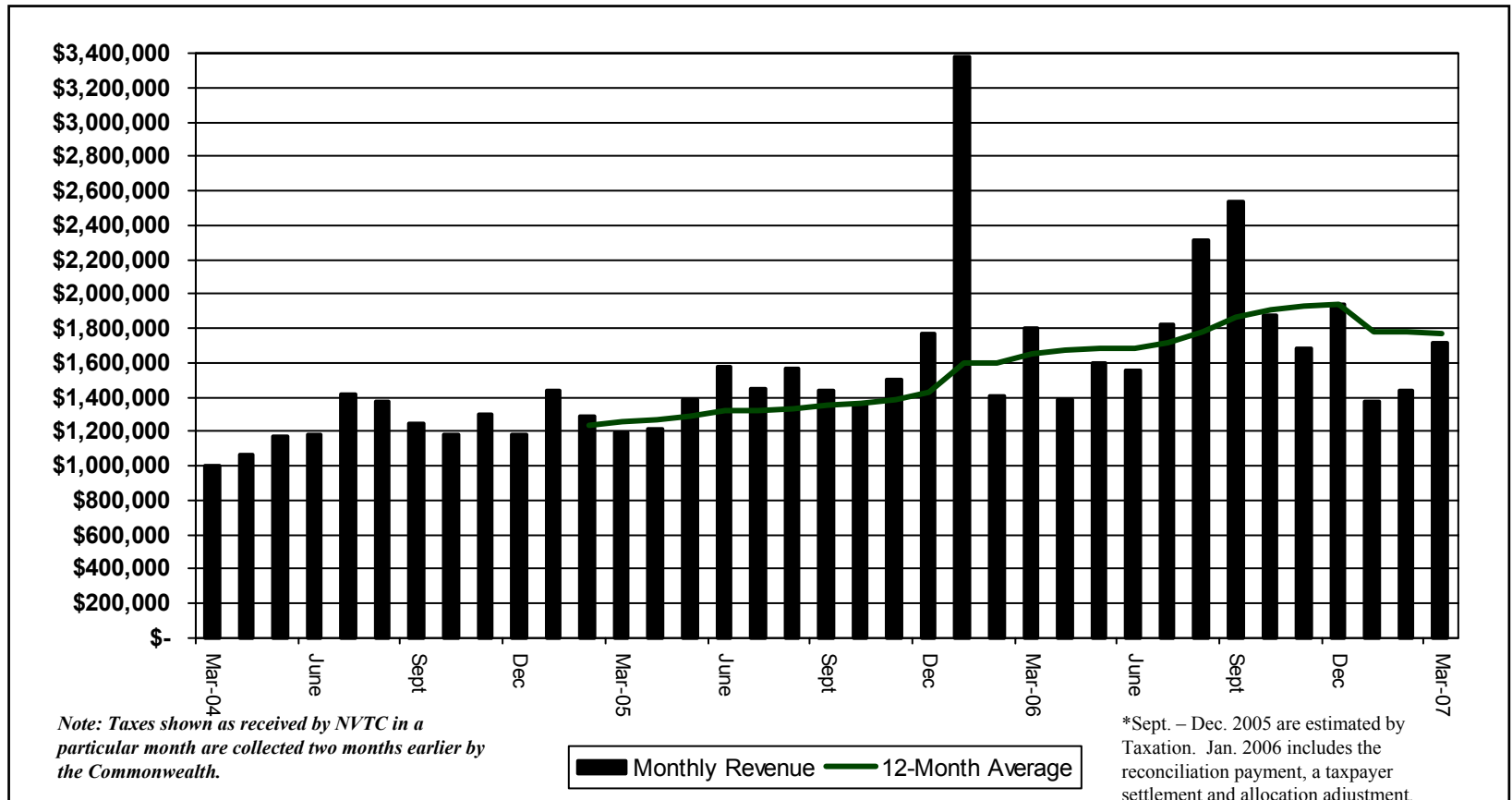
**NVTC
INVESTMENT REPORT
March, 2007**

<u>Type</u>	<u>Rate</u>	<u>Balance 2/28/2007</u>	<u>Increase (Decrease)</u>	<u>Balance 3/31/2007</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	\$ 24,244.82	\$ 12,664.71	\$ 36,909.53	\$ 36,909.53	-	-
Wachovia: NVTC Savings	4.49%	228,434.78	(36,295.81)	192,138.97	192,138.97	-	-
<u>Investments - State Pool</u>							
Nations Bank - LGIP	5.30%	88,398,777.52	8,249,024.48	96,647,802.00	612,677.83	63,143,378.61	32,891,745.56
		<u>\$ 84,107,484.21</u>	<u>\$ 8,167,407.05</u>	<u>\$ 96,876,850.50</u>	<u>\$ 841,726.33</u>	<u>\$ 63,143,378.61</u>	<u>\$ 32,891,745.56</u>

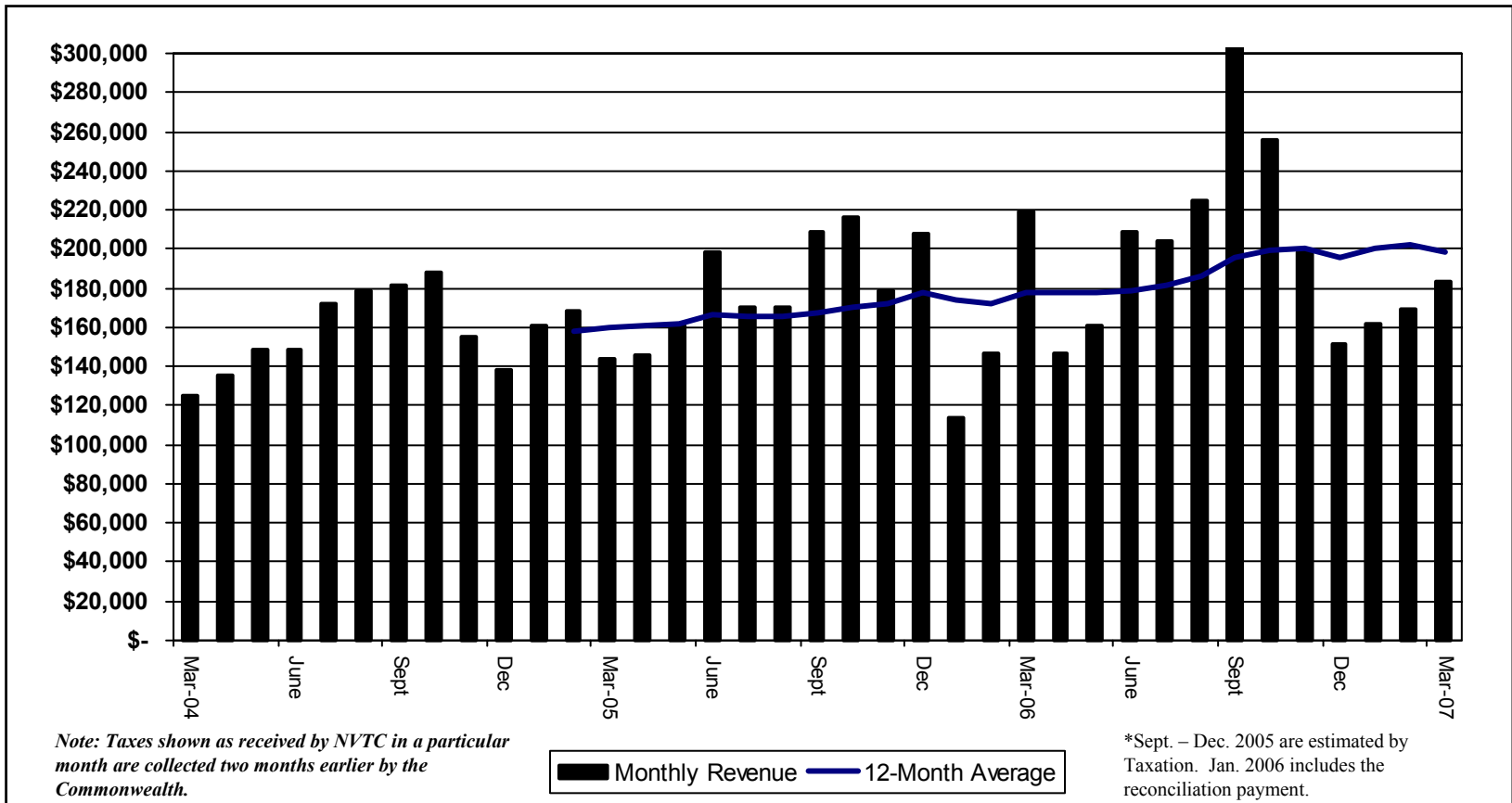
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2004-2007



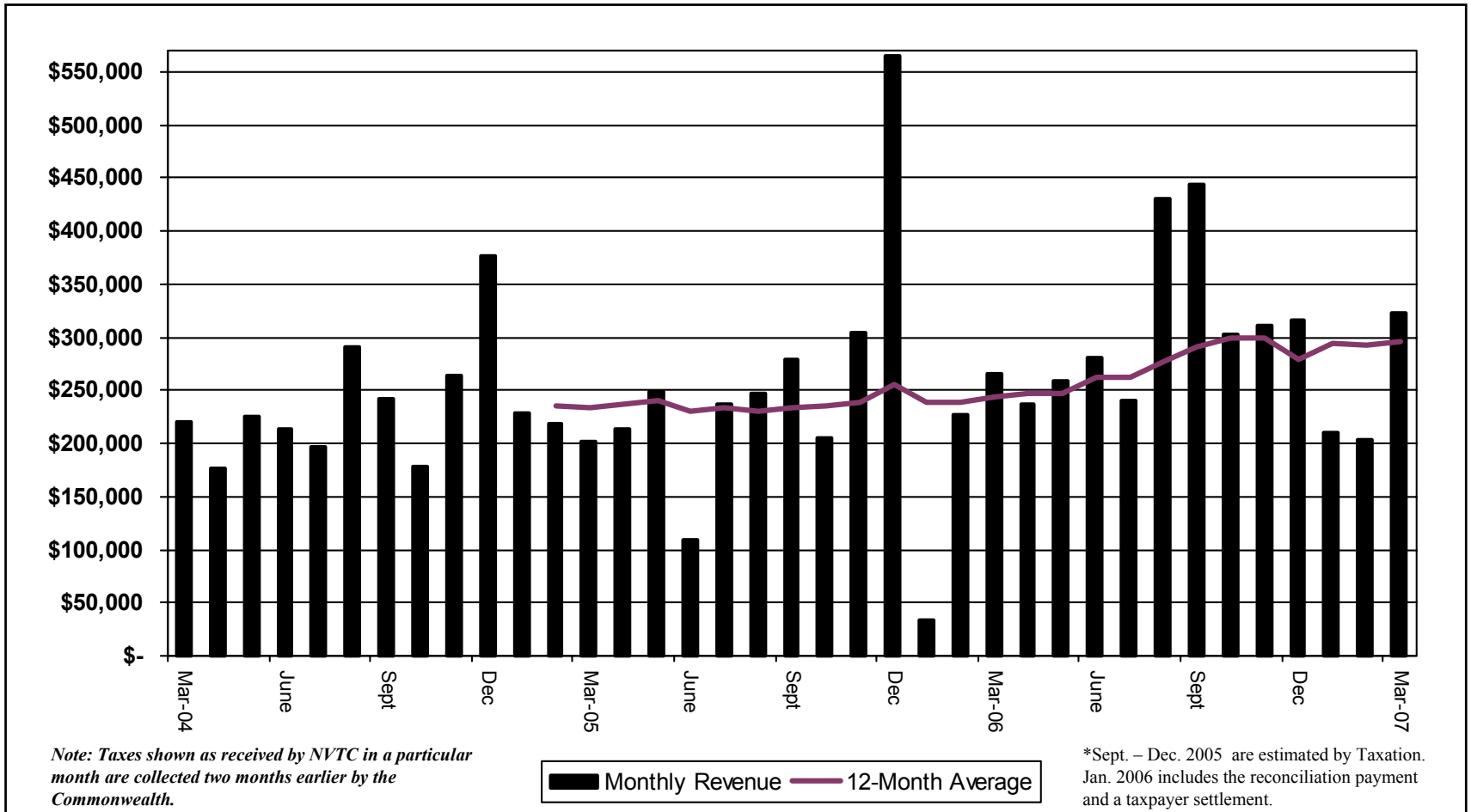
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2004-2007



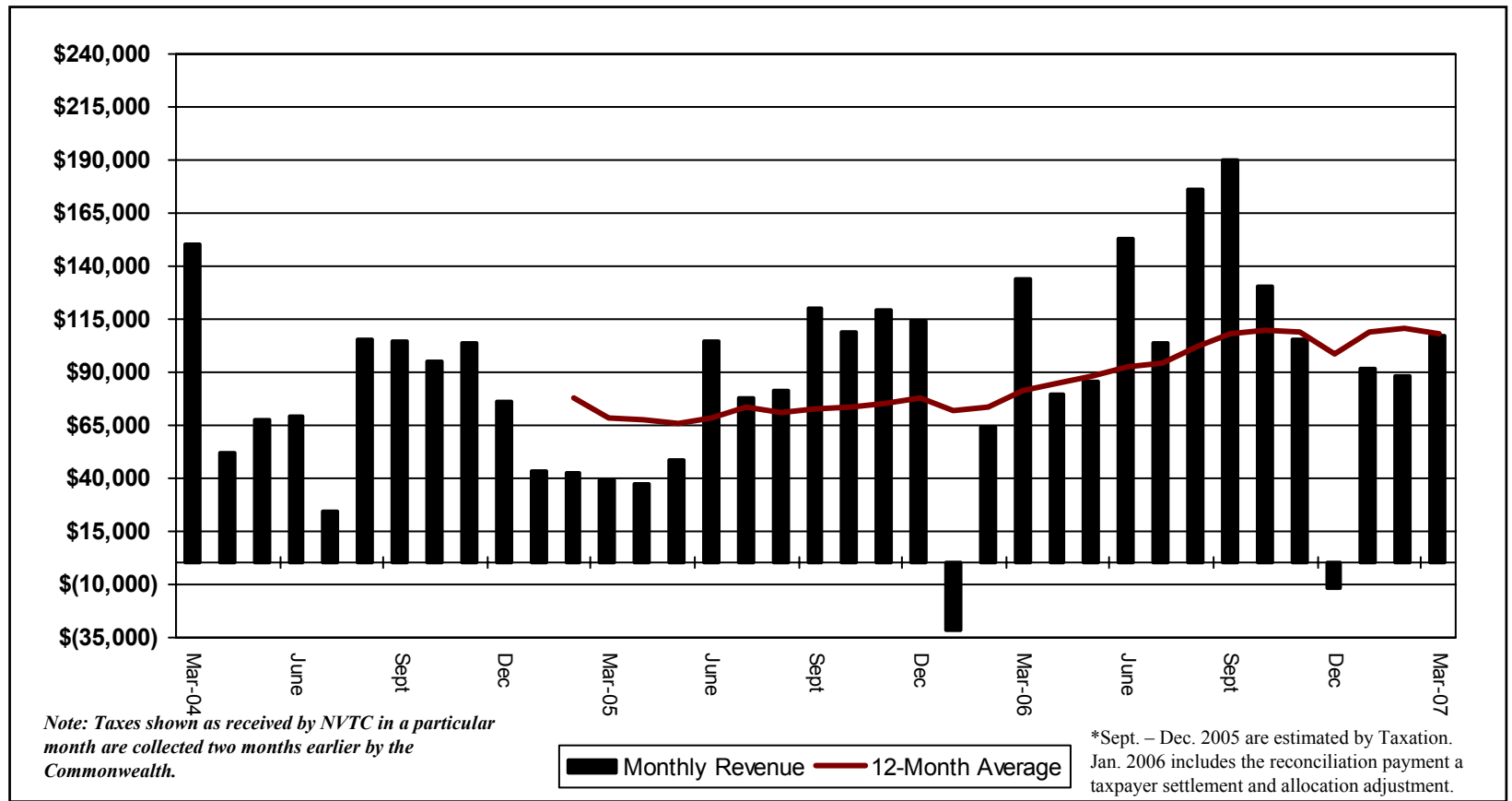
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2004-2007



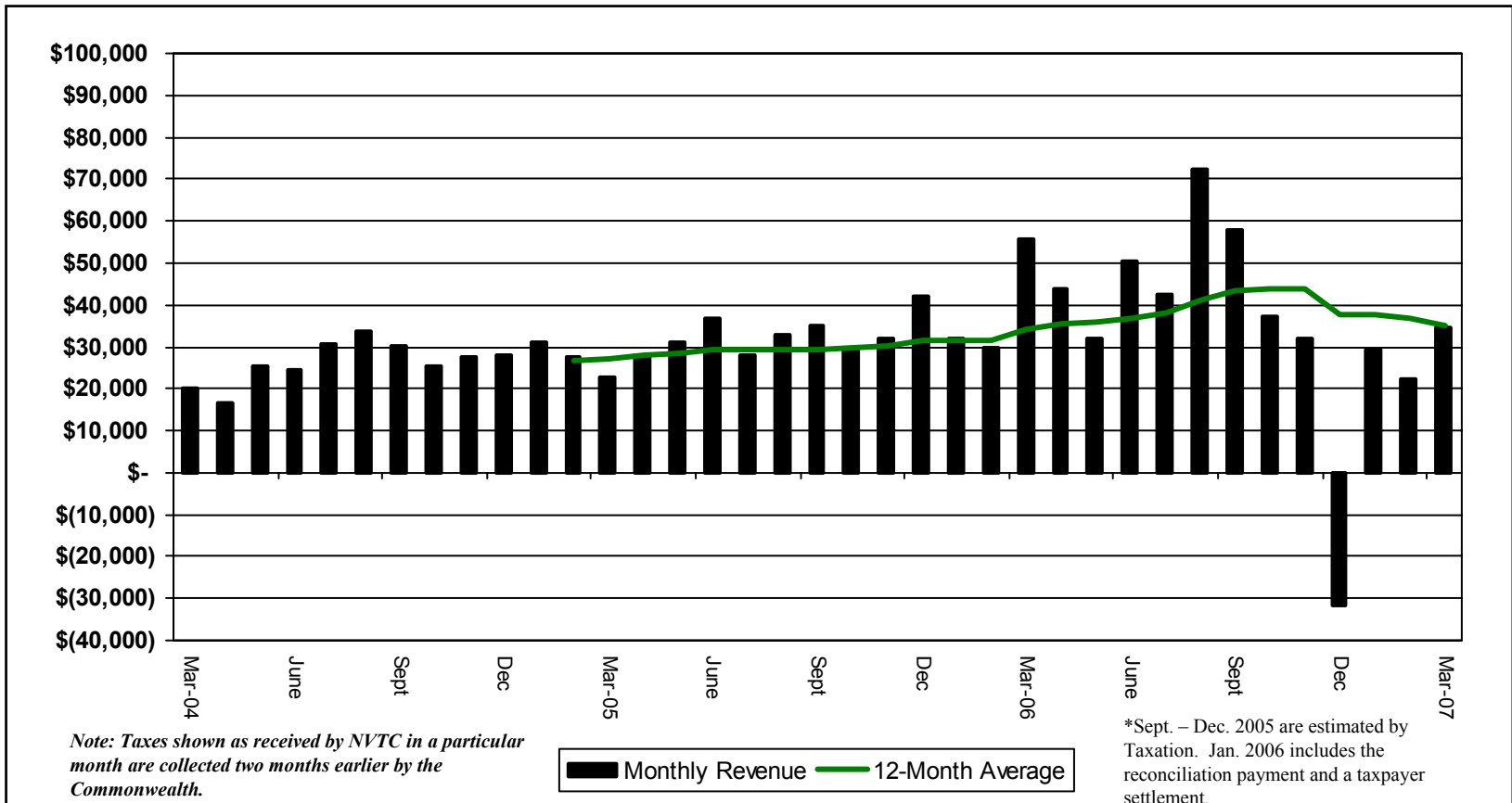
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2004-2007



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

