



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

NOTE: A buffet supper will be provided for attendees.

AGENDA

1. Minutes of the NVTC Meeting of October 4th, 2007.

Recommended Action: Approval.

2. VRE Items.

- A. Report from the VRE Operations Board and VRE's CEO—Information Item.
- B. Sale of Four Budd Cars—Action Item/ Resolution #2081.
- C. Extend VRE Office Loan—Action item/ Resolution #2082.

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

NVTC is managing the program of free bus rides on forecast bad air days using regional CMAQ funds. A final evaluation report is expected to be ready. CMAQ and other funding is needed to continue the program for the next two years.

Recommended Action: Agree on program details for summer of 2008 and reconfirm applications for funding for 2008 and 2009. Accept the final evaluation report and authorize media releases.



4. CTB Hearing Statement.

The hearing will be held on November 13th at the Fairfax County Government Center. Staff has prepared a draft statement.

Recommended Action: Authorize Chairman Snyder or his designee to present the commission statement.

5. Metro Items.

- A. FY 2009 Budget and Fare Increase.
- B. NVTC Exhibit on Inflation-Adjusted Metro Bus and Rail Fares.
- C. Communication Initiatives

Discussion Item.

6. Legislative Items.

- A. Federal
- B. State

Discussion Item.

7. Regional Transportation Items.

- A. NVTA Administrative Actions.
- B. COVES Conference: Energy Presentation.
- C. APTA: Transit Ridership Climbs.
- D. Update on NVTC's Hydrogen Fuel Bus Demonstration.
- E. Transportation Accountability Commission Final Report.
- F. Public Transit and Climate Change.
- G. FY 2008 NVTC Projected Transit Funding Sources.
- H. Washington Post Statewide Traffic Congestion Survey.
- I. Christopher Newport University Poll on Virginia Traffic Congestion.

Discussion Item.

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

DRPT consultants will brief the commission on progress.

Presentation Item.

9. December 6th Ceremony at NVTC's Meeting.

The commission will honor several board members who will be leaving NVTC.

Information Item.

10. NVTC Financial Items for September, 2007.

Information Item.



AGENDA ITEM #1

MINUTES

**NVTC COMMISSION MEETING – OCTOBER 4, 2007
NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA**

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Snyder at 8:08 P.M.

Members Present

Chip Badger
Gerald Connolly
Jeannemarie Devolites Davis
Adam Ebbin
William D. Euille
Paul Ferguson
Jay Fisette
Catherine M. Hudgins
Dana Kauffman
Elaine McConnell
Scott Silverthorne
Paul Smedberg
David F. Snyder
Mary Margaret Whipple

Members Absent

David Albo
Sharon Bulova
Eugene Delgaudio
Joe May
Thomas Rust
Christopher Zimmerman

Staff Present

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



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

Chairman Snyder suggested the commission begin discussion of the information items while waiting for quorum. There were no objections.

Metro Items

FY 2009 Budget and Fare Increase. Mr. Euille reported that Metro faces a significant budget shortfall in FY 2009 and the Metro Board is considering a fare increase to help close the funding gap. He explained that the Board will work towards some level of a fare increase (anywhere from 5-cents to 45-cents). The Board has asked for some additional information from Metro staff before any decision is made. He stated that the message is loud and clear that jurisdictions do not want increases to their subsidies.

Chairman Snyder underscored the importance of service reliability. Passengers need to feel that they are getting improved service. There continue to be service delays on the Orange Line. Mr. Euille stated that there will be more delays without increased funding because funds are needed to improve and upgrade the system. A fare increase will bring in these additional funds.

Status of Federal Dedicated Funding Bills. Chairman Snyder reported that there have been discussions between elected officials and business leaders from Maryland, the District of Columbia and Virginia concerning the dedicated funding bill. He asked for a progress report at the next meeting.

Survey of Metrorail and Metrobus Customer Attitudes. Mr. Taube reported that Metro conducted two telephone surveys. Despite problems Metro is facing, the survey results show that 87 percent of Metrorail riders and 81 percent of Metrobus riders are satisfied with Metro. When people were asked to rank their preferred mode of travel, Metrorail is consistently chosen as the best way to travel. Another interesting finding is that the great majority of Metro customers have a vehicle available for travel, so they are discretionary riders.

Metro Board Letter on the Dulles Rail Project. Local, state and federal officials gathered to announce that cost reductions have been achieved in the project and to urge FTA to act promptly and favorably. In a letter to the Metropolitan Washington Airports Authority, WMATA's General Manager accepts the proposed changes with two caveats. First, further refinements will be required during the final design process. Second, Metro is not in a position to verify the cost savings.

Regional Transportation Items

NVTA Administrative Actions. Mr. Taube reported that NVTA met on September 27th and is scheduled to meet again on November 8th. Chairman Snyder stated that NVTA is continuing to implement its approved decisions and actively participate in the bond litigation against NVTA. In response to a question from Mrs. McConnell, Tom Biesiadny of Fairfax County explained that opponents have appealed the court's decision in favor of NVTA. Now the Virginia Supreme Court needs to decide if it will hear the appeal.

NVTC reached a quorum when Mr. Fisetto arrived at 8:17 P.M.

"Cruising for Parking" Article. Mr. Taube reported that Donald Shoup, who has published extensively on his research regarding the costs of parking, has produced some startling estimates of the extent to which driving around looking for curbside parking spaces contributes to congestion. Based on observations in a congested Los Angeles neighborhood, cruising for parking there generated 950,000 excess vehicle miles traveled (VMT), which would be equivalent to four trips to the moon, wasting 95,000 hours (11 years) and 47,000 gallons of gasoline and producing 730 tons of CO₂. Mr. Shoup suggests that curb parking prices should be gradually increased until an average of about 85 percent of metered spaces are occupied.

I-95/395 Transit/TDM Study Progress Report. While the transit/TDM study should still be completed by December, 2007, it now appears that the agreement between Fluor-Transurban and the commonwealth on the northern segment will not be completed until spring or summer of 2008. Thus, not only will the transit/TDM study help guide input for constrained long range plans at TPB and FAMPO, but it could also play an important role in shaping the HOT Lanes forecasts and project agreement.

Texas Transportation Institute's 2007 Urban Mobility Report. This annual report, produced by the Texas Transportation Institute, provides an easily understood analysis of congestion and mobility issues nationwide. The 2007 report, based on 2005 data collected from state and federal traffic agencies covering 437 urban areas, seeks to quantify congestion and mobility issues, as well as show the costs of congestion in terms of time and fuel. The report also provides consistent comparisons of congestion in very large, large, medium and small urban area. Mr. Taube stated that the Washington metropolitan region still ranks very high in terms of congestion costs, but the transit investments substantially reduce these costs. However, the amount reduced is much lower this year compared to previous years (roughly a half billion dollars this year versus more than a billion dollars in past years.)

New Data on Slugging in the I-95 Corridor. VDOT has shared some 2006 data on slugging activity (informal carpooling). The Horner Road Park-and-Ride lot in Prince William County is the most heavily used location with 1,566 commuters per day out of 6,459 total slugging.

Earlier Commute Times. USA Today has reported on census data confirming that commuters are leaving for work much earlier to avoid congestion. In 2000, one worker in nine left by 6:00 A.M., while in 2006 it increased to one in eight. This puts 207 million additional drivers on the road nationwide. As a result, businesses, such as fast food restaurants, are altering their menus and business plans.

Media Coverage of NVTC's Mode Share Report. At its September 6th meeting, NVTC staff presented the results of a study (with 2006 data) counting traffic by mode in the I-395/Route 1 corridor at Glebe Road inside the Beltway. Two-thirds of persons traveling in-bound each morning used transit and ridesharing.

Test of Vehicle Miles Fees. Researchers will attach GPS trackers in the vehicles of 2,700 volunteers in Austin, Baltimore, Boise, San Diego, Eastern Iowa and the Research Triangle of North Carolina. The devices will measure miles driven and sample bills will be sent over the next two years each month. The volunteers can compare what they pay in gas taxes to what they would have paid in per-mile fees. Congress is set to receive recommendations on future sources of funding for surface transportation improvements and this new study should help inform those decisions.

Virginia Transit Association. Mr. Taube announced that Mr. Euille was elected VTA Vice-President by the VTA Board on September 17, 2007. VTA's Vice-President typically serves two years in that office and then moves up to President for two years. Mr. Zimmerman has served as VTA President in the recent past.

NVTC Minutes of September 6, 2007 Meeting

Mr. Kauffman moved, with a second by Mr. Euille, to approve the minutes. The vote in favor was cast by commissioners Badger, Devolites Davis, Euille, Fissette, Hudgins, Kauffman, McConnell, Silverthorne, Smedberg, Snyder and Whipple.

Mr. Taube announced that Chip Badger, Deputy Director of DRPT, is now serving as a regular member of NVTC. Mr. Tucker will serve as his alternate.

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

Mr. Taube explained that NVTC staff is completing an evaluation report on the program of free bus fares on forecast bad air quality days (currently Code Orange and Code Red). The report is still being reviewed by local staff but a decision is needed immediately on future funding for the program given deadlines for applying for federal funds through the Northern Virginia Transportation Authority.

Mr. Taube gave a brief history of the program, described the tentative evaluation findings, and discussed several alternatives for the future of the program. The final report and consensus staff recommendations are expected by NVTC's November meeting. At that time the amount of CMAQ funds requested can be refined or the entire application withdrawn. This approach will provide additional time to refine the program while remaining eligible for future funding.

Mr. Taube stated that several alternative approaches were evaluated. After consulting with the Management Advisory Committee and other jurisdictional staff, the following approach is being considered:

1. For 2008: Alternative 3: Reduce Program Cost by Offering 50-Cent Fares on Forecast Bad Air Days; and for the future consider Alternative 4: Offer Reduced Fare Monthly Regional Ozone Bus Passes.
2. For FY 2009 and beyond: CMAQ funding would continue at about \$2.5 million annually. Less than \$1 million would support the 50-cent fare program. About \$100,000 would be used for marketing and surveys. A target for private-sector fundraising would be set for at least \$100,000 annually. The remaining funds (about \$1.5 million) could be used to reimburse the transit systems for discounted monthly ozone passes in the future.

This approach also assumes that WMATA and its contractors will successfully complete upgrades to the regional SmarTrip farebox clearinghouse so that the passes could be accepted in the future and revenue cleared conveniently between transit systems.

Mrs. Hudgins moved, with a second by Mr. Euille, to apply to NVTA for a FY 2009 CMAQ grant of \$2.5 million for the summer of 2009 and to apply for other NVTA-allocated funds for summer 2008. Commissioners were reminded that these applications can be withdrawn or altered based on NVTC's evaluation of the final report at the November 1st meeting.

Commissioners Ebbin and Ferguson arrived at 8:42 P.M.

Senator Devolites Davis stated that it is difficult to fully evaluate the program with incomplete ridership counts. She suggested using some of the remaining balance of funds (\$770,000) to devise some type of button or device that the passenger could push when boarding the bus, to gain a more accurate count. Chairman Snyder observed that if a reduced fare was implemented it would automatically be counted with the farebox. Senator Devolites Davis stated that "free" is more meaningful to riders and she wagered that a reduced fare would not be as enticing. Mrs. Hudgins stated that the survey results showed that "free" wasn't necessarily the most important incentive. Senator Whipple stated that she has been a long-time advocate of charging some type of reduced fare. It is very costly to pay full fares for those passengers who would have already been riding anyway. Changing it to a reduced fare also has the added benefit of providing an accurate count.

Mr. Fisette asked if there are other cities that do similar programs and have more accurate counts. Ms. Rodgers reported that in the San Francisco Bay area they spent \$8.5 million for four Code Red days. Mr. Fisette stated that the key seems to be getting more people to become regular transit riders. He stated that in Arlington County when there is a new development, the developer often subsidizes transit for a period of time (often six months) to encourage transit ridership. This gets new riders using the system. Senator Whipple also stated that in the past Metro issued free ride coupons to promote new bus routes. Chairman Snyder stated that in some European cities hotels hand out transit passes to their guests.

Mrs. McConnell suggested initiating a similar kind of program for bad weather days during the winter months. Senator Whipple responded that it could address safety issues but it wouldn't reduce the summer ozone problem, although CO₂ emissions would be reduced.

Mr. Connolly arrived at 8:53 P.M. and joined the discussion.

Chairman Snyder stated that he would like NVTC to look at these transit issues in the context of CO₂ and other greenhouse gases.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Badger, Connolly, Devolites Davis, Ebbin, Euille, Ferguson, Fisette, Hudgins, Kauffman, McConnell, Silverthorne, Smedberg, Snyder and Whipple.

NVTC Financial Report for August, 2007

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

VRE Items

Report from the VRE Operations Board and VRE's Chief Executive Officer. Mr. Kauffman urged commissioners to read the minutes of the VRE Operations Board meeting of September 21, 2007. Mr. Zehner reported that ridership is up six percent in September compared to a year ago at the same time. VRE has a radio campaign running to promote ridership. He invited commissioners to attend the ground breaking ceremony on October 18th for the new 520-space parking garage at the Manassas Station. Also, VRE is expecting to receive five new gallery coaches per month starting in December 2007 and ending in October, 2008. By November, 2008 all 61 new gallery coaches will be in service on peak-period trains.

Senator Devolites Davis noticed that the delays in August were much longer compared to last year. Mr. Zehner stated that the two long delays were caused by unusual events, including a suicide on the tracks in Alexandria.

Sale of Five Gallery Cars. Mr. Kauffman stated that Resolution #2077 would authorize VRE's CEO to sell five Gallery cars to Dan Behr Associates for \$1 each. That is the same price paid by VRE with no additional VRE funds invested in them and no residual value.

Mr. Kauffman moved, with a second by Mrs. McConnell, to approve the resolution (copy attached). The vote in favor was cast by commissioners Badger, Connolly, Devolites Davis, Ebbin, Euille, Ferguson, Fisette, Hudgins, Kauffman, McConnell, Silverthorne, Smedberg, Snyder and Whipple.

Continued Lease of Sounder Railcars. Mr. Kauffman explained that the VRE Operations Board recommends commission approval of Resolution #2078, which would authorize VRE's CEO to increase the authorization limit for leasing railcars from Sound Transit by \$500,000. The limit would increase to \$8,726,000 from \$8,226,000. This will allow VRE to continue to lease one set of bi-level railcars though June 30, 2008. Funds are available in VRE's approved capital budget using a FY 2006 federal grant.

On a motion by Mr. Kauffman and a second by Mr. Smedberg, the commission unanimously approved the resolution (copy attached). The vote in favor was cast by commissioners Badger, Connolly, Devolites Davis, Ebbin, Euille, Ferguson, Fisette, Hudgins, Kauffman, McConnell, Silverthorne, Smedberg, Snyder and Whipple.

Facilities Maintenance Option. Mr. Kauffman moved, with a second by Mrs. McConnell, to approve Resolution #2079, which would authorize VRE's CEO to exercise the third option year of a contract with NV Enterprises, Inc. for maintenance of VRE facilities. The cost will not exceed \$2 million of budgeted funds.

The commission voted on the motion and it passed. The vote in favor was cast by commissioners Badger, Connolly, Devolites Davis, Ebbin, Euille, Ferguson, Fisetete, Hudgins, Kauffman, McConnell, Silverthorne, Smedberg, Snyder and Whipple.

Closed Session on VRE's Insurance Plan. Mr. Kauffman moved, with a second by Mr. Smedberg, the following motion:

Pursuant to the Virginia Freedom of Information Act (Section 2.2-3711A(7) of the Code of Virginia), the Northern Virginia Transportation Commission authorizes discussion in closed session regarding one legal matter pertaining to VRE's Insurance Plan.

The vote in favor was cast by commissioners Badger, Connolly, Devolites Davis, Ebbin, Euille, Ferguson, Fisetete, Hudgins, Kauffman, McConnell, Silverthorne, Smedberg, Snyder and Whipple.

Chairman Snyder stated that he would not participate in the discussion or any action, since he works in the insurance industry. The commission entered into closed session at 9:00 P.M. and returned to open session at 9:25 P.M. Chairman Snyder turned the chair over to Vice Chairman Euille.

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

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

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

The vote in favor was cast by commissioners Badger, Connolly, Devolites Davis, Ebbin, Euille, Ferguson, Fisette, Hudgins, Kauffman, McConnell, Silverthorne, Smedberg, Snyder and Whipple.

Mr. Kauffman moved to approve Resolution #2080 (copy attached) as presented to the commission during closed session. Mrs. McConnell seconded the motion. Senator Devolites Davis stated that for the record she is in agreement with exclusion 1.g. of the resolution but not with exclusion 1.d.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Badger, Ebbin, Euille, Ferguson, Fisette, Hudgins, Kauffman, McConnell, Silverthorne, Smedberg and Whipple. Commissioners Connolly, Devolites Davis and Snyder abstained.

Vice Chairman Euille turned the meeting back over to Chairman Snyder.

Other NVTC Business

Mr. Kauffman distributed copies of a George Mason Alumni magazine article about Paul Ferguson.

Adjournment

Mrs. Hudgins moved, with a second by Senator Whipple, to adjourn. Without objection, Chairman Snyder adjourned the meeting at 9:29 P.M.

Approved this 1st day of November, 2007.

David F. Snyder
Chairman

Christopher Zimmerman
Secretary-Treasurer

NVTC Northern Virginia Transportation Commission

Resolution # 2077

SUBJECT: Sale of Five Gallery Cars.

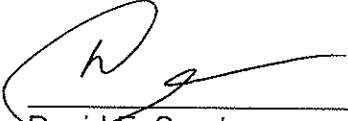
WHEREAS: In March, 2007 the Operations Board granted authority to sell up to 25 railcars in anticipation of the new railcar delivery beginning in December, 2007;

WHEREAS: VRE received an offer to purchase Gallery cars 8730, 8731, 8739, 8740, and 8742 for \$1 each; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Northern Virginia Transportation Commission authorizes the Chief Executive Officer of VRE to sell five Gallery cars, numbers 8730, 8731, 8739, 8740, and 8742, to Dan Behr Associates for \$1.00 each.

Approved this fourth day of October, 2007.



David F. Snyder
Chairman

Christopher Zimmerman
Secretary-Treasurer



NVTC Northern Virginia Transportation Commission

RESOLUTION #2078

SUBJECT: Continued Lease of Sounder Railcars.

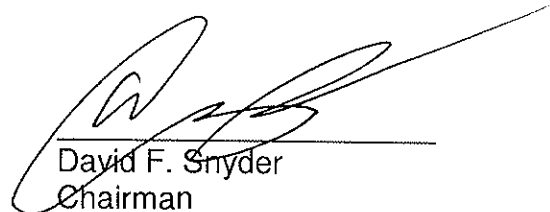
WHEREAS: VRE currently has one remaining set of equipment in service under a lease agreement with Sound Transit;

WHEREAS: The commissions have authorized \$8,226,000 for this lease, which will only pay for the current equipment through the end of 2007; and

WHEREAS: To sustain VRE's present seating capacity, it is necessary to retain this last train set until several sets of new cars are delivered to VRE and put into service.

NOW, THEREFORE, BE IT RESOLVED THAT the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to increase the authorization limit by \$500,000, from \$8,226,000 to \$8,726,000, for the continued lease of one set of high capacity rail cars from Sound Transit.

Approved this fourth day of October, 2007.



David F. Snyder
Chairman

Christopher Zimmerman
Secretary-Treasurer



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

NVTC Northern Virginia Transportation Commission

RESOLUTION # 2079

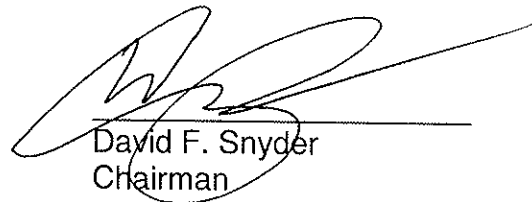
SUBJECT: Facilities Maintenance Option.

WHEREAS: In June of 2004, the commissions approved a facilities maintenance contract (base year plus four one-year renewable options) with NV Enterprises for facilities maintenance services; and

WHEREAS: Since that time, two option years have been executed with the current year of the contract due to expire on October 31, 2007.

NOW, THEREFORE, BE IT RESOLVED THAT the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to exercise a third-year option of the facilities maintenance contract with NV Enterprises, Inc. in an amount not to exceed \$2,000,000.

Approved this fourth day of October, 2007.



David F. Snyder
Chairman

Christopher Zimmerman
Secretary-Treasurer



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

NVTC Northern Virginia Transportation Commission

RESOLUTION #2080

SUBJECT: VRE Liability Insurance Plan – Scope of Exclusions.

WHEREAS: The Northern Virginia and Potomac and Rappahannock Transportation Commissions established the Commuter Rail Services Liability Insurance Plan (“Insurance Plan”) in 1989, administered by the Commonwealth of Virginia’s Division of Risk Management (“DRM”), to provide for the indemnification obligations accepted by the Commissions in each of their agreements with the railroads as a condition of gaining access to the railroads’ rights of way;

WHEREAS: The policy underlying the Commissions’ indemnification obligation, as set forth in the various railroad operating access agreements, and the purpose of the Insurance Plan, is that the railroads shall be held harmless for all claims that arise out of, or are exacerbated by, the presence of the Commissions’ equipment or service on the railroads’ property, irrespective of whether the claim resulted from even the grossly negligent conduct of the railroads;

WHEREAS: Claims resulting from the January 5, 2006, derailment of VRE rail cars have brought into question the scope and meaning of two exclusions in the Insurance Plan, specifically, exclusions 1.d. and 1.g. pertaining respectively to (1) claims made by employees of Amtrak, and (2) claims based on accidents caused by ordinary wear and tear of the railroads’ tracks and infrastructure, or for other costs resulting from the normal operation of the VRE service when those costs are accounted for in the compensation provisions of the operating access agreements;

WHEREAS: Consistent with the policy underlying the indemnification obligation, it has been the intent and understanding of the Commissions, since the inception of the Insurance Plan, that exclusion 1.d. applies only to claims brought by an Amtrak employee against Amtrak, as compared to claims brought by an Amtrak employee against another railroad, and that exclusion 1.g. as it pertains to claims based on ordinary wear and tear applies only to claims for the cost to repair or replace worn out equipment as compared to claims for accidents resulting from worn out equipment; and



RESOLUTION #2076 cont'd

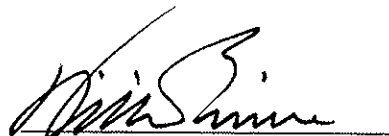
WHEREAS: Through this resolution, the Commission desires to state its understanding of the meaning and intent of exclusions 1.d. and g. of the Insurance Plan as originally conceived and drafted, consistent with the policy underlying its indemnification obligation and the purposes of the Insurance Plan.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission hereby confirms its understanding that exclusion 1.d. of the Insurance Plan applies only to claims brought by an Amtrak employee against Amtrak, and does not exclude claims brought by an Amtrak employee against another railroad, and that exclusion 1.g. of the Insurance Plan applies only to claims for the costs to repair or replace equipment that had worn out as compared to claims for accidents resulting from worn out equipment, as well as to other costs resulting from the normal operation of the VRE service when those costs are accounted for in the compensation provisions of the operating access agreements.

BE IT FURTHER RESOLVED, that the Commission hereby approves amendments to the Insurance Plan clarifying the foregoing.

BE IT FURTHER RESOLVED, that the Commission authorizes its Chairman and the VRE Chief Executive Office to execute all documents as may be necessary to give effect to the foregoing amendments, including amendments to railroad operating access agreements that incorporate the Insurance Plan as amended.

Approved this fourth day of October, 2007.


William Eulle
Vice-Chairman

Christopher Zimmerman
Secretary-Treasurer

AGENDA ITEM #2

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube
DATE: October 25, 2007
SUBJECT: VRE Items

- A. Report from the VRE Operations Board and VRE's Chief Executive Officer—information Item.
- B. Sale of Four Budd Railcars—Action Item/ Resolution #2081
- C. Extend VRE Office Loan—Action Item/ Resolution #2082



ITEM #2A**Report from the VRE Operations Board and VRE's CEO**

The minutes of the VRE Board's October 19, 2007 meeting are attached for your information. Also attached is the monthly report of VRE's CEO including ridership and on time performance charts. Also attached is a letter from DRPT Director Matt Tucker to NVTa regarding agreements with freight railroads for capital improvements. While the commissions were not contacted in this way, presumably DRPT intends to obtain commission participation through VRE staff.



CHIEF EXECUTIVE OFFICER'S REPORT

October 2007

MONTHLY DELAY SUMMARY

	June-07	July 07	August 07	September 07
System wide				
Total delays	65	53	99	66
Average length of delay (mins.)	18	21	23	25
Number over 30 minutes	10	15	26	20
Days with Heat Restrictions/Total days	5/21	3/21	3/23	0/19
On-Time Performance	89.30%	91.3%	85.1%	88%
Fredericksburg Line				
Total delays	38	33	51	33
Average length of delay (mins.)	20	23	26	22
Number over 30 minutes	7	11	12	8
On-Time Performance	86%	87.90%	82.9%	86.6
Manassas Line				
Total delays	27	20	48	33
Average length of delay (mins.)	16	16	20	28
Number over 30 minutes	3	4	14	12
On-Time Performance	91.9	94	86.9	89.1

SYSTEM RIDERSHIP

Ridership has increased 3.5% year-to-date (July through September) from the previous year. Ridership increased nearly 6% in September 2007 when compared with September 2006. The gains can be attributed to the steady on-time performance (OTP) over the summer months. We continue to hover around 90% on both lines. We have:

- a. Changed locomotive maintenance procedures to prevent the occurrence of any major mechanical problems. This has resulted in reduced mechanical failures.
- b. Reduced railroad switch, signal, and dispatching problems with close oversight by CSXT and Norfolk Southern.
- c. Reduced heat restrictions with changes in CSXT inspection procedures.
- d. Reduced total overall delays from 537 during the summer of 2006 to 218 in 2007.

We have also attracted new riders to VRE with the drive-time radio campaign which started on September 17th and will run through October 21st. I anticipate further gains in ridership as a result of the advertising campaign, if we can continue to keep the on-time performance near 90%.

The OTP for September was affected by two significant atypical events which impacted multiple trains. First, a tree fell on the tracks near the Backlick Station on September 10th, which delayed all six morning trains on the Manassas Line as Norfolk Southern cleared the tree and

inspected the tracks. Second, there was a major power outage at Washington Union Station on the afternoon of September 24th, which lasted over 1.5 hours and delayed nine VRE trains and forced the cancellation of two trains.

MASTER AGREEMENT SURVEY

The Annual Master Agreement Survey took place on October 3rd. We collected approximately 4,970 surveys and counted 7,678 passengers. The survey results will be available by the December 21st VRE Operations Board meeting.

LOCOMOTIVE ACQUISITION

The RFP for locomotive acquisition was posted on August 20th. An extension was requested from several vendors and VRE determined that the extension was necessary to allow for the best quality and competition. The RFP process will take about 3 months from the revised due date of November 30th (it was previously October 22nd). We anticipate awarding a contract for the new locomotives by March 2008. To-date, funding has been allocated from the General Assembly in the amount of \$15 million and Senator Webb in the amount of \$5 million.

LOCOMOTIVE MAINTENANCE

Nine of the top deck overhauls have been completed and the next unit is already at Altoona. The three leased locomotives are expected to arrive around December 1st.

VRE FREDERICKSBURG LINE SCHEDULE PUBLISHED IN HIGH SCHOOL TEXTBOOK

VRE was recently approached by the Amsco School Publications, who requested permission to use the VRE schedule as a learning tool in a high school text book. The name of the book is *Preparing for the SOL English Test*. It will be used by high school students preparing for the English SOL Test. The schedule will appear in a chapter called, "Locating and Using Information from a Variety of Sources." The schedule is followed by six questions, including how the schedule is organized and when a train arrives at its destination.

VRE will receive a bi-line that reads, "Check the web site at www.vre.org for updated information. Schedule is subject to change periodically."

NEW "S" SCHEDULE

VRE's "S" schedule will change on October 29, 2007 as follows:

- Fredericksburg AM - 302, 306, 308, and 310
- Fredericksburg PM - 301, 303, 307 and 311
- Manassas AM - 324, 328, 330, and 332
- Manassas PM - 325, 327, 331 and 335

In addition, Monday, December 24, 2007 and Monday, December 31, 2007 will be "S" schedule days this year. The changes will be made with the re-printing of materials including Rider's Guides, posters and pocket schedules, as well as on the web site effective October 29, 2007.

NEW COURTESY CAMPAIGN

A new Courtesy campaign designed to improve the behavior of our passengers has begun. Colorful posters with exaggerated cartoon characters exhibiting bad behavior can be seen posted at all of our stations showing what NOT to do. In addition, humorous audio announcements have been recorded and will soon be heard on-board our trains. Copies of the posters and samples of the audio announcements are available on our web site under "What's New".



MANASSAS PARKING GARAGE

Construction of the Manassas Parking Garage began on September 24, 2007. The general contractor began with abatement of asbestos containing materials and removal of other hazardous materials from the site. Demolition of the old MIFCO and mini storage buildings is currently wrapping up to make way for the new 531 space parking garage. An official ground breaking ceremony was held on October 18, 2007. Completion of the garage is schedule for next fall, when both the City of Manassas and VRE will take possession of their portions of the shared garage.


FALL CAMPAIGN

The fall ad campaign is in full swing. The radio spot can be heard as hold music when passengers call the office at 703-684-1001. A sample of print ads can be found below. The campaign was designed to target a younger audience to replace many of the older passengers who are retiring.

WHO'S STILL DRIVING TO WORK? #5

THE LACKLUSTER POLICY WONK

It's not just the lack of a clear vision for the future that's causing the problem. It's the lack of a clear vision for the future that's causing the problem. It's not just the lack of a clear vision for the future that's causing the problem. It's the lack of a clear vision for the future that's causing the problem.




CAR BAD. TRAIN GOOD.
www.vre.org

WHO'S STILL DRIVING TO WORK? #5

THE EXASPERATED HILL STAFFER

Late again. Second time this week. Another briefing missed. Another morning playing catchup. People, no doubt, are starting to notice. It's really getting to be a problem. But it's not like it's the traffic. Every morning, sitting there on 95 going nowhere, the time just ticking by. She could be sitting onboard the VRE, whisking her way into town, zipping into work. The Early Bird. That's what they'd call her now.



CAR BAD. TRAIN GOOD.
www.vre.org

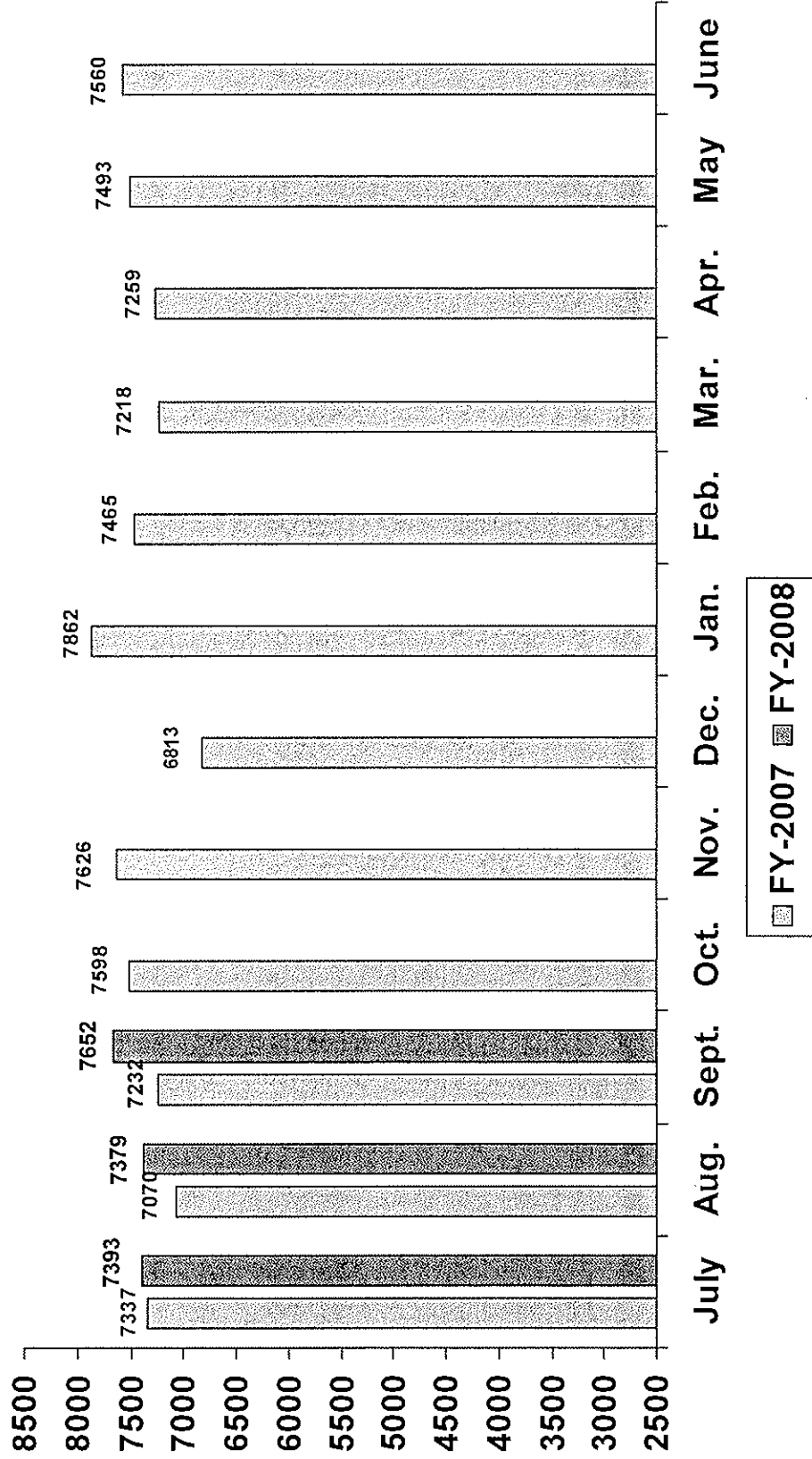
MONTHLY PERFORMANCE MEASURES – SEPTEMBER 2007

MONTHLY ON-TIME PERFORMANCE	ON-TIME PERCENTAGE
September Fredericksburg OTP Average	86.6%
September Manassas OTP Average	89.1%
VRE SEPTEMBER OVERALL OTP AVERAGE	88%

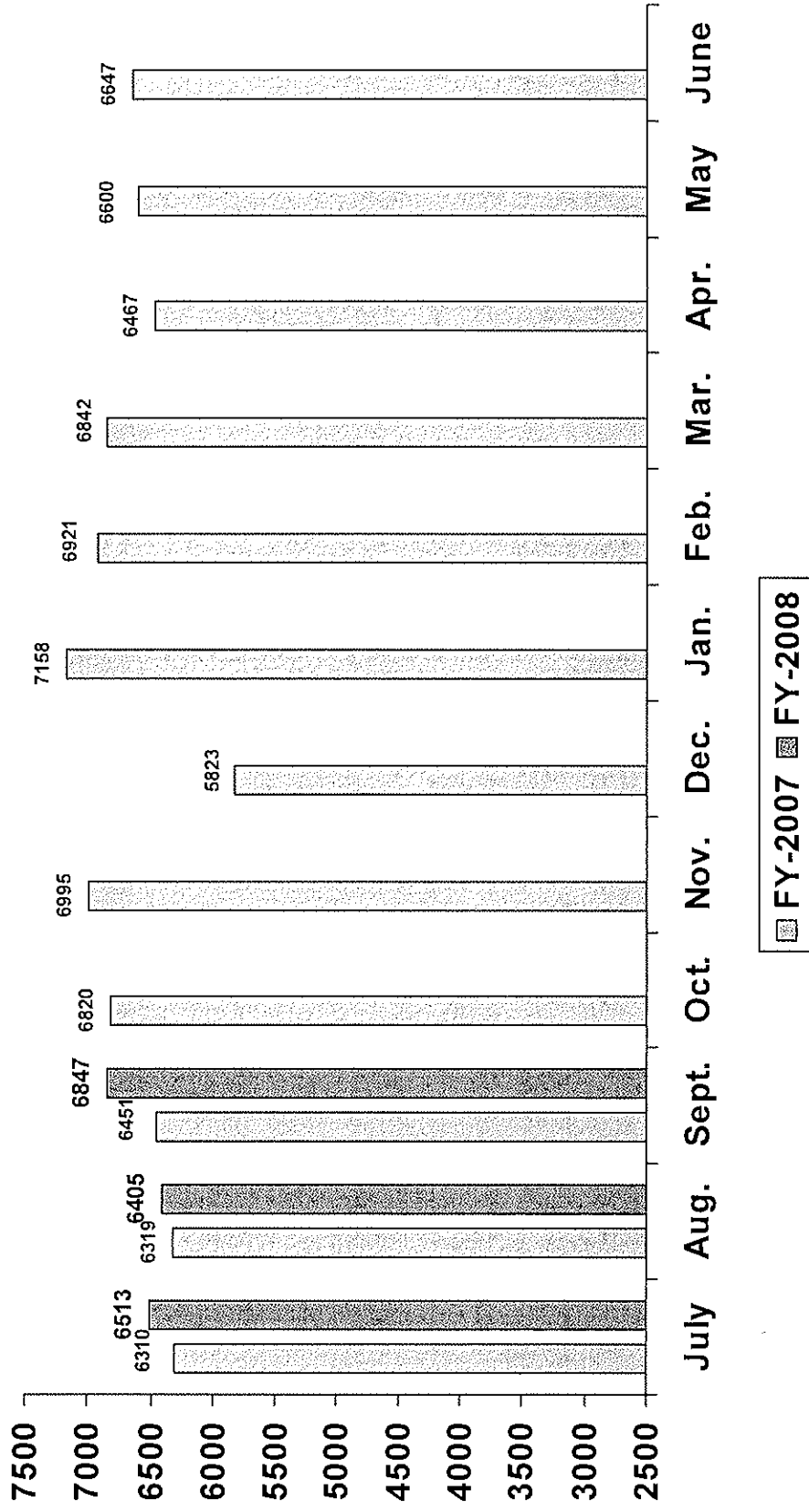
RIDERSHIP YEAR TO DATE	RIDERSHIP
VRE FY 2008 Passenger Totals	884,554
VRE FY 2007 Passenger Totals	854,533
PERCENTAGE CHANGE	3.5%

RIDERSHIP MONTH TO MONTH COMPARISON	
DESCRIPTION	MONTHLY RIDERSHIP
SEPTEMBER 2007	275,476
SEPTEMBER 2006 (ADJUSTED)	259,975
PERCENTAGE CHANGE	5.6% NORMALIZED
SERVICE DAYS (CURRENT/PRIOR)	19/20

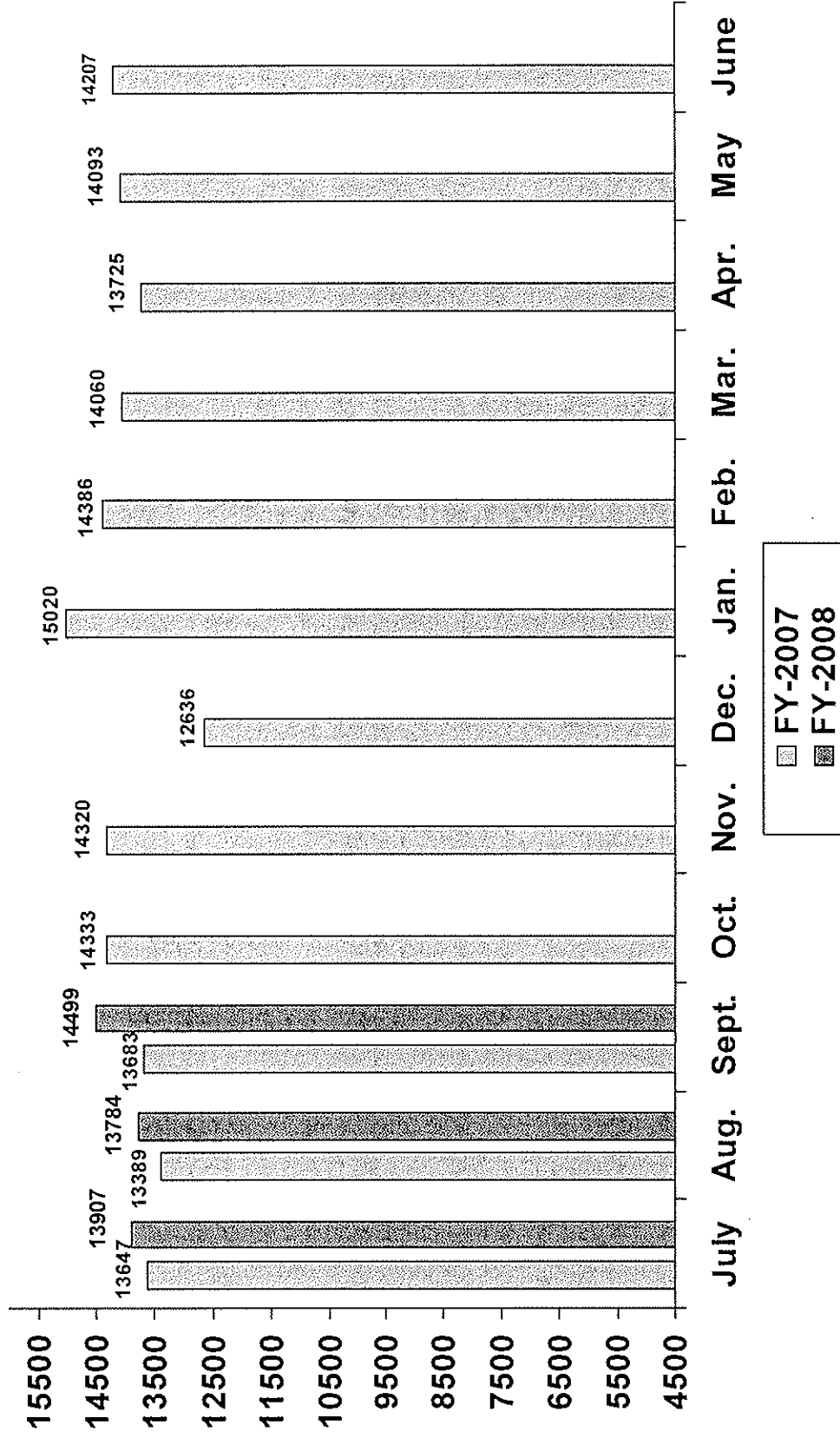
VRE Average Daily Ridership Fredericksburg Line



VRE Average Daily Ridership Manassas Line

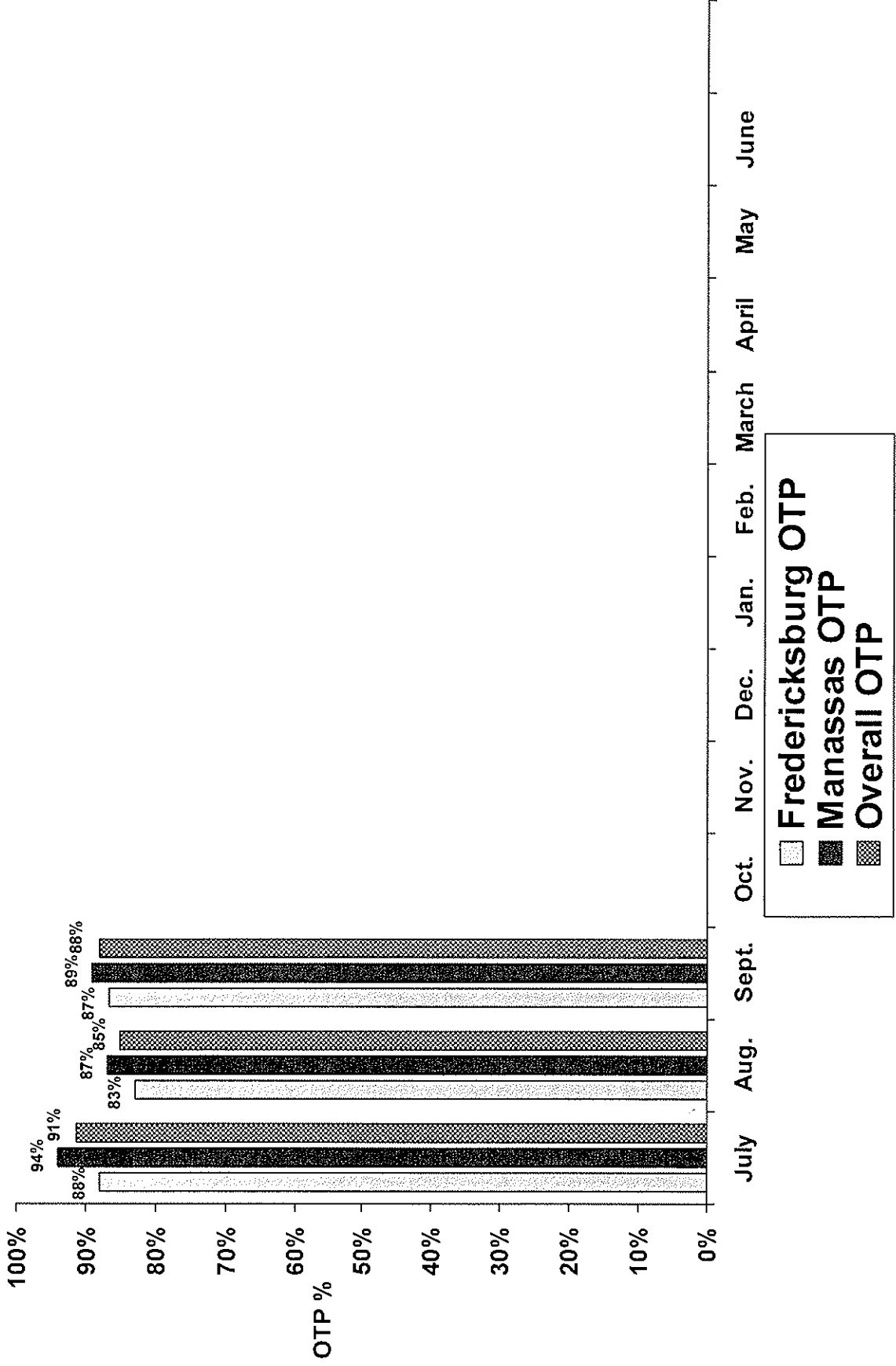


VRE Total Average Daily Ridership



Average On-Time Performance

FY-2008





COMMONWEALTH of VIRGINIA

MATTHEW O. TUCKER
DIRECTOR

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
1313 EAST MAIN STREET, SUITE 300
P.O. BOX 590
RICHMOND, VA 23218-0590

(804) 786-4440
FAX: (804) 786-7286
VIRGINIA RELAY CENTER
1-800-828-1120 (TDD)

September 26, 2007

The Honorable Chris Zimmerman
Chairman, NVTA
3060 Williams Drive
Fairfax, Virginia 22031

Dear Mr. Zimmerman:

The Department of Rail and Public Transportation (DRPT) continues work to identify and advance improvements to benefit both passenger and freight rail operations in the I-95 CSX rail corridor. Our most recent effort is in response to the 2007 Appropriation Act requirement that DRPT and CSX enter into an operating agreement that provides for improved and reliable passenger and freight rail operations in the corridor. The 2007 Appropriation Act also states that this agreement must include provisions for managing heat restrictions. This letter is to advise NVTA that this effort is underway with the completion of the first draft of the heat restriction agreement. With the input of VRE and other stakeholders, DRPT has drafted the heat agreement that has been transmitted to CSX for review and comment.

The next, more difficult step in the process is to develop and execute an operating agreement that will provide for improved and reliable passenger and freight rail operations in the corridor. This endeavor will be complex and involve input and commitment of CSX, Amtrak, NVTA/VRE, DRPT, and the Buckingham Branch Railroad given that we will explore a vast array of alternatives to support improved and long range rail operations in the corridor. For such an agreement to be achieved, key stakeholders must be willing to share in the cost and benefits associated with improvements in the rail corridor. DRPT is in the early stages for the development of this agreement and is scheduling meetings with key stakeholders for input. Since NVTA is a major funding source for VRE, I anticipate that NVTA would expect to participate either directly or through VRE in the development of and execution of the operating agreement mandated by the General Assembly.

I look forward to working collaboratively with you and the other key stakeholders to execute an agreement that will provide for sustained and improved rail service in the I-95 rail corridor. Please advise NVTA's desire to participate directly in the development of this agreement or through VRE.

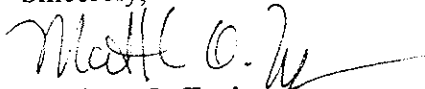
RECEIVED
OCT 01 2007

The Smartest Distance Between Two Points
www.drpt.virginia.gov

The Honorable Chris Zimmerman
September 26, 2007
Page Two

Thank you in advance for your support with this matter. Feel free to give me a call if you have any questions.

Sincerely,



Matthew O. Tucker

MOT/ljm

c: Alfred Harf, Executive Director, PRTC
Rick Taube, Executive Director, NVTC
Virginia Railroad Express Operations Board
Matt Kelly, Chairman, FAMPO

fredericksburg  com

Print this Page

Return to story

Two fired in runaway engine incident

October 10, 2007 12:35 am

By KELLY HANNON

The Virginia Railway Express locomotive that rolled through the Fredericksburg area two weeks ago was unlike any other.

First, it pulled no cars.

But, even more unusual, no one was driving it.

The unoccupied, 118-ton engine was under repair in Spotsylvania County when it took off for a six-mile run on the CSX main line before it was stopped in southern Stafford County. It reached a top speed of 40 mph.

No one was injured when the runaway locomotive left the VRE storage and maintenance yard off the U.S. 17 bypass on an evening two weeks ago.

But the incident resulted in the dismissal of two Amtrak-contract employees who repair VRE trains. Remaining employees were put through a 72-hour training session to review safety measures.

VRE officials reported the incident to federal transportation officials, but made no public statement about the situation until The Free Lance-Star inquired about it.

"The public was not in harm's way, and there was no other train in its way," VRE spokesman Mark Roeber said yesterday. "That being said, you have safety protocols in place for a reason, and they were not followed in this case, and we took the measures necessary to make sure it never happens again."

The incident started at VRE's Crossroads maintenance yard at 8:45 p.m. on Wednesday, Sept. 26.

Amtrak workers were replacing brakes on the locomotive when it



Commuters and tourists board the VRE train at the Fredericksburg station heading north on Wednesday, April 19, 2006. (Mike Morones/The Free Lance-Star) ----- 3 col color

began to move. The workers had not blocked the locomotive's wheels or applied the emergency brake, two required protocols, Roeber said.

The VRE maintenance yard is on an incline. The locomotive rolled downhill on the yard's tracks, out of the yard, and was traveling around 40 mph when it entered the main tracks, Roeber said. The tracks are owned by CSX Corp. of Jacksonville, Fla.

The locomotive traveled through crossings at Mine and Lansdowne roads in Spotsylvania, into Fredericksburg and across the Rappahannock River on track that is shared by passenger and freight trains.

Amtrak and CSX dispatchers were able to track the locomotive's progress.

"We were able to track the movement of the car once it was on our tracks the whole way," CSX spokeswoman Meg Sacks said.

The locomotive triggered the flashing lights and gates at the Mine and Lansdowne road crossings.

The locomotive had slowed to 10 mph as it approached the Fredericksburg train station, Roeber said.

A CSX crew caught the train a half-mile north of the Rappahannock River in Stafford, Roeber said.

An engineer hopped aboard, gained control of the locomotive and drove it back to the maintenance yard.

There were no passenger trains in the area. There was a freight train nearby, but dispatchers knew to keep it away from the locomotive.

"There was never a time the public was at risk," Roeber said.

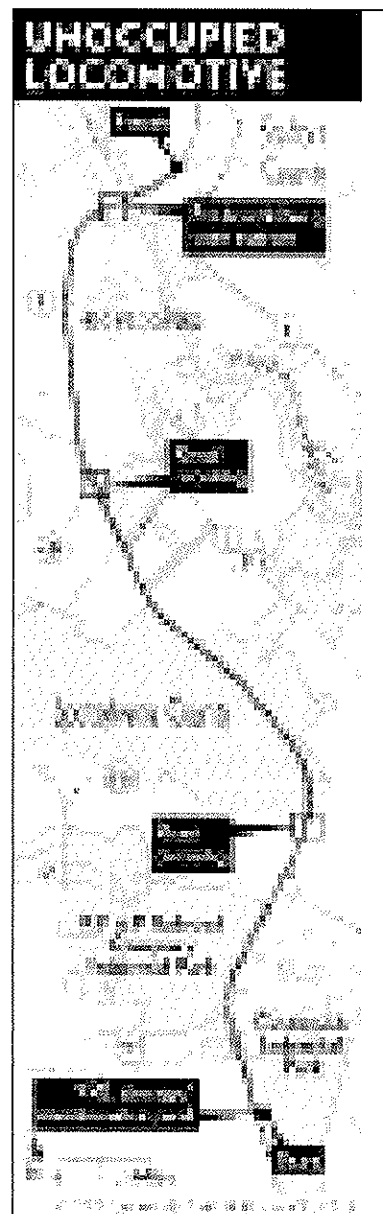
VRE typically shares news with passengers through daily e-mail updates, called Train Talk.

This time, nothing was announced. Roeber said passengers were not informed of the incident because it did not affect service, no one was injured, no property was damaged and VRE was not at fault. The railway also did not want to publicize that two Amtrak-contracted workers lost their jobs, Roeber said.

Representatives from Amtrak, CSX and VRE met the night of the incident.

Amtrak fired the two workers who were replacing the brakes, and additional supervisors were brought in over the next three days to review safety procedures, Roeber said.

This was the first time in VRE's 15-year history that an unmanned rail car or locomotive traveled from a yard onto main tracks.



The Federal Railroad Administration and the National Transportation Safety Board were notified of the incident, Roeber said.

Officials at both agencies confirmed this yesterday.

Kelly Hannon: 540/374-5436

Email: khannon@freelancestar.com

Copyright 2007 The Free Lance-Star Publishing Company.



**VIRGINIA RAILWAY
EXPRESS**

MINUTES

**VRE OPERATIONS BOARD MEETING
PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA
OCTOBER 19, 2007**

BOARD MEMBERS

**DANA KAUFFMAN
CHAIRMAN**

**DOUG WALDRON
VICE CHAIRMAN**

**ELAINE MCCONNELL
SECRETARY**

**PAUL MILDE
TREASURER**

**MAUREEN CADDIGAN
WALLY COVINGTON
MARV DIXON
BOB GIBBONS
JOHN JENKINS
FRANK JONES
PAUL SMEDBERG
MATT TUCKER
CHRIS ZIMMERMAN**

ALTERNATES

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

**DALE ZEHNER
CHIEF EXECUTIVE
OFFICER**

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

MEMBERS PRESENT	JURISDICTION
Maureen Caddigan (PRTC)	Prince William County
Wally Covington (PRTC)*	Prince William County
Marvin J. Dixon (PRTC)	City of Fredericksburg
Robert Gibbons (PRTC)	Stafford County
John D. Jenkins (PRTC)	Prince William County
Dana Kauffman (NVTC)	Fairfax County
Elaine McConnell (NVTC)	Fairfax County
Paul Milde (PRTC)*	Stafford County
Doug Waldron (PRTC)	City of Manassas
Christopher Zimmerman (NVTC)*	Arlington County

MEMBERS ABSENT	JURISDICTION
Frank C. Jones (PRTC)	City of Manassas Park
Paul Smedberg (NVTC)	City of Alexandria
Matthew Tucker	DRPT

ALTERNATES PRESENT	JURISDICTION
Hilda Barg (PRTC)	Prince William County
Sharon Bulova (NVTC)*	Fairfax County
Kevin Page	DRPT

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

STAFF AND GENERAL PUBLIC	
Donna Boxer – VRE	Steve MacIsaac – VRE counsel
Steve Edwards – Sup. McConnell's staff	April Maguigad – VRE
Anna Gotthardt – VRE	Dick Peacock – citizen
Al Harf – PRTC staff	Lynn Rivers – Arlington County
Mike Lake – Fairfax County	Jennifer Straub – VRE
Trinh Lam – VRE	Rick Taube – NVTC staff
Bob Leibbrandt – Prince William County	Dale Zehner – VRE
Michael Loar – Hatchmont McDonald	

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

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

Approval of the Agenda – 3

Mr. Zehner stated that Agenda Item #8A “Authorization to Amend Insurance Fund Agreement and Agreement for the Management of the Liability Insurance Plan” needs to be removed from the agenda because Don LeMond of the Division of Risk Management was unable to attend the scheduled meeting with VRE staff due to a personal issue. Mr. Zehner stated that this agenda item will be put on next month’s agenda.

Mr. Dixon moved, with a second by Mr. Gibbons, to approve the amended agenda. The vote in favor was cast by Board Members Caddigan, Dixon, Gibbons, Jenkins, Kauffman, McConnell and Waldron.

Minutes of the September 21, 2007, VRE Operations Board Meeting – 4

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

Chairman’s Comments -- 5

Chairman Kauffman observed that VRE has enjoyed favorable press coverage recently regarding VRE’s increase in ridership. He thanked staff for their hard work. He stated that the October 18th groundbreaking ceremony for the Manassas Station parking garage was a success.

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

Chief Executive Officer’s Report --6

Mr. Zehner reported that ridership has increased nearly six percent from September 2006 to September 2007. The gains can be attributed to the steady on-time performance over the summer months. On-time performance continues to increase with 93 percent on the Manassas Line and 91 percent on the Fredericksburg Line. The goal is to keep it above 90 percent on both lines. There was a total of 200 delays per month a year ago, and now delays are down to 50-60 per month, with half the delays being VRE related. The railroads (CSXT and Norfolk Southern) have done a good job of responding to on-time performance issues. In November, VRE staff will meet with

CSXT and Amtrak officials to discuss operational issues, such as VRE trains leaving the yards on-time, in order to maintain the 90 percent on-time performance threshold.

[Mr. Milde arrived at 9:40 A.M.]

Mr. Zehner reported that the RFP for locomotive acquisition was posted on August 20th. An extension was requested from several vendors and VRE staff determined that the extension was necessary to allow for the best quality and competition. The date has now been changed to November 30, 2007. It is anticipated that the contract will be awarded by March 2008.

[Mr. Covington arrived at 9:41 A.M.]

Mr. Zehner reported that Senator Webb requested a tour of VRE and on October 11th he rode a VRE train from Woodbridge to Rippon. Senator Webb is sponsoring a \$5 million federal grant for the VRE locomotive acquisition. In response to a question from Mr. Gibbons, Mr. Zehner stated that the new locomotives will be funded from \$15 million from the state, \$1.7 million from the Mafersa sale, and \$5 million anticipated from the above mentioned federal grant. The RFP is written for an initial purchase of two locomotives with an option for 18 more, which would be exercised when additional funding becomes available.

Mr. Zehner reported that new variable message signs have been installed at the majority of VRE's station, with the remainder to be installed by mid-November. Those already installed are operational.

Authorization to Sell Four Budd Cars – 8B

Mr. Zehner stated that the Operations Board is being asked to recommend that the Commissions authorize him to sell four Budd cars to the Collis P. Huntington Railroad Historical Society, Inc., of Huntington, West Virginia, for \$1 per car. Resolution #8B-10-2007 would accomplish this.

Mr. Zehner explained that back in March 2007, the Operations Board granted the CEO authority to sell up to 25 railcars, including the Budd cars, in anticipation of the new railcar delivery beginning this December. Since that time, the equipment was posted on VRE's website for public sale and staff received a proposal from the historical society to purchase the Budd railcars (car numbers 501, 502, 503 and 504) for \$1 each. VRE staff recommends this sale since no other offers have been received and the disposition cost of the cars is higher than this proposal. The sales agreement requires the buyer to deposit freight costs into an escrow account to ensure removal of all cars. There is no federal, state or local interest remaining in these railcars.

Mr. Gibbons moved, with a second by Ms. Caddigan, to approve Resolution #8B-10-2007. The vote in favor was cast by Board Members Caddigan, Covington, Dixon, Gibbons, Jenkins, Kauffman, McConnell, Milde and Waldron.

Authorization to Sell Mafersa Inventory – 8C

Mr. Zehner reported that in May 2007, the Operations Board granted him authority to solicit proposals for the sale of spare inventory associated with the Mafersa equipment being retired from VRE service. Since February, VRE staff has been attempting to induce an interest in this material from both of the purchasers of the Mafersa cars. Recently, a proposal was received from the Connecticut Department of Transportation (ConnDOT) to purchase VRE's entire remaining Mafersa inventory of parts. The value of these parts is consistent with the proposal and there is no federal, state or local interest in these materials. Resolution #8C-10-2007 would authorize the CEO to sell the remaining Mafersa inventory to ConnDOT for \$100,000 or the next best offer.

Mr. Gibbons moved, with a second by Ms. Caddigan, to approve Resolution #8C-10-20207. The vote in favor was cast by Board Members Caddigan, Covington, Dixon, Gibbons, Jenkins, Kauffman, McConnell, Milde and Waldron.

Authorization to Amend a Task Order for Locomotive Diagnostic Work – 8D

Mr. Zehner reported that Resolution #8D-10-2007 would authorize the CEO to increase the authorization limit of a task order with Transportation Technologies, Inc. (TTI) for locomotive diagnostic work by \$50,000 for a total amount not to exceed \$100,000. TTI is under contract with VRE to perform major repairs as well as repair work that Amtrak cannot accommodate in their schedule.

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

Authorization to Accept an Additional Five-Year Term from SunTrust Bank for the Loan for the VRE Office Condominium – 8E

Mr. Zehner stated that the VRE Operations Board is being asked to recommend that the Commissions authorize the CEO to execute financial documentation necessary to accept the additional five-year term, with a fixed rate of 4.31 percent for VRE's loan with SunTrust Bank for the VRE office condominium at 1500 King Street, Alexandria, Virginia. Resolution #8E-10-2007 would accomplish this.

In response to a question from Mr. Jenkins, Ms. Boxer stated that the fixed rate allows for prepayment after two years. Mr. Taube asked if VRE staff compared any other

financing options from different institutions. Mr. Zehner replied that they did not, since this is a continuation of the previous agreement with SunTrust. Chairman Kauffman observed that a 4.31 percent rate is very favorable. Ms. McConnell asked staff to do an analysis on how much would be saved in interest if the loan was prepaid.

Mr. Gibbons moved, with a second by Mr. Milde, approve Resolution #8B-10-2007. The vote in favor was cast by Board Members Caddigan, Covington, Dixon, Gibbons, Jenkins, Kauffman, McConnell, Milde and Waldron.

Delegation of Authority Plan – 9A

Mr. Zehner reported that in October of 2006, the Board took its second action on the delegation of authority plan, which was designed to streamline the oversight of VRE. As designed, the final phase would provide the Operations Board with full authority on spending. Because of the change in the Operations Board structure, staff is recommending that this final phase occur at the beginning of FY 2009 (July 1, 2008). Another change is that staff is not recommending delegation of the railroad operating agreements and the insurance agreements, which should remain under the Commissions authority. Mr. Zehner explained that a formal agenda item concerning this delegation of authority will be brought to the November Operations Board meeting for action.

In response to a question from Ms. Bulova, Mr. Zehner stated that PRTC and NVTC Executive Directors and jurisdictional staff support these recommendations. Ms. Bulova stated that it looks like a logical next step for VRE.

Mr. Covington asked if minor issues could be moved to the Commissions if the issues become controversial. He likened it to the way a Board Supervisors deals with actions taken by the planning commission, where the Board of Supervisors can “pull” an item if there are concerns or if it is controversial. Mr. Zehner stated that any Board Member who is concerned about an issue and wants it forwarded to the Commissions, either as an information, discussion or action item, can make that recommendation and it would automatically move to the Commissions. In response to a question from Mr. Waldron, Chairman Kauffman clarified his understanding that it needs to be an action taken by the Board to send an issue to the Commissions and not an individual Board Member. Mr. Waldron agreed that it needs to be a formal process of action taken by the Board and not by an individual request. Mr. Zehner stated that he will continue to attend both Commission meetings to provide briefings and answer any questions. In response to a question from Mr. Gibbons, Chairman Kauffman observed that VRE Operations Board Members serve in a representative role for the Commissions and they should keep their colleagues informed about VRE issues.

Chairman Kauffman directed staff to craft a “push-pull” provision, which would be subject to a majority vote. Mr. Covington suggested putting a time limit on it, such as 30 days or one meeting limit, so actions don’t get bogged down.

[Mr. Zimmerman arrived at 10:03 A.M. and joined the discussion.]

Mr. Jenkins stated that VRE will continue to provide reports to the Commissions so there is ample opportunity for Commissioners to see what VRE is doing. Mr. Gibbons suggested that staff look at ways for the VRE CEO to report to both Commissions at the same time through VTC technology.

Ms. McConnell stated that she was disappointed in NVTC's last closed session where the action was almost voted down because some state legislators didn't know more about VRE issues. She asked if they get some kind of briefing on VRE. Mr. Taube noted that in that instance the information provided was new that day. Both PRTC and NVTC commissioners are provided with VRE Operations Board meeting minutes that provide a detailed review of VRE actions. Mr. Milde stated that he is concerned about this issue too.

VRE Riders' and Public Comment – 7

Mr. Peacock thanked those Board Members who attended the ground breaking ceremony for the Manassas parking garage. This project is a "win-win" for VRE and the City of Manassas.

Ms. McConnell reported that Mr. Billmyer was unable to attend the meeting because he is ill. She suggested the Operations Board send a note expressing the Board's appreciation for his comments when he attends the meetings and that he was missed today.

DRPT Update

Mr. Page provided an update on the MOU projects. Two weeks ago, the agreement with CSXT was signed to complete the final design of the third track between AF Interlocking and Franconia/Springfield, as well as to rebuild Ravensworth's universal crossover, which is south of Lorton. It was decided not to run a third track through the Franconia/Springfield station. Also, DRPT is moving forward with design and cost estimates for the Fredericksburg to Hamilton third track upgrade.

Mr. Page introduced Michael Loar, Director of Hatchmont McDonald Engineering and Consulting Contracting, Inc., which is DRPT's on-site program management consultant. Loar's staff includes Jacob Craig, handling on-site engineering, and Michael Nott, assisting in rail planning efforts. They will be looking at the alternatives analysis for the Washington-Richmond Corridor. Also, the Active Yard Study for the RF&P Corridor includes analysis of the maximum peak capacity of trains that can be run in this corridor for both freight and passenger rail.

In response to a question from Mr. Gibbons, Mr. Page explained that the Arkendale/Powell's Creek project is being handled and funded through the rail enhancement contract. It is not a MOU project.

Mr. Zimmerman noted that at the recent Transportation Planning Board he saw a presentation from the I-95 Corridor Coalition, which included information about the Mid Atlantic Rail Operations Study (MAROPS), which is analyzing rail along the entire eastern corridor. The study identified nine projects for improvement between Washington and Richmond. Mr. Zimmerman stated that there needs to be some agency, probably at the federal level, to take responsibility and implement a program resulting from this analysis. It is in VRE's best interest to see that the study recommendations get turned into an overall program, which could have a big impact on the region's ability to move people throughout the corridor by rail. Mr. Page stated that DPRT is involved in this initiative and is in the process of coordinating with the MAROPS consultants to put together all the states' rail plans in the I-95 corridor. Mr. Zimmerman stated that it would be helpful for the Board to receive regular progress reports on this initiative. There were no objections.

Mr. MacIsaac stated that VRE would like to work with DRPT to translate these corridor initiatives into contract obligations for CSXT to improve on-time performance, allow more trains, and loosen some of the rigid contract provisions, such as indemnification requirements.

Adjournment

On a motion by Mr. Covington and a second by Mr. Dixon, the Board unanimously voted to adjourn. Chairman Kauffman adjourned the meeting at 10:18 A.M.

Approved this 16th day of November, 2007.

Dana Kauffman
Chairman

Elaine McConnell
Secretary

CERTIFICATION

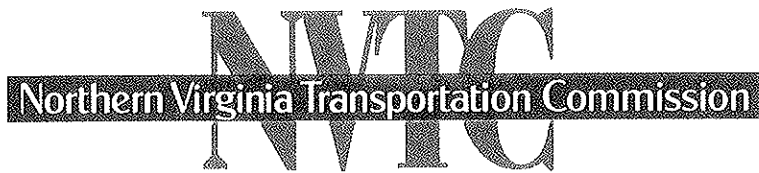
This certification hereby acknowledges that the minutes for the October 19, 2007 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

Rhonda Gilchrest

Rhonda Gilchrest

ITEM #2B**Sale of Four Budd Railcars**

The VRE Operations Board recommends approval of resolution # 2081. This resolution authorizes VRE's CEO to sell four surplus Budd railcars to the Collis P. Huntington Railroad Historical Society, Inc. for \$1 per car. No other offers were received.



RESOLUTION # 2081

SUBJECT: Sale of Four Budd Railcars.

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

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

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

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

Approved this 1st day of November, 2007.

David F. Snyder
Chairman

Christopher Zimmerman
Secretary – Treasurer



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



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 8B ACTION ITEM

TO: CHAIRMAN KAUFFMAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: OCTOBER 19, 2007

RE: AUTHORIZATION TO SELL FOUR BUDD CARS

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to sell four Budd cars to the Collis P. Huntington Railroad Historical Society, Inc. of Huntington, West Virginia, for \$1 per car.

BACKGROUND:

In March of 2007, the Operations Board granted the CEO authority to sell up to 25 railcars, including the Budds, in anticipation of the new railcar delivery beginning this December. Since that time, the equipment was posted on VRE's web site for public sale and staff received a proposal from the Collis P. Huntington Railroad Historical Society, Inc. of Huntington, West Virginia, to purchase four Budd cars (car numbers 501, 502, 503, and 504) for \$1 each.

VRE staff recommend execution of this sales agreement as no other offers have been received and the disposition cost of the cars is higher than this proposal. The sales agreement requires the buyer to deposit freight costs into an escrow account to ensure removal of all cars. There is no federal, state, or local interest remaining in these cars.

FISCAL IMPACT:

This additional revenue will be allocated to the restoration of the operating reserve as required by the bond indenture.

ITEM #2C**Extend VRE Office Loan**

The VRE Operations Board recommends approval of Resolution # 2082. This resolution authorizes VRE's Chief Executive Officer to execute an extension of a loan with SunTrust Bank for VRE's office, located in a condominium building at 1500 King Street in Alexandria. The original loan agreement executed in 2002 had a five-year term and SunTrust Bank has offered an additional five –year term at a favorable fixed rate of 4.31% per annum.



Virginia Railway Express Operations Board

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

AGENDA ITEM 8-E ACTION ITEM

TO: CHAIRMAN KAUFFMAN AND THE VRE OPERATIONS BOARD

FROM: DALE ZEHNER

DATE: OCTOBER 19, 2007

**RE: AUTHORIZATION TO ACCEPT ADDITIONAL FIVE YEAR TERM
FROM SUNTRUST BANK FOR LOAN FOR VRE OFFICE
CONDOMINIUM**

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to execute financial documentation necessary to accept an additional five-year term, with a fixed rate of 4.31%, for VRE's loan with SunTrust Bank for the VRE office condominium at 1500 King Street, Alexandria, Virginia.

BACKGROUND:

During FY 1998, VRE entered into a financing agreement with Central Fidelity, now Wachovia Bank, in the amount of \$900,000 for the purchase of the administrative office space in Alexandria. In May 2002, staff solicited proposals for a refinancing of this loan at more advantageous terms and entered into a new financing agreement with SunTrust Bank in June 2002.

The loan with SunTrust amortized over a 15 year period, with a variable interest rate loan of 68% of the one-month LIBOR (London Interbank Offered Rate), plus 0.47%, to be reset monthly. The loan had a five-year term, at which time the bank reserved the right to renegotiate the terms for an additional loan period or require payment of the outstanding balance. In June of 2007, SunTrust continued the current loan terms for several months.

For the five-year period beginning November 2007, SunTrust has offered both a fixed rate and a variable rate option. The fixed rate is 4.31% and the variable rate is 68% of one-month LIBOR plus .63%, based on the bank's current calculations of the value to them of tax-exempt debt. Currently, the variable rate would be 4.09%. For both options, monthly principal payments will continue to be \$5,000 per month; the current balance due is \$600,000. The variable rate loan allows for prepayment at any time, without penalty. The fixed rate option allows for prepayment after two years. Staff recommends that VRE accept the fixed rate option. The variable rate is not significantly lower than the fixed rate at this time and acceptance of a fixed rate decreases the overall risk.

FISCAL IMPACT:

Funds are allocated in the FY 2008 operating budget for the payment of principal and interest on this loan.

RESOLUTION # 2082

SUBJECT: Extend VRE Office Loan.

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

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

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

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

Approved this 1st day of November, 2007.

David F. Snyder
Chairman

Christopher Zimmerman
Secretary-Treasurer



AGENDA ITEM #3

TO: Chairman Snyder and NVTC Commissioners

FROM: Rick Taube and Elizabeth Rodgers

DATE: October 25, 2007

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

Recommended Action

The commission is asked to review the attached evaluation report and recommendations for modifying the Ride Free program of free bus fares on forecast Bad Air Days. Following discussion, the commission is asked to approve consensus staff recommendations for modifying the program (described below) and funding it for the summers of 2008 and 2009.

Recommended Ride Free Program Modifications

1. Kick off the revised program for summer of 2008 with a Ride Free day and associated promotions, sometime in early May as the ozone season begins. This will allow the public to experience the program on a date certain. Brochures will be distributed. Media coverage will be encouraged. Private-sector co-sponsors will be sought.
2. On forecast Code Orange days, bus fares will be free, but only until noon. This will significantly reduce the cost of the program. Transit systems will be reimbursed based on actual farebox- determined ridership for the three previous same mornings of the week. Bags will be placed over the fareboxes until noon, at which time each transit system will be responsible for directing bus operators to remove the bags and begin collecting full fares (either immediately or at the end of the route).



3. On forecast Code Red days, bus fares will be free all day (same as current program). Because there have been few such forecast Code Red days for the past several years, it is expected that continuing this provision will be affordable.
4. Continue an aggressive regional marketing program throughout the summer to create awareness. Use media releases, multi-language brochures, bus placards, display signs and employer outreach. In addition to \$40,000 for regional marketing programs, offer budgets of up to \$5,000 for each individual transit system for promotion (another \$40,000).
5. Seek \$800,000 of available pre-FY 2009 CMAQ funds from NVTA for the modified Ride Free program during summer of 2008, to be combined with a carry over of up to \$750,000. This would cover at least 20 Ride Free days (mostly Code Orange) and provide an allowance for marketing. Apply for FY 2009 CMAQ funding of \$1.5 million for the summer of 2009. For possible expansion of the program to include a monthly ozone pass, seek an additional \$1 million from NVTA from new regional funding sources, since no additional FY 2009 CMAQ funds are expected to be available. Any unspent funds from the summer of 2008 and 2009 would be carried over to future summers.

Alternatives Considered

Staff from NVTC and its regional partners (including participating local governments and transit agencies) met several times in the past weeks to evaluate the effectiveness of the existing program and to consider alternatives. Among the alternatives considered were:

1. Eliminate the program and use remaining funds for other air quality purposes.
2. Revise the program to offer free or reduced fares over an extended period during summers (not only on forecast Bad Air Quality days).
3. Revise the program to offer reduced fares on forecast Bad Air Quality days.
4. Revise the program to offer reduced fare monthly regional "ozone bus passes" during summer months.
5. Set aside a fixed amount of CMAQ funding and offer free fares on forecast Bad Air Quality days until these funds are exhausted.
6. Continue the program unchanged but with a greater emphasis on capturing funding from private sector partners who wish to be identified with environmentally friendly policies.

Staff generally agreed that continuing the program in some form was important because of the ongoing regional effort to improve air quality (for example, Maryland is now offering free bus fares on forecast Code Red days). Surveys show some diversion of auto drivers to buses as a result of the free fares, with resulting reductions in NO_x, VOC, and especially CO₂. The intensive marketing effort in 2007 was judged to be successful based on survey-determined levels of program awareness.

On the other hand, the cost of the free fare program is significant, given growing transit ridership, higher fares and expansion in summer of 2007 to include forecast Code Orange days. Accurate assessment of riders on Ride Free days continues to be difficult.

One popular alternative discussed was to offer reduced 50-cent fares on forecast Code Orange days and free fares on forecast Code Red days. This alternative was ultimately put aside because of concerns that many commuters would inadvertently deposit their customary fare into fareboxes that would be programmed to expect 50 cents. The result could be confusion and consternation on the part of customers and bus operators as well as double-counting riders (\$1 deposited for a 50-cent fare will be registered as two riders by the farebox). This alternative would also require additional fare matrices to be programmed for each transit system, would not help Falls Church's GEORGE riders who currently pay only 50 cents, and would require design of new farebox banners for Code Orange days plus the appropriate use of existing Code Red bags. In sum, this approach offered administrative challenges.

Other variations were discussed and ruled out, including requiring the use of coupons or paper passes to aid in accurate ridership counts (too administratively burdensome), and redirecting the program toward transit promotion and away from the clean air linkage (not an effective use of program recognition earned over the past decade).

Accordingly, staff agreed on the approach recommended above, which is expected to continue most of the familiar features from the past decade (e.g. red bags over the fareboxes, no fares paid while the program is in effect), build on the base of the successful 2007 marketing program, reduce program costs and retain clean air benefits, especially by reducing greenhouse gas emissions.

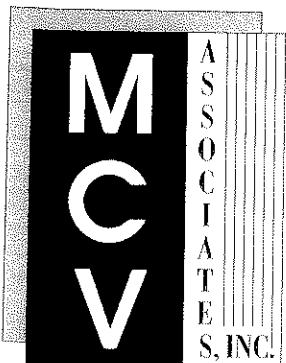
**EFFECTIVENESS OF FREE BUS FARES
ON FORECAST AIR QUALITY CODE ORANGE, RED AND PURPLE DAYS**

FINAL REPORT

Prepared For

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION
Arlington, Virginia 22203**

October 24, 2007



PLANNING • ENGINEERING • INFORMATION TECHNOLOGY

**EFFECTIVENESS OF FREE BUS FARES ON FORECAST AIR
QUALITY CODE ORANGE, RED AND PURPLE DAYS**

FINAL REPORT

Prepared For

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION
Suite 720
4350 N. Fairfax Drive
Arlington, Virginia 22203**

Prepared By

**MCV Associates, Inc.
4605-C Pinecrest Office Park Drive
Alexandria, Virginia 22312
(703) 914-4850
Fax (703) 914-4865**

in association with

**Mr. J. Richard Kuzmyak
Transportation Consultant, LLC**

October 24, 2007

TABLE OF CONTENTS

	<u>Page No.</u>
INTRODUCTION	4
WORK SCOPE REFINEMENT	5
SURVEY METHODOLOGY	8
ON-BOARD SURVEY	8
CODING AND PROCESSING OF DATA	12
SURVEY RESULTS	12
COST-EFFECTIVENESS ANALYSIS	24
CONCLUSIONS	33

LIST OF EXHIBITS

<u>Exhibit No.</u>	<u>Page No.</u>
1. On-Board Survey Form	6
2. Buses Surveyed on June 27-28, 2007	9
3. Buses Surveyed on August 30, 2007	11
4. June Survey Results on Awareness	13
5. June Survey Results - Reason to Ride.....	14
6. June Survey Results - Reason to Ride	15
7. June Survey Results - Reaching the Bus	16
8. June Survey Results - Destination	17
9. June Survey Results - Frequency of Travel.....	18
10. June Survey Results - Frequency of Travel.....	19
11. June Survey Results - Demographics.....	20
12. June Survey Results - Demographics.....	21
13. June Survey Results - Demographics.....	22
14. June Survey Results - Details of Diverted Trips from Automobile.....	25
15. Ride Free Ridership Data	26
16. Cost for Code Orange Days	27
17. Computations of trips, VMT and Emission Reductions	29
18. Cost-Effectiveness Analysis	31
19. Range of Cost-Effectiveness of CMAQ-Funded Emissions Reduction Strategies (NOX:VOC Weighting of 4:1)	32
20. Cost-Effectiveness of Potential TERMS.....	34

INTRODUCTION

Beginning in 1999, the Northern Virginia Transportation Commission (NVTC) has managed a program offering free bus fares on forecast Code Red air quality days. Code Red air quality days occur when pollution levels are harmful to all sensitive health groups and outdoor activity should be avoided. Nitrogen Oxides (NO_x) and volatile organic compounds (VOCs) undergo chemical reaction in high heat and strong sunlight to form ground level ozone. Metropolitan Washington Council of Governments (MWCOCG) designates the Code Orange and worse days based on its daily forecast of ozone levels and air quality. From May through September, there is an increase in the number of unhealthy ozone level days. Since automobile emissions are major contributors of air pollution, NVTC's program is designed to encourage travelers to use transit instead of their automobiles on forecast unhealthy air quality days. Between 1999 and 2006, 31 Code Red days have been forecasted by MWCOCG. In 2003, the Environmental Protection Agency (EPA) began instituting a more stringent eight-hour air quality standard and ultimately revoked the one-hour standard in 2005. Under the new standard, the Washington Metropolitan region was officially designated by the EPA as a non-attainment area. Now Code Orange Days and worse (i.e., Red and Purple) are considered by MWCOCG to be high pollution days exceeding the EPA's new health-based standards. Since the new standards were implemented, the Washington Metropolitan Region has been experiencing fewer forecast Code Red days. No forecast Code Red days occurred in 2004 and 2007 and only one day in 2005 and two days in 2006.

Bus service providers will offer free fare bus service on forecast Code Orange and worse days to promote transit use (previously it was for Code Red and worse days). The bus drivers are instructed to record the number of boarding passengers. NVTC compares the Code Orange and worse day boardings with the ridership on the same day of the week during the previous three weeks. Estimates of lost revenues are made by NVTC and then CMAQ program funding is used to reimburse the bus operating agencies.

A NVTC Code Red Day evaluation program was instituted in the summer of 2003. Code Red Days were evaluated using telephone surveys and data collected by the agencies. The lack of Code Red Days in 2003 and 2004 prevented on-board surveys to be conducted. An Interim Report was developed that evaluated the program and presented on-board survey bus samples and sampling techniques. Since then, the program has been expanded to include Code Orange days, as well. NVTC requires information on the effectiveness of the free fare Code Orange and worse days program (Is this program investment providing the returns expected in increased ridership and reductions in air pollution).

The Technical Approach and Work Plan to conducting the study consisted of the following Tasks:

- Task 1: *Project Initiation/Work Scope Refinement*
- Task 2: *More Detailed Review of Methodology and Data Collection Plan*
- Task 3: *Data Collection*
- Task 4: *Analyze Data*
- Task 5: *Summary Report and Presentation*

WORK SCOPE REFINEMENT

A Project Initiation Meeting was held with the NVTC, Management Advisory Committee (MAC) on February 12, 2007. The following are members of the Advisory Committee:

Al Himes	Alexandria Transit Company	al.himes@alexandriava.gov	703-370-3274x613
Anne Janeski	Alexandria Transit Company	Anne.Janeski@alexandriava.gov	703-370-3274x614
Erica Bannerman	City of Alexandria	Erica.Bannerman@alexandriava.gov	703-5193400x165
Joe Swartz	PRTC	jswartz@omniride.com	703-580-6112
Laurel Hammig	PRTC	lhammig@omniride.com	703-580-6148
Kelley MacKinnon	Arlington County Transit	kmackinnon@arlingtonva.us	703-228-7547
Kris Miller	Faifax County	kris.miller@fairfaxcounty.gov	703-324-1123
Kala Quintana	NVTC	kala@nvtc.org	703-524-3322x104
Rick Taube	NVTC	rick@nvtc.org	703-524-3322x105
Elizabeth Rodgers	NVTC	elizabeth@nvtc.org	703-524-3322x103

The purpose of the initial meeting was to review the scope and work plan presented in the proposal and in particular the survey form developed in the previous study. Based on this meeting the survey and work plan has been revised as described below.

The final data collection survey form is presented in Exhibit 1. The survey form will provide data on increase in ridership on Code Orange Days, alternate forms of transportation, reasons for using transit, travel distance for the trip, socio-economic data about the traveler, etc. The survey will provide the data to compute emissions reductions due to transit use. This will be printed in English only. The riders will have the option of completing the survey form later and return it via postage-free mail back to NVTC. Note too that the survey form will have a unique identification number. We will use this to define the route and particular trip on which the respondent got the form.

Looking at the NVTC bus system, a sampling plan was developed to select bus trips based on factors such as, route coverage and type of service (local versus express, feeder to Metro, etc.), time of day (am peak, mid-day, pm peak), key geographic and socio-economic markets served by the various systems, and cover each of the eight bus systems (WMATA, Fairfax Connector, DASH, CUE, PRTC, Loudoun Transit, Virginia Regional Transportation Association VRTA and ART). The bus sampling plan

EXHIBIT 1. ON-BOARD SURVEY FORM

NVTC AIR QUALITY ACTION (BAD AIR) DAY SURVEY

Dear Rider:

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



Thank you for your help!

AWARENESS

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

REASON TO RIDE

- 2.a. What is the most important reason that you chose to ride the bus today? (Please check only one.)
 I am a regular rider I wanted to help reduce air pollution
 I am riding because of the free fare I wanted to avoid the heat
 I don't have a car available Other _____
- b. How do you typically make this same trip (when the full bus fare is charged)?
 Same Bus Drive an automobile Passenger in an automobile Walk or Bike
 Ride other transit (What route _____) Would not have made trip
 Other _____
- c. If you would have driven yourself, what type of vehicle would it be?
 Automobile "Green" Vehicle SUV or Van
 Pick-up Truck Diesel Other _____
- d. Would you have taken the bus today if the fare was not free but: (Please check all that apply)
 25 Cents Yes No
 50 Cents Yes No
 1/2 Price Yes No
- e. Do you receive Metrochek/SmartBenefits? Yes No

REACHING THE BUS

- 3.a. Where did you COME FROM before you got on THIS BUS?
 Home Work Shopping School Other _____
- b. What is the address of, or closest intersection to, the stop where you boarded the bus?
Address or Street _____ Nearest Intersection _____
- c. How did you get from 3.a. to the bus? (Please check all that apply)
 Drive a car Passenger in a car Walk or Bike
 Ride other transit (what route _____) Other _____

EXHIBIT 1 (CONTINUED). ON-BOARD SURVEY FORM

DESTINATION

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

- Home
- Work
- Shopping
- School
- Other _____

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

Address or Street _____ Nearest Intersection _____

FREQUENCY OF TRAVEL

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

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

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

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

PLEASE TELL US ABOUT YOURSELF

7.a. Are you: Male Female

b. What is your age?

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

c. What is your approximate household income per year?

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

d. Are you currently employed?

- Yes
- No

e. Education completed:

- Less than High School
- High School
- College Graduate
- Technical / Trade

f. Do you consider yourself:

- Asian
- Black or African American
- Hispanic or Latino
- White
- Other _____

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

Thank you for your cooperation!



NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 154 ARLINGTON, VA

POSTAGE WILL BE PAID BY ADDRESSEE

NORTHERN VIRGINIA
TRANSPORTATION COMMISSION
4350 N FAIRFAX DR STE 720
ARLINGTON VA 22203-9825



that was developed is shown in Exhibit 2 and includes the bus routes, starting times, starting and ending locations, etc. As noted, all eight bus systems have been covered. A total of 58 bus trips were included in the sampling plan.

Due to the limited resources, it was decided to use the survey instrument on two occurrences of Code Orange days. The first survey would be implemented on the season's second Code Orange day. The second survey would be conducted towards the end of summer season in August. No additional surveys or baseline counts will be conducted.

SURVEY METHODOLOGY

The procedure for conducting the survey is summarized here.

MCV staff, augmented by temporary staff, were utilized to distribute and collect the short survey forms. It should be noted that relying only on temporary staff to be trained and ready for Code Orange days with a few hours notice would be difficult to implement. The temporary person(s) may be busy on the day of survey or may not be available for some other reason. Therefore, MCV relied on their regular staff to accomplish this task with limited support of the temporary staff. All 58 bus trips were surveyed over a two day period, due to staff limitations.

Every rider was provided with a survey card and a small pencil. If a rider refused to take the survey form or did not want to fill the form, the blank form was placed in the drop-off box. The surveyors were required to fill a short log sheet at the beginning and end of the trip, recording the bus route number, time, and survey form numbers (the first and last numbers of the survey forms distributed to the riders on this trip). The total survey forms distributed provided a count of the total bus riders on that bus route. The returns were also matched to the bus route and transit system based on the preprinted survey number. Each of the transit agency and their coordinators were informed in advance about the upcoming survey on forecasted code orange day, so that the bus drivers would be informed about the survey.

ON-BOARD SURVEY

The first on-board survey was conducted on Wednesday, June 27 and Thursday, June 28, as both these days were forecasted Code Orange Days. Most of the buses were surveyed on June 27 and a limited number of buses were surveyed on June 28. Exhibit 2 also shows the bus trips and the survey dates. A total of 1,256 survey forms were distributed on the two days. Most of the passengers completed the survey forms on-board and returned them to the surveyors. A limited number (approximately 30) of survey forms were mailed back. The total number of completed survey forms received were 750 or 60 percent of the sample. The second Code Orange Days was surveyed on Thursday, August 30, 2007. The second survey was conducted on one day only and 39 bus trips were surveyed. Exhibit 3 presents the bus trips, the bus routes, starting

EXHIBIT 2. BUSES SURVEYED ON JUNE 27-28, 2007

Date	Day	System	Bus Route No.	Start Time	End Time	Start Location	End Location	Start Form No.	Start End No.	Forms Distribute
6/27/2007	WED	WMATA	18R	6:13	6:57	COFFERWOODS	FRANCONIA	241	252	12
6/27/2007	WED	Connector	401	7:09	8:26	FRANCONIA	TYSONS	253	326	74
6/27/2007	WED	WMATA	26	8:38	9:25	TYSONS	BALLSTON	327	362	36
6/27/2007	WED	Connector	331	10:59	11:59	FRANCONIA	FRANCONIA	363	366	4
6/27/2007	WED	Connector	231	3:01	3:47	FRANCONIA	FRANCONIA	367	376	10
6/27/2007	WED	Connector	185	4:07	4:41	FRANCONIA	COFFERWOODS	377	380	4
6/27/2007	WED	ART	61	6:5	7:10	ROSSLYN	ROSSLYN	721	726	6
6/27/2007	WED	ART	82	7:39	8:05	PENTAGON CITY	PENTAGON CITY	727	734	8
6/27/2007	WED	ART	41	10:5	11:15	DINWIDDIO	COURT HOUSE M	735	752	18
6/27/2007	WED	WMATA	5A	6:3	7:15	Dulles AIRPORT	ROSSLYN	961	990	30
6/27/2007	WED	Connector	301	8:45	9:25	HUNTINGTON	FRANCONIA	991	992	2
6/27/2007	WED	Connector	171	9:25	11:00	FRANCONIA	HUNTINGTON	993	1036	44
6/27/2007	WED	Connector	151	12:11	1:29	HUNTINGTON	HUNTINGTON	1037	1049	13
6/27/2007	WED	Connector	425	3:35	4:10	WESTFALLS	WESTFALLS	1050	1061	12
6/27/2007	WED	Connector	28B	5:00	6:25	TYSON CONER	KING ST METRO	1062	1080	19
6/27/2007	WED	WMATA	15L	8:03	9:47	GMU	ROSSLYN	1200	1218	19
6/27/2007	WED	WMATA	17G	4:18	5:16	PENTAGON CITY	GMU	1219	1233	15
6/27/2007	WED	Connector	551	7:13	7:54	HERDON P&R	WESTFALL	1321	1360	40
6/27/2007	WED	WMATA	3B	8:06	9:08	WESTFALLS	ROSSLYN	1361	1405	45
6/27/2007	WED	WMATA	4A	9:31	10:15	ROSSLYN	GLEN,CARL	1406	1433	28
6/27/2007	WED	WMATA	23A	2:38	4:12	TYSON CONER	CRYSTAL CITY	1434	1472	39
6/27/2007	WED	Connector	597	4:15	5:05	CRTSTAL DR	RESTON	1473	1493	21
6/27/2007	WED	Connector	RIBS-2	5:19	5:52	RESTON EAST	RESTOWN CENT	1494	1515	22
6/27/2007	WED	Connector	924	6:18	6:37	HERDON P&R	DARNSVILLE RT7	1516	1523	8
6/27/2007	WED	LOUDOUN	71025	6:23	7:40	LOUDON	ROSSLYN	121	163	43
6/27/2007	WED	Connector	310	8:34	9:54	HUNTINGTON	HUNTINGTON	163	185	23
6/27/2007	WED	CUE	GREEN 1	6:44	7:4	VIENNA	VIENNA	1	36	36
6/27/2007	WED	CUE	GREEN2	8:17	9:15	VIENNA	VIENNA	37	68	32
6/27/2007	WED	CUE	GOLD 1	9:45	10:38	VIENNA	VIENNA	69	92	24
6/27/2007	WED	CUE	GOLD 2	10:46	11:44	VIENNA	VIENNA	93	108	16
6/27/2007	WED	DASH	AT-5	6:27	7:27	BRADOCK METRO	VANDORN METR	481	508	28
6/27/2007	WED	DASH	AT-4	8:3	9:11	KING ST/FAIRFAX	PENTGON	509	537	29

EXHIBIT 2 (CONTINUED). BUSES SURVEYED ON JUNE 27-28, 2007

Date	Day	System	Bus		Start		End Time	Start Location	End Location	Start		Forms Distribute
			Route No.	Time	Form No.	End No.						
6/27/2007	WED	DASH	AT-2	4:02	5:29	BRADDOCK METRO	EISENHOWER	538	579	42		
6/27/2007	WED	PRTC	M-6	6:15	8:04	MANASSAS	PENTAGON	601	625	25		
6/27/2007	WED	WMATA	21-C	8:15	8:29	PENTAGON CITY	LANDMARK MALL	626	626	1		
6/27/2007	WED	PRTC		4:00	4:40	Westfalls metro	Manassas	627	674	48		
6/27/2007	WED	PRTC		5:44	6:10	Manassas	Oaks Wellington	654	663	10		
6/27/2007	WED	Connector	125	6:45	7:35	STRINGFELLOW	VIENNA	1081	1108	28		
6/27/2007	WED	Connector	623	7:56	8:36	VIENNA METRO	VIENNA METRO	1109	1140	32		
6/27/2007	WED	WMATA	10-B	9:20	10:20	BALLSTON METRO	S.WASHINGTON ST	1141	1166	26		
6/27/2007	WED	WMATA	10-A	10:28	11:00	S.WASHINGTON	PENTAGON	1167	1181	15		
6/27/2007	WED	WMATA	25-B	12:15	1:10	BALLSTON METRO	VANDORN	1182	1200	19		
6/27/2007	WED	WMATA	17-H	4:35	5:20	PENTAGON METRO	TWINBROOK/PICK	1921	1931	11		
6/27/2007	WED	GEORGE	26-W	4:30	4:50	Westfalls metro	westfall metro	1681	1683	3		
6/27/2007	WED	GEORGE	26-E	5:20	5:40	EASTFALLS	EASTFALLS	1687	1699	13		
6/27/2007	WED	Connector	554	5:01	5:58	Westfalls metro	westfall metro	753	769	17		
6/27/2007	WED	LOUDOUN	CP1	4:00	4:40	WESTFALLS	CASCADE	185	216	32		
6/27/2007	WED	LOUDOUN	PURPLE	5:05	5:59	HUB	HUB	216	222	7		
6/28/2007	Thurs	Connector	307	7:48	8:09	Laurel Crest	Sheffield Green	1234	1235	2		
6/28/2007	Thurs	Connector	307	8:09	8:42	Sheffield Green	Laurel Crest			0		
6/28/2007	Thurs	WMATA	18J	5:01	5:33	Rolling	PENTAGON CITY	580	582	3		
6/28/2007	Thurs	WMATA	29X	5:54	6:40	PENTAGON CITY	NVCC	801	815	15		
6/28/2007	Thurs	WMATA	8Z	7:02	7:30	Quaker Lane	PENTAGON CITY	1932	1944	13		
6/28/2007	Thurs	Connector	304	8:06	8:46	FRANCONIA	FRANCONIA	1945	1965	21		
6/28/2007	Thurs	WMATA	16A	10:05	10:59	PENTAGON CITY	Americana Dr.	1966	2020	55		
6/28/2007	Thurs	PRTC	PF-2			Dale City		664	690	27		
6/28/2007	Thurs	PRTC	R-2					697	698	2		
6/28/2007	Thurs	PRTC	R-2					700	719	20		
6/28/2007	Thurs	PRTC	R-2			Ballston	Dale City	841	845	5		
6/28/2007	Thurs	PRTC	DC-2	6:37	7:20	Chin Ctr	Potomac	846	849	4		
total routes											1256	

COMPLETED FORMS 750 PERCENT COMPLETE 60%

EXHIBIT 3. BUSES SURVEYED ON AUGUST 30, 2007

Date	Day	System	Bus Route No.	Start Time	End Time	Start Location	End Location	Start Form No.	Start End No.	Forms Distribute
8/30/2007	Thurs	ART	61	0:28	0:30	ROSSLYN	ROSSLYN	2950	2959	10
8/30/2007	Thurs	ART	82	7:39	8:05	PENTAGON CITY	PENTAGON CITY	2960	2966	7
8/30/2007	Thurs	ART	41	10:30	10:55	DINWIDDIO	COURT HOUSE M	2967	2986	20
8/30/2007	Thurs	Connector	401	7:09	8:28	FRANCONIA	TYSONS	381	480	100
8/30/2007	Thurs	Connector	551	7:13	7:54	HERNDON P&R	WEST FALLS M	816	839	24
8/30/2007	Thurs	Connector	597	4:15	5:05	CRTSTAL DR	RESTON	897	912	16
8/30/2007	Thurs	Connector	RIBS-2	4:42	5:28	RESTON EAST	RESTOWN CENT	913	917	5
8/30/2007	Thurs	Connector	924	6:18	6:37	HERDON P&R	DRANESVILLE RT7	918	923	6
8/30/2007	Thurs	Connector	125	6:20	6:48	STRINGFELLOW	VIENNA	2021	2052	32
8/30/2007	Thurs	Connector	623	6:56	7:35	VIENNA METRO	VIENNA METRO	2053	2112	60
8/30/2007	Thurs	Connector	331	10:59	11:59	FRANCONIA	FRANCONIA	2200	2204	5
8/30/2007	Thurs	Connector	231	3:01	3:49	FRANCONIA	FRANCONIA	2205	2214	10
8/30/2007	Thurs	Connector	185	4:07	4:41	FRANCONIA	COFFERWOODS	2215	2222	8
8/30/2007	Thurs	Connector	301	8:41	9:20	HUNTINGTON	FRANCONIA	2808	2809	2
8/30/2007	Thurs	Connector	171	9:25	10:55	FRANCONIA	HUNTINGTON	2810	2844	35
8/30/2007	Thurs	Connector	151	11:40	12:52	HUNTINGTON	HUNTINGTON	2845	2875	31
8/30/2007	Thurs	Connector	425	3:30	4:00	WEST FALLS M	WEST FALLS M	2876	2896	21
8/30/2007	Thurs	Connector	285	5:00	6:30	TYSONS CORNER	KING ST METRO	2897	2949	53
8/30/2007	Thurs	CUE	GREEN 1	6:40	7:45	VIENNA	VIENNA	1524	1555	32
8/30/2007	Thurs	CUE	GREEN2	8:12	9:17	VIENNA	VIENNA	1556	1560	5
8/30/2007	Thurs	CUE	GREEN2	8:12	9:17	VIENNA	VIENNA	1698	1733	36
8/30/2007	Thurs	CUE	GOLD 1	9:45	10:42	VIENNA	VIENNA	1734	1764	31
8/30/2007	Thurs	CUE	GOLD 2	10:46	11:45	VIENNA	VIENNA	1765	1791	27
8/30/2007	Thurs	DASH	AT 5	6:30	7:29	Braddock Metro	Van Dom Metro	1236	1272	37
8/30/2007	Thurs	DASH	AT 4	8:31	9:12	King St/Fairfax	Pentagon	1273	1302	30
8/30/2007	Thurs	DASH	AT 2	4:02	5:29	Braddock Metro	Van Dom Metro	1303	1320	18
8/30/2007	Thurs	DASH	AT 8	5:30	6:28	VanDom Street	N Fairfax St.	2401	2457	57
8/30/2007	Thurs	DASH	AT 8	6:32	7:27	N Fairfax St.	Vandorn Street	2458	2482	25
8/30/2007	Thurs	GEORGE	26-W	4:30	4:55	WEST FALLS M	WEST FALLS M	2483	2519	37
8/30/2007	Thurs	GEORGE	26-E	5:20	5:40	EAST FALLS M	EAST FALLS M	1792	1795	4
8/30/2007	Thurs	PRTC	M-6	6:18	7:46	MANASSAS	PENTAGON CITY	1796	1800	5
8/30/2007	Thurs	PRTC		4:00	5:00	WEST FALLS M	MANASSAS	1801	1826	26
8/30/2007	Thurs	PRTC		5:20	6:10	MANASSAS	Oaks Wellington	1827	1844	18
8/30/2007	Thurs	WMATA	4A	9:31	10:15	ROSSLYN	GLEN CARLYN	1845	1849	5
8/30/2007	Thurs	WMATA	23A	2:38	4:12	TYSONS CORNER	CRYSTAL CITY	848	854	7
8/30/2007	Thurs	WMATA	3B	8:06	9:08	WEST FALLS M	ROSSLYN	856	896	41
8/30/2007	Thurs	WMATA	15L	6:56	8:15	GMU	ROSSLYN	949	1024	76
8/30/2007	Thurs	WMATA	21-C	8:52	9:15	PENTAGON CITY	LANDMARK MALL	1561	1593	33
8/30/2007	Thurs	WMATA	2 C	8:38	9:25	TYSONS	BALLSTON	1826	1826	1
8/30/2007	Thurs	WMATA	5A	6:30	7:10	Dulles AIRPORT	ROSSLYN	2161	2199	39
total routes			39					2761	2807	47
								2521	2524	4
										1086

FORMS COMPLETED 460

PERCENT COMPLETED 42%

times, starting and ending locations, etc. for the second survey day. A total of 1,086 survey forms were distributed on August 30, 2007. As in the earlier survey, most of the passengers completed the survey forms on-board and returned them to the surveyors. A limited number (approximately 10) of survey forms were mailed back. The total number of completed survey forms received were 460 or 42 percent of the sample. The return rate was less than the first survey because some people who completed the survey in June may not have completed the survey in August. Further, some drivers were not aware of the Code Orange Days in the early hours and some passengers refused to complete the survey.

CODING AND PROCESSING OF DATA

The survey forms were reviewed for their completeness. The survey data was coded and converted to electronic form using Microsoft Excel Spreadsheet. The data was analyzed to develop cross-tabs and summaries of responses. The survey data was analyzed to determine the total number of bus riders by system that use the transit on the Code Orange days. The number of passengers that would not have used the bus if it were not forecast Code Orange day was determined through the survey data. Other analysis was conducted to determine the trip length of the passengers who normally drive and took the bus because it was Code Orange Days. However, the information on trip origin and trip destination was generally not completely answered. Analysis was also conducted to determine the responses of persons to pay a small fare (\$ 0.25, \$0.50 or half price) instead of free.

The results are presented in the next section.

SURVEY RESULTS

The survey results for the June 27/28 survey are summarized in Exhibits 4 through 13 for each of the questions in the survey form (Loudoun summary includes the VTRA data since there were only three responses).

Among the key results:

- 72% were aware of the Ride Free program before boarding
- 46% knew that today was a Bad Air day and became aware by:
 - o TV, Radio or Newspaper = 38%
 - o Employer Alert = 3%
 - o Website = 3%
 - o Other = 10%
- The most important reason for choosing the bus:
 - o Regular Rider = 72%
 - o Help reduce air pollution = 5%
 - o Because of the free fare = 3%
 - o Avoid the heat = 2%

Exhibit 4. JUNE SURVEY RESULTS ON AWARENESS

1.a. Were you aware of the free bus ride on Forecast Bad Air Days?

Bus System	Total No.	Yes	%	No	%	no response	%	All
ART	8	6	75	1	13	1	13	8
CUE	78	44	56	30	38	4	5	78
DASH	69	50	72	16	23	3	4	69
FAIRFAX C	199	150	75	40	20	9	5	199
LOUDOUN	67	55	82	12	18	0	0	67
METRO	221	144	65	69	31	8	4	221
PRTC	108	90	83	12	11	6	6	108
TOTAL	750	539	72	180	24	31	4	750

1.b. Were you aware that today is a BAD AIR DAY prior to boarding the bus?

System	Tot No.	Yes	%	No	%	no response	%	All
ART	8	5	63	3	38	0	0	8
CUE	78	28	36	42	54	8	10	78
DASH	69	32	46	30	43	7	10	69
FAIRFAX C	199	98	49	87	44	14	7	199
LOUDOUN	67	35	52	28	42	4	6	67
METRO	221	75	34	109	49	37	17	221
PRTC	108	72	67	24	22	12	11	108
TOTAL	750	345	46	323	43	82	11	750

1.c. If YES, how did you become aware of the BAD AIR DAY alert today?

System	Tot No.	TV	%	Employer	%	Website	%	Others	%	no response	%	All
ART	8	4	50		0		0	1	13	3	38	8
CUE	78	28	36	1	1	5	6	7	9	37	47	78
DASH	69	25	36	2	3	2	3	6	9	34	49	69
FAIRFAX C	199	76	38	6	3	7	4	14	7	96	48	199
LOUDOUN	67	24	36	3	4	2	3	12	18	26	39	67
METRO	221	80	36	7	3	2	1	11	5	121	55	221
PRTC	108	46	43	4	4	5	5	25	23	28	26	108
TOTAL	750	283	38	23	3	23	3	76	10	345	46	750

Exhibit 5. JUNE SURVEY RESULTS - REASON TO RIDE

2.a. what is the most important reason that you chose to ride the bus today?

System	Tot No.	Regular	%	Reduce	%	Free fare	%	Heat	%	Car	%	Others	%	no response	%	All
ART	8	5	63	1	13		0		0	2	25		0	0	0	8
CUE	78	43	55	2	3	4	5	1	1	19	24	9	12	0	0	78
DASH	69	48	70	3	4	1	1	1	1	11	16	5	7	0	0	69
FAIRFAX C	199	150	75	16	8	5	3	4	2	21	11	11	6	2	1	209
LOUDOUN	67	54	81	2	3	2	3	1	1	5	7	4	6	0	0	68
METRO	221	160	72	7	3	4	2	8	4	31	14	11	5	0	0	221
PRTC	108	82	76	5	5	6	6	2	2	12	11	6	6	6	6	119
TOTAL	750	542	72	36	5	22	3	17	2	101	13	46	6	8	1	772

2.b. How do you typically make this same trip (when the full bus fare is charged)?

System	Tot No.	Bus	%	Drive	%	Auto	%	Walk/Bike	%	Ride	%	Trip	%	Other	%	no response	%	All
ART	8	7	88		0	1	13		0		0		0		0	0	0	8
CUE	78	61	78	4	5	1	1		0	3	4	2	3	3	4	4	5	78
DASH	69	57	83	3	4		0	4	6	2	3		0	2	3	1	1	69
FAIRFAX C	199	169	85	3	2	6	3	2	1	8	4	1	1	3	2	7	4	199
LOUDOUN	67	59	88	7	10	1	1		0		0		0		0	0	0	67
METRO	221	177	80	7	3	4	2	8	4	12	5	3	1	2	1	8	4	221
PRTC	108	85	79	10	9	2	2	2	2	2	2	3	3	1	1	3	3	108
TOTAL	750	615	82	34	5	15	2	16	2	27	4	9	1	11	1	23	3	750

Exhibit 6. JUNE SURVEY RESULTS - REASON TO RIDE

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

System	Tot No.	Auto	%	Vehicle	%	SUV or VAN	%	Pick-up Truck	%	Diesel	%	Other	%	no response	%	All
ART	8	5	63	1	13	1	13	0	0	0	0	0	0	1	13	8
CUE	78	45	58	5	6	6	8	3	4	2	3	6	8	11	14	78
DASH	69	37	54	2	3	12	17	1	1	0	0	7	10	10	14	69
FAIRFAX C	199	110	55	14	7	27	14	3	2	2	1	19	10	24	12	199
LOUDOUN	67	36	54	1	1	17	25	3	4	0	0	2	3	8	12	67
METRO	221	125	57	10	5	32	14	9	4	2	1	12	5	31	14	221
PRTC	108	52	48	4	4	21	19	10	9	2	2	6	6	13	12	108
TOTAL	750	410	55	37	5	116	15	29	4	8	1	52	7	98	13	750

2.d. Would you have taken the bus today if the fare was not free but:

System	Tot No.	\$ 0.25 fare				\$ 0.50 Fare				Half Fare			
		Yes	%	No	%	Yes	%	No	%	Yes	%	No	%
ART	8	4	50	1	13	5	63	1	13	6	75	1	13
CUE	78	47	60	6	8	53	68	4	5	48	62	5	6
DASH	69	53	77	4	6	48	70	4	6	45	65	7	10
FAIRFAX C	199	146	73	11	6	145	73	9	5	150	75	9	5
LOUDOUN	67	54	81	3	4	50	75	3	4	52	78	3	4
METRO	221	175	79	8	4	152	69	11	5	148	67	9	4
PRTC	108	76	70	8	7	70	65	7	6	69	64	9	8
TOTAL	750	555	74	41	5	523	70	39	5	518	69	43	6

2.e. Do you receive Metrocheck/SmartBenefits?

System	Tot No.	Yes	%	No	%	no response	%	All
ART	8	2	25	5	63	1	13	8
CUE	78	13	17	57	73	8	10	78
DASH	69	20	29	40	58	9	13	69
FAIRFAX C	199	77	39	101	51	21	11	199
LOUDOUN	67	32	48	32	48	3	4	67
METRO	221	81	37	115	52	25	11	221
PRTC	108	47	44	50	46	11	10	108
TOTAL	750	272	36	400	53	78	10	750

Exhibit 7. JUNE SURVEY RESULTS - REACHING THE BUS

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

System	Tot No.	Home	%	Work	%	Shopping	%	School	%	Other	%	no response	%	All
ART	8	8	100	1	13	1	13		0		0	0	0	10
CUE	78	56	72	8	10	2	3	1	1	9	12	2	3	78
DASH	69	48	70	16	23		0	2	3	3	4	0	0	69
FAIRFAX C	199	124	62	61	31	4	2		0	34	17	7	4	230
LOUDOUN	67	40	60	22	33	1	1	2	3	1	1	1	1	67
METRO	221	132	60	59	27	4	2	3	1	32	14	12	5	242
PRTC	108	46	43	52	48		0	1	1	5	5	4	4	108
TOTAL	750	454	61	219	29	12	2	9	1	84	11	26	3	804

3.c. How did you get from 3.a. to the bus?

System	Tot No.	Car	%	Passenger	%	Walk/Bike	%	Ride	%	Other	%	no response	%	All
ART	8		0		0	4	50	4	50		0	0	0	8
CUE	78	3	4	2	3	48	62	9	12	4	5	12	15	78
DASH	69	6	9	2	3	40	58	10	14	3	4	8	12	69
FAIRFAX C	199	25	13	11	6	101	51	32	16	10	5	20	10	199
LOUDOUN	67	39	58	5	7	7	10	16	24	4	6	0	0	71
METRO	221	29	13	11	5	119	54	25	11	14	6	23	10	221
PRTC	108	27	25	4	4	40	37	21	19	10	9	9	8	111
TOTAL	750	129	17	35	5	359	48	117	16	45	6	72	10	757

Exhibit 8. JUNE SURVEY RESULTS - DESTINATION

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

System	Tot No.	Home	Percent	Work	Percent	Shop	Percent	School	Percent	Other	Percent	no response	Percent	All
ART	8	1	13	7	88		0		0		0	0	0	8
CUE	78	7	9	35	45	1	1	16	21	15	19	4	5	78
DASH	69	20	29	31	45	4	6	2	3	9	13	3	4	69
FAIRFAX C	199	59	30	95	48	3	2	3	2	49	25	14	7	223
LOUDOUN	67	28	42	34	51	1	1		0	1	1	3	4	67
METRO	221	58	26	111	50	7	3	4	2	28	13	13	6	221
PRTC	108	55	51	32	30	1	1		0	11	10	9	8	108
TOTAL	750	228	30	345	46	17	2	25	3	113	15	46	6	774

Exhibit 9. JUNE SURVEY RESULTS - FREQUENCY OF TRAVEL

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

System	Tot No.	(5 days)	%	(2-4 Days)	%	(1 day)	%	First	%	Bad Air	%	Other	%	no response	%	All
ART	8	6	75		0	1	13		0		0	1	13	0	0	8
CUE	78	36	46	20	26	7	9	1	1	2	3	4	5	8	10	78
DASH	69	37	54	12	17	9	13	1	1		0	2	3	8	12	69
FAIRFAX C	199	132	66	38	19	7	4	3	2	1	1	4	2	14	7	199
LOUDOUN	67	39	58	16	24	6	9	1	1	1	1	2	3	2	3	67
METRO	221	117	53	44	20	8	4	6	3	3	1	15	7	28	13	221
PRTC	108	72	67	19	18	2	2	2	2	1	1	1	1	11	10	108
TOTAL	750	439	59	149	20	40	5	14	2	8	1	29	4	71	9	750

Exhibit 10. JUNE SURVEY RESULTS - FREQUENCY OF TRAVEL

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

System	Tot No.	(5 Days)	Percent	(2-4 Days)	Percent	(1 Day)	Percent	Other	Percent	no response	Percent	All
ART	8	2	25		0	3	38	1	13	2	25	8
CUE	78	3	4	8	10	30	38	21	27	16	21	78
DASH	69	6	9	6	9	26	38	18	26	13	19	69
FAIRFAX C	199	13	7	14	7	82	41	56	28	34	17	199
LOUDOUN	67	2	3	10	15	32	48	19	28	4	6	67
METRO	221	16	7	17	8	85	38	52	24	51	23	221
PRTC	108	12	11	7	6	39	36	26	24	24	22	108
TOTAL	750	54	7	62	8	297	40	193	26	144	19	750

Exhibit 11. JUNE SURVEY RESULTS - DEMOGRAPHICS

7.a. Gender:

System	Tot No.	Male	%	Female	%	no response	%	All
ART	8	4	50	4	50	0	0	8
CUE	78	32	41	33	42	13	17	78
DASH	69	23	33	33	48	13	19	69
FAIRFAX	199	90	45	84	42	25	13	199
LOUDOUN	67	38	57	22	33	7	10	67
METRO	221	105	48	85	38	31	14	221
PRTC	108	42	39	50	46	16	15	108
TOTAL	750	334	45	311	41	105	14	750

7.b. Age Grouping:

System	Tot No.	< 18	%	18-24	%	25-34	%	35-44	%	45-54	%	55-64	%	65-74	%	75+	%	no response	%	All
ART	8		0	1	13	3	38	2	25		0	2	25		0		0	0	0	8
CUE	78	2	3	28	36	18	23	7	9	6	8	4	5	1	1	1	1	11	14	78
DASH	69	3	4	7	10	18	26	14	20	8	12	8	12	2				9	13	69
FAIRFAX	199	6	3	24	12	49	25	25	13	37	19	29	15	7	4	1	1	21	11	199
LOUDOUN	67	2	3	3	4	10	15	19	28	15	22	13	19	2	3			3	4	67
METRO	221	4	2	22	10	39	18	38	17	45	20	38	17	5	2	2	1	28	13	221
PRTC	108	2	2	6	6	20	19	21	19	29	27	18	17	1	1			11	10	108
TOTAL	750	19	3	91	12	157	21	126	17	140	19	112	15	18	2	4	1	83	11	750

Exhibit 12. DEMOGRAPHICS

Table 7c. What is your approximate household income per year? (in thousands)

System	Tot No.	<25	%	25-49	%	50-74	%	75-99	%	100+	%	no response	%	All
ART	8	4	50	2	25		0	1	13	1	13	0	0	8
CUE	78	24	31	15	19	8	10	5	6	4	5	22	28	78
DASH	69	16	23	9	13	10	14	7	10	9	13	18	26	69
FAIRFAX	199	40	20	33	17	20	10	23	12	40	20	43	22	199
LOUDOUN	67	7	10	4	6	8	12	5	7	30	45	13	19	67
METRO	221	38	17	40	18	20	9	18	8	46	21	59	27	221
PRTC	108	13	12	19	18	16	15	16	15	22	20	22	20	108
TOTAL	750	142	19	122	16	82	11	75	10	152	20	177	24	750

7.d. Are you currently employed?

System	Tot No.	Yes	%	No	%	no response	%	All
ART	8	6	75	1	13	1	13	8
CUE	78	43	55	24	31	11	14	78
DASH	69	53	77	8	12	8	12	69
FAIRFAX	199	156	78	17	9	26	13	199
LOUDOUN	67	59	88	5	7	3	4	67
METRO	221	171	77	17	8	33	15	221
PRTC	108	93	86	3	3	12	11	108
TOTAL	750	581	77	75	10	94	13	750

Exhibit 13. DEMOGRAPHICS

7.e. Education completed:

System	Tot No.	< HighSch	%	HighSchool	%	College	%	Technical	%	no response	%	All
ART	8		0	4	50	4	50		0	0	0	8
CUE	78	4	5	19	24	39	50	3	4	13	17	78
DASH	69	3	4	16	23	38	55	3	4	9	13	69
FAIRFAX C	199	11	6	40	20	116	58	14	7	18	9	199
LOUDOUN	67	1	1	9	13	49	73	3	4	5	7	67
METRO	221	5	2	47	21	127	57	8	4	34	15	221
PRTC	108	2	2	26	24	61	56	8	7	11	10	108
TOTAL	750	26	3	161	21	434	58	39	5	90	12	750

7.f. Do you consider yourself:

System	Tot No.	Asian	%	Black	%	Hisp/Latin	%	White	%	Other	%	no response	%	All
ART	8		0	1	13	3	38	4	50		0	0	0	8
CUE	78	22	28	12	15	8	10	19	24	6	8	11	14	78
DASH	69	1	1	19	28	8	12	31	45	3	4	7	10	69
FAIRFAX C	199	32	16	35	18	22	11	78	39	9	5	23	12	199
LOUDOUN	67	11	16	9	13	6	9	36	54	1	1	4	6	67
METRO	221	28	13	38	17	17	8	96	43	9	4	33	15	221
PRTC	108	5	5	31	29	22	20	31	29	6	6	13	12	108
TOTAL	750	99	13	145	19	86	11	295	39	34	5	91	12	750

- o Do not have a car = 13%
 - o Other = 6%
- How passengers would have typically made the same trip if full bus fare was charged:
 - o Same bus = 82%
 - o Driven an automobile = 5%
 - o Passenger in an automobile = 2%
 - o Walk or Bike = 2%
 - o Ride other Transit = 4%
 - o Would not have made trip = 1%
 - o Other = 1%
 - o No response = 3%
- If a small fare was charged would the passengers still ride:
 - o 25 cents = 74% YES
 - o 50 cents = 70% YES
 - o ½ price = 69% YES
- The household income varied from less than \$ 25,000 (19 percent) to greater than \$100,000 (20 percent)
- 77 percent of the respondents were currently employed
- 58 percent of the respondents were college graduates
- the age grouping were predominantly from 18 to 64 years

With reference to the above key results, the August survey showed the following significant differences (it should be noted that the Loudoun County Transit and VRTA were not surveyed):

- 31 percent were aware that today was a bad air day versus 46 percent in the June survey and 25 percent became aware through TV, radio or newspaper.
- How passengers would have typically made the same trip if full bus fare was charged:
 - o Same bus = 80%
 - o Driven an automobile = 3%
 - o Passenger in an automobile = 0%
 - o Walk or Bike = 4%
 - o Ride other Transit = 4%
 - o Would not have made trip = 2%
 - o Other = 4%
 - o No response = 3%

Thirty-six respondents indicated that they typically made the trip on code orange day by driving an automobile. Since this is the market segment that results in emissions reductions on code orange days, details on their characteristics are presented in Exhibit 14.

COST-EFFECTIVENESS ANALYSIS

NVTC provided the reported ridership by bus operators for each of the forecast Code Orange Days for the year 2007. The average ridership for the three previous weeks for the same day was also provided. This data is summarized in Exhibit 15. This data shows that for the year 2007 the reported ridership was 1,927,615 passengers, whereas, the average ridership was 2,086,707 passengers. This shows that on a systemwide basis, there were fewer passengers riding on Code Orange Days than on the previous days. This is true for the two survey time periods also. This may be due to incomplete ridership counts by some transit operators on Code Orange Days that results in the reported ridership on forecast bad air days being lower than the ridership that actually occurred on these days. In order to check and verify if there is a systematic bias in counting bus passengers on Code Orange Days, passenger counts on specific bus trips were obtained from WMATA. This data was compared with the survey passenger counts. The comparison showed that for the twelve bus trips, WMATA bus drivers recorded 170 passengers, whereas, the survey showed 285 passengers. This small sample showed that the WMATA bus drivers were under reporting passenger counts on Code Orange Days by approximately 67 percent.

The cost for each of the Code Orange Days for each bus operator was also provided by NVTC. This data is summarized in Exhibit 16. The cost for a weekday forecast Code Orange Days varies from \$ 108,000 to \$ 135,000 or an average of \$ 120,000. The total cost for the year 2007 was approximately \$ 1.7 million.

The primary reason for conducting the forecast Code Orange Day free fare program is to reduce emissions on extreme pollution days when the one-hour NAAQS standard for ozone is likely to be exceeded. While offering free bus fares has the ancillary benefits of attracting new riders to transit and reducing vehicle travel and traffic congestion on these days, the ultimate goal for which the program is funded is to reduce emissions on these days. Hence, the major purpose of this surveys was to collect data to determine the effectiveness of the fare free program in reducing emissions. Assumptions were made for translating the reported bus ridership changes into vehicle trip and vehicle miles of travel (VMT) reductions and emissions reductions.

The assumptions are as follows (these are consistent with the Effectiveness of Free Bus fares on Forecast Air Quality Code Red Days, prepared for NVTC, dated December 31, 2003):

- Prior Mode and Vehicle Trips reduced: The new bus rider on a free fare day would

EXHIBIT 14. JUNE SURVEY RESULTS - DETAILS OF DIVERTED TRIPS FROM AUTOMOBILES

- Only 58% were aware of the Ride Free program before boarding
- 44% knew that today was a Bad Air day and 31% became aware by TV, Radio or Newspaper
- The most important reason for choosing the bus:
 - o Help reduce air pollution = 22%
 - o Because of the free fare = 19%
 - o Avoid the heat = 11%
- 61% would have driven in an automobile and 19% in a SUV or Van if the passengers drove
- 61% came from home and 28% came from work before boarding the bus
- 42% walked to the bus stop and 28% drove to the bus stop
- 50% were going to work and 33% were going home
- If a small fare was charged would the passengers still ride:
 - o 25 cents = 72% YES
 - o 50 cents = 64% YES
 - o ½ price = 42% YES
- 19 % of the respondents received Mterochek/SmartBenefits
- Frequency of making this trip by bus:
 - o 5 or more days = 22%
 - o 2-4 days = 28%
 - o 1 day = 17%
 - o Only on Bad Air day = 8%
- Frequency of making this trip by Automobile:
 - o 5 or more days = 22%
 - o 2-4 days = 22%
 - o 1 day = 31%
- 56 % of the respondents were male and 33% were female
- The household income varied from less than \$ 25,000 (14 percent), \$25,000 to \$ 49,000 (19%), \$ 50,000 to \$ 74,000 (17%) and greater than \$100,000 (28 percent)
- 81 % of the respondents were currently employed
- 78 % of the respondents were college graduates
- the age grouping was predominantly from 25 to 34 years (33%)
- The respondents noted the following:
 - o Asian = 19%
 - o Black = 14%
 - o Hispanic/Latino = 17%
 - o White = 31%

EXHIBIT 15. RIDE FREE RIDERSHIP DATA

RIDE FREE DAY	METRO			ART			DASH			LCT		
	Reported Ridership	Average Ridership	% Change	Reported Ridership	Average Ridership	% Change	Reported Ridership	Average Ridership	% Change	Reported Ridership	Average Ridership	% Change
5/31/2007	50,207	79,252	-58%	3,763	3,847	-2%	14,538	13,391	8%	3,079	2,844	8%
6/1/2007	53,690	74,068	-38%	3,982	3,957	1%	15,343	13,093	15%	2,754	2,366	14%
6/18/2007	58,875	81,183	-38%	3,417	3,918	-15%	14,799	13,841	6%	3,075	2,942	4%
6/19/2007	60,797	82,168	-35%	3,545	3,986	-12%	15,603	13,823	11%	3,137	3,087	2%
6/27/2007	47,967	81,820	-71%	3,474	4,077	-17%	15,255	13,878	9%	3,048	3,011	1%
6/28/2007	63,821	81,629	-28%	3,636	4,237	-17%	15,274	13,881	9%	3,028	2,934	3%
7/8/2007	18,970	21,063	-11%	924	896	3%	4,847	4,744	2%	-	-	-
7/9/2007	78,894	80,872	-3%	3,508	3,550	-1%	15,184	13,942	8%	3,178	2,937	8%
7/10/2007	81,839	74,569	9%	3,339	3,706	-11%	14,662	13,928	5%	3,298	2,895	12%
8/2/2007	65,280	75,470	-16%	6,018	4,314	28%	15,642	13,999	11%	3,147	2,970	6%
8/3/2007	63,164	70,989	-12%	3,607	3,924	-9%	15,305	13,796	10%	2,659	2,490	6%
8/4/2007	36,060	37,571	-4%	1,424	1,668	-17%	8,612	7,393	14%	-	-	-
8/7/2007	68,751	71,585	-4%	4,295	4,120	4%	15,295	14,181	7%	3,249	3,149	3%
8/8/2007	69,682	71,321	-2%	3,467	3,753	-8%	15,682	14,296	9%	3,179	3,021	5%
8/25/2007	36,338	38,112	-5%	1,256	1,218	3%	6,752	7,095	-5%	-	-	-
8/30/2007	84,934	78,535	8%	3,265	3,136	4%	14,727	13,422	9%	2,750	2,952	-7%
	58,704	68,763		52,920	54,307							

RIDE FREE DAY	Fairfax Connector			CUE			PRTC			VRT		
	Reported Ridership	Average Ridership	% Change	Reported Ridership	Average Ridership	% Change	Reported Ridership	Average Ridership	% Change	Reported Ridership	Average Ridership	% Change
5/31/2007	26,190	31,935	-22%	3,248	3,438	-6%	12,125	11,159	8%	1,265	1,118	12%
6/1/2007	31,689	32,668	-3%	3,002	3,370	-12%	11,938	11,159	7%	1,280	1,057	17%
6/18/2007	33,627	33,489	0%	2,768	3,446	-24%	10,722	11,294	-5%	1,363	1,166	14%
6/19/2007	35,185	34,372	2%	3,431	3,377	2%	11,832	11,660	1%	1,302	1,154	11%
6/27/2007	34,398	34,891	-1%	2,436	3,523	-45%	10,504	11,530	-10%	1,390	1,110	20%
6/28/2007	35,709	35,579	0%	2,460	3,311	-35%	10,265	11,072	-8%	1,239	1,223	1%
7/8/2007	11,106	10,539	5%	473	623	-32%	-	-	-	-	-	-
7/9/2007	32,722	34,460	-5%	3,211	3,412	-6%	10,032	10,825	-8%	1,336	1,300	3%
7/10/2007	32,722	34,397	-5%	3,490	3,377	3%	10,992	11,445	-4%	1,431	1,278	11%
8/2/2007	31,890	33,497	-5%	3,397	3,578	-5%	10,720	10,687	0%	1,257	1,324	-5%
8/3/2007	30,917	31,618	-2%	3,276	3,056	7%	10,736	9,717	9%	1,430	1,333	7%
8/4/2007	13,508	16,344	-21%	1,156	1,288	-11%	1,450	1,275	12%	84	146	-74%
8/7/2007	34,250	33,851	1%	3,562	3,521	1%	12,324	10,782	13%	1,345	1,308	3%
8/8/2007	34,358	36,088	-5%	3,728	3,458	7%	11,740	10,839	8%	1,371	1,282	7%
8/25/2007	12,812	16,197	-26%	1,101	1,241	-13%	1605	1322	18%	297	325	-9%
8/30/2007	35,268	36,079	-2%	4,326	3,574	17%	10239	10744	-5%	1,890	1,661	12%

EXHIBIT 16. COST FOR CODE ORANGE DAYS

Bus System	31-May-07	1-Jun-07	18-Jun-07	19-Jun-07	27-Jun-07	28-Jun-07	8-Jul-07	9-Jul-07
METRO	\$ 34,116.00	\$ 34,930.00	\$ 37,068.29	\$ 40,162.91	\$ 38,246.00	\$ 37,707.00	\$ 8,691.44	\$ 41,449.51
ART	\$ 4,809.17	\$ 4,946.67	\$ 4,897.50	\$ 4,982.08	\$ 5,347.08	\$ 5,296.67	\$ 1,120.00	\$ 4,437.50
DASH	\$ 6,484.75	\$ 6,388.92	\$ 6,809.30	\$ 6,880.70	\$ 6,854.98	\$ 6,900.12	\$ 1,800.85	\$ 706.48
LCT	\$ 14,090.00	\$ 11,617.00	\$ 14,670.00	\$ 15,351.00	\$ 15,002.00	\$ 14,609.00	N/A	\$ 14,585.00
Fairfax Connector	\$ 19,910.00	\$ 18,966.00	\$ 19,117.00	\$ 19,428.00	\$ 22,722.22	\$ 22,756.88	\$ 6,275.97	\$ 22,302.63
CUE	\$ 1,182.00	\$ 1,093.00	\$ 996.50	\$ 1,235.00	\$ 877.00	\$ 886.00	\$ 170.00	\$ 1,156.00
PRTC	\$ 29,217.00	\$ 29,217.00	\$ 29,761.00	\$ 30,912.00	\$ 30,808.00	\$ 29,693.00	n/a	\$ 28,832.00
VRT	\$ 327.24	\$ 351.53	\$ 331.07	\$ 406.12	\$ 293.04	\$ 290.29	N/A	\$ 347.74
Total	\$ 110,136.16	\$ 107,510.12	\$ 113,650.66	\$ 119,357.81	\$ 120,150.32	\$ 118,138.96	\$ 18,058.26	\$ 113,816.86

Bus System	10-Jul-07	2-Aug-07	3-Aug-07	4-Aug-07	7-Aug-07	8-Aug-07	25-Aug-07	30-Aug-07
METRO	\$ 34,998.06	\$ 57,613.77	\$ 52,799.40	\$ 26,173.32	\$ 54,134.90	\$ 53,900.12	\$ 26,062.22	\$ 55,116.58
ART	\$ 4,632.00	\$ 5,392.00	\$ 4,905.00	\$ 2,085.00	\$ 5,150.00	\$ 4,691.25	\$ 1,522.92	\$ 3,920.00
DASH	\$ 6,979.40	\$ 6,981.83	\$ 6,782.65	\$ 2,750.80	\$ 7,102.23	\$ 7,220.90	\$ 2,698.53	\$ 6,742.37
LCT	\$ 14,337.00	\$ 14,610.00	\$ 12,082.00	-	\$ 15,529.00	\$ 14,882.00	-	\$ 14,526.00
Fairfax Connector	\$ 22,296.27	\$ 14,780.41	\$ 14,332.32	\$ 9,244.35	\$ 21,648.23	\$ 23,090.53	\$ 9,266.55	\$ 23,252.87
CUE	\$ 1,256.00	\$ 1,487.72	\$ 1,330.08	\$ 563.60	\$ 1,449.68	\$ 1,435.10	\$ 533.75	\$ 1,417.60
PRTC	\$ 30,820.00	\$ 28,829.00	\$ 24,915.00	\$ 1,275.00	\$ 29,296.00	\$ 28,985.00	\$ 1,322.00	\$ 28,727
VRT	\$ 306.49	\$ 385.04	\$ 331.33	\$ 333.99	\$ 389.92	\$ 330.64	\$ 200.00	\$ 392.00
Total	\$ 115,625.22	\$ 130,079.77	\$ 117,477.78	\$ 42,426.06	\$ 134,699.96	\$ 134,535.54	\$ 41,605.97	\$ 134,094.42

generally be expected to mirror the mode choice patterns among the traveling public at large. The 2000 Census journey-to-work data reports commuter mode shares for each of the area jurisdictions. As the various operators serve fairly specific jurisdictions, it is possible to estimate vehicle trip diversion rates for each jurisdiction and operator. The NVTC study provides the methodology for estimating vehicle trips per diverted bus rider and is as follows:

Arlington	0.830
Alexandria	0.868
Fairfax Co.	0.904
Falls Church	0.873
Fairfax City	0.889
Loudoun	0.926
Prince William	0.875
Manassas	0.879
NOVA region	0.891

- VMT Reductions: As noted before, the survey respondents did not provide specific data to estimate the average trip length based on trip origin and trip destination. The NVTC study was utilized to estimate the average trip length from the 2000 Census journey to work data. The average for the entire Northern Virginia region, which is used for Metrobus, is the weighted sum across all the jurisdictions. It should be noted that MWCOC assumes an average trip length of 15.5 miles for all regional commute trips. The average one-way commute trip length for each jurisdiction is as follows:

Arlington	6.53 miles
Alexandria	7.27 miles
Prince William	14.91 miles
Loudoun County	15.57 miles
Fairfax County	14.44 miles
Fairfax City	7.74 miles
NOVA/Metrobus	12.95 miles

VOCs and NOx are the two primary vehicle-related pollutants that are the precursors to ozone and smog. The estimated vehicle trip and VMT reductions are translated into equivalent emissions reductions for VOCs and NOx, respectively, using the 2007 emissions rates provided by MWCOC for cold starts (grams per trip) and running emissions (grams per mile). The emissions reductions are computed separately for VMT reductions and vehicle trip reductions (VTR), to account for the vehicle “cold starts”, when excess emissions occur each time a vehicle is used, independent of the trip length. Exhibit 17 presents the computations and results for the June 27/28 survey days. Included in Exhibit 17 is the percent reduction of trips due to diversion from auto to bus, vehicle trip reductions, VMT reductions, NOx and VOC reductions (in tons per day) for cold start and running emissions and the average cost for the two survey days. As noted before, since there is a difference between average ridership and reported

EXHIBIT 17. COMPUTATIONS OF TRIP, VMT AND EMISSIONS REDUCTIONS

BASED ON AVERAGE DAILY RIDERSHIP JUNE 27-28

Bus System	Percent Reduction	AVERAGE		AVERAGE		VEH TRIP	VEH TRIP	VEH TRIP	VMT	NOX		VOC		NOX+VOC	
		DAILY RIDERSHIP	TRIP RED	TRIP LGTH	TRIP LGTH					Cold Start	Running	Cold Start	Running	TOTAL	TOTAL
ART	0%	4157	0	6.53	0.83	0	0	0	0	0.00133	0.001446	0.000334	0.000323	0.002236	\$5,322
CUE	5%	3417	175	7.74	0.889	156	1206	0.000446	0.005013	0.001124	0.004567	0.001124	0.00102	0.007157	\$6,878
DASH	4%	13880	603	7.27	0.868	524	3808	0.000409	0.008316	0.00103	0.001857	0.001857	0.002887	0.011612	\$22,740
FAIRFAX CONNEX	2%	35235	531	14.44	0.904	480	6934	0.000183	0.004016	0.000461	0.000897	0.000461	0.000897	0.005558	\$14,806
LOUDOUN	8%	2973	232	15.57	0.926	215	3349	0.0001963	0.035821	0.004947	0.037784	0.004947	0.008	0.012948	\$37,977
METRO	3%	81724	2589	12.95	0.891	2306	29868	0.000779	0.016371	0.001964	0.003656	0.001964	0.003656	0.02277	\$30,251
PRTC	9%	11300	1046	14.91	0.875	916	13650	0.000104	0.00073	0.000834	0.000261	0.000163	0.000424	0.001258	\$292
VRT	10%	1315	132	5.00	0.926	122	609	0.000104	0.00073	0.010122	0.015917	0.010122	0.015917	0.026039	\$119,145
TOTAL	4%	154001	5308			4719	59423	0.004015	0.071267	0.075283	0.021534	0.003341	0.058711	0.083586	\$119,145

BASED ON REPORTED DAILY RIDERSHIP

Bus System	Percent Reduction	REPORTED		AVERAGE		VEH TRIP	VEH TRIP	VEH TRIP	VMT	VOC		NOX		NOX+VOC	
		DAILY RIDERSHIP	TRIP RED	TRIP LGTH	TRIP LGTH					Cold Start	Running	Cold Start	Running	TOTAL	TOTAL
ART	0%	3555	0	6.53	0.83	0	0	0	0	0.000239	0.000231	0.000471	9.5E-05	0.001036	\$5,322
CUE	5%	2448	126	7.74	0.889	112	864	0.001236	0.001122	0.002358	0.00049	0.005023	0.005513	0.007871	\$6,878
DASH	4%	15265	664	7.27	0.868	576	4188	0.001025	0.001848	0.002873	0.000407	0.008273	0.00868	0.01552	\$22,740
FAIRFAX CONNEX	2%	35054	528	14.44	0.904	478	6898	0.000471	0.000917	0.001388	0.000187	0.004104	0.004291	0.005679	\$14,806
LOUDOUN	8%	3038	237	15.57	0.926	220	3422	0.003384	0.005472	0.008856	0.001342	0.024499	0.025842	0.034697	\$37,977
METRO	3%	55894	1770	12.95	0.891	1577	20428	0.001805	0.00336	0.005165	0.000716	0.015045	0.015761	0.020926	\$30,251
PRTC	9%	10385	962	14.91	0.875	841	12545	0.000261	0.000163	0.000424	0.000104	0.00073	0.000834	0.001258	\$292
VRT	10%	1315	132	5.00	0.926	122	609	0.000104	0.00073	0.010122	0.015917	0.010122	0.015917	0.026039	\$119,145
TOTAL	4%	126954	4419			3926	48954	0.008421	0.013113	0.021534	0.003341	0.058711	0.062052	0.083586	\$119,145

ridership, the reductions have been computed using each of the two variables. The trip reductions, VMT reductions and emission reductions were computed for the August 30, 2007 survey also.

The cost-effectiveness of the free fare program was evaluated using several effectiveness measures. The cost per ton of NOX or VOC reductions were estimated as well as the cost per ton of NOX plus VOC reductions. These were estimated for average ridership and reported ridership for the June and August survey days. The results are presented in Exhibit 18. The cost per ton of NOX plus VOC reductions varied from \$ 813,583 for the reported ridership in August to a high of \$ 1,425,421 for reported ridership for the June survey.

The NVTC study noted that another way of assessing the reasonableness or relative attractiveness of the forecast Code Red or Orange Day free bus fare program is to compare its performance with national experience. For this, the CMAQ program evaluation performed by the Transportation Research Board (TRB) for Congress in 2002 offers a good sampling of measures used around the country over the past 10 years¹. However, to compare the Code Orange program with the TRB studies, it is first necessary to “weight” the emission reductions in the manner that the TRB committee elected to do for the purpose of magnifying the importance of NOx reductions over VOCs. Because NOx reductions have been historically more difficult to come by in air quality management efforts, they have generally been regarded at a premium when comparing strategies, particularly since some strategies have a comparative advantage in reducing NOx over VOCs. To reflect this, the TRB committee, comprised of State, MPO and academic/research air quality specialists from around the country, agreed to weight NOx emissions at 4 times the value of VOCs. To be able to compare the Code Orange program with these national studies, Exhibit 18 also includes the cost per ton of emissions reductions using a 4 to 1 weighting ratio for NOX to VOC. Using the weighting ratio, the cost-effectiveness is almost 30 percent of the cost per ton without the weighting. The cost-effectiveness is reduced to \$ 250,818 per ton for the August survey. This can be compared with the TRB study (See Exhibit 19) which showed that the cost per ton ranged from a low of \$ 800 for pricing measures to a high of \$ 8.227 million for Telework.

The NVTC forecast Code Red Day free bus fare program study stated that the attractiveness of the program would depend upon (1) how dire the need is for emissions reductions at any given time given conformity or ozone exceedance considerations, and (2) what other strategies are available for use and their comparative cost. MWCOG staff have stated that when emissions strategies such as the forecast Code Orange Day free fare program are considered for adoption, more criteria are applied to that determination than just cost per ton. Political acceptability, type of pollutant, ease of administration,

¹ The Congestion Mitigation and Air Quality Program: Assessing 10 Years of Experience. Special report Number 264, Transportation Research Board, Washington 2002

EXHIBIT 18. COST-EFFECTIVENESS ANALYSIS

AUGUST 30, 2007 SURVEY

Bus System	JUNE 27-28, 2007 SURVEY				AUGUST 30, 2007 SURVEY				
	AVERAGE RIDERSHIP	COST PER TON - NOX	COST PER TON - VOC	COST PER TON NOX+VOC	COST	NOX REDUCTIONS	VOC REDUCTIONS	COST PER TON - NOX	COST PER TON NOX+VOC
ART	4157	N/A	N/A	N/A	\$3,920	0	0	N/A	0
CUE	3417	\$558,397	\$1,341,430	\$394,273	\$1,418	0.00034	0.00014	\$4,226,701	\$2,984,390
DASH	13880	\$1,371,957	\$3,208,255	\$961,001	\$6,742	0.00074	0.00032	\$9,070,996	\$6,353,869
FAIRFAX CONNECTOR	35235	\$2,606,381	\$7,875,506	\$1,958,290	\$23,253	0.03865	0.01279	\$601,668	\$452,060
LOUDOUN	2973	\$3,525,750	\$10,899,474	\$2,664,002	\$0	0.00000	0.00000	\$0	\$0
METRO	81724	\$1,005,107	\$2,933,032	\$748,580	\$55,117	0.04844	0.01660	\$1,137,912	\$847,490
PRTC	11300	\$1,763,876	\$5,382,429	\$1,328,510	\$28,727	0.01904	0.00624	\$1,508,885	\$1,136,457
VRT	1315	\$349,794	\$687,415	\$231,827	\$0	0.00000	0.00000	\$0	\$0
TOTAL	154001	\$1,582,628	\$4,575,628	\$1,175,904	\$119,176	0.10720	0.03609	\$1,111,708	\$831,735

AUGUST 30, 2007 SURVEY

Bus System	JUNE 27-28, 2007 SURVEY				AUGUST 30, 2007 SURVEY				
	AVERAGE RIDERSHIP	COST PER TON - NOX	COST PER TON - VOC	COST PER TON NOX+VOC	COST	NOX REDUCTIONS	VOC REDUCTIONS	COST PER TON - NOX	COST PER TON NOX+VOC
ART	3555	N/A	N/A	N/A	\$3,920	0.00000	0.00000	N/A	\$0
CUE	2448	\$779,429	\$1,872,413	\$550,339	\$1,418	0.00041	0.00017	\$3,491,963	\$2,465,605
DASH	15265	\$1,247,479	\$2,917,169	\$873,809	\$6,742	0.00082	0.00035	\$8,267,190	\$5,790,836
FAIRFAX CONNECTOR	35054	\$2,619,839	\$7,916,171	\$1,968,401	\$23,253	0.03778	0.01250	\$615,504	\$462,455
LOUDOUN	3038	\$3,450,314	\$10,666,272	\$2,607,003	\$0	0.00000	0.00000	\$0	\$0
METRO	55894	\$1,469,591	\$4,288,459	\$1,094,517	\$55,117	0.05238	0.01795	\$1,052,181	\$783,639
PRTC	10385	\$1,919,287	\$5,856,663	\$1,445,562	\$28,727	0.01814	0.00595	\$1,583,305	\$1,192,508
VRT	1315	\$349,794	\$687,415	\$231,827	\$0	0.00000	0.00000	\$0	\$0
TOTAL	126954	\$1,920,090	\$5,532,874	\$1,425,421	\$119,145	0.10953	0.03692	\$1,087,811	\$813,583

EXHIBIT 19. RANGE OF COST-EFFECTIVENESS OF CMAQ-FUNDED EMISSIONS REDUCTION STRATEGIES (NOX:VOC WEIGHTING OF 4:1)

	Number of Cases	Cost per Ton Range		Median	FY92-98 CMAQ Obligations
		Low	High		
Traffic Flow Improvements					
Signalization	5	\$6,000	\$128,000	\$20,100	9.3%
Freeway/Incident Management	4	\$2,300	\$543,900	\$102,400	7.5%
HOV Facilities	2	\$15,700	\$336,800	\$176,200	5.2%
Intersections, Traveler Info, Other	0	NA	NA	NA	12.9%
Group Average		\$6,418	\$317,200	\$99,567	
Ridesharing					
Regional Rideshare	5	\$1,200	\$1,600	\$7,400	4.0%
Vanpool Programs	6	\$5,200	\$89,000	\$10,500	2.4%
Park & Ride Lots	4	\$8,600	\$70,700	\$43,000	1.6%
Group Average		\$4,773	\$54,987	\$20,300	
Travel Demand Management					
Misc. TDM	9	\$2,300	\$33,200	\$12,500	3.0%
Employer Trip Reduction	7	\$5,799	\$175,500	\$22,700	2.2%
Group Average		\$3,831	\$95,456	\$17,600	0.8%
Telework					
All	10	\$13,300	\$8,227,000	\$251,800	0.0%
Bike/Pedestrian					
All	14	\$4,200	\$344,700	\$84,100	3.3%
Transit Improvements					
Shuttles, Feeder, Paratransit	15	\$12,300	\$1,974,000	\$87,500	42.2%
New Capital Systems/Vehicles	6	\$8,500	\$470,800	\$66,400	7.4%
Conventional Service Upgrades	10	\$3,800	\$99,800	\$22,100	10.4%
Park & Ride Lots	1	\$52,000	\$52,000	\$52,000	7.4%
Group Average		\$10,172	\$1,046,400	\$57,000	1.3%
Other					
Conventional Fuel Vehicles	6	\$400	\$39,900	\$15,000	6.8%
Alternative Fuel Buses	11	\$6,700	\$568,700	\$126,400	12.4%
Alternative Fuel Vehicles	2	\$4,000	\$31,600	\$17,800	3.3%
Inspection & Maintenance	5	\$4,426	\$5,800	\$1,900	0.8%
Group Average		\$4,426	\$274,471	\$40,275	2.9%
Pricing Measures					
Modal Subsidies & Vouchers	14	\$800	\$471,000	\$46,600	0.0%
Charges and Fees	6	\$800	\$49,400	\$10,300	
Group Average		\$800	\$344,520	\$28,450	

Source: Transportation Research Board Special Report 264. *The Congestion Mitigation and Air Quality Improvement Program: Assessing 10 Years of Experience*. Table 4-2. (2002).

and scale of reduction are all used in gauging an effective strategy. Also important is the fact that the forecast Code Orange Day free fare program is strategic as an “episodic” control measure, i.e., it is brought into play on days when ozone exceedances are anticipated, and when additional efforts are necessary to try to avert an exceedance of the 1-hour standard. The most direct comparison of the forecast Code Orange Day free fare program with other current regional efforts would be MWCOG’s Transportation Emissions Reductions Measures (TERMS) Under Consideration for Conformity of the 2006 CLRP and FY 2007-2012 TIP, Year 2010 Emissions Estimate (dated September 20, 2006). The data from this study was used to develop cost-effectiveness measures similar to the ones developed for the Code Orange Days study, as shown in Exhibit 20. The cost-effectiveness of potential TERMS varies from a low of \$ 250 (for the Bose Automobile anti-air pollutant and energy conservation system) using the weighting ratio to a high of \$ 890,000 for 6 kiosks in Maryland. Four of the potential TERMS are less cost-effective than the Code Orange Days fare free program.

CONCLUSIONS

The on-board surveys show that approximately 4.4 percent and 3.2 percent of the bus riders on Code Orange Days in June and August, respectively, were automobile drivers on non Code Orange Days. This translates to approximately 4,000 to 4,700 vehicle trip reductions and approximately 49,000 to 59,000 VMT reduction, based on the June survey. The August survey showed a higher reductions of approximately 6,200 to 6,400 vehicle trip reductions and approximately 85,000 to 87,000 VMT reduction. The August survey shows a significantly higher trip reductions in the Fairfax Connector bus system. Fairfax Connector bus system has a longer average trip length than DASH or CUE and results in higher VMT reductions. Consequently, the cost-effectiveness of the August survey is approximately 57 to 70 percent better than the June survey.

The cost-effectiveness of the Code Orange Days using the NOX to VOC weighting of 4 to 1 results in a cost-effectiveness that lies within the potential TERMS being considered by MWCOG for Conformity of CLRP and TIP. Further, the Code Orange Days cost-effectiveness is also within the range of emission reduction strategies considered in the TRB CMAQ funded program.

EXHIBIT 20. COST-EFFECTIVENESS OF POTENTIAL TERMS

Potential Terms	Cost	NOX (2010)		VOC(2010)		COST EFFECTIVENESS		Cost Per ton	
		TONS/DAY	TONS/DAY	TONS/DAY	TONS/DAY	NOX(\$/T)	VOC(\$/T)	NOX+VOC	4NOX+VOC
M-160 bose automobile anti-air pollutant and energy conservation syst	\$610	0.61				1,000		\$1,000	\$250
M-162 early engine retirement(pre-88)	\$1,980	0.9				2,200		\$2,200	\$550
M-159 w15-590-diesel fueladditive	\$359	0.133				2,700		\$2,700	\$675
M-163 truck idling(truck stops and auxiliary power unit)	\$1,840	0.4				4,600		\$4,600	\$1,150
M-07A Voluntary Employer parking cash-out subsidy	\$641	0.1192	0.0741			5,379	8,655	\$3,317	\$1,164
M-103a 150 taxicab replacement program -conventional vehicle	\$2,328	0.175	1.136			13,300	20,450	\$1,775	\$1,268
M-161 diesel emulsion fuel additive(non -road or highway)	\$216	0.018				12,000		\$12,000	\$3,000
M-103 150 taxicab replacement Program-cng(expanded)	\$2,903	0.203	0.1307			14,300	22,210	\$8,699	\$3,079
M-110 10 transit stores in maryland	\$495	0.0286	0.0151			17,320	32,850	\$11,335	\$3,825
M-148 wmata bus information displays with maps (2000 cases)	\$400	0.0158	0.0098			25,348	40,785	\$15,644	\$5,486
M-24 Speed limit adherence(accelerated)	\$24,401	0.9167				26,618		\$26,618	\$6,655
M-123 employer outreach for public sector employers	\$3,267	0.0781	0.0485			41,827	67,301	\$25,803	\$9,052
M-142 G 100 new diesel buses in place of old diesel buses	\$6,826	0.1696	0.0556			40,250	122,900	\$30,313	\$9,300
M-143 real time bus schedule information	\$487	0.0088	0.0055			55,371	89,093	\$34,074	\$11,972
M-142 F 100 hybrid buses in place of old diesel buses	\$11,219	0.2095	0.0576			53,550	194,730	\$42,002	\$12,526
M-142e 100 CNG buses in place of old diesel buses	\$13,353	0.172	0.0326			77,631	410,051	\$65,262	\$18,530
M-146 purchase 185 w/mata buses(ridership growth)	\$14,634	0.135	0.0839			108,400	174,400	\$66,852	\$23,456
M-132 vanpool incentive program(expanded M-77b)	\$7,370	0.0478	0.0228			154,175	323,230	\$104,385	\$34,437
M-164 international green diesel retrofit	\$19,740	0.14				141,000		\$141,000	\$35,250
M-134 implementNeighborhood circulator buses(10)	\$4,509	0.0215	0.0133			209,733	337,465	\$129,576	\$45,410
M-155 expand carsharing program	\$568	0.0021	0.0013			270,433	435,134	\$167,032	\$58,547
M-47c employer outreach for private sector employers(expanded)	\$3,414	0.0095	0.0059			359,330	578,172	\$221,665	\$77,759
M-150 enhanced computer services-(HOV facilities)	\$8,525	0.0217	0.0092			392,867	925,922	\$275,897	\$88,804
M-93 improve Pedestrian facilities Near rail stations	\$5,673	0.0102	0.0063			556,154	894,866	\$343,804	\$120,441
M-133 metrorail feeder bus service	\$1,338	0.0025	0.0011			535,107	1,261,158	\$371,602	\$120,520
M-151 enhanced computer services-US1 (reserve commute)	\$8,067	0.0137	0.0085			588,810	947,409	\$363,365	\$127,436
M-135 construction of 1000 parking spaces at metrorail station	\$5,339	0.0087	0.0037			613,732	1,445,350	\$430,602	\$138,687
M-152 enhanced computer services-(rail relief)	\$25,768	0.0307	0.013			839,359	1,978,230	\$589,664	\$189,752
M-165 bike stations at rail station	\$724	0.0008	0.0005			905,260	1,456,714	\$557,083	\$195,732
M-144 parking impact fees	\$1,584,959	0.8714	0.5415			1,818,865	2,926,599	\$1,121,777	\$393,573
M-158 free bus services off peak(10:00am to 2:00 pm mid day and we	\$69,850	0.0306	0.019			2,282,683	3,672,893	\$1,408,268	\$493,989
M-156 free bus -to-rail/rail-to-bus transfer(similar to NYC pricing struct	\$118,081	0.0365	0.0227			3,235,093	5,205,344	\$1,994,610	\$699,946
M-113 6 kiosks in maryland	\$445	0.0001	0.0001			4,448,676	8,224,907	\$2,224,338	\$889,735
M-111 replace traffic signals with lesser controls									

AGENDA ITEM # 4

TO: Chairman Snyder and NVTC Commissioners

FROM: Rick Taube

DATE: October 25, 2007

SUBJECT: CTB Hearing Statement

The annual CTB fall hearing on Virginia's Six-Year Transportation Program will be held at the Fairfax County Government Center on November 13th. The attached draft statement has been reviewed by local staff. Because transit ridership figures for FY 2007 are not yet available to update the information provided to CTB in NVTC's statement of April, 2007, some detailed information has been placed in an appendix while the new material is featured at the front. This approach was recommended by local staff to make the most of the limited time available to present the statement to CTB.

Commissioners are asked to authorize Chairman Snyder or his designee to deliver NVTC's statement to CTB on November 13th.





COMMONWEALTH of VIRGINIA

MATTHEW O. TUCKER
DIRECTOR

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
1313 EAST MAIN STREET, SUITE 300
P.O. BOX 590
RICHMOND, VA 23218-0590

(804) 786-4440
FAX: (804) 786-7286
VIRGINIA RELAY CENTER
1-800-828-1120 (TDD)

September 7, 2007

Dear DRPT Stakeholder:

The Commonwealth Transportation Board (CTB) will be conducting meetings in October and November 2007 to provide the public with an opportunity to comment on candidate rail, public transportation, commuter assistance, and interstate and primary road projects to be included in the FY2009-2014 Six-Year Improvement Program (SYIP). The CTB member for each district will host the meeting and Virginia Department of Rail and Public Transportation (DRPT) and Virginia Department of Transportation (VDOT) staff will be available to answer questions.

I invite you attend the public meeting in your area to share your comments on the transportation improvements included in the SYIP. Your comments are considered in the Board's decisions on which improvements to fund. The CTB will begin working with VDOT and DRPT to develop the draft FY2009-2014 SYIP this winter. Now is the time to alert the Board members and transportation staff about which improvements you consider to be top priorities.

These public meetings will begin at 6:00 p.m. and will follow an open house format. At 6:30 p.m. a more traditional public comment period will begin. DRPT will provide information and updates on rail and public transportation initiatives and VDOT will provide proposed recommendations for the highway primary and interstate system.

In addition, General Assembly members and local elected officials are invited to attend a special session prior to the public meeting. This will take place from 5:00 p.m. to 6:00 p.m.

A schedule of the public meetings is enclosed. If you have any questions, please contact Courtney Ware at (804) 255-3746 or Courtney.Ware@drpt.virginia.gov.

Sincerely,

RECEIVED
SEP 12 2007

Matthew O. Tucker, Director
Department of Rail and Public Transportation

Enclosure

The Smartest Distance Between Two Points
www.drpt.virginia.gov



FY2009-2014 Six-Year Improvement Plan
Public Meeting Schedule

DATE	LOCATION	VENUE
October 9 th	Hampton Roads	Chesapeake Conf. Center 900 Greenbrier Circle, Chesapeake
October 15 th	Staunton	Augusta Government Center 4801 Lee Highway, Verona
October 16 th	Richmond	Greater Richmond Convention Center 403 North 3 rd St., Richmond
October 23 rd	Bristol	Southwest Virginia Community College 369 College Road, Richlands
October 24 th	Salem	Salem Civic Center 1001 Boulevard, Salem
October 29 th	Lynchburg	The Kirkley Hotel 2900 Candler's Mountain Road, Lynchburg
October 30 th	Fredericksburg	Stafford County Government Center 1300 Courthouse Road, Stafford
November 1 st	Culpeper	VDOT District Office Auditorium 1601 Orange Road, Culpeper
November 13 th	NOVA	Fairfax County Govt. Center 12000 Government Center Parkway, Fairfax



Commonwealth Transportation Board

Public Hearing on Six-Year Transportation Plan

November 13 , 2007

5:00 p.m.

Fairfax County Government Center

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



Positive Regional Performance



- Much more detail is provided in the appendix.
- Strong transit performance in Northern Virginia:
 - 17 % growth here since 2002
 - 75% of Virginia's transit ridership is here
 - Transit and ridesharing carry two-thirds of commuters in our major corridors in peak periods.
- Telework jumped to 19% in 2007 with an average of 1.5 days per week.





Other Benefits of Public Transit



- The Texas Transportation Institute's latest congestion report shows the Washington Metropolitan region saves about a half billion dollars of otherwise wasted time and fuel because of its investments in effective public transit.
- NVTC estimates annual fuel savings of 63.2 million gallons in Northern Virginia from transit use (273 gallons per transit user per year).
- Nationwide, transit saves 1.4 billion gallons of fuel annually compared to commuting by automobile, as calculated in a January, 2007 study by ICF International for APTA.
- Using a factor of 22 pounds of CO₂ saved each day per transit user calculated in a September, 2007 report for APTA by SAIC, transit in Northern Virginia saves over 2,500 tons of Greenhouse Gas Emissions per weekday.



Lose 20 lbs of unsightly CO₂ a day.

New research shows that a person who rides public transportation instead of driving reduces his or her carbon dioxide output, a harmful greenhouse gas, by more than 20 lbs a day and 4,800 lbs annually.

That saves more than weatherizing a home, adjusting a thermostat, switching to compact fluorescent light bulbs and replacing older appliances with higher efficiency models, combined.

A national climate change strategy that doesn't embrace public transportation has simply missed the bus.

To learn more, visit publictransportation.org.

PUBLIC TRANSPORTATION
Wherever life takes you





Local Level of Effort



- It now costs over \$636 million dollars annually to operate, maintain and invest in public transit in Northern Virginia.
- Local sources (fares, 2% gas tax, local subsidies) provide two-thirds.
- For FY 2005, NVTC's jurisdictions had a local level of effort of \$208 per person. The next largest effort was in the Richmond District at \$20 per person.





Local Level of Effort



Total NoVA Transit Budgeted Operating and Capital Expenses (Including WMATA and VRE, excluding Omni-Ride/Omni-Link) for FY 2008

• Local General Fund & Bonds	\$115 million	18.1 %
• Passenger Fares	\$220 million	34.6 %
• NoVA Gas Tax	\$37 million	5.8 %
• State Aid*	\$149 million	23.4 %
• Federal Aid	<u>\$115 million</u>	<u>18.1 %</u>
 NVTC Total	 \$636 million	 100%

* An additional \$40 million of state aid for Metro railcars was appropriated in FY 2006 and \$20 million in FY 2008 but has not been made available in a grant contract.



How CTB Can Help



1. Ensure Northern Virginia receives its fair share of discretionary funding including new state bonds and flexed federal funds.
2. Facilitate the prompt issuance of state bonds (20% for transit) and urge DRPT to make available authorized transit funding as quickly as possible, including \$60 million for Metro railcars.
3. Continue the statewide emphasis on multimodal planning, coordinated land use and transportation, telework and other forms of transportation demand management, air quality and safety and security.
4. Ensure the quality of transit and HOV service on the I-95/395 HOT Lanes is at least maintained and preferably improved if the project is implemented.
5. Currently approved state and regional funding will not meet our needs and is only a first step. Help us meet the challenge.



APPENDIX

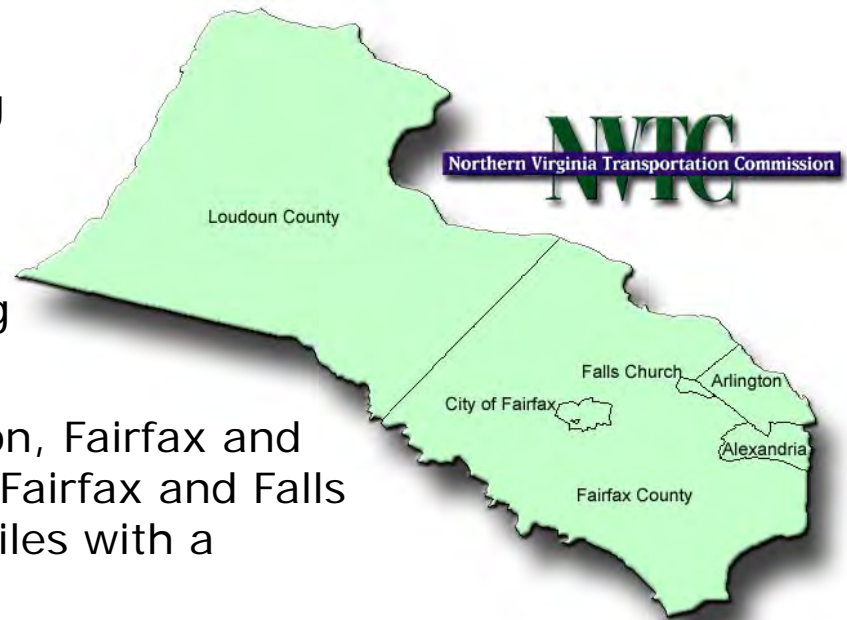




NVTC is...



- A regional agency with the mission of managing traffic congestion, restoring clean air, boosting the economy and improving the quality of life for all of Northern Virginia's citizens through effective public transit and ridesharing networks.
- NVTC includes the counties of Arlington, Fairfax and Loudoun and the cities of Alexandria, Fairfax and Falls Church covering over 1,000 square miles with a population of 1.6 million.
- The agency manages up to \$200 million of state and federal grant funds each year for public transit and serves as a forum for its board of 20 state and local elected officials to resolve issues involving public transit and ridesharing.
- For information about NVTC, please visit www.thinkoutsidethecar.org.





Summary

- Transit is performing exceptionally well in Northern Virginia despite severe financial constraints.
- Transit is successful because of funding from a strong local level of effort.
- For continued success key transit investments are needed.
- In addition to funding, other transit challenges must be met.



Northern Virginia's Transit Systems





Public Transit Performance



- Ridership growth in Northern Virginia exceeds national trends.
- Three-quarters of statewide transit ridership occurs in NoVA.
- 463,000 average weekday transit trips in NoVA and 137 million annual trips.
- 17 % growth in the past five years (51% on local transit systems)
- Transit carries at least as many persons in peak commuting periods in the I-66/Route 50/Route 29 corridor and the I-95/ 395/ Route 1 corridor as single-occupant vehicles. Transit and ridesharing combined carry two-thirds of the commuters in these corridors.

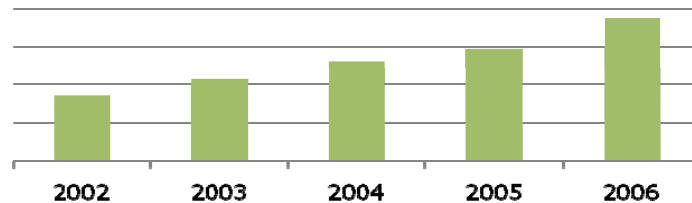




Total Transit Ridership Growth NoVA FY 2002-2006

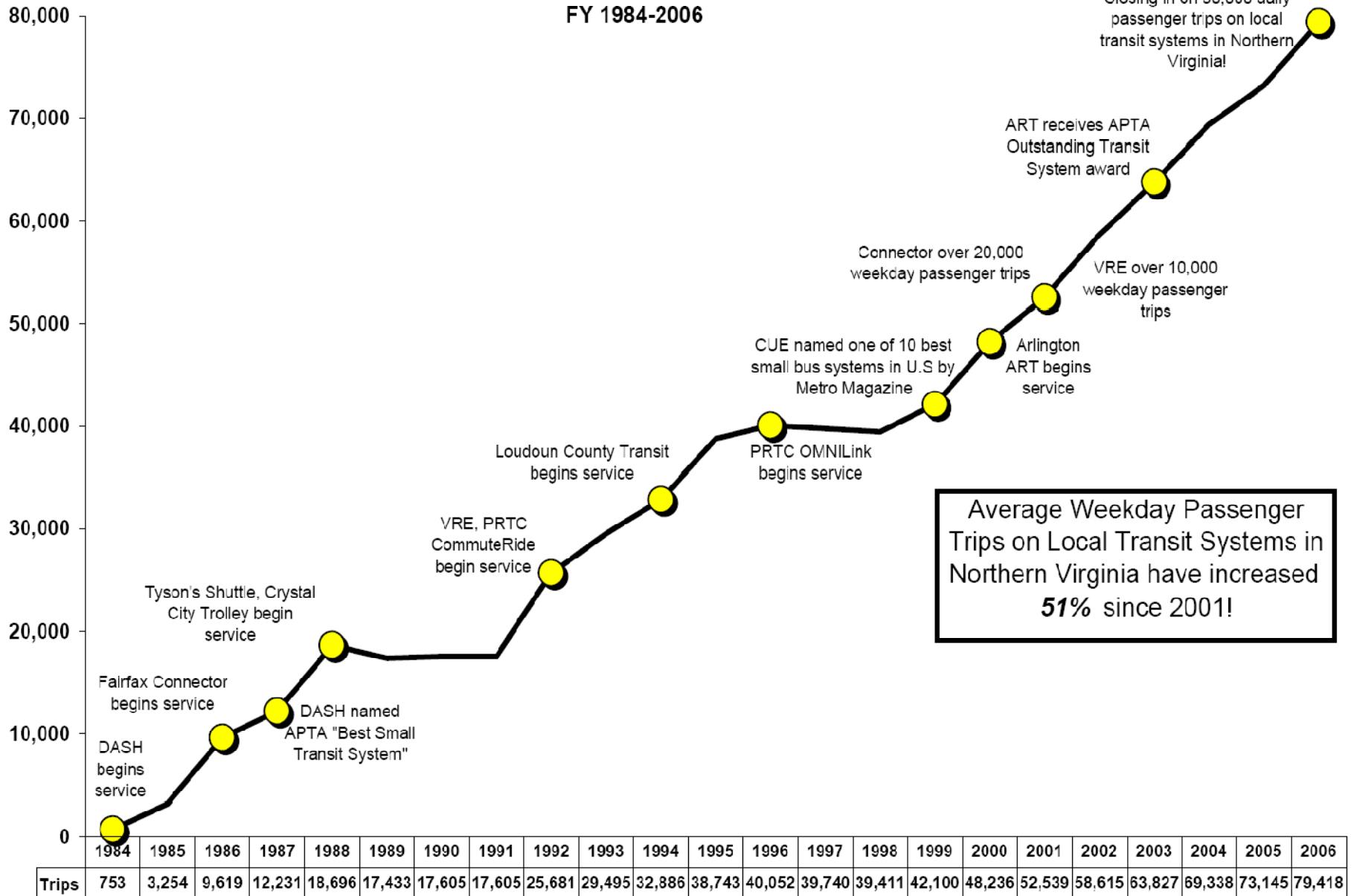


Transit Provider	FY 2002 Passenger Trips	FY 2003 Passenger Trips	FY 2004 Passenger Trips	FY 2005 Passenger Trips	FY 2006 Passenger Trips
Metrorail (Northern Virginia)	80,008,842	83,529,741	87,817,948	89,624,272	94,642,466
Metrobus (Northern Virginia)	21,781,277	20,855,658	19,190,908	19,314,871	20,899,080
Fairfax Connector	6,831,313	7,595,138	7,990,825	8,474,143	9,529,056
Virginia Railway Express	2,735,025	3,179,957	3,645,434	3,745,382	3,640,000
Alexandria DASH Bus	2,736,719	2,986,631	3,131,284	3,323,021	3,556,486
PRTC OMNI Ride Bus	938,778	1,182,996	1,251,316	1,398,026	1,608,583
City of Fairfax CUE Bus	919,877	925,000	985,500	1,068,492	1,093,926
Arlington Transit	251,869	397,001	674,806	788,854	926,574
PRTC OMNI Link Bus	590,182	649,405	604,586	694,367	843,407
Loudon County Transit	212,102	281,829	392,901	513,766	602,333
Total	117,005,984	121,583,356	125,685,507	128,945,194	137,341,911



■ Annual Transit Ridership in NoVA has Increased 17% since 2002

Average Weekday Passenger Trips on Northern Virginia Transit Systems*, FY 1984-2006



* Northern Virginia Transit Systems for 2004 include DASH, Fairfax Connector, CUE, VRE, PRTC OmniRide and OmniLink, Loudoun County Transit, and Arlington Transit (ART). Previous years may include data from RIBS, Tyson's Shuttle, Crystal City Shuttle, and Loudoun County Commuter Service. WMATA MetroRail and MetroBus data not included. CUE began service in FY 81. Data does not include WMATA reimbursable services such as the GEORGE Bus, REX, Pike Ride, or TAGS



Other Promising Developments



- Telework in the D.C. area has jumped to 19% from 13% in the past three years, according to a 2007 survey from MWCOC's Commuter Connections. The average is 1.5 days per week.
- Another 24% would work from home if their employers gave them the opportunity, representing 570,000 potential commuters off the roads.
- The same report showed 33% received Metrochecks (tax free employer-provided transit benefits of up to \$110 per month), including 76% of federal employees surveyed.
- A DRPT consulting study is nearing completion in which transit service improvements and Transportation Demand Management techniques are being developed for the I-95/395 corridor in conjunction with the HOT Lanes proposal.



State Effort Should Increase



- NVTC, on behalf of its jurisdictions, WMATA and VRE, is eligible to receive \$160.5 million from DRPT of FY 2008 funds.
- The Commonwealth still fails to meet its own statutory target for funding 95% of eligible transit operating and capital costs. For FY 2008, the actual shares fall far short:
 - Mass Transit Capital Fund: 52%
 - Mass Transit Trust Fund Operations : 42%
 - Mass Transit Capital Fund (Bonds): 80%
 - Transportation Trust Fund (match federal funds): 100%
 - Special Appropriations: about 80%
- NVTC and VRE have an overall state matching ratio of just over half (54%). An additional \$120 million would be needed from CTB to meet the 95% target for NVTC and VRE.



Needed Public Transit Investments



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



Public Transportation Challenges



- Helping the region respond to impending traffic crisis at Fort Belvoir/Engineer Proving Grounds (EPG).
- Upgrading safety and security for transit systems.
- Enhancing pedestrian access at bus shelters and stops.
- Responding to an aging population.
- Improving air quality and reducing greenhouse gas emissions.



More Information



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

- Questions?



AGENDA ITEM #5

TO: Chairman Snyder and NVTC Commissioners
FROM: Rick Taube ^{RKT} and Adam McGavock
DATE: October 25, 2007
SUBJECT: Metro Items

A. FY 2009 Budget and Fare Increase

As explained by WMATA General Manager John Catoe at NVTC's September 6th meeting, Metro faces a significant budget shortfall in FY 2009 and he proposed a fare increase to take effect in FY 2008 to help close the gap.

Various Metro Board members have proposed alternative ways to raise more revenue. The results of the Metro Board discussion to be held on October 25th will be reviewed with the commission.

B. NVTC Exhibit on Inflation-Adjusted Metro Bus and Rail Fares

In an effort to provide a historical perspective to NVTC board members involved with the WMATA budget discussions, NVTC staff prepared the attached chart. The chart shows the annual average fare paid by Metrorail and Metrobus customers for the period of 1977 to 2007. The average Metrobus fare, sometimes referred to as "passenger revenue per passenger trip", is lower than the standard bus fare because it takes into account transfers and bus passes, and shows what the average Metrobus customer (and average Metrorail customer) is actually paying for their trip.

The annual average fare figures were taken directly from WMATA budget books. The cost figures were inflated to 2007 dollars for comparison purposes, using the inflation calculator on the Consumer Price Index home page, <http://www.bls.gov/cpi/>. The trend lines were calculated automatically by the Excel spreadsheet software.



C. Communication Initiatives

The attached presentation describes Metro efforts to achieve its vision of giving customers “the best ride in the nation.” The focus is on unplanned service disruptions. Among the lessons learned:

- Tell customers what Metro knows, even though all the details aren’t available
- Help customers understand their options

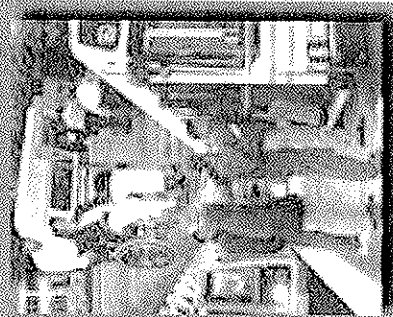
FY09 Fare Proposal Update

(Information Item)

Presented to the Board of Directors:

**Finance, Administration and Oversight
Committee**

October 11, 2007





Staff Objectives

- Follow up with information requested by Board
- Explain the impacts on parking, bus and rail
- Request Board guidance on next steps, possibly soliciting public input through the formal hearing process





September 27 Meeting Recap

- \$109M* needed
- Metro staff proposed:
 - 50¢ parking fare increase
 - 25¢ bus fare increase
 - 20-40¢ increase in base rail fare
 - 60¢ - \$1.25 increase in maximum rail fare**
- Discussion of fare policy

* Assumes a 6.5% subsidy increase of \$33M.

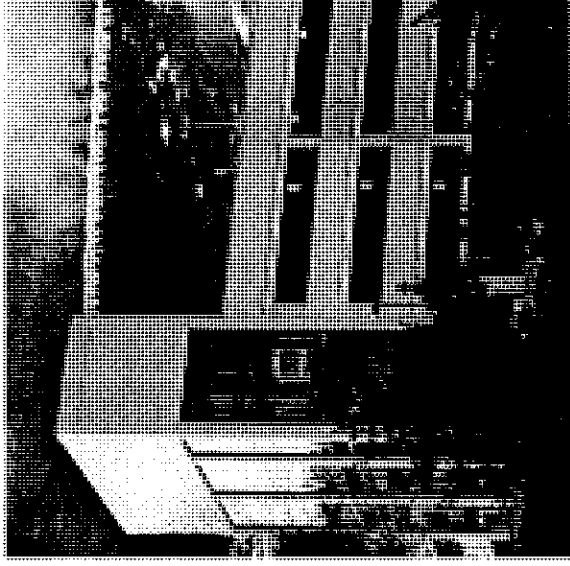
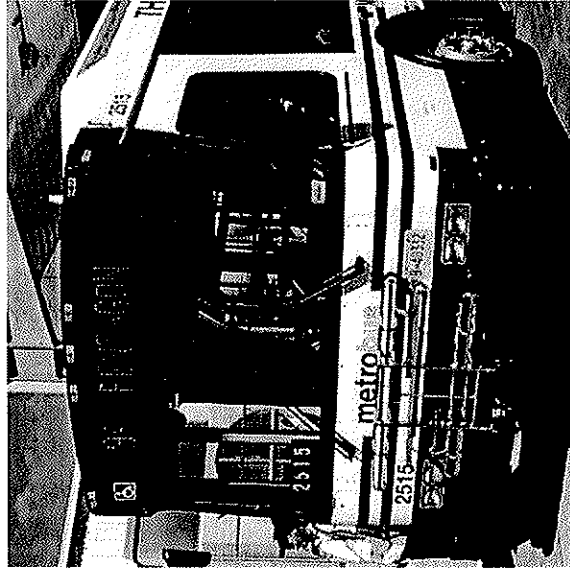
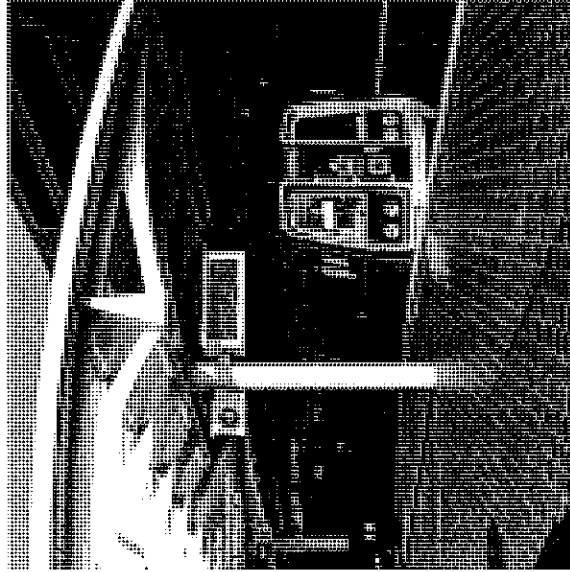
** Affects less than 10% of riders.



What an extra



yields



Rail

\$7.0M/12 months
\$10.0M/18 months

Bus

\$1.6M/12 months
\$2.4M/18 months

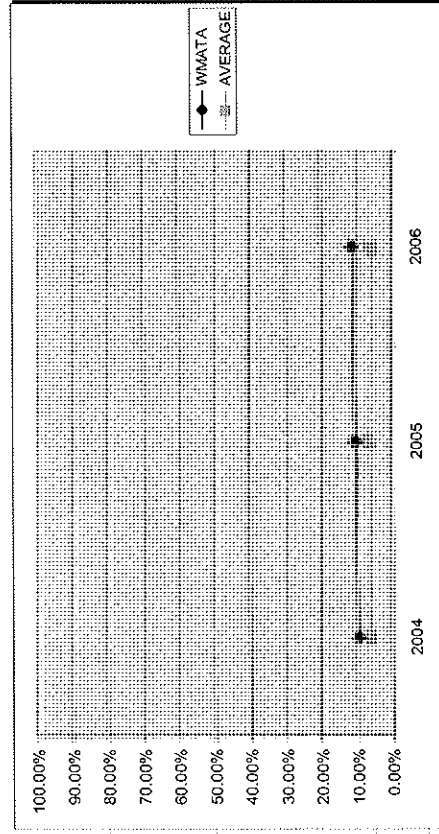
Parking

\$0.7M/12 months
\$1.0M/18 months



Overtime Benchmarks

Overtime as a Percentage of Total Labor Hours 2004-2006

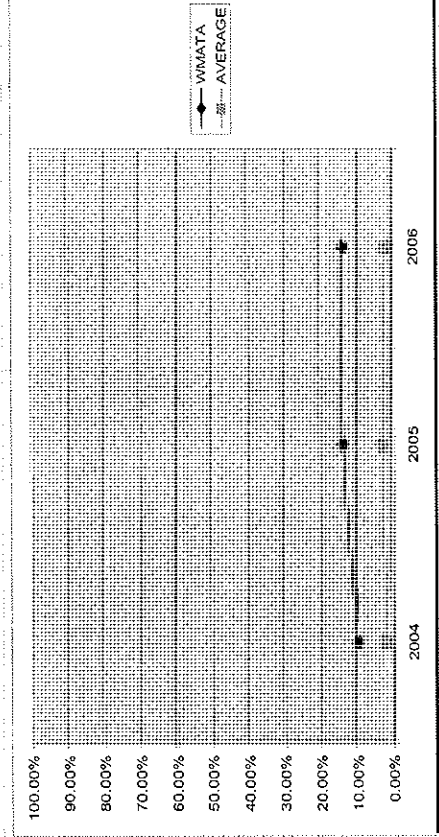


Bus Benchmark

Average incl.: Boston, Chicago, Dallas, NY and Washington

Average is approx. 6%

Washington Metro is 10-11%



Rail Benchmark

Average incl.: Boston, Chicago, Dallas, NY and Washington

Average is 1.7-2.2%

Washington Metro is 9.9-13.7%



Overtime costs FY06-09 and Efforts to Reduce Overtime

Metro's overtime costs:

- FY07: \$79M
- FY08: \$60M (budget)
- FY09: \$70M (projected)

Overtime Reduction Efforts:

- Changed policy to allow Metro to hire full time bus operators
- Between July and September, reduced vacancies by 25% by filling 224 positions
- Organized special project team to develop ways to reduce overtime throughout the Authority



Accident Claim Trends

\$ Millions		Worker's	
		Compensation Loss Payments	Third Party Payments
FY2002	actual	\$9	\$6
FY2003	actual	\$11	\$4
FY2004	actual	\$14	\$8
FY2005	actual	\$16	\$8
FY2006	actual	\$15	\$11
FY2007	actual	\$13	\$5
FY2008	actuarial forecast	\$16	\$16
FY2009	actuarial forecast	\$16	\$25
FY2010	actuarial forecast	\$17	\$12
FY2011	actuarial forecast	\$17	\$13

The new safety program will reduce the number of claims. However, individual claim costs are rising.



Market-Priced Parking

- Referring to the 2006 parking survey (included in the appendix), there are at least five examples where customers have other choices for parking near our facilities.
- Given the construction in the region, the 2006 survey may not include current development.

Station	Private Lot*	Metro Lot
New Carrollton (2 lots)	\$6.00	\$3.50***
Rockville	\$9.00-\$10.00	\$4.00
Twinbrook	\$3.00-\$5.00	\$4.00***
Wheaton	\$3.15**	\$3.25
White Flint	\$7.50	\$4.00***

- * These private lots are either parking garages or paved lots not unimproved gravel lots.
- ** Montgomery County operated, metered lot.
- *** These lots have rate of \$7.50-\$7.75 for non-riders.



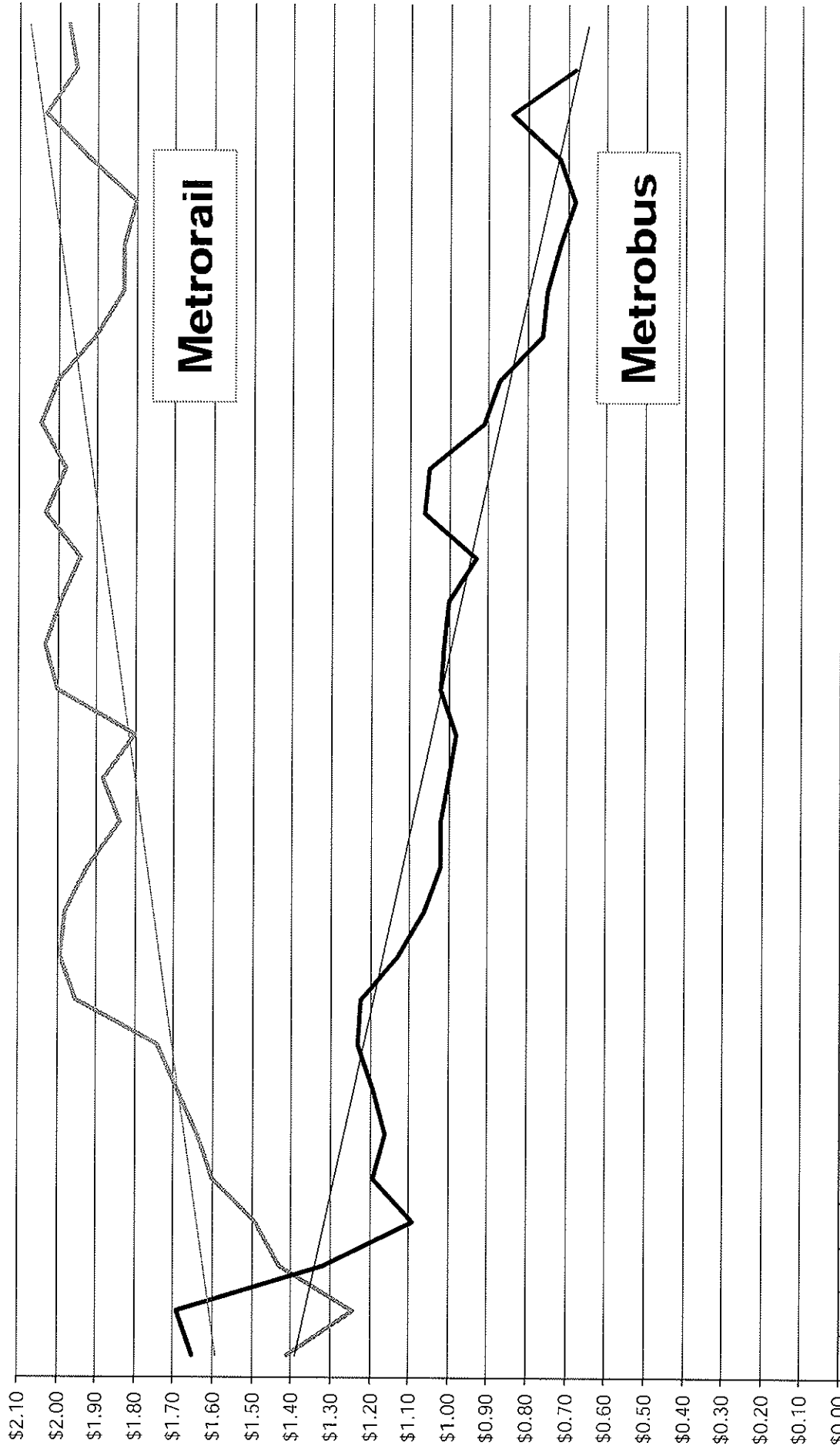
Market-Priced Parking

- There is a significant demand for parking downtown and close-in suburbs and these market rates are considerably higher. Some examples* include:
 - Bethesda \$7-\$10
 - Crystal City area \$12-\$15
 - Downtown DC \$12-\$15
 - Rosslyn \$7-\$12
 - Silver Spring \$6-\$7
- Five Metro-owned parking facilities do not usually fill up:
 - Anacostia (DC)
 - Minnesota Ave (DC)
 - PG Plaza (MD)
 - Wheaton (MD)
 - White Flint (MD)

* **Source:** *Metro 2006 Staff Survey of Select Parking Facilities Within .75 mile of Metrorail Stations,* attached in appendix.

Nearly 200 parking locations are included.

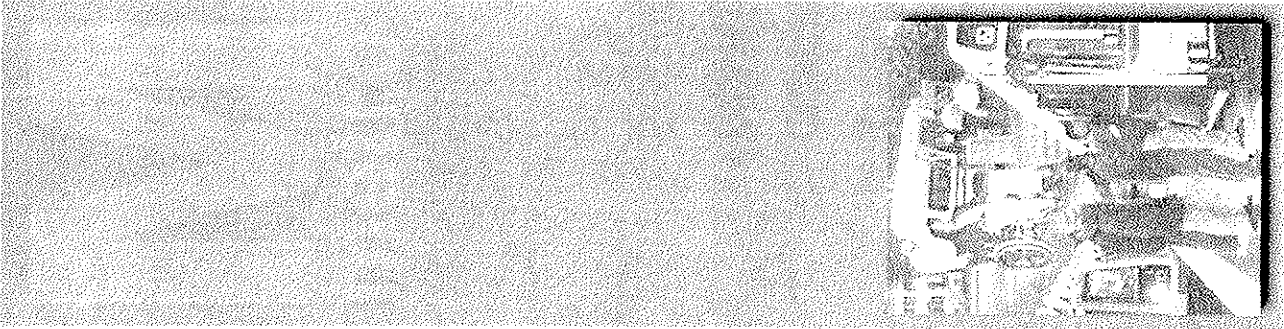
Average Metrobus Fare vs. Average Metrorail Fare, Inflation Adjusted (2007 dollars) 1977-2007



Year	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Metrobus Fare	\$1.41	\$1.24	\$1.43	\$1.49	\$1.60	\$1.64	\$1.68	\$1.74	\$1.95	\$1.99	\$1.98	\$1.92	\$1.84	\$1.88	\$1.80	\$2.00	\$2.03	\$1.99	\$1.94	\$2.03	\$1.98	\$2.04	\$2.00	\$1.90	\$1.83	\$1.83	\$1.80	\$1.92	\$2.03	\$1.95	\$1.97
Metrorail Fare	\$1.65	\$1.69	\$1.32	\$1.09	\$1.19	\$1.16	\$1.19	\$1.23	\$1.22	\$1.13	\$1.05	\$1.02	\$1.02	\$1.00	\$0.98	\$1.02	\$1.01	\$1.00	\$0.93	\$1.06	\$1.05	\$0.91	\$0.87	\$0.76	\$0.75	\$0.72	\$0.68	\$0.72	\$0.84	\$0.68	

Source: WMATA Budget Books
 Inflation calculations provided by Consumer Price Index Inflation Calculator: <http://www.bls.gov/cpi/>





Communication Initiatives

Presented to the Board of Directors:

**Customer Service, Operations, and Safety
Committee**

October 11, 2007





Communication Initiatives

- **Snow/weather events – relatively smooth:**
 - Great cooperation
 - Shared expectations
- **Unplanned service interruptions, we don't do as well:**
 - Focus is on the incident: discovery and recovery
- **Metro has created unrealistic expectations:**
 - Shuttle bus service
 - "We will do better, we promise"



Communication Initiatives

- We need to re-focus our efforts on clear, consistent, and honest communication with our customers:
 - Use everyday language they understand, not transit or Metro-speak.
 - Tell customers what we know, even when we don't have all the details.
 - Help customers understand what their transportation options are during delays, disruptions, and incidents.
 - Tell the truth and tell it often!





Summary

- How we communicate with our customers must be an ongoing, ever-evolving process -- continually improving:
 - We must communicate early and often, with clear, consistent, and easy to understand messages.
 - We have to be willing to admit we don't know when we don't know!
 - Customers need to have options and a back-up plan so they can make better decisions and re-gain their "loss of control."
 - It starts today.

AGENDA ITEM #6

TO: Chairman Snyder and NVTC Commissioners

FROM: Rick Taube

DATE: October 25, 2007

SUBJECT: Legislative Items

A. Federal

There has been no progress on federal bills to provide guaranteed funding for WMATA.

Senator Webb has a \$5 million earmark in the FY 2008 Senate transportation appropriations bill but so far the federal government is operating under a continuing resolution.

Senate Bill 294, the Passenger Rail Investment and Improvement Act of 2007, which reauthorizes Amtrak, also offers opportunities for VRE and DRPT if it is enacted. Among many other provisions it enables (with grants) service in new rail corridors and authorizes the Surface Transportation Board to investigate whether failure to achieve minimum passenger train performance is due to freight interference. A summary of the bill is attached.

NVTC staff is also following the progress of HR1475 and S712, which would increase tax free transit benefits to \$215 monthly to match benefits now available for employer-provided parking. Neither bill has yet been acted upon in committee.



B. State

NVTC's Legislative Committee, chaired by Gerry Connolly, will develop during November a proposed 2008 NVTC Legislative Agenda. A copy of the Virginia Transit Association's agenda is attached for your information.

Commissioners wishing to have the NVTC Legislative Committee consider legislative proposals for referral to the commission at NVTC's December 6th meeting should bring those items to the attention of NVTC's staff or introduce them during discussion of this agenda item.

VIRGINIA TRANSIT ASSOCIATION

2008 LEGISLATIVE AGENDA

REVISED DRAFT: September 17, 2007

1. VTA's top priority is to protect the significant gains in state and regional funding for public transportation achieved during the 2007 General Assembly session. VTA will also remind legislators that the commonwealth still falls far short of reaching its statutory target of 95 percent state funding of eligible net transit operating and capital costs.
2. If revenue is reduced or removed from the package of statewide transportation funding sources (e.g. abuser fees), the General Assembly must substitute at least as much revenue from another appropriate source.
3. VTA favors the full participation of local governments in regional transit partnerships. As new transportation districts and authorities are created with the ability to collect new regional revenue sources, ensure that member jurisdictions adequately fund the transit systems serving their residents. For example, local jurisdictions whose residents use the Virginia Railway Express commuter rail system should be required to pay their fair share of VRE expenses.
4. Liability insurance is a significant expense for all of Virginia's transit systems. The General Assembly should require a study of effective remedies, including consideration of caps on liability. Also, the General Assembly should fine-tune existing legislation that caps liability for rail passenger accidents to provide additional protection for freight railroads, but only if those railroads are: 1) compelled to offer access to their facilities to public rail passenger services on terms that are fair to all parties; and 2) with due consideration of federal liability limits, prohibited from demanding levels of insurance that exceed the state cap.
5. In order to promote the safety and security of transit customers, employees and pedestrians, VTA supports legislation to make it illegal for pedestrians to cross railroad tracks against warning signals and to require drivers to stop for pedestrians in marked crosswalks on roads with posted speed limits of 35 miles per hour or less.
6. VTA supports legislation to promote transit-oriented development and improved access to transit services for pedestrians and bicyclists. In considering legislation to boost energy conservation, the General Assembly should include measures to promote transit use and dedicate at least 20% of any new funds to transit.
7. VTA supports other legislative initiatives proposed by its members, including a request from the Northern Virginia Transportation Commission to equalize the per diem payments allowed for its board members so that local and state elected officials earn identical payments.



GovTrack.us
Tracking the 110th United States Congress

Homeland Security Course
Find More Information on Our Online
Homeland Security Course. Inquire!

Free Amtrak Model Train
Beachmann Amtrak Phase IV Train. Shipping
Included. Act Now!

Ads by Google

Do you take transparency seriously? Consider how important to you an open and transparent government is to a healthy society. More work needs to be done to make Congress open. Make a statement to your elected officials by joining now 200 others in signing a [pledge for transparency](#).

[Bills](#) [Legislators](#) [Votes](#)

[Track Congress / Log In](#)

[Active Bills](#)

[Recent Votes](#)

[Learn More](#)

[About GovTrack](#)

Find:

Watch S. 294

View tracked events and feed options for this bill.

Events include all major activity on this bill, activity on amendments, references in the Congressional Record, and relevant upcoming committee meetings.

Add Tracker

Tracking this bill adds the events above to your personalized Tracked Events page.

[Sign up for free email updates](#)

Primary Source

See [S. 294 on THOMAS](#) for the official source of information on this bill.

What is a Senate Bill (S.)?

A bill must be passed by both the House and Senate and then be signed by the President before it becomes law.

See also: [How a bill becomes a law from Project Vote Smart](#).

Status Widget

Embed the status of this bill on your own web page.

[Legislation](#) > 2007-2008 (110th Congress)

S. 294: Passenger Rail Investment and Improvement Act of 2007

A bill to reauthorize Amtrak, and for other purposes.

[Overview](#)

[Summary](#)

[Amendments](#)

[Floor Speeches](#)

[Other Info](#)

Congressional Research Service Summary

The following summary is provided by the Congressional Research Service, which is a nonpartisan government entity that serves Congress and is run by the Library of Congress. The summary is taken from the official website THOMAS.

5/22/2007--Reported to Senate amended.

Passenger Rail Investment and Improvement Act of 2007 -

Title I - Authorizations

Section 101 -

Authorizes appropriations for FY2007-FY2012 for: (1) Amtrak capital and operating grants, including capital grants to states; (2) the Federal Railroad Administration (FRA); (3) Amtrak repayment of long-term debt and capital leases; (4) payment into the Railroad Retirement Account that portion of Amtrak's Railroad Retirement Tier II Tax which exceeds the Tier II annuities paid to Amtrak retirees; and (5) the rail cooperative research program. Authorizes appropriations for FY2008 for: (1) grants to Amtrak and states participating in the Next Generation Corridor Train Equipment Pool Committee; and (2) Amtrak to evaluate improvements necessary to make all existing intercity rail stations readily accessible to and usable by individuals with disabilities.

Authorizes the Secretary of Transportation (Secretary) to withhold up to one-half of 1% of certain funds for the costs of project management oversight of capital projects carried out by Amtrak.

Section 103 -

Authorizes appropriations for costs associated with Amtrak early buyouts.

Title II - Amtrak Reform and Operational Improvements

Amends federal transportation law to make certain Amtrak reforms and operational improvements.

Section 201 -

Defines the national rail passenger transportation system as: (1) Amtrak's Boston-Washington Northeast Corridor; (2) high-speed corridors designated by the Secretary once they have been improved for high-speed service; (3) long-distance routes (of greater than 750 miles) operated on the date of enactment of this Act; and (4) short-distance routes operated by Amtrak or a non-Amtrak recipient of

federal capital assistance.

Authorizes Amtrak and a state to agree on the operation of an intercity route or service not included in the national rail transportation system.

Declares that this Act does not preclude Amtrak from restoring, improving, or developing non-high-speed intercity passenger rail service.

Section 202 –

Replaces the Amtrak Reform Board with a reconstituted Board of Directors of Amtrak, with revised composition requirements.

Section 203 –

Authorizes the Amtrak Board of Directors to employ an independent financial consultant with experience in railroad accounting to assist Amtrak in improving Amtrak's financial accounting and reporting system and practices.

Requires the Amtrak Board to: (1) implement a modern financial accounting and reporting system that will produce accurate and timely financial information; and (2) develop a five-year financial plan.

Section 205 –

Directs the Secretary to establish substantive and procedural requirements for grant requests, including a 30-day approval process.

Section 206 –

Directs the Amtrak Board to develop and implement methodologies for allocating train route operating and capital costs among states and Amtrak.

Section 207 –

Directs the FRA to obtain the services of an independent auditor or consultant to develop and recommend objective methodologies for intercity passenger routes and services. Authorizes appropriations.

Section 208 –

Requires the FRA Administrator and Amtrak jointly to develop new or improve existing metrics and minimum standards for measuring the performance and service quality of intercity passenger train operations.

Section 209 –

Authorizes the Surface Transportation Board (STB) to: (1) investigate the causes of any passenger train performance of under 80% for any two consecutive calendar quarters; (2) determine if delays or failure to achieve minimum standards can be attributed to a rail carrier's failure to prefer Amtrak over freight transportation; and (3) assess damages upon a host rail carrier for such delays or failures. Allows Amtrak, an intercity passenger rail operator, freight railroads that host Amtrak trains, or an entity (state) for which Amtrak operates intercity passenger rail service to petition the STB directly for an investigation of such delays or failures.

Section 210 –

Requires Amtrak to evaluate the financial and operating performance of long distance passenger rail routes, and develop and publish a performance improvement plan.

Section 211 –

Directs the FRA to establish an alternative passenger rail service program under which a rail carrier or carriers that own a route over which Amtrak operates may petition FRA to become a passenger rail carrier for that route in lieu of Amtrak.

Section 212 –

Directs the Secretary to develop an employee transition assistance program for Amtrak employees adversely affected by the cessation of a long distance or any other route previously operated by Amtrak. Authorizes appropriations.

Section 213 –

Requires Amtrak to develop a Northeast Corridor state-of-good-repair plan.

Section 214 –

Directs the Secretary to establish a Northeast Corridor Infrastructure and Operations Advisory Commission and a Northeast Corridor Safety and Security Committee.

Requires Amtrak and the Rhode Island Department of Transportation (RIDOT) to agree by no later than December 15, 2007, on access fees and other charges to be charged for RIDOT's operation of the South County commuter rail service on the Northeast Corridor between Providence and Wickford Junction, Rhode Island.

Section 215 –

Authorizes the Secretary of the Treasury to make agreements to restructure Amtrak's long-term debt and capital leases.

Section 216 –

Directs Amtrak to evaluate improvements necessary to make all existing intercity rail stations readily accessible to and usable by individuals with disabilities.

Section 217 –

Encourages the Amtrak Board to develop an incentive pay program for Amtrak management employees.

Section 218 –

Permits a state to make an agreement with Amtrak to use facilities and equipment of, or have services provided by, Amtrak under terms agreed to by the state and Amtrak to enable the state to utilize an entity other than Amtrak to provide services required for operation of the route.

Section 219 –

Repeals Amtrak self-sufficiency requirements.

Authorizes the Secretary and other federal agencies to establish facilities and procedures to conduct preclearance of passengers on Amtrak trains entering the United States from Canada.

Section 220 –

Encourages Amtrak to increase its operation of trains funded by the private sector to minimize the need for federal subsidies.

Section 221 –

Requires Amtrak to develop and implement a plan to improve on-board service.

Section 222 –

Directs the Inspector General of the Department of Transportation (DOT) to assess progress made by Amtrak management and the DOT in implementing this Act.

Section 223 –

Requires the FRA to conduct a study, and report the results to Congress, on the extent to which Amtrak could use biodiesel fuel blends to power its fleet of locomotives.

Title III – Intercity Passenger Rail Policy

Section 301 –

Authorizes the Secretary to make grants, meeting specified requirements, to an applicant state, group of states, Interstate Compact, or public agency to assist in financing the capital costs of facilities and equipment necessary to provide intercity passenger rail transportation.

Section 302 –

Authorizes states to prepare and maintain a state rail plan that: (1) sets forth state policy involving freight and passenger rail transportation (including commuter rail operations); and (2) includes a long-range rail investment program. Requires the Secretary to prescribe procedures for the review of state rail plans.

Section 303 –

Directs Amtrak to establish a Next Generation Corridor Equipment Pool Committee to design, develop specifications for, and procure standardized next-generation corridor equipment.

Section 304 –

Sets forth additional duties of the FRA Administrator, including to provide assistance to states in developing state rail plans, and to develop a long-range national rail plan. Requires the Administrator to develop a schedule for achieving specific, measurable performance goals.

Section 305 –

Directs the Secretary to establish a rail cooperative research program to address intercity rail passenger and freight rail services, including ways to expand the transportation of international trade traffic, enhance the efficiency of intermodal interchange at ports and other intermodal terminals, and increase availability of rail service for seasonal freight needs. Directs the Secretary to establish an advisory board to recommend research, technology, and technology transfer activities related to rail passenger and freight transportation.

Title IV – Improved Rail Security**Section 402 –**

Directs the Secretary of Homeland Security of the Department of Homeland Security (DHS), including the Transportation Security Administration (TSA), DOT, and other appropriate agencies, to establish a task force to complete a risk assessment of freight and passenger rail transportation. Requires the Secretary of Homeland Security, based on the assessment, to develop specific prioritized recommendations for improving rail security. Requires the development of plans for: (1) the federal government to provide adequate security support for freight and intercity passenger railroads at high threat levels of alert; (2) coordinating existing and planned rail security initiatives undertaken by the public and private sectors; and (3) the continued movement of freight and passengers in the event of an attack against the railroad system. Requires the Secretary of Homeland Security to submit to Congress a report containing the assessment, prioritized recommendations, and plans, including an estimate of the cost to implement such recommendations. Earmarks certain funds for FY2008 to carry out this section.

Section 403 –

Authorizes the Secretary of Homeland Security to make grants to Amtrak for certain systemwide security upgrades. Requires that the award of such grants be for projects contained in an approved systemwide security plan that includes measures to address security awareness, emergency response, and passenger evacuation training, and that is consistent with state security plans. Authorizes appropriations

for FY2008–FY2010.

Section 404 –

Authorizes the Secretary to make grants to Amtrak for certain fire and life–safety improvements and infrastructure upgrades to Amtrak tunnels on the Northeast Corridor. Authorizes appropriations for FY2008–FY2011. Earmarks an amount for FY2008 for the preliminary design of options for a new tunnel on a different alignment to augment the capacity of the existing Baltimore tunnels. Prohibits the Secretary from making funds available to Amtrak for such upgrades until Amtrak has submitted, and the Secretary has approved, an engineering and financial plan and a project management plan.

Section 405 –

Authorizes the Secretary of Homeland Security to make grants to freight railroads, including the Alaska Railroad, Amtrak, hazardous materials offerers, universities and research centers, and state and local governments for certain freight and passenger for activities to prevent or respond to acts of terrorism or sabotage. Requires that the award of such grants be for projects contained in an approved systemwide security plan that includes measures to address security awareness, emergency response, and passenger evacuation training, and that is consistent with state security plans. Sets forth prioritized allocation requirements, limiting the award of grants for rail security upgrades to no more than \$45 million to Amtrak and no more than \$80 million for the security of the transportation of hazardous materials by rail. Authorizes appropriations for FY2008–FY2010.

Section 406 –

Directs the Secretary of Homeland Security, through the Under Secretary for Science and Technology and the Assistant Secretary of Homeland Security (TSA), to carry out a research and development (R&D) program to improve freight and intercity passenger rail security. Requires the Secretary of Homeland Security to coordinate the R&D program with other R&D initiatives at the DHS and DOT. Authorizes appropriations for FY2008–FY2010.

Section 407 –

Sets forth oversight requirements with respect to, and procedures for, the award of grants under this Act.

Section 408 –

Directs Amtrak to submit to the National Transportation Safety Board (NTSB), the Secretary, and the Secretary of Homeland Security a plan to address the needs of families of passengers involved in rail passenger accidents involving an Amtrak intercity train and resulting in a loss of life. Limits Amtrak's liability for damages in any action brought in a federal or state court arising out of its performance in preparing or providing a passenger list, or in providing information concerning a train reservation, unless such liability is caused by Amtrak's conduct. Earmarks amounts to Amtrak for FY2008 to carry out this section.

Section 409 –

Directs the Secretary of Homeland Security, the Secretary, heads of other appropriate federal departments and agencies, and Amtrak to report to Congress on the current system for preclearance and screening of rail and airline passengers and baggage, as well as freight railroad traffic, between the United States and Canada, including progress on a rail passenger preclearance protocol.

Section 410 –

Directs the Secretary of Homeland Security to develop and issue guidance for a rail worker security training program to prepare front–line workers for potential threat

conditions. Requires rail carriers to: (1) develop a rail worker security training program based on such guidance and submit it for review by the Secretary of Homeland Security; and (2) not later than one year after such review, complete the training of all front-line workers.

Section 411 -

Sets forth certain whistleblower protections for rail employees or other persons who have provided information regarding a reasonably perceived threat to security to the employer, federal government, or Congress who have refused to violate or assist in the violation of any regulation related to rail security or who have reported railroad security problems through an established process to the Secretary of Homeland Security.

Section 412 -

Directs the Secretary of Homeland Security to require rail carriers transporting high hazardous materials to develop high hazard material security risk mitigation plans containing appropriate measures (including alternative routing and temporary shipment suspension options) to address assessed risks to high consequence targets. Requires rail carriers transporting high hazardous materials on a right-of-way to institute such plans when the threat levels of the Homeland Security Advisory System are high or severe or specific intelligence of probable or imminent threats exist to: (1) a high-consequence target being within the catastrophic impact zone of the railroad right-of-way used to transport high hazardous material; or (2) rail infrastructure or operations being within the immediate vicinity of such target.

Section 413 -

Sets forth civil penalties for violators of regulations prescribed or orders issued by the Secretary of Homeland Security with respect to rail security.

Section 414 -

Authorizes a rail police officer of one rail carrier to be temporarily assigned for duty to another rail carrier.

Requires the Secretary to: (1) develop model state legislation with respect to entities that do not provide rail transportation but claim to be rail carriers in order to establish and run a police force; and (2) make such legislation available to state governments.

Section 415 -

Directs the Secretary of Homeland Security to develop a national plan for public outreach to increase awareness of measures that the general public, railroad passengers, and railroad employees can take to increase railroad system security.

Section 416 -

Directs the Secretary of Homeland Security to develop a program to encourage the equipping of rail cars transporting high hazard materials with wireless communications technology. Earmarks certain funds for FY2008-FY2010 to carry out this section.

Section 417 -

Requires certain reports received by the Senate Committee on Commerce, Science, and Transportation under this Act to also be submitted to the Senate Committee on Homeland Security and Governmental Affairs.

Section 418 -

Authorizes appropriations to: (1) TSA for FY2008-FY2010 for rail security; and (2) DOT for FY2008-FY2011 for the whistleblower protection program and the Amtrak plan to assist families of passengers involved in rail passenger accidents.

Subject: FW: Article: GA COULD SCRAP PLANS FOR TAXES

Continuing saga.

GA COULD SCRAP PLANS FOR TAXES

The transportation authority wants to trash the plan for seven fees.

By Hugh Lessig

Daily Press

RICHMOND

If state lawmakers reconsider the Hampton Roads funding plan, they could decide to scrap the whole thing.

Then again, public outcry over the complex funding scheme could force major changes.

Or the General Assembly could agree to do nothing, leaving the region with the same imperfect plan it has now.

Local lawmakers discussed all those scenarios Thursday, one day after regional leaders agreed to ask the legislature to take a second look at the controversial plan.

The General Assembly earlier this year passed a massive transportation bill, propped up by a fragile compromise, which allowed for a regional transportation authority in Hampton Roads, one of the most congested areas of the state.

The bill specified seven taxes or fees that the authority could levy. But authority members want to scrap that list in exchange for a 5 percent sales tax on motor fuel sales, a 5 percent motor vehicle rental car tax and a 2 percent initial vehicle registration fee.

Asking the General Assembly to endorse that is a big gamble even if it is well intentioned, two leading Republicans said.

Del. Phil Hamilton, R-Newport News, applauded portions of the funding switch. But he wanted to see them deal with other issues, such as calling for a super majority - nine of 12 members - for approvals.

If the General Assembly reconsiders it, all 140 members can weigh in, and the Hampton

Roads plan might disappear.

"I'm going to assume someone puts in a bill to repeal it," Hamilton said. "If an amendment is put in to repeal it, I think it gets repealed. That's the risk I think this organization is running."

House Republican Leader Morgan Griffith of Salem said it is difficult to predict what the General Assembly will do, especially since the November legislative elections will alter its makeup.

Griffith said the House of Delegates would be willing to tweak the bill, but he sees the proposed funding change as more than that, and that makes it problematic.

"There's always the risk that the bill could get hijacked," he said.

And he agreed with Hamilton: the authority could end up on the cutting room floor.

Who would be willing to scrap it? Del. Tom Gear, R-Hampton, is one.

"I would love to see it repealed," Gear said. "I think it's a joke. We need to do our job, fund transportation out of the budget like we're supposed to. It's not complicated. It's just like business has to do every day."

Two Democrats on the Peninsula said they thought the General Assembly would seriously consider the proposed funding changes because voters are so upset.

"Based on what I've heard from my constituents, I think it could possibly be something we could look at," said Del. Mamyé BaCote, D-Newport News. She continues to hear support for a gas tax.

Del. Jeion Ward, D-Hampton, said anger over the plan is real.

"There's been enough public outcry to cause us to go back and look at it," she said. "Whatever we do, it should be statewide. Let's go back and look at it in its entirety."

Del. Glenn Oder, R-Newport News, said he was glad to that the authority wants to abandon some fees, such as a grantor's tax on home sales and a sales tax on car repair services.

"They don't relate to how many miles you drive," he said. "How is that fair?"

Oder said it is possible that the House and Senate could disagree over what to do, and the end result is that nothing would happen. In that case, the original seven taxes and fees would go into effect April 1.

"There really is a legislative anvil hanging over our heads," he said. "If we don't adopt some changes, the previous taxes go into effect."

Newport News Mayor Joe Frank, an authority member, acknowledged that going before the General Assembly can be a gamble, but the authority is trying to respond to what people are telling them.

"How they decide to deal with this is what makes them the legislature," he said. "We have no authority but to ask. They have the authority to decide, and what they decide is up to them. I'm hoping that there will be an opportunity for discussion. We're not asking for wholesale changes."

Which tax do you prefer?

The Hampton Roads Transportation Authority wants to do away with these taxes called for in the state's transportation plan:

- The grantor's tax on home sales
- The tax on auto repairs
- The local car registration fee

It would replace those taxes by raising:

- The local gasoline tax
- The local car rental tax
- The initial titling tax on new cars

AGENDA ITEM #7

TO: Chairman Snyder and NVTC Commissioners

FROM: Rick Taube and Adam McGavock

DATE: October 25, 2007

SUBJECT: Regional Transportation Items.

A. NVTA Administrative Actions.

Several NVTA committees have continued to meet to pursue such matters as projects to be funded over the next two years, hiring an executive director and obtaining office space. The next scheduled meeting is November 8th. Staff will be prepared to brief the commission on significant actions.

B. Coves Conference: Energy Presentation

The Commonwealth of Virginia Energy Sustainability conference was held at Virginia Military Academy in Lexington on October 16-18, 2007. NVTC's Executive Director was asked to speak on how to reduce energy consumption of individuals. A copy of the Power Point presentation is attached for your information and it is also posted on the commission's website.

Fuel savings annually from persons using public transit in Northern Virginia are about \$819 per rider with gas at \$3 per gallon. This amounts to \$190 million for all of Northern Virginia (assumes 273 gallons saved per person per year times 232,000 daily transit customers)



C. APTA: Transit Ridership Climbs

The American Public Transportation Association has reported that 78 million more transit trips were taken nationwide in the first six months of calendar 2007 compared to 2006. This represents a 2.3% increase in the second quarter and a 1.1% increase in the first quarter. The 10.1 billion transit trips taken in calendar 2006 were the highest in 49 years. See the attached news release for more details.

Northern Virginia's transit ridership for FY 2007 should be available at NVTC's December 6th meeting.

D. Update on NVTC's Hydrogen Fuel Bus Demonstration

NVTC is managing a demonstration project, funded by a grant from the Department of Rail and Public Transportation, to determine the effectiveness of Hydrogen Fuel Injection systems in a transit environment. Hydrogen Fuel Injection (HFI) systems have been in widespread use in the over-the-road trucking industry for several years, where they have proven to reduce emissions and improve fuel economy. The NVTC contract provides for four Fairfax CUE buses to be retrofitted with HFI kits, manufactured by the Canadian Hydrogen Energy Corporation. The demonstration will include a constant monitoring of the fuel economy of the in-service test vehicles, and emissions testing at the conclusion of the demonstration.

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

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

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

E. Transportation Accountability Commission Final Report

Governor Kaine created by Executive Order 37 this 21-person commission in October of 2006. Its mission was to:

1. Review existing methods to measure transportation system and agency performance;
2. Recommend improvements to deliver maximum value and accountability;
3. Investigate quantifiable measures of impact of projects on communities.

The commission recommended seven “overarching” transportation system goals and 34 performance measures. For example, it recommended that DRPT establish key objectives of managing congestion, delivering economic benefits and delivering social benefits. For each, measures would be established, such as increasing public transportation trips per capita and percentage of freight shipped by rail, number of jobs created and transit use by elderly, disabled and low-income persons.

A copy of the executive summary is attached and the full report is available from NVTC staff on request.

F. Public Transit and Climate Change

Four slides are attached from a Power Point presentation of David Gardiner (of David Gardiner and Associates, Inc) presented at the APTA annual conference and provided by Linda McMinimy of VTA. The graphics provide a striking visual statement regarding the association of CO₂ and temperatures as well as public transit’s beneficial effects in general and in central cities in particular. A copy of the entire presentation is available from NVTC staff on request.

G. FY 2008 NVTC Projected Transit Funding Sources

The attached detailed table shows the projected \$636 million to be spent on transit services in NVTC jurisdictions (including VRE but excluding PRTC's buses). Local and regional sources should cover about 60%, the state less than 25% and the federal government the remainder.

H. Washington Post Statewide Traffic Congestion Survey

On October 21, 2007 The Washington Post published a report on a statewide poll (see attached). Throughout Virginia, 63% felt traffic congestion is a problem (with 39% viewing it as a serious problem). In regions, the breakdown was as follows:

	<u>Problem</u>	<u>Serious Problem</u>
Northern Virginia	92%	72%
Richmond	52%	25%
Hampton Roads	81%	45%

I. Christopher Newport University Poll on Virginia Traffic Congestion

The CNU poll showed 61% of Virginians believe more is needed than the transportation funding package enacted this year. The regional funding approach included in the package is favored by 55% statewide, with a lower percentage in Hampton Roads (50%) and a higher percentage in Northern Virginia (60%). Refer to the attached news release for details on the findings and survey methodology.



Commonwealth of Virginia Energy and Sustainability Conference

Session: Attaining Competitive Advantage by Reducing Fuel Consumption

Presentation: Reducing Individual Fuel Consumption and Costs

October 17, 2007

3:30 – 5:00 P.M.

RICK TAUBE
EXECUTIVE DIRECTOR

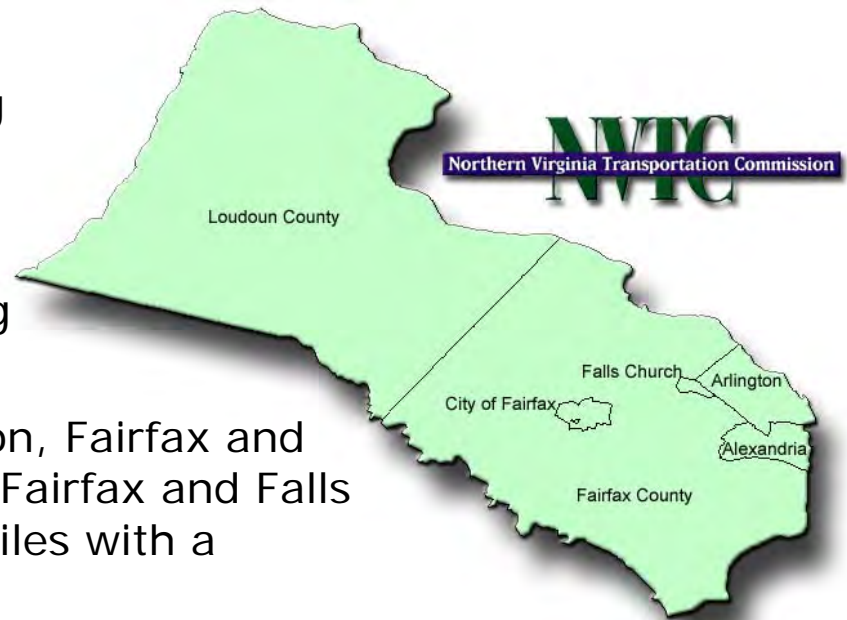
NORTHERN VIRGINIA TRANSPORTATION COMMISSION



NVTC is...



- A regional agency with the mission of managing traffic congestion, restoring clean air, boosting the economy and improving the quality of life for all of Northern Virginia's citizens through effective public transit and ridesharing networks.
- NVTC includes the counties of Arlington, Fairfax and Loudoun and the cities of Alexandria, Fairfax and Falls Church covering over 1,000 square miles with a population of 1.6 million.
- The agency manages up to \$200 million of state and federal grant funds each year for public transit and serves as a forum for its board of 20 state and local elected officials to resolve issues involving public transit and ridesharing.
- For information about NVTC, please visit www.thinkoutsidethecar.org.





TRANSPORTATION IS THE LARGEST CONSUMER OF PETROLEUM IN THE U.S.



- The U.S. consumes almost 8,000 kilograms of oil equivalent per person per year, far in excess of Germany (4,200), Japan (4,000), China (1,100) and India (500).¹
- The U.S. has about 780 cars per 1,000 people, compared to 650 for Japan, 580 for Germany, and less than 10 for China and India.²
- Transportation in the U.S. uses 28% of total energy and almost 70% of U.S. petroleum consumption (up from about 50% in 1973).³





ENERGY/TRANSPORTATION ISSUES AFFECTING INDIVIDUALS



- Energy costs
- Energy dependency and security
- Traffic congestion
- Environmental impacts of energy production and use
- Pollution (NO_x, VOC, PM, GHG)
- Land use (sprawl)
- Social impacts (livability)





IMPACT OF HIGH GAS PRICES ON CONSUMERS



Gas at \$3 per gallon:

- An employee earning \$65,000 per year and commuting 40 miles roundtrip per day (10,000 miles annually) requires more than two months to pay (\$7,276 total).⁴
- 84% report they are “financial squeezed” and at higher prices 94% are. At incomes of \$75,000, 20% are forced to “cut back.”⁵
- Shares of income devoted to gas purchases rise sharply as income falls. At \$25,000, 8.16% is spent on gas; at \$50,000, 7.38%; at \$75,000, 5.67%.⁶
- Accordingly, policies to boost gas prices may be regressive.
- In Northern Virginia, \$400 million extra (or \$250 per capita) compared to \$2.26 average (in 2005). Each 1-cent increase costs \$5.4 million annually.⁷





IMPACT OF HIGH GAS PRICES ON CONSUMERS



- Historically, real gasoline costs have trended down sharply for decades:
 - Above \$2.50 per gallon in 1930's (in 2005 dollars)
 - Dropped to below \$1.50 in 1990's with spike in late 70's early 80's
 - Jumped to \$1.75 in 2000's through 2005.⁸
- Cost per 1,000 gallons as share of disposable income:
 - Above 30% in 1930's
 - Dropped to almost 5% in 1990's
 - Rose to above 6% through 2005⁹
- Average automobile fuel efficiency trending up from about 14 mpg in 1970 to almost 25 mpg today.¹⁰
- Price elasticity of gas estimated to be -0.2 in short run and -0.7 in the long run. Price elasticity of vehicle miles traveled with respect to fuel price is -0.1 and -0.3 , respectively.¹¹
- Thus, prices alone may not generate much conservation or shifts to alternate fuels.



IMPACT OF CONGESTION



- In the Washington Metropolitan Area, drivers experienced in 2005 127 million hours of delay valued at \$1,094 per rush-hour commuter and wasted 91 million gallons of fuel.¹²
- In Northern Virginia, traffic congestion wastes 34 gallons per resident per year or over \$100 at \$3 per gallon. That is one reason why surveys show most Northern Virginia residents would pay at least \$1 per day more for better transit and roads. Congestion is a hidden tax.¹³
- Nationwide, FHWA reports that from 1994 to 2004, licensed drivers grew 13%, vehicles owned grew 20%, VMT grew 26% and average minutes per day in cars grew 27% (to 62 minutes). Gas use grew 24%.





PUBLIC TRANSIT SAVES FUEL



- In the U.S., 1.4 billion gallons of gasoline per year, equal to 34 fewer super tankers a year, or 140,000 fewer tank truck deliveries.¹⁴
- At 4 million gallons per day, equals 90 percent of U.S. imports from Kuwait.¹⁵
- If one in 10 U.S. commuters shifted to transit to match European levels, we would need no oil from Saudi Arabia (a reduction of imported oil of 40%).¹⁶



- If we used transit at the same rate as Canada, we could cut oil imports by 20%.¹⁷
- Using factors from the American Public Transportation Association, fuel savings in Northern Virginia from public transit use are about \$819 per transit user per year or \$190 million for the region (assume 273 gallons per person per year times 232,000 persons with gas at \$3 per gallon).



PUBLIC TRANSIT SAVES FUEL



- These savings are equivalent to \$1.39 per transit trip.
- In Northern Virginia for FY 2006 transit ridership up 17% since FY 2002 to 137 million annual trips and passenger miles up 20% to 868 million.¹⁸
- Transit and ridesharing mode shares are about two-thirds of persons traveling during peak periods in major corridors.¹⁹
- Transit use is growing, but due to other factors as well as gas prices.
- Historically there is not a direct relationship between transit ridership and the price of fuel. Transit customers need reliable service, which requires substantial public investment.





PUBLIC POLICY STRATEGIES



- Increase cap on transit commuter benefits (now \$110 per month and used by an estimated four million people nationally) to match tax-free parking incentives (\$215 per month). Currently about 400,000 commuters nationwide receive the pre-tax parking benefit from employers, which can save them up to \$1000 annually. More would use this benefit but much parking is free.²⁰



- Implement land use policies to limit distances between home and work, including transit-oriented development and affordable housing. Better pedestrian access.

Arlington collects 75% of its property tax revenue from 8% of its land area closest to the Rosslyn-Ballston Metrorail corridor and enjoys a very high transit mode share.



PUBLIC POLICY STRATEGIES



- Encourage transit systems to use fuel wisely.

WMATA pays \$26 million annually for electricity for facilities plus \$45.6 million for propulsion. PEPCO is doing an audit and promises to save the equivalent of removing 2,173 vehicles from the road.

- Charge variable prices (tolls) for roadways. USDOT has provided \$848 million in grants to help several cities implement such programs. HOT lanes are proposed on the Northern Virginia Beltway and the I-95/395 corridor.





PUBLIC POLICY STRATEGIES



- Apply proper pricing of parking. Each curb space can generate up to 1,825 VMT (greater than half the distance across the U.S.) from drivers cruising for cheap empty spaces. Less than 500 such spaces can generate almost 950,000 VMT—equivalent to 38 trips around the earth or four trips to the moon. Ideally, price curb spaces to yield 85% average occupancy.²¹
- Encourage car sharing (Flexcar, Zipcar, etc.), ridesharing, electronic hitchhiking (NuRide), and slugging. At Newington on I-95 in spring of 2006, VDOT counted almost 22,000 northbound HOV persons plus 5,000 slugs on a typical weekday. Since its inception, NuRide has attracted 22,205 members and generated over one million shared rides. Reported fuel savings total \$7.6 million.²²
- Aggressively implement telework. Of 1.3 million eligible federal employees, OPM found 119,000 (almost 10%) telework, but 47,000 of those are less than once per week.²³ MWCOCG found 19% of surveyed workers now telework an average of 1.5 days per week. Another 24% (570,000 workers) would if their employers allowed.



PUBLIC POLICY STRATEGIES



- Continue incentives to own hybrid and fuel efficient vehicles. In Northern Virginia, access to HOV lanes for hybrid vehicles led to accelerating sales of vehicles but overcrowding of the HOV facilities (21% of peak hour vehicles had clean fuel exemptions). Arlington provides its own financial incentives in addition to state and federal tax benefits.²⁴



- Find alternatives to the gas tax which is not keeping pace with funding needs for all levels of government primarily due to fuel efficient cars. VMT tax experiments are proceeding in Oregon and several other states. More private sector funding is needed.
- Properly integrate transit routes and fares (Northern Virginia has eight distinct transit providers). Link websites and coordinate marketing. Share technologies (e.g. SmarTrip fareboxes). Develop joint emergency response plans. Purchase fuel cooperatively and jointly procure equipment.

What would you do
without METRO?



These people found out the hard way.

Commonwealth of Virginia Energy and Sustainability Conference
Session: Attaining Competitive Advantage by Reducing Fuel Consumption
Presentation: Reducing Individual Fuel Consumption and Costs

Endnotes

¹ Infrastructure 2007-A Global Perspective, Ernst and Young and Urban Land Institute (2007) at 21.

² Id. At 22.

³ Energy and the Environment, Todd Litman of Victoria Transport Policy Institute (November 28, 2006) at 1.

⁴ American Automobile Association quoted in column by Steve Eldridge in the Examiner (April 25, 2006).

⁵ Gallop Poll (April, 2004). See <http://www.heartissues.com/americanson-highergasprices-gohtml>.

⁶ The Impact of Rising Prices on Household Gasoline Expenditures, Mark Cooper of Consumer Federation of America (September, 2005) at 4.

⁷ NVTC calculation reported in There is More than One Kind of Tax Relief: Dedicated Funding for Metro Offsets Rising Gas and Congestion Costs, NVTC, (May, 2006) at 1.

⁸ MacKinac Center for Public Policy (2006).

⁹ Ibid.

¹⁰ Litman (2006) at 5.

¹¹ Id. at 6.

¹² "A Ranking Writ in Brake Lights," Jonathan Mummolo, Washington Post (September 19, 2007).

¹³ NVTC (2006) at 4.

¹⁴ Public Transportation and Petroleum Savings in the U.S.: Reducing Dependence on Foreign Oil. ICF International (2007).

¹⁵ Ibid.

¹⁶ Conserving Energy and Preserving the Environment: The Role of Public Transportation, Robert Shapiro et al. for APTA (July, 2002) at 3.

¹⁷ Ibid.

¹⁸ NVTC transit performance data at www.thinkoutsidethecar.org.

¹⁹ NVTC mode share data at lbid.

²⁰ "Mixed Signals: Driving to Work as a Tax Break," William Neuman in the New York Times (August 16, 2007).

²¹ "Cruising for Parking." Donald Shoup in Access (Spring, 2007).

²² www.nuride.com.

²³ Status of Telework in the Federal Government, Office of Personnel Management (June, 2007).

²⁴ 2006 HOV Conditions in Northern Virginia, Tina Curtis of VDOT (March, 2007).



- MY APTA
- WHAT'S NEW
- ABOUT APTA
- FOR MEMBERS
- COMMITTEES
- CONFERENCES & CALENDAR
- SERVICES & PROGRAMS
- GOVERNMENT AFFAIRS
- INDUSTRY INFORMATION
- STANDARDS PROGRAM
- MEDIA CENTER
- E-BUSINESS
- PASSENGER TRANSPORT
- BOOK STORE
- LINKS
- CONTACT US
- SITE MAP
- HOME

October 05, 2007

APTA Search:



APTA > Media Center > News Releases

Public Transportation Ridership Continues To Climb In 2007

Transit News

78 million more trips taken than last year in the first six months -- New report finds 30% of transit riders are new riders; majority of riders use transit to commute

October 4, 2007

Virginia Miller
(202) 496-4816
vmiller@apta.com

(Download In Adobe PDF format)

The American Public Transportation Association (APTA) today announced that Americans took 78 million more trips on public transportation during the first six months of 2007, compared to the first six months of 2006. This means that more than 5 billion trips were taken during this six-month period, representing a 2.3% increase in the second quarter and a 1.1% increase in the first quarter of 2007.

Noting that the 10.1 billion trips taken in 2006 were the highest in 49 years, APTA President William W. Millar said, "The good news is that public transit ridership is growing on top of last year's record ridership. Whether it is because of high gas prices, increased congestion, or new and expanded transit services, more and more people are choosing public transportation."

"The increased public transit ridership we are seeing this year clearly shows that people want travel choices," said Millar. "Additionally, we are releasing a new report that shows that millions of Americans -- from all walks of life -- use and depend on public transportation."

In the first six months of 2007, commuter rail had the highest growth rate of all modes at 5.5% and four areas showed commuter rail ridership increases in double digits during this six month period: Harrisburg, PA (47.5%); Dallas, TX (17.0%); Miami, FL (15.4%); and Oakland, CA (14.9%). Other high growth rates in commuter rail ridership also occurred in: Stockton, CA (10.0%); San Carlos, CA (8.7%); and Long Island, NY (7.7%).

Light rail (modern light rail, streetcars, trolleys, and heritage trolleys) had the second highest percentage of ridership growth among all modes of transportation, with a 4.1% increase. Some of the areas reporting the highest increases in light rail ridership opened new



services over the past year. The Regional Transportation District of Denver, CO showed the largest increase at 78.9%. The light rail systems in the following areas showed double digit increases from January through June 2007: St. Louis, MO (37.8%); New Orleans, LA (34.2%); Kenosha, WI (26.5%); State of New Jersey (19.8%); San Jose, CA (12.2%); Memphis, TN (12.1%), and Baltimore, MD (11.9%).

Heavy rail (subways) ridership grew nationally by 2.8% during the first six months of 2007. The four areas showing the largest increases in ridership were: Atlanta, GA (10.7%); State of New Jersey (7.2%); Staten Island, NY (6.4%); and San Francisco, CA (5.9%).

Bus ridership in small and large communities also showed increases. Nationally, bus ridership increased by 0.6%. The largest bus agencies showing the largest increases for the first six months of 2007 were located in the following cities: Seattle, WA (7.8%); Minneapolis, MN (5.6%); and Denver, CO (5.3%).

Demand response (paratransit) ridership increased by 3.7%. Trolley bus ridership decreased by 3.7% and all other types of public transportation increased by 0.6% from January through June 2007.

To see the complete report, go to
<http://www.apta.com/research/stats/ridership/>.

In addition, to releasing the latest transit ridership statistics, APTA has released a new report that gives the most current profile of public transportation passengers. Titled "A Profile of Public Transportation Passenger Demographics and Travel Characteristics Reported in On-Board Surveys," the data came from 150 on-board vehicle passenger surveys, summarized by transit agencies from responses by more than 496,000 public transportation riders from 2000-2005. These surveys represent transit systems that carry 60 percent of all the transit trips in the United States.

According to the findings of this largest on-board survey study about the public transportation industry, almost 6 in 10 riders surveyed said they use public transportation to get to work (59.2%). The second largest reason for using transit was to go to school (10.7%).

"As the report shows, public transportation is essential for our economy and for an educated workforce, since commuting to work and going to school were two important reasons that people take transit," said Millar.

Other findings of this report, counted by the number of trips taken, include:

- 30% of riders said that this was the first year they had taken public transportation and most transit riders have been riding for more than two years (57.1%).
- Most transit trips are taken by people who regularly use public transportation. Nearly two-thirds of trips are taken by riders who take transit five or more days a week. (65.5%)
- Eight out of ten transit trips are taken by riders who ride three or more days a week (81.2%).

- 25% of transit trips are taken by riders for personal purposes such as: shopping, dining, social events, and medical trips.
- Riders come from all racial backgrounds; the largest groups using public transportation are: Caucasian (41%); African American (33%); and Hispanic (14.3%).
- Women transit riders outnumber men transit riders by a 55%-45% split.
- More than one-third of all transit riders have household incomes of \$50,000 or more (34.3%). Almost 10% of transit riders have household incomes of \$100,000 or more. Almost half of respondents said they have household incomes ranging from \$15,000 to \$49,999 (45.6%)

To read this report go to the APTA web site at: www.apta.com

APTA is a nonprofit international association of more than 1,500 member organizations including public transportation systems; planning, design, construction and finance firms; product and service providers; academic institutions; and state associations and departments of transportation. APTA members serve the public interest by providing safe, efficient and economical public transportation services and products. APTA members serve more than 90 percent of persons using public transportation in the United States and Canada.

Some of these pages may include links to documents in the Adobe PDF format. Please download the Adobe PDF reader if you have not already done so.



Copyright © 2003 American Public Transportation Association • 1666 K Street NW, Washington, DC 20006
Telephone (202) 496-4800 • Fax (202) 496-4321 • Logo Usage



Final Report of the
Transportation Accountability Commission

TO THE GOVERNOR AND THE GENERAL
ASSEMBLY OF VIRGINIA

OCTOBER 2007



Commission Members

James Squires (Chairman), Executive Vice President of Finance, Norfolk Southern Corporation;
Young Ho Chang (Vice Chairman and Chairman of the Outcome Measures Subcommittee),
Senior Vice President of ATCS, PLC;
Mark B. Goodwin (Chairman of the Performance Standards Subcommittee), Senior Vice
President of UPS Freight;
The Honorable Charles C. Allen, Vice Mayor of the City of Newport News;
Georjeane L. Blumling, Vice President of Marketing and Public Affairs for AAA Tidewater
Virginia;
The Honorable Henry L. Connors Jr., member of the Spotsylvania County Board of
Supervisors and Vice President of Government and Public Affairs for CIT;
Mortimer L. Downey III, Chairman of PB Consult, Inc.;
Kimberly A. C. Enochs, SPHR, Senior Vice President of Rutherford;
Douglas R. Fahl, Executive Vice President of Dewberry & Davis, LLC;
Gary W. Fenchuk, President of East West Partners of Virginia, Inc.;
Geraldine Holmes, State Coordinator for Advocacy, AARP Virginia, State Office;
Thomas G. Jewell, President and Owner of Carter Braxton Real Estate;
John M. Lewis Jr., Chief Executive Officer of the GRTC Transit System;
Mark R. Merhige, President of Shockoe Properties, Inc.;
Hugh E. Montgomery Jr., Executive Director of the Institute for Defense and Homeland
Security;
Dr. Rosemarie A. Pelletier, President and founder of Public Private Solutions, Inc.;
M. Siddique Sheikh, Owner of the Alexandria Service Center, Inc.;
The Honorable Sally H. Thomas, Member of the Albemarle County Board of Supervisors;
The Honorable Hunter R. Watson, First Vice President, Davenport Company LLC and former
member of the Prince Edward County Board of Supervisors;
James C. Wheat III, Managing Partner of Colonade Capital, LLC;
Blair Williamson, President of S.L. Williamson Company, Inc.

Commission Staff

Ralph M. Davis, Deputy Secretary of Transportation
Dr. Mary Lynn Tischer, Director of Multimodal Transportation Planning Office
Katherine A. Graham, Multimodal Transportation Planning Office
Michael L. Garrett, Virginia Department of Transportation
Keith R. Wandtke, Virginia Department of Transportation

Executive Summary

In October 2006, Governor Timothy M. Kaine issued Executive Order 37, creating Virginia's Transportation Accountability Commission (Commission). The Commission's primary responsibilities are to: (i) review existing methods used to measure transportation system performance and agency performance and accountability, (ii) recommend improvements to ensure that the transportation system delivers the maximum value to taxpayers, and that transportation agencies are held accountable for their performance, and (iii) investigate quantifiable measures of the impact on communities of transportation projects. The Commission forwarded an interim report to the Governor and the General Assembly on May 30, 2007. For continuity and ease of use, key findings and all recommendations from the Interim Report have been integrated into this Final Report. The full interim report can be found in Appendix II.

Recent Successes and Accomplishments

The Commission investigated the operations and management of Virginia's modal agencies, including the main duties of the three transportation policy boards. They also reviewed and evaluated existing methods to measure performance and accountability, and the state of the practice in other states and the U.S. Department of Transportation (USDOT). The Commission found numerous examples of actions already taken in the Commonwealth at the state and agency levels to enhance transparency and accountability in transportation. Several recent accomplishments are highlighted in this Final Report, including the use of system-wide, overarching goals in the development of the FY2008-2013 Six-Year Improvement Program.

System-Wide, Overarching Goals and Performance Measures

The identification of overarching goals for the transportation system consistent with broader policy goals for the Commonwealth represents a critical step towards greater transportation accountability for Virginia. At the outset of its investigation, the Commission found that performance measures without goals are meaningless and accordingly is recommending the adoption of system-wide, overarching goals as a prerequisite to the establishment of performance measures. The Commission's recommendations are grounded in and build upon the transportation goals presented in the Commonwealth's most recent long-range transportation plan, known as *VTrans2025*. They provide a basis to align agency actions with broader transportation goals. The goals and associated performance measures reflect characteristics the Commission considers critical to a high-performing transportation system that delivers not only high quality projects and programs but the right projects and programs. Those characteristics mirror the transportation priorities of the Commonwealth, succinctly stated in the transportation mission, which is:

To ensure that Virginia has a transportation system that is safe, enables easy movement of people and goods, enhances the economy and improves our quality of life.



The Commission also recognized the importance of the performance measures recommended in the Code of Virginia and has included these among its recommended system-wide performance measures. The Commission’s final recommendations, highlighted below, include seven system-wide, overarching goals and 34 performance measures. In the table below, those measures required by law are italicized. The arrows indicate the desired trend for each measure. Details on the system-wide, overarching goals and measures are in Chapter III.

**Table 1.
System-Wide, Overarching Goals and Performance Measures**

Goal # 1: Safety and Security - To provide a safe and secure transportation system.	
Performance Measure	Desired Trend
<i>Number and Rate of Fatalities by Mode</i>	↓
<i>Number and Rate of Injuries by Mode</i>	↓
Compliance with the Maritime Transportation Security Act	→
<i>Percentage of Updated Emergency, Security, and/or Continuity of Operations Plans</i>	↑
Goal # 2: System Maintenance and Preservation - To preserve and maintain the condition of the existing transportation system.	
Performance Measure	Desired Trend
Percentage of Interstate and Primary Road Pavement in Need of Repair	↓
Percentage of Bridges in Need of Repair or Rehabilitation	↓
Percentage of Transit Vehicles that Exceed Replacement Age	↓



Goal # 3: Mobility, Connectivity, and Accessibility - To facilitate the easy movement of people and goods (Mobility), improve interconnectivity of regions and activity centers (Connectivity), and provide access to different modes of transportation (Accessibility).	
Objectives and Related Performance Measure	Desired Trend
Objective # 1: Mobility	
Public Transportation Trips Per Capita	↑
HOV Use	↑↓
Congestion: Percentage of Congested Lane Miles	↓
Congestion: Delay (three major metropolitan areas only)	↓
Number of Enplanements at Air Carrier Airports	↑
TEUs Shipped Through the Port of Virginia	↑
Objective # 2: Connectivity	
Average Travel Speeds on Interregional Corridors and Between Major Facilities	↑
Park and Ride Spaces	↑
Objective #3: Accessibility	
Transit Availability: Transit Vehicle Revenue Miles	↑
Transit Accessibility: Job and Housing Access to Transit and Pedestrian Facilities	↑
Access to Airports	↑
Goal # 4: Environmental Stewardship - To protect the environment and improve the quality of life for Virginians.	
Performance Measure	Desired Trend
Tons of Transportation Related Emissions	↓
Successful Replacement of Wetlands	→
Fuel Usage Per Capita	↓



Goal # 5: Economic Vitality - To provide a transportation system that supports economic prosperity.	
Performance Measure	Desired Trend
Jobs Created by Transportation Investment	↑
Percent of Transportation Expenditures on Small, Women, and Minority Owned Businesses (SWAM)	↑
Freight Tonnage Originating or Terminating in Virginia	↑
Goal # 6: Program Delivery - To achieve excellence in the execution of programs and delivery of services.	
Performance Measure	Desired Trend
Customer Service Delivery: DMV Wait Times	↓
On-time / On-budget	↑
Customer Satisfaction with the Transportation System	↑
Goal # 7: Coordination of Transportation and Land Use - To facilitate the effective coordination of transportation and land use plans and decisions to promote livable communities.	
Objectives and Related Performance Measure	Desired Trend
Objective # 1: Create or Sustain Livable Communities by Increased Use of Transportation Options	
<i>Vehicle Miles Traveled by those over Age 16 or per Licensed Drivers</i>	↓
Satisfaction with Transportation Options (Alternatives to Driving)	↑
Objective #2: Preservation and Management of Transportation Corridors	
Miles of Limited Access Facilities Relative to Total Miles	↑
Adoption of Access Management Plans by Localities	↑
Objective # 3: Promote Community Development Patterns	
Population Density in Urban Development/Metropolitan Areas	↑
Acres of Land Developed Outside of Urban Development/Metropolitan Areas	↓
<i>Regional Jobs/Housing Balance</i>	↑



The Commission recommends that Virginia's transportation policy boards and agencies fully embrace the system-wide, overarching goals and utilize them in making policy decisions. The Commission also recommends that the policy boards or agencies, as appropriate, develop targets for the performance measures, the final element that closes the loop between goals, performance measures and accountability.

Recommendation 1 - The Transportation Boards and Agencies should embrace the overarching goals and performance measures and develop targets as well as strategies to meet those targets.

Recommendation 2 - The Transportation Policy Boards should institutionalize the overarching goals and measures by establishing a process to monitor performance and reevaluate and address requisite changes in goals, measures, targets and strategies.

The Executive Order specifically addressed the relationship between land use and transportation. Attempts to formulate measures to encourage the coordination of land use plans and transportation plans presented challenges and the first five findings summarize the key conclusions from the Commission's deliberations in this area.

Finding 1 - There are no easy measures for coordination of land use and transportation.

No standard measures are being used by other states. That is partly due to the local nature of land use decision-making and partly to the difficulty in defining and measuring desirable outcomes. The Commission concluded that good coordination should focus on four objectives or outcomes: 1) Increased Use of Transportation Options, 2) the Promotion of Community Development Patterns, 3) the Preservation and Management of Transportation Corridors, and 4) Consistency of Plans.

Finding 2 - There are measures that can be used to estimate progress towards the first three objectives. However, it is difficult to measure consistency of plans.

The Commission concluded that consistency should be eliminated as a formal objective mainly because of the difficulty in deriving measures that are effective across the distinct areas in which consistency is important.

Finding 3 - Many land use performance measures need to be estimated at regional or local levels.

The Commission realizes that there is no clear standard for what constitutes good coordination; it will vary by region. Regional and community differences are extremely important and what would be acceptable or desirable in one location may not be in another. Additionally, some measures, such as jobs-housing balance, are not meaningful at a state level.

Agency Key Objectives and Performance Measures

System-wide, overarching goals and performance measures provide taxpayers and other transportation stakeholders with a means to assess the performance of the transportation system but do not directly address the performance of an individual agency or the accountability of an



agency's chief executive. Agency-specific key objectives and performance measures address the latter issue - although system-wide performance goals and measures and agency goals and measures overlap (e.g. safety is a system and agency goal). Agency key objectives represent the desired outcomes for the agency's major programs, reflect the principles inherent in the agency's mission and provide the vehicle to drive results throughout the agency. Table 2 presents the Commission recommendation for Agency key objectives and performance measures.

The Commission's deliberations on agency key objectives and performance measures resulted in the following findings and recommendations:

Finding 4 - To maximize their effectiveness, several of the current performance measures require the joint effort of multiple agency heads (for example, reducing the number of fatalities).

Recommendation 3 - Develop shared objectives and performance measures among multiple agency heads when a performance measure is beyond the span of control of an individual agency head.

Finding 5 - Performance measurement targets have been established for many of Virginia's key measures, but they are typically set for 2010. Effective targets will have both short-term and long-term milestones. Without incremental milestones against which progress can be measured, long-term targets may never be met. Commission members further indicated that stretch targets/goals should be created without punishment for failure of full achievement.

Recommendation 4 - Develop stretch targets for agency heads and set interim performance targets.

Finding 6 - The process used to evaluate the performance of agency executives captures agency operations and outcomes but does not directly address agency heads' leadership abilities in driving their agency toward desired outcomes.

Recommendation 5 - Include a qualitative leadership component in the agency head performance review process. Leadership includes but is not limited to:

- ***Championing the Governor's priorities; understanding the importance of goals and relationships***
- ***Communicating the agency's mission, vision and shared values***
- ***Leading by example***
- ***Acting in a professional and ethical manner within and outside the agency***
- ***Managing shifting priorities; making tough calls; delivering on promises***
- ***Interacting effectively with diverse constituency groups, including General Assembly members, boards and public and government officials***
- ***Promoting client/customer service***

Finding 7 - Executive pay incentives should be given greater consideration as a performance management tool. The Commission acknowledged that government agency heads are motivated by the desire to provide public service and support the Governor. There was also



recognition, based on their collective experiences, that bonus pay might also play an important role.

**Table 2.
Agency Key Objectives and Performance Measures**

Agency	Key Objectives	Measures	Desired Trend
DMV	Decrease Number of Traffic Fatalities	Number of Fatalities	↓
	Provide Reasonable Customer Service Wait-time	Wait-time for Majority of Customers	↓
	Reduce Number of Interactions Between Citizen and DMV	Average Number of Interactions to Complete a Single Transaction	↓
DOAV	Increase Aviation Utilization	Number of Enplanements	↑
		Economic Activity Generated	↑
	Provide Financial Assistance for Airport Development	Ratio of Grants Executed to Allocation	↑
DRPT	Manage Congestion	Public Transportation Trips Per Capita	↑
		Percentage of Freight Shipped by Rail	↑
	Deliver Economic Benefits	Number of Jobs Created and Maintained through Transit and Rail Initiatives	↑
	Deliver Social Benefits	Transit Ridership by Elderly, Disabled and Low Income Citizens	↑
VDOT	Decrease the Number of Traffic Fatalities	Number of Fatalities	↓
	Condition	Pavement/Bridge Condition	↑
	Performance	Annual Hours of Delay (congestion)	↓
	Management	Projects On-Time/On-Budget	↑
VPA	Enhance Port-Related Business	Number of Port-Generated Jobs	↑
	Increase Goods and Services Shipped through Port	Number of Containers (TEUs)	↑
	Enhance Cargo Handling Efficiency	Containers Per Acre/Per Year	↑



Recommendation 6 - Utilize or amend provisions currently available in the Appropriation Act to provide opportunity for additional compensation and incentives when executive performance expectations are exceeded.

Finding 8 - Whether pertaining to executive or agency performance goals, lessons learned frequently are not carried forward because of the one-term gubernatorial system in Virginia.

Recommendation 7 - Develop legislative or administrative plans to foster longevity in performance measurement processes and lessons learned. Institutionalizing lessons learned will create staying power from one administration to another.

Assessing Community Impacts

Executive Order 37 directs the Commission to determine whether there are quantifiable ways to measure the impacts of transportation projects on the community. The answer is yes, transportation professionals have been evaluating the effects and potential effects of projects on the economic, environmental and social systems for decades. Planning studies focus on the identification of transportation problems and potential solutions and include some analysis of community issues. In the project development phase, both potential positive and negative effects of projects are examined in more detail.

For large, federally funded projects, environmental impact statements (EIS) are prepared containing detailed estimates of potential change to the human or ecological environment. In addition to ecological effects (water, wetlands, air quality), impacts on the human environment are also assessed. EIS's are prepared for projects that are usually large, expensive and/or controversial.

Typically, the EIS and state environmental work occur during the preliminary engineering stage of a project. By identifying these issues earlier in the planning phase, the process can be streamlined and deliberations more informed. The main disadvantage to pursuing a strategy of estimating impacts earlier in the planning stage is the possible lack of information to make good estimates.

The Commission's investigation into this area led to the following findings and recommendations.

Finding 9 - Typically, considerable emphasis is placed on negative community impacts, especially early in project development.

Recommendation 8 - More effort should be placed on balanced reporting of positive and negative community impacts.

Finding 10 - The Commission believes that key stakeholders and the community, as a whole, would benefit if potential impacts were known earlier.

Recommendation 9 - Evaluate impacts at an earlier stage in the project development process.



Finding 11 - Community impacts can only be evaluated at the community or local level. Thus, it is important to coordinate the estimation of impacts with local officials and the surrounding community.

Recommendation 10 - The Commonwealth should partner with local governments to identify community impacts.

Finding 12 - The application of Context Sensitive Solutions (CSS) is growing among state and federal transportation entities.

Recommendation 11 - Encourage the continued development and use of Context Sensitive Solutions.

Other Findings and Recommendations

Several ancillary issues arose during deliberations that the Commission determined to be related to the development of a comprehensive performance management process and a high performing transportation system. These issues include the project selection process, public awareness, the level of transportation investment and the need to address senior mobility.

Project Selection

The system-wide goals represent characteristics that the Commission considers critical to delivering a high performing transportation system. To maximize the value of the Commonwealth's transportation investments, it is not only important to complete projects on time and within budget but to also choose projects that support system goals.

The Commission also concluded that the application of an objective methodology to the project selection process would provide information to ensure that the most needed projects receive funding.

Finding 13 - Goals and outcome performance measures are essential elements for accountability. However, the mix of projects selected and implemented is critical to the success of the overall transportation program.

Recommendation 12 - Use an objective methodology based on a set of overarching goals as a tool to assist in project selection.

Public Awareness

The Commission believes that transportation agencies could improve their efforts to enhance public awareness. Improved public awareness increases accountability and could influence the public's view of transportation agencies and the resources needed for transportation. The Commission believes that transportation agencies can enhance efforts to educate the public and better coordinate with stakeholders regarding agency activities.

Finding 14 - Transportation agencies have not done an adequate job of communicating with and educating the public.



Recommendation 13 - Develop new strategies for informing the public and provide better communication between transportation agencies and their stakeholders.

Transportation Investment

The Commission believes that the adequacy of transportation funding will remain an ongoing issue for the Commonwealth. One way to provide enhanced justification for requested transportation resources is to identify the level of performance that could be achieved given different levels of funding. In this way, resources are linked to performance. This approach could provide for a more effective rationale for requesting additional transportation funds and could help to better inform transportation planning efforts.

Finding 15 - The 2007 transportation initiative (HB 3202) represents an important step forward in addressing transportation needs. However, the adequacy of transportation investments will be an ongoing issue, and resources should be linked to performance in future planning and funding initiatives.

Recommendation 14 - Develop and incorporate methods of linking requirements and resources to performance and the benefits achieved in future planning and funding initiatives.

Senior Mobility

The rapidly increasing senior citizen population in Virginia represents a transportation challenge for the Commonwealth. In particular, senior citizens will face increased difficulty moving from place to place due to aging and health concerns. The Commission does not believe that Virginia's transportation system is currently equipped to deal with this growing problem.

Finding 16 - The Commonwealth's transportation program does not adequately address the mobility needs of the rapidly growing senior population.

Recommendation 15 - Utilize the social benefits key objective and performance measure developed by the Department of Rail and Public Transportation to serve as a basis for allocation of funds to address the needs in this area.

Next Steps

The above findings and recommendations complete the mandate to the Commission as described in Executive Order 37. The Commission offers the following "next steps" as suggestions of how the recommendations might be implemented and transportation performance and accountability enhanced further in the Commonwealth:

- **Implementing the Commission's Recommendations** - The Office of Intermodal Planning and Investment may be the appropriate entity to monitor and report the progress in implementing the recommendations in this report. The Office has a mandate to coordinate multimodal planning solutions for the Six-Year Improvement Plan and to provide solutions that link existing systems.

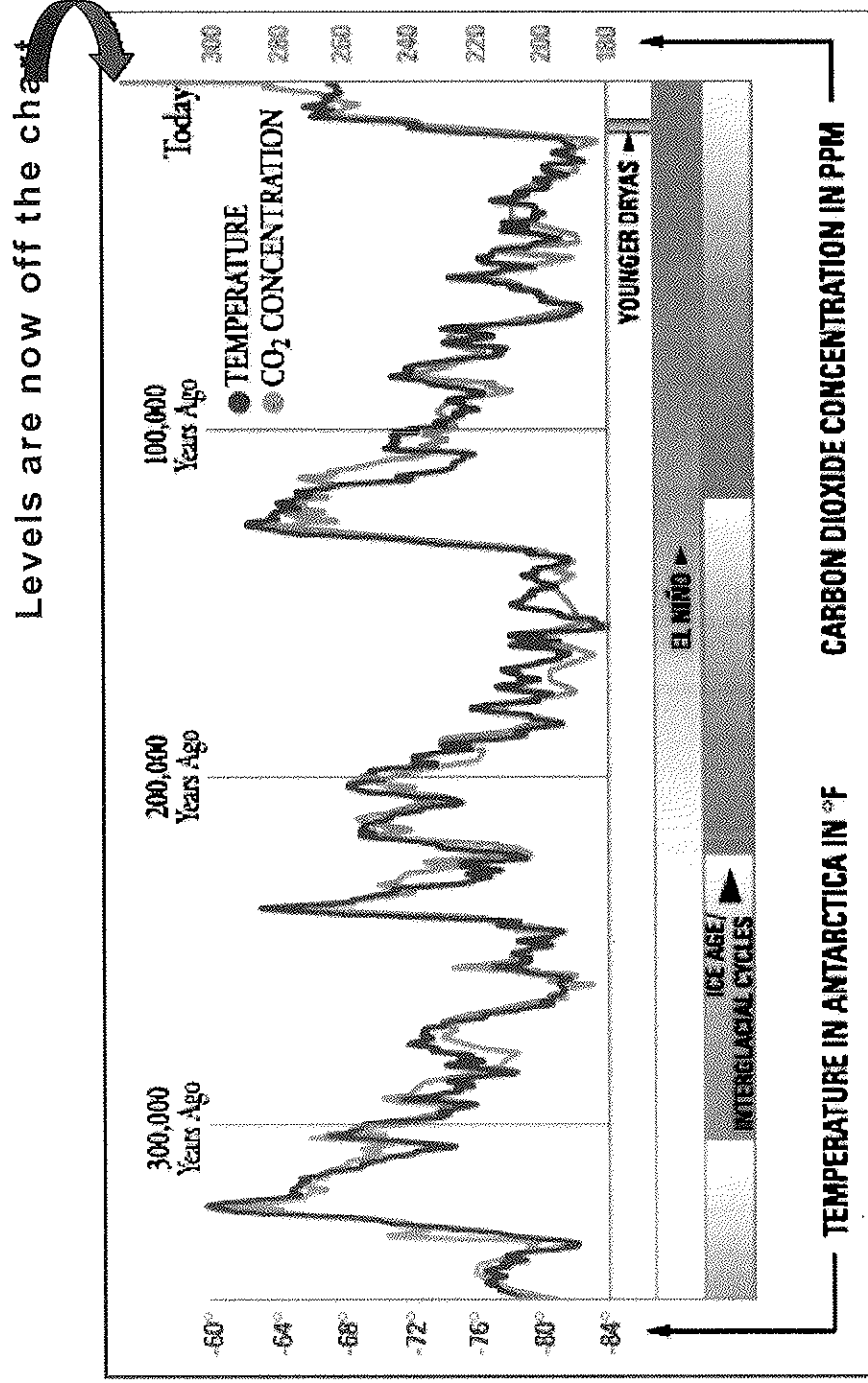


- **Fold the Commission’s goals and outcome performance measures into the next update to the Transportation Performance Report** - In 2007 the Office of Intermodal Planning and Investment released Virginia’s first Transportation Performance Report. Virginia Code requires the annual production of this report, which is designed to monitor the performance and condition of Virginia’s transportation system. The report is organized around the system-wide goals and measures developed in VTrans2025, and should be updated with the goals and measures developed by the Commission.
- **Develop regional goals and performance measures that are comparable to those developed for the state** - The Commission’s research and deliberations led to the conclusion that there are many instances where regional differences are important when establishing targets.
- **Institutionalize an ongoing process of review and update of indicators**
- **Develop a consumer-centric website to communicate with the public**
 - **VaPerforms could be used as model**
 - **Could take the name, MY-VDOT**
 - **Citizen input essential**

The Commission found that the performance management initiatives, including those herein, address the needs of policy makers. To aid in making these recommendations more useful to the general public, the Commission offers for further exploration the MY-VDOT concept. MY-VDOT would address the informational needs of the traveling public. MY-VDOT would provide a user-designed link to each transportation agency website and to sites such as Virginia Performs. The site should also allow citizens to request information specific to the region in which they live. The user should have access to real time local traffic information. Those are examples of the type of information that may be included, but it is important to get input from the public to ensure that the website contains information that is important to them.

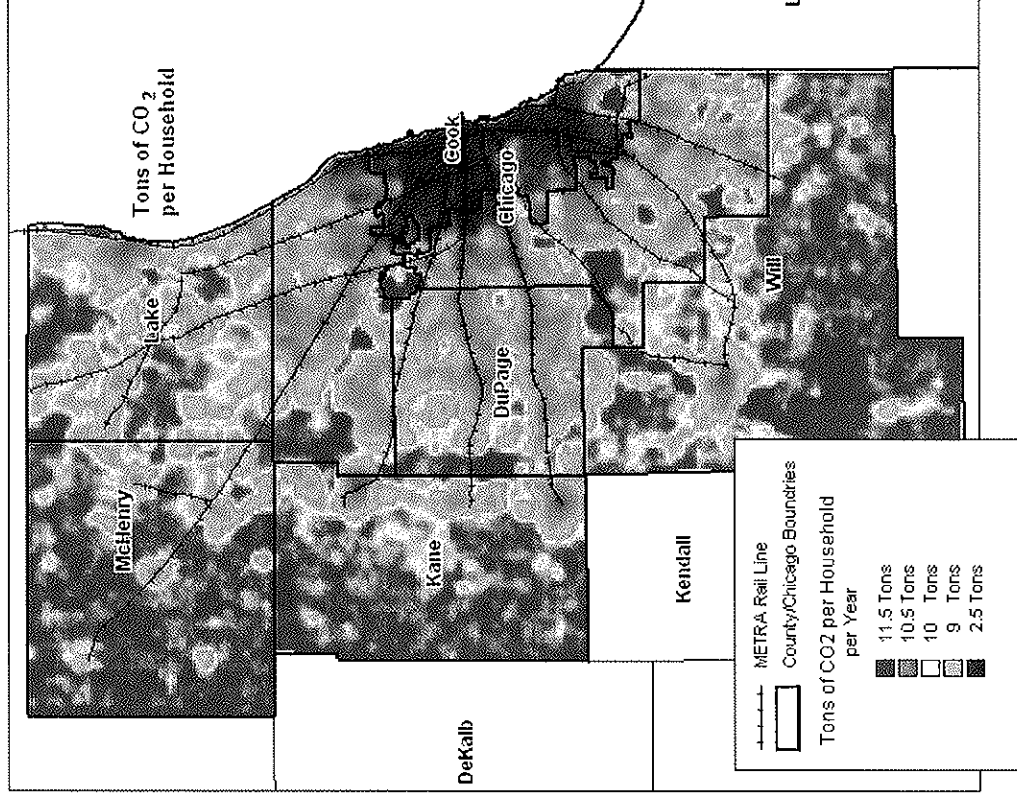


Climate Science...



Smart Growth and Transit

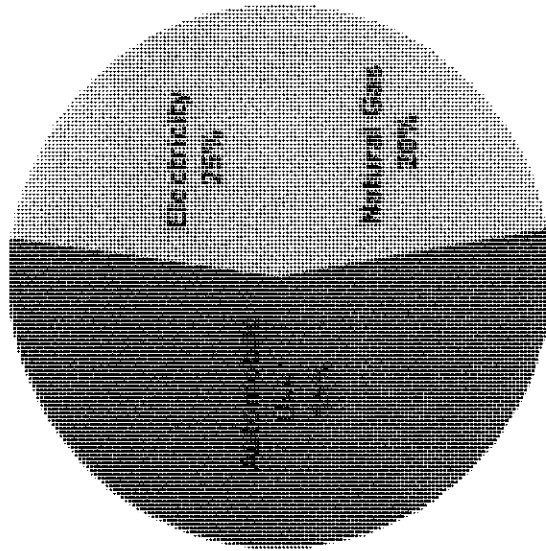
- In major urban areas, carbon emissions are lowest in high-density downtown regions with mass transit systems



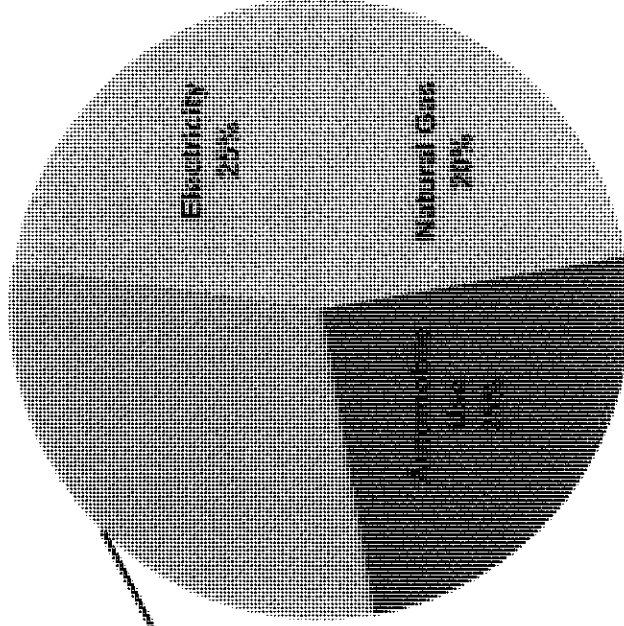
Commuters and Public Transit

Household Carbon Emission Reduction Using Public Transportation

Household Carbon Emissions



30% Potential Savings by Switching One Car to Public Transportation and Other Modes

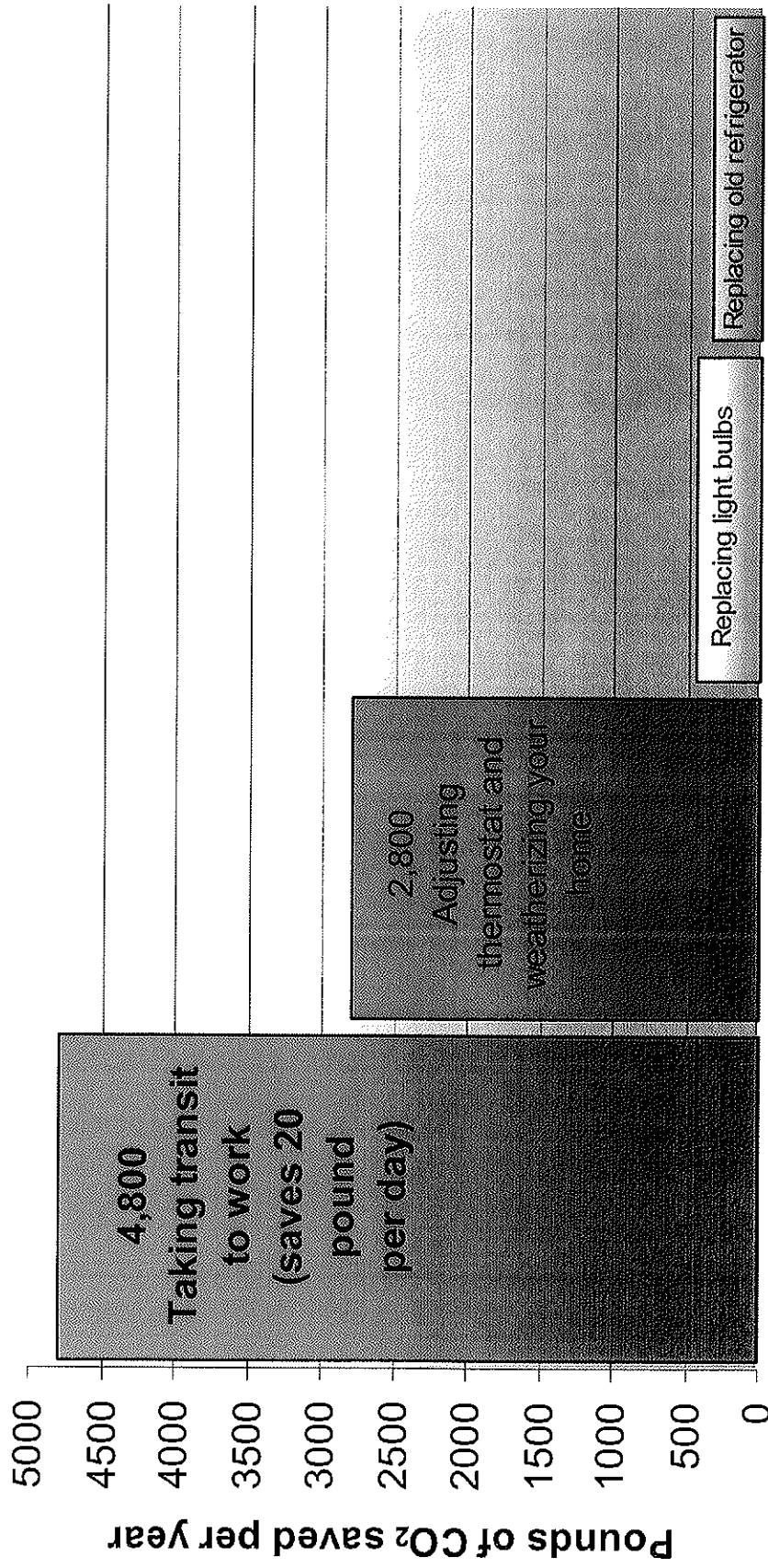


1 3

*Typical two car household
APTA, 2007

David Gardiner
& Associates, LLC

Transit vs. Other Options



1 4

APTA, 2007



Fiscal Year 2008 Northern Virginia Transportation Commission
 Projected Funding Sources for NVTC Jurisdictions' Transit Systems, WMATA and VRE
 (Dollars in millions)
 (See accompanying notes)

Jurisdiction	WMATA OPERATING AND CAPITAL											
	Local Funds	NVTC Aid		Direct		Federal Aid	Total Funds	% Local Funds	% Regional Funds	% State Funds	% Fed Funds	
		Regional Gas Tax	State Aid	State Aid	State Aid							
Alexandria	\$ 15.0	\$ 2.4	\$ 11.7	\$ -	\$ 11.7	\$ 10.7	\$ 39.8	37.7%	6.0%	29.4%	26.9%	
Arlington	26.3	3.6	21.5	-	21.5	18.7	70.1	37.5%	5.1%	30.7%	26.7%	
City of Fairfax	(0.7)	1.3	0.8	-	0.8	0.5	1.9	-36.8%	68.4%	42.1%	26.3%	
Fairfax County	30.4	20.8	39.1	-	39.1	33.3	123.6	24.6%	16.8%	31.6%	26.9%	
Falls Church	0.2	1.0	0.8	-	0.8	0.8	2.8	7.1%	35.7%	28.6%	28.6%	
Loudoun County	-	-	-	-	-	-	-	0.0%	0.0%	0.0%	0.0%	
Fare & Other Revenue	71.2	29.1	73.9	-	73.9	64.0	238.2	29.9%	12.2%	31.0%	26.9%	
	181.1	-	-	-	-	-	181.1	100.0%	0.0%	0.0%	0.0%	
	\$ 252.3	\$ 29.1	\$ 73.9	\$ -	\$ 73.9	\$ 64.0	\$ 419.3	60.2%	6.9%	17.6%	15.3%	

Jurisdiction	LOCAL TRANSIT OPERATING AND CAPITAL											
	Local Funds	NVTC Aid		Direct		Federal Aid	Total Funds	% Local Funds	% Regional Funds	% State Funds	% Fed Funds	
		Regional Gas Tax	State Aid	State Aid	State Aid							
Alexandria	\$ 2.9	\$ -	\$ 5.8	\$ -	\$ 5.8	\$ 2.0	\$ 10.7	27.1%	0.0%	54.2%	18.7%	
Arlington	5.0	-	7.5	-	7.5	6.5	19.0	26.3%	0.0%	39.5%	34.2%	
City of Fairfax	4.1	-	1.1	-	1.1	-	5.2	78.8%	0.0%	21.2%	0.0%	
Fairfax County	24.5	-	21.2	7.4	28.6	0.9	54.0	45.4%	0.0%	53.0%	1.7%	
Falls Church	0.2	-	0.4	-	0.4	0.4	1.0	20.0%	0.0%	40.0%	40.0%	
Loudoun County	(6.4)	8.0	-	2.5	2.5	1.7	5.8	-110.3%	137.9%	43.1%	29.3%	
Fare & Other Revenue	30.3	8.0	36.0	9.9	45.9	11.5	95.7	31.7%	8.4%	48.0%	12.0%	
	17.0	-	-	-	-	-	17.0	100.0%	0.0%	0.0%	0.0%	
	\$ 47.3	\$ 8.0	\$ 36.0	\$ 9.9	\$ 45.9	\$ 11.5	\$ 112.7	42.0%	7.1%	40.7%	10.2%	

Jurisdiction	VRE OPERATING AND CAPITAL											
	Local Funds*	NVTC Aid		Direct		Federal Aid	Total Funds	% Local Funds	% Regional Funds	% State Funds	% Fed Funds	
		Regional Gas Tax	State Aid	State Aid	State Aid							
NVTC/PRTC Jurisdictions	\$ 13.3	\$ -	\$ -	\$ 29.6	\$ 29.6	\$ 39.5	\$ 82.4	16.1%	0.0%	35.9%	47.9%	
	-	-	-	-	-	-	-	0.0%	0.0%	0.0%	0.0%	
Fare & Other Revenue	13.3	-	-	29.6	29.6	39.5	82.4	16.1%	0.0%	35.9%	47.9%	
	21.7	-	-	-	-	-	21.7	100.0%	0.0%	0.0%	0.0%	
	\$ 35.0	\$ -	\$ -	\$ 29.6	\$ 29.6	\$ 39.5	\$ 104.1	33.6%	0.0%	28.4%	37.9%	

*includes PRTC regional gas tax.

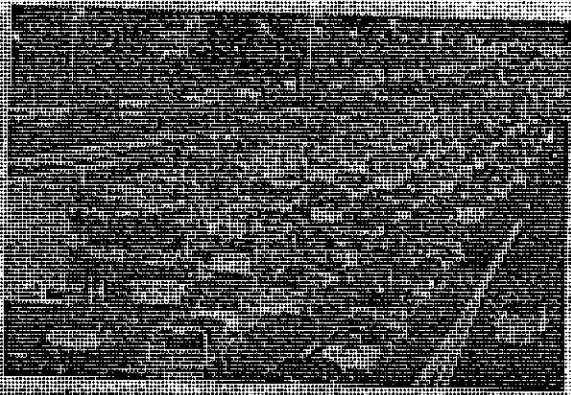
Jurisdiction	TOTAL OPERATING AND CAPITAL											
	Local Funds	NVTC Aid		Direct		Federal Aid	Total Funds	% Local Funds	% Regional Funds	% State Funds	% Fed Funds	
		Regional Gas Tax	State Aid	State Aid	State Aid							
Alexandria	\$ 17.9	\$ 2.4	\$ 17.5	\$ -	\$ 17.5	\$ 12.7	\$ 50.5	35.4%	4.8%	34.7%	25.1%	
Arlington	31.3	3.6	29.0	-	29.0	25.2	89.1	35.1%	4.0%	32.5%	28.3%	
City of Fairfax	3.4	1.3	1.9	-	1.9	0.5	7.1	47.9%	18.3%	26.8%	7.0%	
Fairfax County	54.9	20.8	60.3	7.4	67.7	34.2	177.6	30.9%	11.7%	38.1%	19.3%	
Falls Church	0.4	1.0	1.2	-	1.2	1.2	3.8	10.5%	26.3%	31.6%	31.6%	
Loudoun County	(6.4)	8.0	-	2.5	2.5	1.7	5.8	-110.3%	137.9%	43.1%	29.3%	
NVTC/PRTC Jurisdictions	13.3	-	-	29.6	29.6	39.5	82.4	16.1%	0.0%	35.9%	47.9%	
Fare & Other Revenue	114.8	37.1	109.9	39.5	149.4	115.0	416.3	27.6%	8.9%	35.9%	27.6%	
	219.8	-	-	-	-	-	219.8	100.0%	0.0%	0.0%	0.0%	
	\$ 334.6	\$ 37.1	\$ 109.9	\$ 39.5	\$ 149.4	\$ 115.0	\$ 636.1	52.6%	5.8%	23.5%	18.1%	

Notes – Projected Funding Sources for NVTC Jurisdictions’ Transit Systems, WMATA and VRE

- **The schedule shows how the operating and capital needs of the local transit systems, Virginia’s share of WMATA, and VRE are projected to be funded.**
- State operating and capital assistance is allocated among the jurisdictions using NVTC’s SAM factors in place for each fiscal year.
- State operating assistance is the actual amount contracted for the fiscal year.
- State operating assistance is allocated between WMATA and local systems using the percentage of the WMATA operating subsidies and local system deficits to the total operating requirements.
- State capital assistance for WMATA is the amount projected to be invoiced and collected during the fiscal year. State capital assistance for local needs is the amount contracted for the fiscal year.
- Regional gas tax is the projected Motor Vehicle Fuels Sales tax for the fiscal year. For all jurisdictions except Loudoun County, the revenue is allocated using the gas tax percentages from NVTC’s SAM in place for the fiscal year. For Loudoun County the revenue is recognized by point of sale.
- The regional gas tax for Loudoun County is shown as a source of funds for their local systems, however the revenue may be used for any transportation purposes. For the other jurisdictions, regional gas tax may be used only for WMATA subsidies.
- Direct state aid is assistance not allocated by NVTC’s SAM formula and not received by NVTC, but rather directly by the jurisdictions, WMATA and VRE. Direct state assistance for the local transit systems is the amount contracted or budgeted for the fiscal year.
- Special appropriations for WMATA and VRE are recognized when budgeted to be expended, not when appropriated.
- Federal aid is assistance budgeted to be received directly by the jurisdictions, WMATA and VRE, and includes federal funds administered by the state.
- WMATA capital and operating expenses are the subsidies actually billed during the fiscal year, plus the jurisdictions’ respective share of federal assistance budgeted by WMATA. Local system deficits are based upon the fiscal year budgeted activities.
- Funding sources and the capital and operating expenses of VRE are those budgeted.

All Traffic Is Local

Q Traffic congestion is rampant in various parts of the state. Do you think it is a long-term problem or just a temporary setback?



Northern Virginia

The area around Washington, D.C., is experiencing a significant increase in traffic volume. Major highways like I-495 and I-66 are often congested, especially during rush hours. This is due to a combination of factors, including population growth and the increasing number of commuters traveling to the city.

Richmond Area

The Richmond area is also facing traffic challenges. The I-77 corridor is a major artery, and it often becomes a bottleneck. The growth of the city and surrounding suburbs has led to a steady increase in the number of vehicles on the road.

Sharonville — Cincinnati



Cincinnati

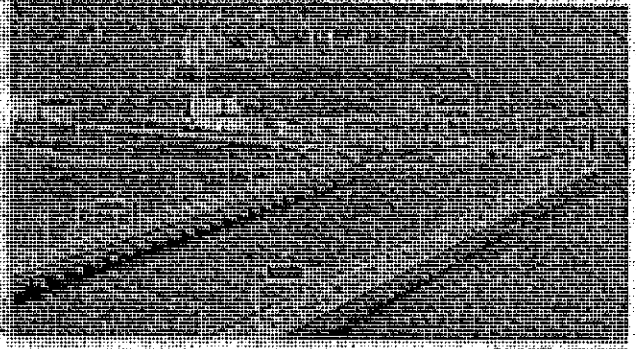
The Cincinnati area, particularly the Sharonville region, is seeing a rise in traffic. The I-75 corridor is a key route, and it's often packed with cars. This is largely due to the city's expansion and the need for more people to commute.

Indianapolis

Indianapolis is another city where traffic is becoming a major issue. The I-465 and I-70 corridors are heavily used, and they often experience delays. The city's growth and the influx of new residents are contributing to the problem.

Hampton Roads

The Hampton Roads area is also facing traffic congestion. The I-64 corridor is a major route, and it's often congested. The growth of the area and the increasing number of vehicles are the primary causes of the traffic issues.



News Release

FOR IMMEDIATE RELEASE

October 15, 2007

Media Contact:

Dr. Quentin Kidd

Director – CNU Center for Public Policy

qkidd@cnu.edu

Office: (757) 594-7971 - Mobile: (757) 334-8002

Emily L. Lucier

Press Secretary and Media Manager

emily.lucier@cnu.edu

(757) 594-8428

Virginians Don't Think Transportation Plan Will Be Enough to Solve State's Traffic Congestion; Approve of Regional Funding for Transportation

(NEWPORT NEWS, VA) – Asked whether the transportation plan agreed to earlier in the year by Governor Kaine and the General Assembly will be enough to address the state's traffic congestion needs, 61% of Virginians say that more will be needed. Only 18% believe it will be enough. Opinions in Northern Virginia (70%) and Hampton Roads (59%) mirror statewide views. Even downstate Republicans say it will not be enough by a 2-1 ratio. These findings are from Christopher Newport University's *Virginia Poll*, a new omnibus survey from the Center for Public Policy at CNU. The poll was conducted September 27- October 1, 2007 with 700 registered voters in Virginia. The margin of error is +/- 3.7% at the 95% confidence level.

Virginia Poll

CNU Center for Public Policy

"Earlier this year, Governor Kaine and the General Assembly agreed to a \$500 million transportation plan. In your opinion, will this new transportation plan be enough to address the state's congestion needs especially in the Northern Virginia and Hampton Roads regions OR will more be needed to be done in the near future to address traffic problems?" (cells = %)									
		NoVA/ DC	Norfolk	Richmond	Roanoke/ SW	Valley/ C'ville	Dem	Rep	Ind
Enough	18	11	18	22	29	17	15	22	18
More Needed	61	70	59	62	44	57	68	57	63
Don't Know	21	18	24	17	27	26	17	20	19

One of the central elements of the transportation plan was to allow for local area transportation funding. A majority of voters (55%) approve of this approach, and this majority holds across all regions of the state except in Hampton Roads, where voters are split on the idea of local area transportation funding. Democrats are nearly evenly split on the idea of local area transportation funding, while a majority of Republican and Independents support it. "These numbers reflect the public's pessimistic view of the transportation plan. Voters just don't think it really will solve the problem. And, the two regions where transportation is the biggest problem are split on the issue of regional taxing for

transportation. Voters in Northern Virginia support it while voters in Hampton Roads are divided,” noted Dr. Quentin Kidd, Director of the CNU Center for Public Policy.

“Part of the new transportation plan allows the local areas of Hampton Roads and Northern Virginia for the first time, to raise their own local tax revenues and spend that money only locally on transportation projects. Do you support this idea of local area transportation funding OR do you feel transportation funding should remain only a state government responsibility?” (cells = %)

	NoVA/DC	Norfolk	Richmond	Roanoke/SW	Valley/C'ville	Dem	Rep	Ind	
Support Local	55	60	45	59	49	60	51	56	57
State Responsibility	38	35	45	37	40	27	42	38	37
Don't Know	7	5	10	4	11	13	7	6	5

Voters Frustrated by Abusive Driver Fees . . . Blame Everyone

Voters are frustrated about abusive drive fees, and spread the blame evenly. Asked if they had a positive or negative view of the so-called abuse driver fees, 58% of respondents had a negative view and only 38% had a positive view. Negative views are shared across the state, except in Hampton Roads where voters are split. Republicans and Independents have stronger negative views than do Democrats. Who do voters blame for the abusive driver fees? They blame everyone, by a whopping 70% margin. “We clearly see voter frustration with the abuser fees, and this frustration is spread across all regions of the state. I expect the General Assembly will act to change this part of the transportation plan very quickly in January,” said Dr. Kidd.

“Part of this funding for the new transportation plan included a steep increase in the so-called abusive driver fees that can add up to thousands of dollars in fines for Virginia’s drunk drivers and those guilty of multiple aggressive driving violations. As originally written, these higher abusive driver fee laws apply only to Virginia residents and not out-of-state licensed drivers. First of all, is your opinion of these so called ‘abusive driver fees’ positive or negative?” (cells = %)

	NoVA/DC	Norfolk	Richmond	Roanoke/SW	Valley/C'ville	Dem	Rep	Ind	
Positive	38	33	48	36	41	31	44	35	36
Negative	58	63	49	59	54	65	52	63	59
Don't Know	4	3	3	5	6	3	4	2	4

“Who do you think is most responsible for these abusive driver fees being in the transportation package – the Governor, Republican leaders of the legislature, Democrats in the legislature, or a mix of all?” (cells = %)

	NoVA/DC	Norfolk	Richmond	Roanoke/SW	Valley/C'ville	Dem	Rep	Ind	
Governor	8	8	6	10	6	9	4	13	6
Republican	9	13	8	8	3	5	14	4	9
Democrats	2	3	0	2	1	0	0	5	1
Mix	70	66	69	69	79	73	73	64	73
Don't Know	12	10	18	11	11	13	8	14	12

Virginian’s Balkanized on Importance of Regional Issues

While the traffic problems in Northern Virginia are seen as important by almost half of voters, Virginians generally have very parochial views about the importance of problems in other parts of the state. When asked to rate the importance of unemployment in Southwest and Southside, traffic congestion on I-81, and traffic congestion in Hampton Roads and Northern Virginia, voters tend to see their own regional problems as more critical than problems in other parts of the state. In addition, a surprising number of voters think certain regional problems are not a priority for the rest of the state. For instance, around 1 in 4 voters in Hampton Roads and Richmond think traffic congestion and dangerous driving conditions on I-81 are not a priority for the rest of the state. Similarly, 1 in 4 voters in Northern Virginia, Richmond, and the Roanoke area think traffic congestion in Hampton Roads is not a priority for the rest of the state. Finally, 1 in 4 voters in Richmond and Roanoke think traffic congestion in Northern Virginia is not a priority for the rest of the state. “Parochial views on important infrastructure and economic development issues such as these are bad news for Virginia. The more Virginians see these issues in an ‘us vs. them’ light, the more difficult it will be to adequately address them. It simply becomes more difficult for the state’s leaders to solve regional problems that have state-wide impact when people don’t view them as collective problems,” said Kidd.

"As you may be aware, different parts of Virginia face different challenges and problems. Tell me if, in your opinion, each of the following is a Critical Problem, the state legislature should make a top priority, an Important Problem the legislature should consider after other priorities, or Not A Top Priority problem the rest of the state should worry about."

"The high unemployment rate in Southwest and Southside Virginia." (cells = %)

		NoVA/ DC	Norfolk	Richmond	Roanoke/ SW	Valley/ C'ville	Dem	Rep	Ind
Critical top priority	30	19	27	36	52	38	37	21	34
Important after other priorities	49	55	48	47	34	55	49	50	48
Not priority for rest of state	16	19	21	15	11	4	8	25	15
Don't Know	4	6	4	3	3	3	5	4	3

"Traffic congestion and dangerous driving conditions on I-81 that runs through the western part of the state including the Shenandoah Valley and Southwest Virginia." (cells = %)

		NoVA/ DC	Norfolk	Richmond	Roanoke/ SW	Valley/ C'ville	Dem	Rep	Ind
Critical top priority	19	27	22	26	41	49	29	27	32
Important after other priorities	44	49	42	41	39	43	50	48	40
Not priority for rest of state	21	18	28	27	15	8	16	21	21
Don't Know	6	6	9	5	5	0	5	4	7

"Traffic congestion problems with the tunnel and bridge system in the Hampton Roads area." (cells = %)

		NoVA/ DC	Norfolk	Richmond	Roanoke/ SW	Valley/ C'ville	Dem	Rep	Ind
Critical top priority	32	18	65	38	17	21	34	36	31
Important after other priorities	34	41	22	35	29	41	36	32	34
Not priority for rest of state	21	25	13	22	25	14	18	22	20
Don't Know	13	16	0	5	29	24	13	10	14

"Traffic congestion problems in the Northern Virginia area." (cells = %)

		NoVA/ DC	Norfolk	Richmond	Roanoke/ SW	Valley/ C'ville	Dem	Rep	Ind
Critical top priority	47	65	41	43	28	29	56	43	47
Important after other priorities	30	26	36	29	30	42	27	35	27
Not priority for rest of state	17	9	15	23	27	19	12	19	17
Don't Know	6	0	8	5	15	10	5	4	9

Releases to Come

October 17: US Senate Race

October 23: Right Direction/Wrong Direction of State, Assessment of Local and State Economy, and Job Performance of Governor and General Assembly

Survey Methodology

The Virginia Poll is provided as a public service to the citizens of Virginia. It is an omnibus public opinion survey of registered Virginia voters conducted by telephone between September 27 and October 1, 2007. Results have a margin of error of plus or minus 3.7% at the 95% confidence level. The poll was designed by the Center for Public Policy at CNU and conducted by FrederickPolls, LLC of Arlington, Virginia. For information or requests, contact Dr. Quentin Kidd, at (757) 594-7971 or qkidd@cnu.edu.

Christopher Newport University is a four-year public university in Newport News, Virginia. CNU enrolls 4,800 students in programs through its College of Liberal Arts and Sciences and the Luter School of Business and offers great teaching, small classes and an emphasis on leadership, civic engagement and honor. Visit us at www.cnu.edu

-CNU-

AGENDA ITEM #8

TO: Chairman Snyder and NVTC Commissioner

FROM: Rick Taube

DATE: October 25, 2007

SUBJECT: Briefing on I-95/395 Transit/ TDM Study

Corey Hill of DRPT will be present with consultants to brief the commission on the draft final report. Detailed surveying and forecast modeling have occurred, which should help guide policy decisions regarding the HOT Lanes project in the I-95/395 corridor.



AGENDA ITEM # 9

TO: Chairman Snyder and NVTC Commissioners

FROM: Rick Taube

DATE: October 25, 2007

SUBJECT: December 6th Ceremony at NVTC's Meeting

Several NVTC board members will be leaving the commission at the end of the year including Paul Ferguson, Dana Kauffman and Elaine McConnell. At the close of NVTC's December 6th meeting, special recognition will be given to them for their service. All commissioners are urged to attend.



AGENDA ITEM #10

TO: Chairman Snyder and NVTC Commissioners

FROM: Scott Kalkwarf and Colethia Quarles

DATE: October 25, 2007

SUBJECT: NVTC Financial Items for September, 2007

NVTC's financial reports are attached for September, 2007 for your information.

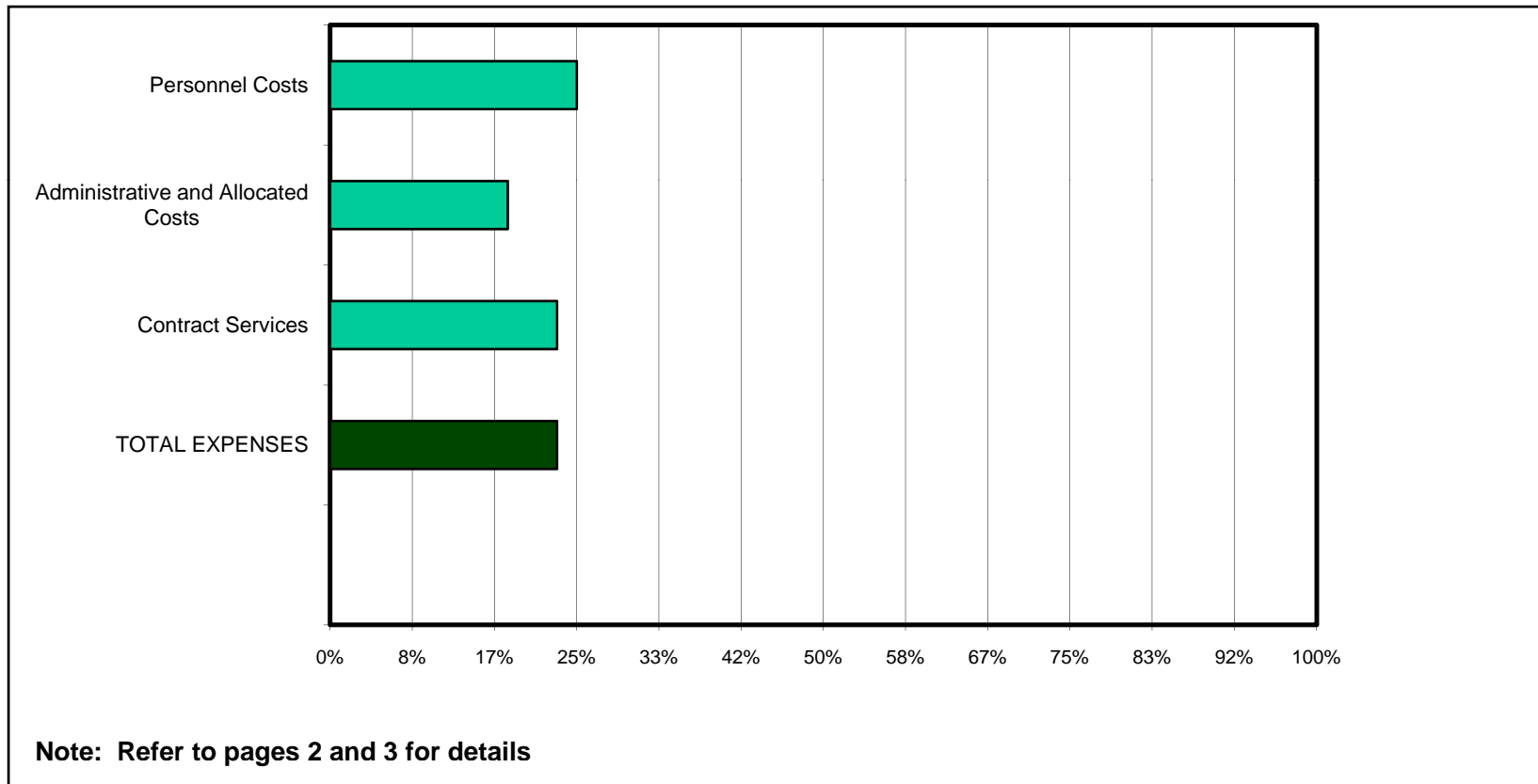


Northern Virginia Transportation Commission

Financial Reports

September, 2007

Percentage of FY 2008 NVTC Administrative Budget Used
September, 2007
(Target 25% or less)



NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
September, 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	\$ 91,283.06	\$ 190,514.87	\$ 701,400.00	\$ 510,885.13	72.8%
Temporary Employee Services	-	-	1,000.00	1,000.00	100.0%
Total Personnel Costs	91,283.06	190,514.87	702,400.00	511,885.13	72.9%
<u>Benefits</u>					
Employer's Contributions:					
FICA	5,222.11	12,679.96	48,900.00	36,220.04	74.1%
Group Health Insurance	2,579.37	10,432.66	65,750.00	55,317.34	84.1%
Retirement	4,045.00	12,135.00	56,200.00	44,065.00	78.4%
Workmans & Unemployment Compensation	154.27	1,638.14	3,400.00	1,761.86	51.8%
Life Insurance	271.97	747.01	3,750.00	3,002.99	80.1%
Long Term Disability Insurance	257.52	766.84	4,450.00	3,683.16	82.8%
Total Benefit Costs	12,530.24	38,399.61	182,450.00	144,050.39	79.0%
<u>Administrative Costs</u>					
Commissioners Per Diem	1,450.00	2,600.00	18,400.00	15,800.00	85.9%
<i>Rents:</i>					
Office Rent	14,631.71	43,267.63	184,950.00	141,682.37	76.6%
Parking	970.00	2,230.00	11,900.00	9,670.00	81.3%
<i>Insurance:</i>					
Public Official Bonds	-	250.00	4,400.00	4,150.00	94.3%
Liability and Property	-	250.00	2,600.00	2,350.00	90.4%
	-	-	1,800.00	1,800.00	100.0%
<i>Travel:</i>					
Conference Registration	887.03	1,000.07	16,200.00	15,199.93	93.8%
Conference Travel	-	-	2,000.00	2,000.00	100.0%
Local Meetings & Related Expenses	68.52	68.52	4,500.00	4,431.48	98.5%
Training & Professional Development	123.51	236.55	6,200.00	5,963.45	96.2%
	695.00	695.00	3,500.00	2,805.00	80.1%
<i>Communication:</i>					
Postage	828.88	1,762.85	11,600.00	9,837.15	84.8%
Telephone - LD	174.87	174.87	4,600.00	4,425.13	96.2%
Telephone - Local	210.41	321.46	1,200.00	878.54	73.2%
	443.60	1,266.52	5,800.00	4,533.48	78.2%
<i>Publications & Supplies</i>					
Office Supplies	437.01	2,072.99	23,800.00	21,727.01	91.3%
Duplication	47.99	535.60	4,500.00	3,964.40	88.1%
Public Information	389.02	1,537.39	9,300.00	7,762.61	83.5%
	-	-	10,000.00	10,000.00	100.0%

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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	79.95	876.83	25,650.00	24,773.17	96.6%
Furniture and Equipment	-	-	12,650.00	12,650.00	100.0%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computers	79.95	876.83	12,000.00	11,123.17	92.7%
<i>Other General and Administrative</i>	215.52	1,580.06	6,800.00	5,219.94	76.8%
Subscriptions	-	-	400.00	400.00	100.0%
Memberships	-	966.00	1,700.00	734.00	43.2%
Fees and Miscellaneous	215.52	614.06	2,900.00	2,285.94	78.8%
Advertising (Personnel/Procurement)	-	-	1,800.00	1,800.00	100.0%
40th Anniversary	-	-	-	-	0
Total Administrative Costs	<u>18,530.10</u>	<u>53,410.43</u>	<u>291,800.00</u>	<u>238,389.57</u>	<u>81.7%</u>
	<u>Contracting Services</u>				
Auditing	5,000.00	5,000.00	19,700.00	14,700.00	74.6%
Consultants - Technical	-	-	1,000.00	1,000.00	100.0%
Legal	-	-	1,000.00	1,000.00	100.0%
Total Contract Services	<u>5,000.00</u>	<u>5,000.00</u>	<u>21,700.00</u>	<u>16,700.00</u>	<u>77.0%</u>
 Total Gross G&A Expenses	 <u>\$ 127,343.40</u>	 <u>\$ 287,324.91</u>	 <u>\$ 1,198,350.00</u>	 <u>\$ 911,025.09</u>	 <u>76.0%</u>

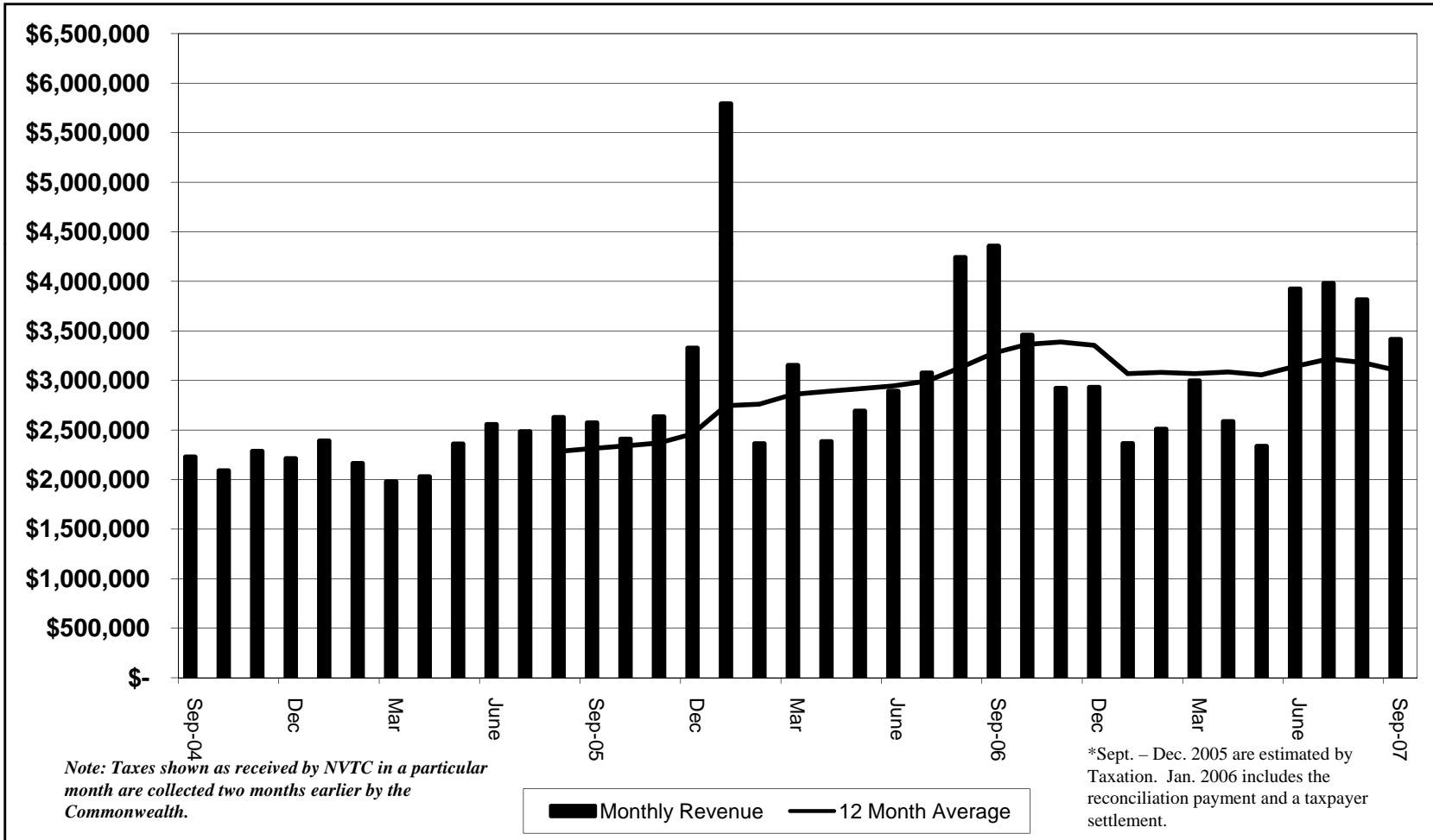
NVTC
RECEIPTS and DISBURSEMENTS
September, 2007

<u>Date</u>	<u>Payer/ Payee</u>	<u>Purpose</u>	<u>Wachovia</u>	<u>Wachovia</u>	<u>VA LGIP</u>	
			<u>(Checking)</u>	<u>(Savings)</u>	<u>G&A / Project</u>	<u>Trusts</u>
RECEIPTS						
6	DRPT	FTM/Admin grant receipts				\$ 2,365,291.00
7	VRE	Reimbursement for staff support		6,468.55		
7	Staff	Reimbursement of expenses		16.27		
17	Arlington County	G&A contribution		15,913.25		
18	Dept. of Taxation	Motor vehicle fuels sales tax				3,414,814.57
18	DRPT	FTM/Admin grant receipt				4,347,693.00
20	DRPT	Code Red grant receipt			422,906.00	
21	DRPT	Capital grant receipt				6,961,307.00
21	DRPT	SmarTrip grant receipt			27,520.00	
30	Banks	September interest		805.21	4,007.47	378,426.32
			<u>-</u>	<u>23,203.28</u>	<u>454,433.47</u>	<u>17,467,531.89</u>
DISBURSEMENTS						
1-30	Various	NVTC project and administration	(100,924.09)			
5	City of Fairfax	Other operating expenses				(163,291.74)
10	City of Fairfax	Other operating expenses				(180,473.69)
18	Stantec	Consulting - bus data	(2,977.60)			
20	Loudoun County	Code Red costs incurred			(57,103.00)	
20	Arlington County	Code Red costs incurred			(22,222.83)	
20	WMATA	Code Red costs incurred			(85,139.01)	
20	PRTC	Code Red costs incurred			(172,952.00)	
20	Fairfax County	Code Red costs incurred			(37,835.30)	
20	City of Alexandria	Code Red costs incurred			(30,838.41)	
20	City of Fairfax	Code Red costs incurred			(13,848.17)	
21	Loudoun County	Local project contributions SmarTrip			(27,520.00)	
21	VRT	Code Red costs incurred	(1,436.95)			
27	Canadian Hydrogen	Hydrogen bus costs incurred	(13,650.00)			
30	Wachovia Bank	September service fees	(48.02)			
			<u>(119,036.66)</u>	<u>-</u>	<u>(447,458.72)</u>	<u>(343,765.43)</u>
TRANSFERS						
13	Transfer	From LGIP to checking	60,000.00		(60,000.00)	
20	Transfer	From LGIP to LGIP (NTD bus data)			2,977.60	(2,977.60)
27	Transfer	From LGIP to checking	60,000.00		(60,000.00)	
			<u>120,000.00</u>	<u>-</u>	<u>(117,022.40)</u>	<u>(2,977.60)</u>
NET INCREASE (DECREASE) FOR MONTH			<u>\$ 963.34</u>	<u>\$ 23,203.28</u>	<u>\$ (110,047.65)</u>	<u>\$ 17,120,788.86</u>

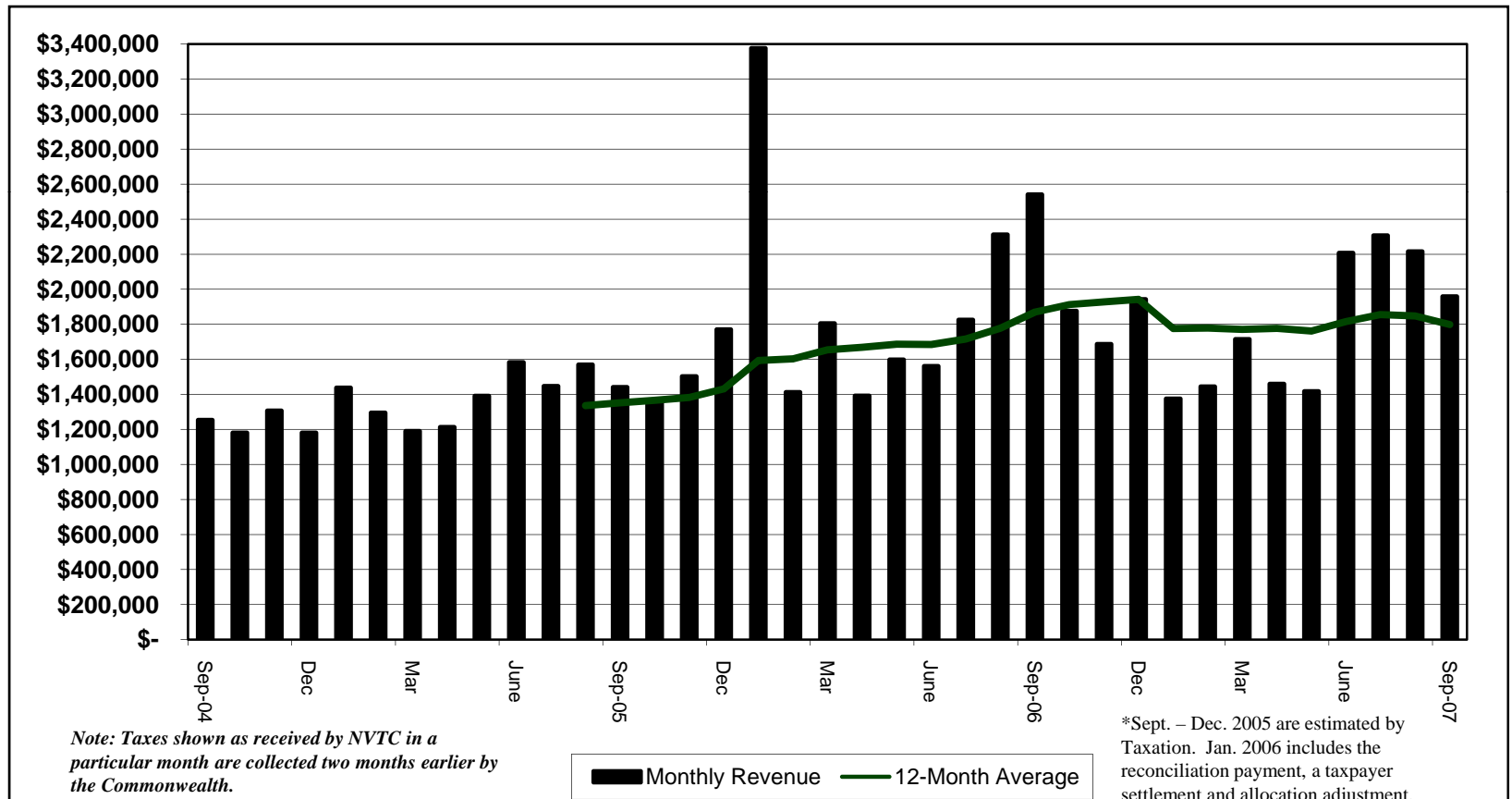
**NVTC
INVESTMENT REPORT
September, 2007**

<u>Type</u>	<u>Rate</u>	<u>Balance 8/31/2007</u>	<u>Increase (Decrease)</u>	<u>Balance 9/30/2007</u>	<u>NVTC G&A/Project</u>	<u>Jurisdictions Trust Fund</u>	<u>Loudoun Trust Fund</u>
<u>Cash Deposits</u>							
Wachovia: NVTC Checking	N/A	\$ 36,458.30	\$ 963.34	\$ 37,421.64	\$ 37,421.64	\$ -	\$ -
Wachovia: NVTC Savings	4.17%	245,350.09	23,203.28	268,553.37	268,553.37	-	-
<u>Investments - State Pool</u>							
Nations Bank - LGIP	5.34%	79,764,218.12	17,010,741.21	96,774,959.33	823,627.04	66,486,701.67	29,464,630.62
		<u>\$ 80,046,026.51</u>	<u>\$ 16,924,860.18</u>	<u>\$ 97,080,934.34</u>	<u>\$ 1,129,602.05</u>	<u>\$ 66,486,701.67</u>	<u>\$ 29,464,630.62</u>

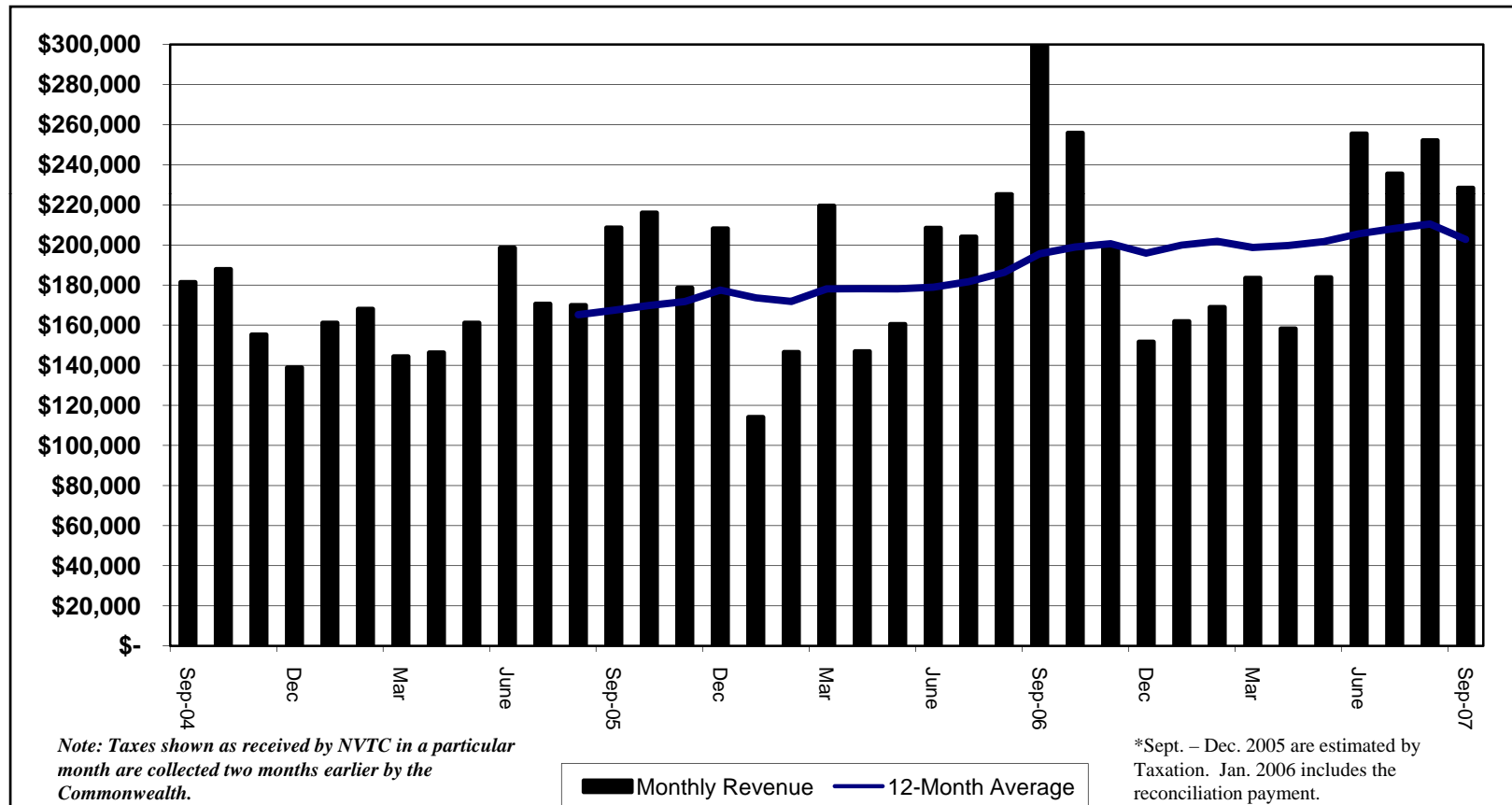
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2005-2008



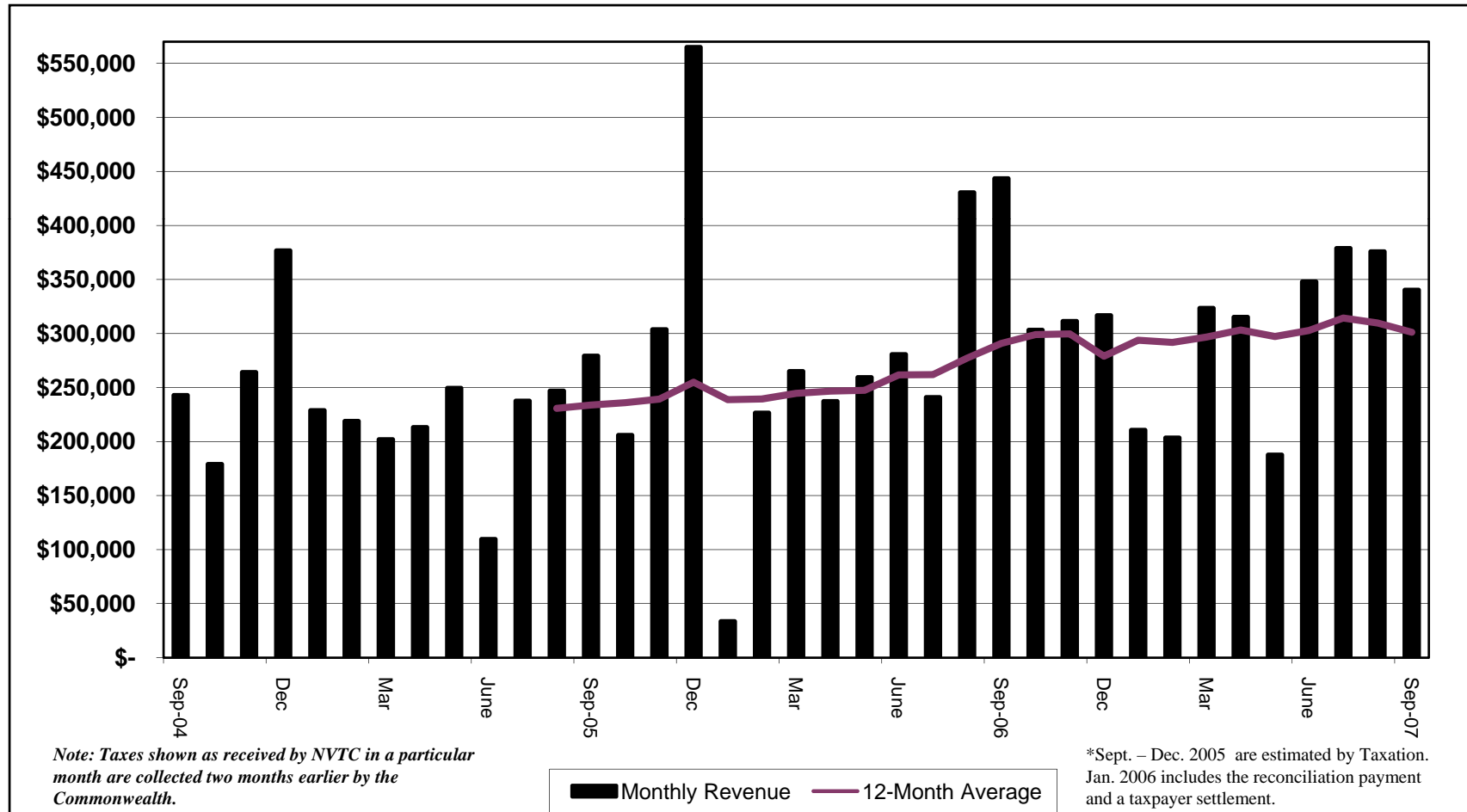
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2005-2008



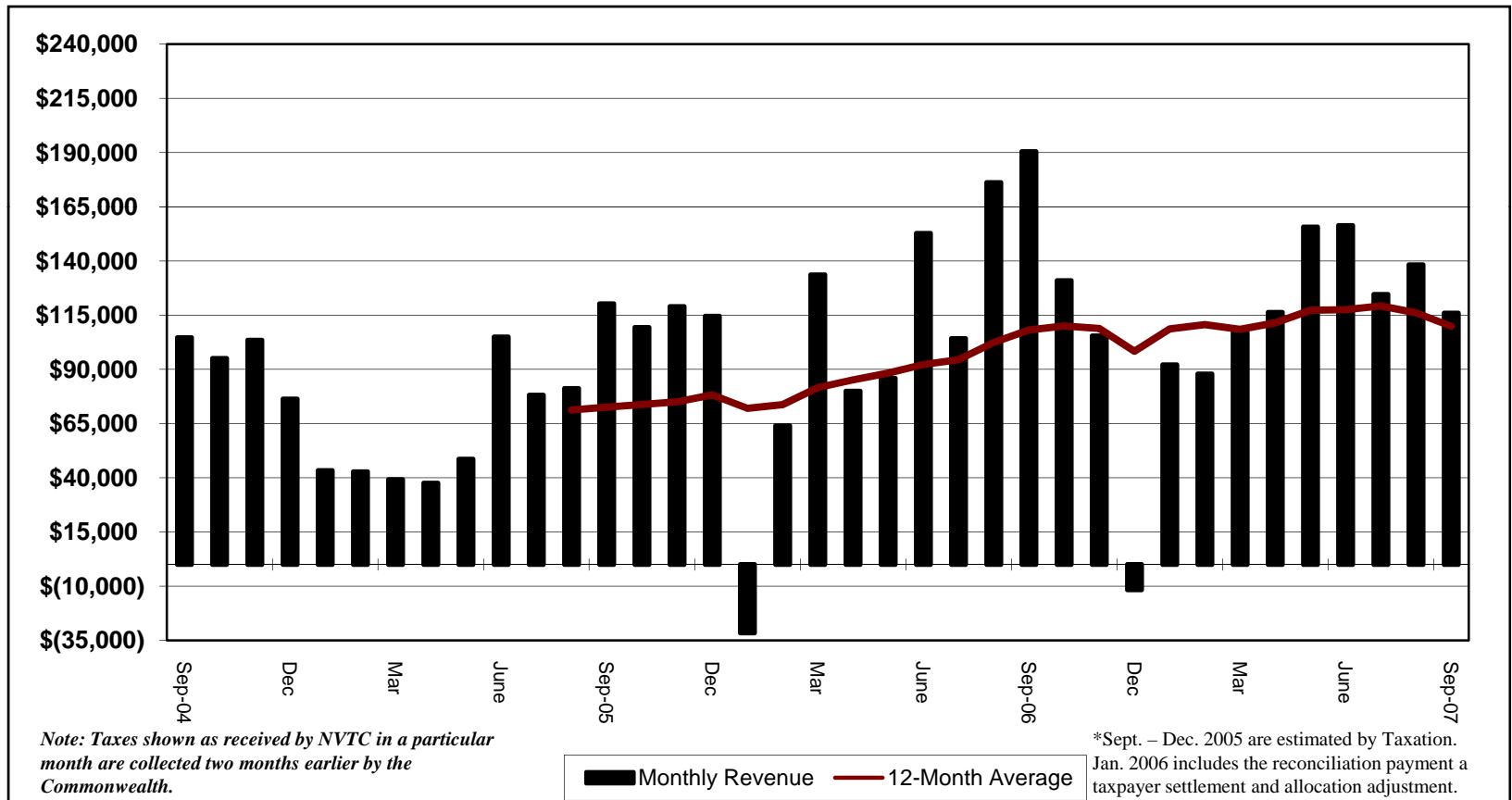
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2005-2008



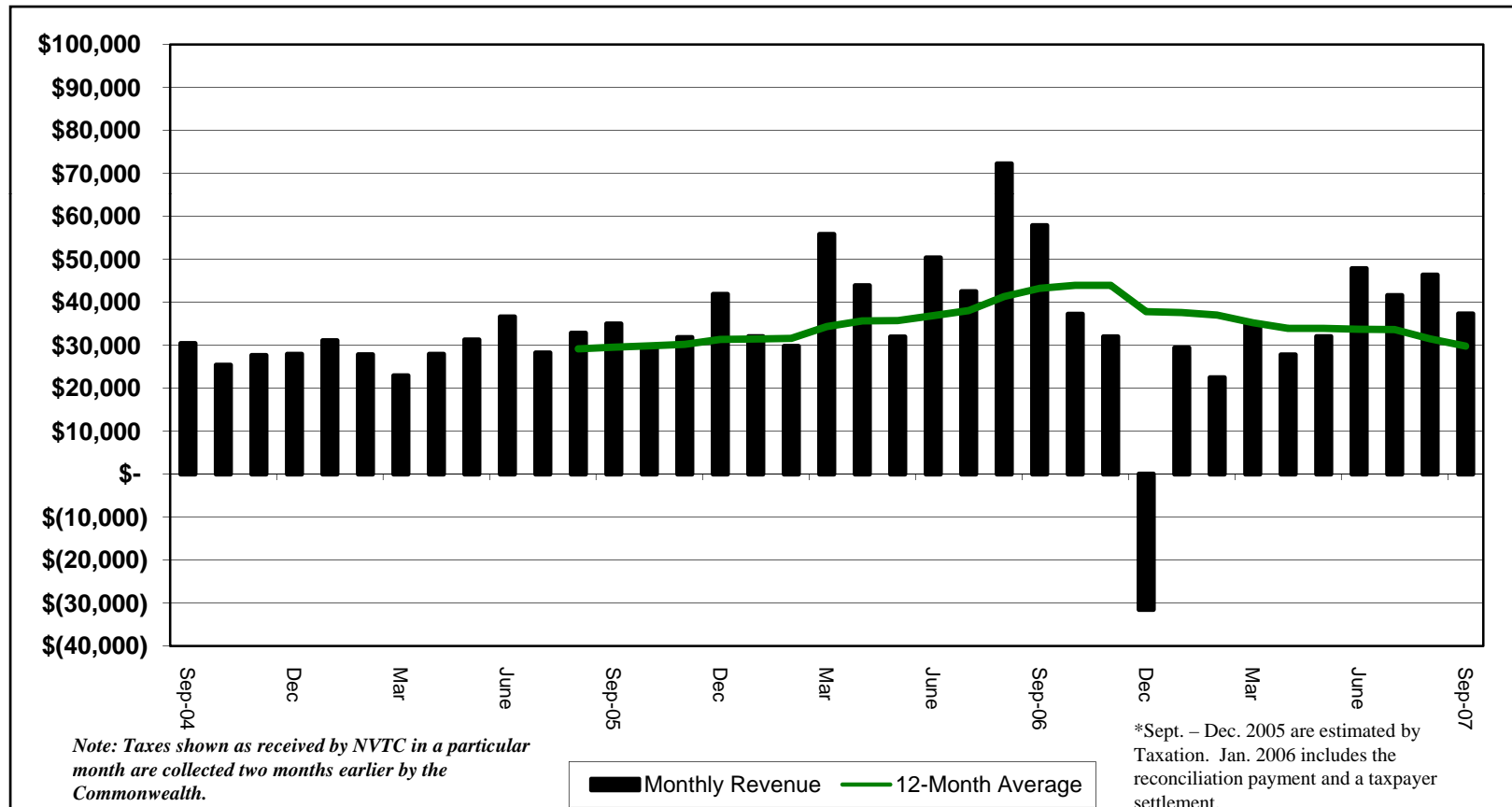
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2005-2008



NVTC MONTHLY GAS TAX REVENUE CITY OF FAIRFAX FISCAL YEARS 2005-2008



NVTC MONTHLY GAS TAX REVENUE CITY OF FALLS CHURCH FISCAL YEARS 2005-2008



NVTC MONTHLY GAS TAX REVENUE LOUDOUN COUNTY FISCAL YEARS 2005-2008

