Northern Virginia Transportation Commission

NVTC COMMISSION MEETING

THURSDAY, APRIL 3, 2008

NVTC CONFERENCE ROOM

8:00 P.M.

AGENDA

Note: A buffet supper will be provided for attendees.

1. **Minutes of the NVTC Meeting of March 6, 2008.**

   Recommended Action: Approval.

2. **Award of NVTC Audit Contract.**

   NVTC has issued a Request for Proposals for auditing services for an initial period of three years with two additional two year options.

   Recommended Action: Authorize NVTC's executive director to conclude negotiations and execute a contract with the top ranked firm.

3. **VRE Items**.

   A. Report from VRE's Operations Board and Chief Executive Officer—Information Item.

   B. Contract for Engineering/ Environmental Services for Cherry Hill Third Track – Action Item/ Resolution #2101.

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4. Legislative Items.

A. State
B. Federal

Recommended Action: Review NVTC's positions on unresolved funding issues and communicate those positions to the Virginia General Assembly and members of Congress.

5. NVTC's Senior Transportation Study (Phase II).

As this project nears completion, staff and NVTC's consultants will present the draft final report.

Recommended Action: Authorize staff to release the final report after a period of three weeks to receive any additional staff and commissioner comments.

6. NVTC's Ride Free Program.

Plans are confirmed for a kick-off promotion on April 30th. Website enhancements and other marketing tools will be presented.

Discussion Item.

7. Status of Regional Light Rail Studies/Projects.

Staff will provide a brief review and request direction from board members about any follow-up activities.

Presentation Item.

8. I-95/395 Hot Lanes Project.

The status of an ongoing safety study will be reviewed.

Discussion Item.

9. Metro Items.

A. Metro's Allocation Formulas.
B. Status of Dulles Rail Project.
C. Monthly Ridership at Virginia's Metrorail Stations.
D. Update on WMATA's Capital Needs.
E. Transit Flagship.

Information Item.

10. Regional Transportation Items

A. Virginia Transit Association Spring Meeting in Crystal City.
B. APTA Materials on Ridership, Climate Change and Energy Independence.
C. TPB's Report on a Regional Value Pricing (Toll Road) System.

Information Item.

11. NVTC Financial Items for February, 2008.

Information Item.

AGENDA ITEM #1

MINUTES
NVTC COMMISSION MEETING – MARCH 6, 2008
NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Euille at 8:09 P.M.

Members Present

Charles Badger
Gerald Connolly
William D. Euille
Jay Fisette
Pat Herrity
Catherine Hudgins
Dan Maller (alternate, Falls Church)
Jeffrey McKay
Paul Smedberg
Scott Silverthorne
Christopher Zimmerman

Members Absent

David Albo
Sharon Bulova
Kelly Burk
Adam Ebbin
Mary Hynes
Joe May
Thomas Rust
David F. Snyder
Mary Margaret Whipple

Staff Present

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

Oath of Office for New NVTC Commissioner

Chairman Euille administered the oath of office to Jeffrey McKay, a new commissioner from Fairfax County. Commissioners welcomed him to NVTC.

Minutes of the NVTC Meeting of February 7, 2008

On a motion by Mr. Zimmerman and a second by Mr. Smedberg, the commission unanimously approved the minutes. The vote in favor was cast by commissioners, Badger, Connolly, Euille, Fisette, Hudgins, Maller, McKay, Smedberg, Silverthorne and Zimmerman.

Alexandria Section 5309 Grant Application

Mr. Taube stated that the commission is asked to approve Resolution #2099, which would authorize NVTC's executive director to apply for four grants totaling $1.9 million in Section 5309 SAFETEA-LU grant funds from the Federal Transit Administration on behalf of Alexandria. In May, 2007, the commission approved similar grant applications on behalf of Alexandria. Local match funds will be provided by Alexandria and the Commonwealth of Virginia. The resolution also adds these projects to NVTC's work program. The grants would be used for Alexandria transit service bus stop improvements, Eisenhower intermodal station improvements, Potomac Yard transit improvements, and Eisenhower Valley pedestrian and transit improvements.

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

Mr. Smedberg moved, with a second by Mr. Zimmerman, to approve Resolution #2099. The vote in favor was cast by commissioners, Badger, Euille, Fisette, Hudgins, Maller, McKay, Smedberg, Silverthorne and Zimmerman.

SmarTrip Farebox Contract Revision

Mr. Taube stated that while the installation of nearly 400 SmarTrip fareboxes on local buses in Northern Virginia was completed in September, 2007, there are still major tasks and milestones remaining on the contract, which need to be completed before the contract can be closed out. One of these tasks/milestones is the Data Systems Integrity Test (DSIT). This milestone was added to the contract in 2001 as a safeguard for Northern Virginia transit agencies. Since there was no formal in-service testing scheduled for these agencies, the DSIT would ensure that the equipment installed by Cubic is working properly, by means of a 30-day audit and revenue reconciliation. Several Northern Virginia transit agencies do not feel that the additional DSIT testing is necessary. Therefore, staff seeks permission to modify the provisions of the DSIT milestone to explicitly allow agencies to opt out of the testing. There will be no change in the cost of the contract as a result of these changes. It has been reviewed by NVTC legal counsel.

Mr. Taube stated that local bus systems may opt out of this testing by providing written notice to NVTC no later than ten days before the testing is scheduled to begin. NVTC will provide a list of agencies participating in the DSIT to Cubic no later than one week before the testing is scheduled to begin.

Mr. Zimmerman moved, with a second by Ms. Hudgins, to modify the provisions of the Data System Integrity Test milestone to allow agencies to opt out of the testing.

In response to a question from Mr. Smedberg, Mr. Taube clarified that opting out of the testing will not impact the contract in the future.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Badger, Euille, Fisette, Hudgins, Maller, McKay, Smedberg, Silverthorne and Zimmerman.

I-95/395 HOT Lanes

Mr. Taube reported that PRTC has written to Governor Kaine and USDOT Secretary Peters to state that FHWA should not be asked to provide further project approvals until safety and enforcement concerns are addressed. For example, Halcrow, Inc., has been retained by the Commonwealth of Virginia but has not completed its evaluation of needed safety improvements. Another PRTC concern is the potential for deterioration in average speeds in the future HOT Lanes compared to the current HOV Lanes. VDOT data show current speeds averaging about 56 miles per hour over the entire route. VDOT staff has suggested to the General Assembly that a minimum of 55 mph would be too difficult. SAFETEA-LU requires a minimum of 45 mph. PRTC has asked for

NVTC and NVTA support for these concerns. Mr. Taube stated that staff drafted a letter to Secretary of Transportation Homer for consideration by the commission expressing these concerns.

Mr. Zimmerman moved, with a second by Mr. Silverthorne, to authorize Chairman Euille to sign and send the letter.

Mr. Zimmerman reminded commissioners that the consultant was asked to include modeling of transit-only lanes. These results have not been shared with the region. Not having shoulder lanes does impact safety. It has been done along other corridors, but there still is risk. However, there would be considerably less risk if transit-only vehicles used the shoulder lanes. There would be a limited number of vehicles, as well as the vehicles being driven by professional drivers with radio communication. Mr. Taube stated that he will bring this issue up at VDOT's scheduled workshop on safety in mid-March.

Mr. Smedberg observed that the second paragraph of the letter seems disjointed. Mr. Taube suggested that the first sentence of the second paragraph be deleted and the second sentence would start: "As we are not aware…" There were no objections to these changes.

The commission then voted to approve the amended letter. The vote in favor was cast by commissioners Euille, Fisette, Hudgins, Maller, McKay, Smedberg, Silverthorne and Zimmerman. Mr. Badger abstained.

VRE Items

Chairman Euille announced that there are no VRE action items. Ms. Straub reported that VRE ridership continues to grow, with an increase of 4.5 percent compared to the same time last year. On-time performance dipped this month with delays caused from a MARC situation that blocked some VRE trains. Aside from that, on-time performance has been averaging 90 percent the rest of the month.

Ms. Straub stated that VRE has conducted six of the seven public hearings on the proposed fare increase and fare indexing. A total of 18 people have attended. Riders seem supportive and understanding of the need to increase fares, with the rising fuel costs.

Ms. Straub reported that five more new railcars will be arriving on March 18th and once in service, there will be two full train consists on each line.

Legislative Items

Mr. Zimmerman gave an update on the emergency meeting today of the Northern Virginia Transportation Authority (NVTA) to decide how to proceed following the recent Virginia Supreme Court ruling against NVTA, which knocked out all the regional funding. Also, there are other transportation funding issues since the General Assembly repealed the abusive driver fees, but has not introduced any legislation to replace that revenue. The revised figures from VDOT and DRPT have slashed funding due to economic changes and legislative changes. Mr. Taube stated that there is also expected a substantial reduction in formula transit funding throughout the Commonwealth over the next five years. NVTC would lose $71 million (from a total of $97 million statewide reduction).

Mr. Zimmerman stated that NVTA ratified the action to cease the collection of the taxes and directed NVTA's executive director to set up refunds for those revenues already collected. NVTA put together a list of the projects, both regional and local, that are impacted by the court decision. He speculated that the region is worse off than it was six months ago before the legislation was passed. It is important that the General Assembly take action during this session and not go home until something is done to resolve it. There is a tremendous range of transportation projects that could be wiped out unless the General Assembly takes action. These projects are in jeopardy of not moving forward. NVTA passed a resolution that urges the General Assembly to not go home until they fix this.

Mr. Zimmerman stated that legislation has passed and is on its way to the governor for his signature that would put a non-voting representative of towns on NVTA. Towns are already represented on NVTA. Chairman Euille stated that NVTA has asked the governor to veto this legislation.

Chairman Euille stated that NVTC's Resolution #2100 and press release have been prepared for NVTC consideration. Mr. Taube stated that the media release is basically identical to the wording in the resolution. Mr. Zimmerman moved, with a second by Ms. Hudgins, to approve Resolution #2100.

Mr. Fisette asked if there are any substantive differences between NVTA's and NVTC's resolutions. Mr. Taube stated that NVTA's resolution basically asks that the seven regional taxes be restored now. NVTC's action is broader and the tone is much more confrontational. NVTC's resolution provides more flexibility because the General Assembly is looking at different proposals that don't necessarily include all the seven regional taxes. It is important to convey that the General Assembly needs to act now and that it should be not only a plan but an actual implementation.

Mr. Herrity arrived at 8:32 P.M.

Ms. Hudgins stated that NVTA was comfortable with the revenue sources implemented last year by the General Assembly (HB 3202). It makes sense for the General Assembly to follow the court's recommendations. NVTA would be agreeable to that approach. The region doesn't want to start over where it was two years ago. Mr. Zimmerman stated that it is important to convey a sense of urgency and that it should not be pushed off on local governments.

Mr. Maller suggested that the resolution be altered to include the wording "restore regional funding and to enact…"

Mr. Connolly arrived at 8:38 P.M.

The commission then voted on the resolution with Mr. Maller's wording change. The vote in favor was cast by commissioners Badger, Connolly, Euille, Fisette, Herrity, Hudgins, Maller, McKay, Smedberg, Silverthorne and Zimmerman.

Metro Items

Status of Rail to Dulles. Mr. Taube reported that negotiations are continuing between the commonwealth of Virginia and FTA in response to FTA's concerns about approving the project. Mr. Connolly stated that he has heard that discussions at the secretariat level are more positive.

Recent Metrorail Ridership in Virginia. Mr. Taube reported that ridership at Virginia stations is very strong in FY 2008 compared to FY 2007, even after the sharp increase in fares imposed beginning on January 6, 2008. January ridership is up substantially. In fact, January ridership is much stronger after the fare increase than it was during the first six months of FY 2008. Mr. Connolly stated that it would be interesting to see an overlay of the cost of fuel and how it has impacted ridership. Mr. Zimmerman also observed that Metro has added more trains and thus more capacity. Mr. Taube stated that staff will continue to track ridership.

Comments by New WMATA Board Chairman. Mr. Taube also stated that commissioners were provided with a copy of Mr. Zimmerman's remarks as the new incoming chairman of the WMATA Board.

Status of Regional Light Rail Studies/Projects

Chairman Euille stated that this presentation was requested by Mr. Snyder, and since he is not present, it will be postponed until the next meeting. There were no objections.

National Transportation Studies and Research

National Surface Transportation Policy and Revenue Study Commission: Transportation for Tomorrow. Mr. Taube reported that Congress created this commission in SAFETEA-LU and after two years of work it has now submitted its final report—together with a minority report from the commission chair, USDOT Secretary Mary Peters. The commission concluded that $225 billion must be invested annually over the next 50 years in nationwide transportation improvements. Transit and intercity passenger rail should be a priority. The commission believes that the federal government should maintain its current 40 percent share of total surface transportation capital investment spending. Accordingly, the majority of the burden of the increases that are recommended would fall on state and local governments. Also, a new permanent National Surface Transportation Commission (NASTRAC) should be established to implement a national strategic plan.

Mr. Taube explained that only after such fundamental federal program reforms should federal funding be increased, although immediate action is needed to keep the Highway Trust Fund solvent. According to the commission, the motor fuels tax should be increased by five to eight cents per year over the next five years and then be indexed to inflation. A federal ticket tax should be levied on all transit trips and on intercity passenger rail trips. More flexibility should be provided for state and local tolling and congestion pricing. For the long term (beyond 2025), alternatives such as mileage-based user fees should be evaluated.

Mr. Taube stated that USDOT Secretary Peters submitted a minority report and emphasized that the essential problem is not a failure to spend enough, but rather to balance supply and demand (relieve congestion) with proper pricing and efficient investments. Accordingly, she and two other commissioners take issue with the commission recommendation that the federal government should maintain the current average 40 percent funding share of surface transportation. The gas tax should not be raised and relied upon and a greater role for the private sector is needed. They also oppose NASTRAC.

National Surface Transportation Infrastructure Financing Commission's Interim Report. Mr. Taube stated that the commission has released an interim report (with the final report expected near the end of 2008). In contrast to the previous commission, this group believes that the gas tax is no longer sufficient and is exploring the use of direct user charges.

Oregon's Mileage Fee Concept and Road User Fee Pilot Program. Mr. Taube reported that the Oregon DOT has published a report describing the results of a demonstration of what many believe will soon become the principal means of collecting surface transportation revenues in the U.S.—fees assessed

on drivers based on how many miles they drive as measured by on-vehicle GPS devices. The fees were based on geographic zones as well as based on time of day (peak, non-peak) to serve as congesting charges. The fees produced a 22 percent decline in driving during peak hours. The fees were designed to produce as much as the 24-cents per gallon state fuel tax, and amounted to an average of 1.2 cents per mille.

Tax Foundation Ranking of Virginia's Tax Burden. Mr. Taube reported that Virginia's " tax freedom day" for 2007 (on which average taxpayers earned enough to cover annual tax liabilities) was April 30th, which is 7th best among the 50 states. For state and local property tax collections per capita for FY 2005, Virginia ranked 20th, with $1,109. A time series shows Virginia's annual rank between 1970 and 2007 for state and local tax burden, federal tax burden and total tax burden. For the state/local burden, Virginia has ranged from 8.7 percent to 10. 2 percent over that period, with a rank of 33 through 42 among states. The federal tax burden in Virginia ranged from 18.9 percent to 23.6 percent with a state rank of 15 through 28. While the state/local tax burden in Virginia has remained mostly constant and low over this 37-year period, the federal burden here has trended up, so Virginia's very favorable combined ranking in 1970 of 35th from the top has regressed by 2007 to 17th.

State Greenhouse Gas Emissions: Comparison and Analysis. The Congressional Research Service has published an analysis dated December 5, 2007. According to APTA, taking transit to work saves 4,800 pounds of CO_2 per persons per year.

Guaranteed Ride Home Research. Mr. Taube stated that the *Journal of Public Transportion* (Vol. 10, No. 4, 2007) contains a research paper on the characteristics, utilization and cost of Guaranteed Ride Home programs around the U.S. THE MWCOG program is the fourth largest in the country (behind Seattle, Salt Lake City and Sacramento). Cost per claim is $57.19, seventh highest in the sample, reflecting the very large service territory and substantial usage rate (10.8 percent which is the 10th highest). MWCOG's cost per member of $6.18 is fifth highest. The nationwide average cost per claim is $36.95 and the average percentage use rate is 4.57 percent.

Are Driverless Pods the Future? This article describes personal rapid transit vehicles are due to be deployed at London's Heathrow Airport by March, 2010. They will connect a parking area with a terminal using a network of 18, four passenger driverless vehicles. It is expected to cost 25 million British pounds for the 2.4 mile system.

Advocates: Pushing for Changes in Transit. This article describes how transit agencies can cooperate with advocates to work for mutually beneficial improvements. Ms. Quintana is quoted extensively on the subjects of empowering advocacy groups, effective outreach and transparent policy making.

Growing Cooler: the Evidence on Urban Development and Climate Change. Mr. Taube reported that at a policy forum on January 22, 2008, sponsored by APTA and others, strategies to reduce Greenhouse Gas (GHG) emissions were presented. U.S. and the rest of the world must cut GHG 60-80 percent below 1990 levels by 2050, and 30 percent by 2030, in order to stabilize climate. Currently, CO_2 emissions are 20 percent above 1990 levels with transportation accountable for a third of US CO_2 emissions. Stringent new auto fleet fuel economy and clean fuel standards will be counteracted by VMT growth. Mr. Taube stated that it is important to find ways to reduce VMT.

I-95 Satellite Traffic-Report Network. Real-time traffic and accident data will be available along 2,500 miles of the I-95 corridor starting this summer. Satellites will be used to beam data to/from state DOT's for dissemination to the public via internet, mobile alerts and road signs.

BART Tries Pay-By-Phone System. BART in the San Francisco Bay area is testing a system-wide phone payment system in which micro-chips are embedded in cell phones. The demonstration will use 230 riders at a cost of $200,000. The phones will function as smartcards and can also be used at participating merchants as a credit/debit card. The cell-phone account will be automatically replenished from the customer's credit or debit accounts.

NVTC Financial Items for January, 2008

Commissioners were provided with the financial reports and there were no questions.

Other NVTC Business

Mr. Connolly reviewed the implications of the NVTA Supreme Court ruling. In its decision the court stated that fees are taxes. The problem with this is when read literally it applies to every non-elected authority, such as the Water Authority, Park Authority, Sewer Authority and Economic Development Authority. It could have big implications for Northern Virginia. He stated that he assumes that NVTC will be aggressive in its press releases. Time is the region's enemy. It is important to communicate the urgency of a solution to the General Assembly. Mrs. Hudgins stated that the most effective way to reach General Assembly members is through their constituents contacting them.

Chairman Euille encouraged commissioners to do all they can to educate their constituents on how the court's ruling will change local government budgets.

Chairman Euille announced the next NVTC meeting is scheduled for April 3, 2007.

Adjournment

On a motion by Mr. Zimmerman and a second by Mr. Smedberg, the commission unanimously agreed to adjourn. Chairman Euille adjourned the meeting at 9:05 P.M.

Approved this 3rd day of April, 2008.

_____
William D. Euille
Chairman

_____
Gerald Connolly
Secretary-Treasurer

Northern Virginia Transportation Commission

NVTC

RESOLUTION #2099

SUBJECT: Authorization to Apply for Federal Grant Funds for Alexandria.

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission authorizes its executive director to apply to FTA for transit funding and complete all required certifications on behalf of Alexandria for $1.9 million of earmarked federal funds.

BE IT FURTHER RESOLVED that NVTC authorizes its staff to amend the commission's 2008 approved work program to include these grant applications.

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

Approved this 6th day of March, 2008.

William Euille
Chairman

Gerald Connolly
Secretary-Treasurer

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Northern Virginia Transportation Commission

NVTC

Agenda Item #2

TO: Chairman Euille and NVTC Commissioners

FROM: Scott Kalkwarf and Rick Taube

DATE: March 27, 2008

SUBJECT: Award of NVTC Audit Contract

NVTC authorized staff to issue a Request for Proposals for auditing services for an initial period of three years with two, two-year options. NVTC's current contract with PBGH, LLP has expired.

In response to the RFP, three firms submitted proposals. A selection team from NVTC, PRTC, VRE and DRPT reviewed the proposals, conducted interviews and ranked the firms.

The commission is asked to authorize NVTC's executive director to negotiate and execute a contract with the top-ranked firm, PBGH LLP. The price for the FY 2008 audit should not exceed $20,500.

Of the two finalists, PBGH's proposal has a lower price and, since they are NVTC's current auditors, they are very familiar with the number of hours likely to be required. If negotiations cannot be completed with PBGH, the executive director will initiate negotiations with the second-ranked firm, etc., until a satisfactory contract is completed.

Funding for the FY 2008 audit is available in NVTC's approved budget. The remaining years are subject to appropriation. The VRE Operations Board will be asked to authorize a separate contract for VRE with this firm. The procurement is also open to NVTA if it chooses to act.

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Northern Virginia Transportation Commission

NVTC

Agenda Item #3

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube

DATE: March 27, 2008

SUBJECT: VRE Items

A. Report from the VRE Operations Board and Chief Executive Officer—Information Item.

B. Contract for Engineering/ Environmental Services for Cherry Hill Third Track – Action Item/ Resolution #2101.

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Item #3A

Report from the VRE Operations Board and CEO

Attached for your information are minutes from the meeting of the VRE Operations Board held on March 21, 2008. Also attached are ridership and on-time performance reports.

Virginia Railway Express

CHIEF EXECUTIVE OFFICER'S REPORT

March 2008

MONTHLY DELAY SUMMARY

	November 07	December 07	January 08	February 08
System wide				
Total delays	56	75	86	84
Average length of delay (mins.)	17.8	19.4	20	16
Number over 30 minutes	9	12	13	9
Days with Heat Restrictions/Total days	0/19	0/20	0/21	0/20
On-Time Performance	89.8%	86.5%	85.9%	85.5%
Fredericksburg Line				
Total delays	28	36	51	42
Average length of delay (mins.)	21.4	17.4	20	16
Number over 30 minutes	6	5	8	3
On-Time Performance	88.7%	85.6%	81.3%	83.8%
Manassas Line				
Total delays	28	39	35	42
Average length of delay (mins.)	13.8	21.2	20	16
Number over 30 minutes	3	7	5	6
On-Time Performance	90.8%	87.2%	89.6%	86.9%

SYSTEM RIDERSHIP

Ridership in February 2008 increased 1.7% when compared to February 2007. Although lower then previous months, the comparison is different because the number of service days are different with leap year. However, it still represents the eighth consecutive month of growth. More importantly is that the cumulative ridership for this fiscal year compared to last year has climbed 4.4% to 14,392 average daily trips. There are now 98,259 more passenger trips than there were a year ago.

The systemwide on-time performance is hovering in the 85% range. The primary cause of the delays was train interference. There was a non-VRE related train mishap in Washington Union Station and a CSX train went into emergency on a bridge, both of which affected a number of trains on two separate evenings. Delays during the morning commute have been minimal.

We had 20 delays during February that were related to mechanical issues. Although we are not hitting our goal of 11.3 mechanical delays per month, we are continuing to reduce the average length of mechanical delays from 21 minutes in December 2007 to 15.3 minutes in February 2008. The average length of all delays in February is the lowest that it has been in the last year, with an average delay of 16 minutes.

MEET THE MANAGEMENT VISITS START IN APRIL

Meet the Management is a time honored tradition at VRE. We will once again start visiting stations, beginning Wednesday, April 2. During our Meet the Management "season," VRE management and staff visit each station over the course of four and a half months. Our first five visits in April will focus on our destination stations during the evening commute at Union Station, L'Enfant, Crystal City, Alexandria, and Franconia/Springfield. Then in May, we will turn our attention southward, alternating between the Fredericksburg Line and the Manassas Line, before ending at Lorton in August.

The schedule for April is as follows:

April 2	Union Station	3:30 pm to 7:00 pm
April 9	L'Enfant	3:30 pm to 7:00 pm
April 16	Crystal City	3:45 pm to 7:00 pm
April 23	Alexandria	3:45 pm to 7:15 pm
April 30	Franconia-Springfield	4:00 pm to 7:15 pm

While it is meaningful to our riders to see VRE management and staff, we also give them the opportunity to meet some of the other people that help their commute. Representatives from Norfolk Southern will be at the L'Enfant station and representatives from CSX will be at the Crystal City station. Amtrak management will also attend the April Meet the Managements.

CSX DISPATCHERS MOVING

On or about May 1, CSX will begin the process of decentralizing their dispatching operations. Up until this time, all of VRE's trains were dispatched from Jacksonville, Florida. With the decentralization, the Baltimore division, which VRE is a part of, will be dispatched from Halethorpe, Maryland (southwest of Baltimore). While there will be a transition period in May as the dispatchers get settled into their new offices, this is a positive change for VRE. Being closer, the dispatchers will have a better understanding of the physical aspects of the territory they dispatch and will know train crews more intimately.

NEW RAIL CAR UPDATE

The fourth set of five cars from the 50-car Gallery option will be delivered on March 20th. Testing and certification is scheduled to take place on March 22nd. We expect the new rail cars to go into revenue service during the week of March 24th. We will continue to receive 5 new cars per month until September. We have sold 15 of the old Gallery cars and intend to sell 5 more and retain 30 of the best remaining cars.

UPDATE ON CAPITAL PROJECTS

L'Enfant Storage Track - Siding construction has been completed. VRE performed an inspection in mid-January. We are awaiting final inspection from CSXT.

Gainesville Haymarket MIS – Negotiations have been completed, the grant agreement has been finalized with DRPT, and work will begin in April.

Cherry Hill Station & Track Improvements – The grant match agreement with KSI was signed by all parties in November. A recommendation for award will occur at the March Operations Board meeting. We are nearing finalization of the grant agreement with DRPT in order for the work to begin in April.

Manassas City and Burke Centre Parking Garages – Both parking garages are scheduled to be complete in late May and/or early June. Ribbon-cutting ceremonies are being planned for the Manassas Garage on June 26th and Burke Centre Garage on June 28th. Invitations will be mailed out for both ceremonies in May 2008.

WINTER RADIO CAMPAIGN

We are continuing to see a 25% increase in web hits to the "New Rider" page since the radio campaign began. The radio campaign will end on March 21st. We intend to air our next radio campaign in the fall after Labor Day.

PUBLIC HEARING RESULTS

The series of public hearings to consider a proposed 3% fare increase and possible indexing plan for future fare increases has been completed**.** The turnout was not large, 21 people attended the hearings in total, and there are to-date a total of 73 emails. Most of the comments received concerned adding more service and improving on-time performance. A report on all comments and suggestions will be made to the Operations Board at the April meeting.

INTERMODAL SECURITY TRAINING

VRE hosted the first Intermodal Security Training and Exercise Mass Transit Workshop (I-STEP) in Crystal City on February 28, 2008. I-STEP was designed after the model used for America's ports and applied to multi-modal transportation sectors.

The one day program brought together VRE, Amtrak, TSA, CSX and local jurisdictional law enforcement personnel to scrutinize and analyze existing security protocols. The workshop validated many of the security elements currently in place and lead to meaningful discussions with TSA, CSX, Amtrak police and local law enforcement police to incorporate MOU's that would initiate greater safeguards for VRE in the event an emergency situation were to impact VRE service.

VRE will build off the workshop and bring the partners together again in the coming months to conduct an actual table top drill to further vet the protocols and procedures for responding to a critical emergency that VRE might encounter.

INTRODUCTION TO CONGRESSMAN WITTMAN

On February 27, I met with Congressman Robert Wittman, who has replaced former Congressman Jo Ann Davis. The Congressman was interested to learn more about what VRE was doing for his constituents, about service related issues on the entire corridor, and offered his assistance in helping to enhance commuter rail service in Virginia.

MONTHLY PERFORMANCE MEASURES – FEBRUARY 2008

MONTHLY ON-TIME PERFORMANCE	ON-TIME PERCENTAGE
February Fredericksburg OTP Average	83.8%
February Manassas OTP Average	86.9%
VRE FEBRUARY OVERALL OTP AVERAGE	85.5%

RIDERSHIP YEAR TO DATE	RIDERSHIP
VRE FY 2008 Passenger Totals	2,345,892
VRE FY 2007 Passenger Totals	2,247,633
PERCENTAGE CHANGE	4.4%

RIDERSHIP MONTH TO MONTH COMPARISON	
DESCRIPTION	**MONTHLY RIDERSHIP**
FEBRUARY 2008	297,205
FEBRUARY 2007	263,128
PERCENTAGE CHANGE	1.7% (NORMALIZED)
SERVICE DAYS (CURRENT/PRIOR)	20/18

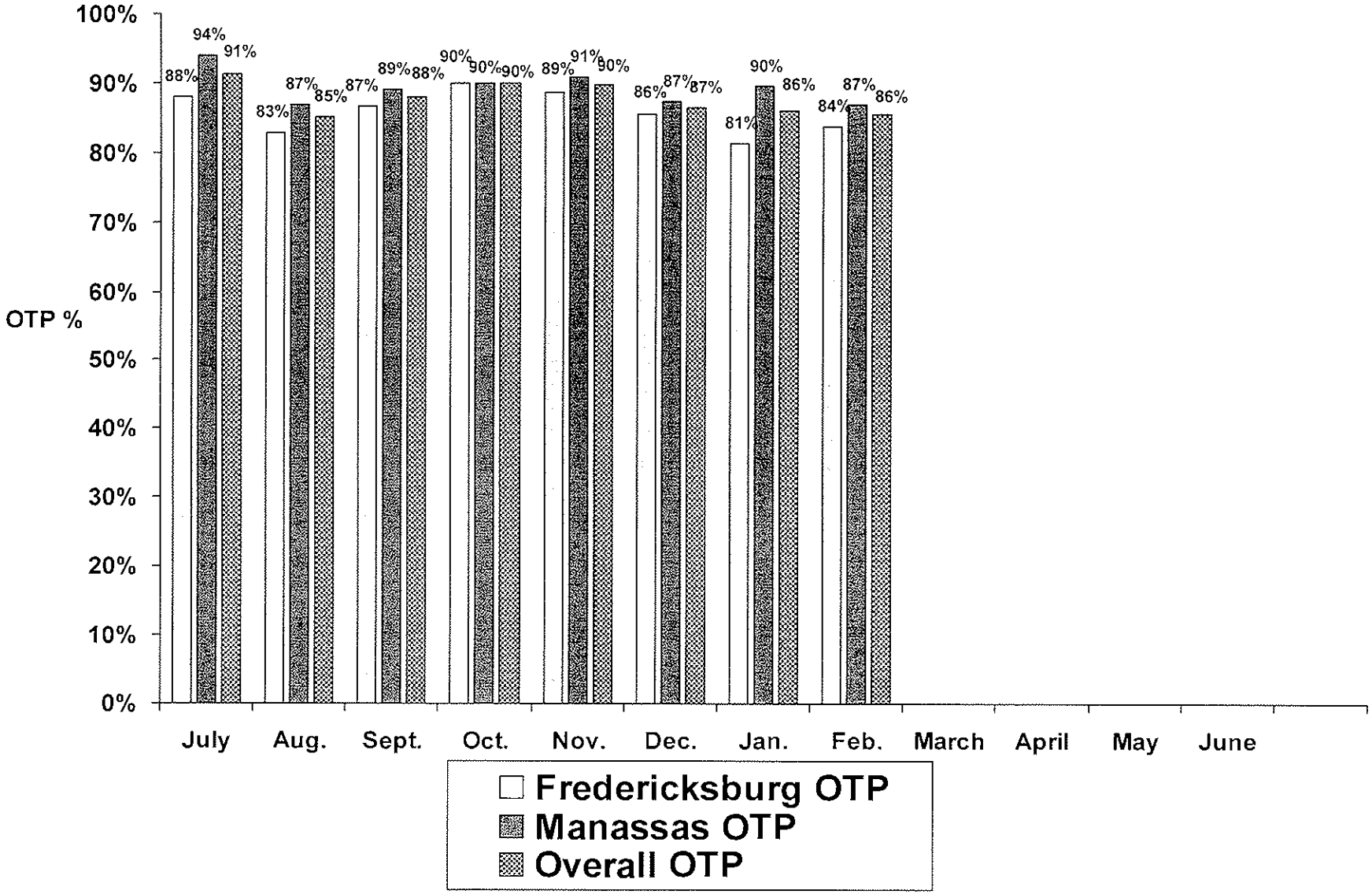
Monthly Ridership Changes:
Fiscal Year 2007 vs. 2008

	MANASSAS			FREDERICKSBURG				
Current Month	Avg Daily FY2007	Avg Daily FY2008	% change	Avg Daily FY2007	Avg Daily FY2008	% change	Current Total	% change
July	6310	6513	3.22%	7337	7393	0.76%	13906	1.90%
August	6319	6405	1.36%	7070	7379	4.37%	13784	2.95%
September	6451	6847	6.14%	7232	7652	5.81%	14499	5.96%
October	6820	6973	2.24%	7513	7754	3.21%	14727	2.75%
November	6695	6894	2.97%	7626	7707	1.06%	14601	1.96%
December	5823	6081	4.43%	6813	7235	6.19%	13316	5.38%
January	7158	6978	-2.51%	7862	8148	3.64%	15126	0.71%
February	6921	6842	-1.14%	7465	8018	7.41%	14860	3.29%
March	6842			7218			0	
April	6467			7259			0	
May	6600			7493			0	
June	6647			7560			0	
Average growth			2.09%			4.06%		3.11%

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

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

Average On-Time Performance FY-2008



VIRGINIA RAILWAY EXPRESS
FY 2008 OPERATING BUDGET REPORT
February 2008

	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD VARIANCE $	YTD VARIANCE %	TOTAL FY08 BUDGET
OPERATING REVENUE							
Passenger Ticket Revenue	1,785,055	1,713,604	14,202,600	14,051,552	151,048	1.1%	21,334,369
Equipment Rental and Other	8,905	41,267	91,765	185,557	(93,792)	-50.5%	513,775
Subtotal Operating Revenue	1,793,960	1,754,871	14,294,365	14,237,110	57,255	0.4%	21,848,144
Jurisdictional Subsidy (1)	-	-	12,836,166	12,836,166	-	0.0%	12,836,166
Federal/State Subsidy	1,946,980	1,952,653	15,768,745	15,621,225	147,520	0.9%	26,605,562
Appropriation from Reserve	-	-	-	-	-	0.0%	-
Interest Income	24,734	17,500	221,324	140,000	81,324	58.1%	210,000
Total Operating Revenue	3,765,674	3,725,024	43,120,600	42,834,500	286,099	0.7%	61,499,872
OPERATING EXPENSES							
Departmental Operating Expenses	4,198,350	3,650,993	27,868,240	27,152,236	(716,004)	-2.6%	43,866,359
Debt Service	908,520	989,864	7,317,436	7,285,691	(31,745)	-0.4%	12,409,373
Insurance	-	-	5,160,000	5,160,000	-	0.0%	5,160,000
Other Non-Departmental Expenses	-	5,345	17,758	42,760	25,002	58.5%	64,140
Total Operating Expenses	5,106,870	4,646,202	40,363,434	39,640,688	(722,746)	-1.8%	61,499,872
NET INCOME (LOSS) FROM OPERATIONS	(1,341,196)	(921,178)	2,757,166	3,193,812	(436,647)		0
CALCULATED OPERATING RATIO			63%				

(1) Total jurisdictional subsidy is $13,379,154. Portion shown is attributed to Operating Fund only.

VIRGINIA RAILWAY EXPRESS

BOARD MEMBERS

JOHN JENKINS
CHAIRMAN

SHARON BULOVA
VICE-CHAIRMAN

CHRIS ZIMMERMAN
TREASURER

PAUL MILDE
SECRETARY

MAUREEN CADDIGAN
WALLY COVINGTON
MARV DIXON
PATRICK HERRITY
FRANK JONES
KEVIN PAGE
GEORGE SCHWARTZ
PAUL SMEDBERG
DOUG WALDRON

ALTERNATES

MARC AVENI
JAY FISETTE
MATT KELLY
TIMOTHY LOVAIN
MICHAEL MAY
JEFF McKAY
MARTIN NOHE
BRYAN POLK
JOHN STIRRUP
MATT TUCKER

DALE ZEHNER
CHIEF EXECUTIVE OFFICER

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M I N U T E S

VRE OPERATIONS BOARD MEETING
PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA
MARCH 21, 2008

MEMBERS PRESENT	JURISDICTION
Sharon Bulova (NVTC)	Fairfax County
Wally Covington (PRTC)	Prince William County
Marvin J. Dixon (PRTC)	City of Fredericksburg
John D. Jenkins (PRTC)	Prince William County
Paul Milde (PRTC)	Stafford County
Kevin Page	DRPT
George H. Schwartz (PRTC)	Stafford County
Christopher Zimmerman (NVTC)*	Arlington County

MEMBERS ABSENT	JURISDICTION
Maureen Caddigan (PRTC)	Prince William County
Patrick Herrity (NVTC)	Fairfax County
Frank C. Jones (PRTC)	City of Manassas Park
Paul Smedberg (NVTC)	City of Alexandria
Doug Waldron (PRTC)	City of Manassas

ALTERNATES ABSENT	JURISDICTION
Marc Aveni (PRTC)	City of Manassas
Jay Fisette (NVTC)	Arlington County
Matthew Kelly (PRTC)	City of Fredericksburg
Timothy Lovain (NVTC)	City of Alexandria
Michael C. May (PRTC)	Prince William County
Jeff McKay (NVTC)	Fairfax County
Martin E. Nohe (PRTC)	Prince William County
Bryan Polk (PRTC)	City of Manassas Park
John Stirrup (PRTC)	Prince William County
Matthew Tucker	DRPT

STAFF AND GENERAL PUBLIC	
John Duque – VRE	Betsy Massie – PRTC staff
Anna Gotthardt – VRE	Greg McFarland – NVTC staff
Al Harf – PRTC staff	Sirel Mouchantaf – VRE
Christine Hoeffner – VRE	Peyton Onks – Sup. Herrity's office
Mike Lake – Fairfax County	Lynn Rivers – Arlington County
Bob Leibbrandt – Prince William County	Nicole Robinson – citizen
Steve MacIsaac – VRE counsel	Jennifer Straub – VRE
April Maguigad – VRE	Sara Woolfenden-Stafford County

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

Chairman Jenkins called the meeting to order at 9:32 A.M. Following the Pledge of Allegiance, roll call was taken.

Approval of the Agenda – 3

Chairman Jenkins noted that Board Members were provided with a new blue copy of the revised agenda, which includes the removal of two action items (#9B and #9G).

Mr. Covington moved, with a second by Mr. Dixon, to approve the revised agenda. The vote in favor was cast by Board Members Bulova, Covington, Dixon, Jenkins, Milde, Page and Schwartz.

Minutes of the February 15, 2008, VRE Operations Board Meeting – 4

Ms. Bulova moved, with a second by Mr. Milde, to approve the minutes. The vote in favor was cast by Board Members Bulova, Covington, Jenkins, Milde, Page and Schwartz. Mr. Dixon abstained.

Chairman's Comments -- 5

Chairman Jenkins stated that the Board expresses its condolences to Mr. Zimmerman on the unexpected death of his father. He requested that a sympathy card be sent on behalf of the Operations Board. He also announced that Mr. Zehner is unable to attend the meeting due to illness. In fact, 20% of the VRE staff is out with the flu.

Chairman Jenkins introduced Nicole Robinson, a student at Brentsville High School, who is shadowing him throughout the month as she works on the Girls Scout Gold Award.

Chairman Jenkins announced that VRE conducted seven public hearings on the proposed fare increase and indexing policy. Twenty-one citizens attended the hearings and VRE received 73 e-mails or other correspondence. Passengers are understanding of the need for a fare increase.

Chairman Jenkins announced that another five railcars were delivered on March 20th and when put into service, there will be two full train consists of new railcars running one on each line. Another five railcars will be delivered in April.

[Mr. Zimmerman arrived at 9:38 A.M.] Chairman Jenkins expressed the Board's condolences to Mr. Zimmerman.

Chairman Jenkins stated that VRE was prepared to send a letter to the Governor, Speaker of the House and Majority Leader expressing concern about the invalidation of the NVTA taxes that had been legislated by HB3202 and asking their help in any way possible to restore this funding. A copy of the draft letter was distributed to all Board

members for their review. Mr. Zimmerman urged VRE to use every opportunity it can in the next several weeks to communicate to the Governor and legislators that they need to act on this, otherwise there will be serious problems. The situation VRE faces is actually fairly desperate because without additional funding it is going to be very hard for VRE to continue to make progress in recovering service.

Chief Executive Officer's Report – 6

Ms. Straub reported that ridership continues to increase with just over 8,000 daily trips on the Fredericksburg Line and about 6,800 on the Manassas Line. VRE's cumulative daily average ridership for the year is the highest it has been since the end of FY 2006. On-time performance remains approximately the same as it was last month, but the length of the delays are shorter.

Ms. Straub stated that CSX has started doing track work, but it should not affect VRE service since the work is not being done during VRE service hours. Next month, staff will provide a report on how increased fuel costs are impacting VRE. She also announced that Dave Snyder has resigned and is no longer an employee of VRE.

VRE Riders' and Public Comment – 7

There were no comments.

Consent Agenda Items – 8

Mr. Dixon moved, with a second by Mr. Schwartz, to approve the following Consent Agenda items:

Resolution #8A-03-2008: Authorization to Issue a Request for Proposals for Locomotives and Railcar Exterior Washing

Resolution #8B-03-2008: Authorization to Issue a Request for Proposals for Interior Cleaning of Railcars

Resolution #8C-03-2008: Authorization to Issue a Request for Proposals for Septic Tank Pumping and Flushing Services

Resolution #8D-03-2008: Authorization to Solicit Proposals for Available Lease Space at the Quantico VRE Station

The Board voted on the motion and it unanimously passed. The vote in favor was cast by Board Members Bulova, Covington, Dixon, Jenkins, Milde, Page, Schwartz and Zimmerman.

Authorization to Award a Contract for Engineering and Environmental Services for the Cherry Hill Third Track Project – 9A

Ms. Straub explained that the VRE Operations Board is being asked to recommend that the Commissions authorize VRE's Chief Executive Officer to award a contract to STV/RWA for engineering and environmental services for the Cherry Hill Third Track project in the amount of $1,833,373, plus a seven percent contingency of $128,336, for a total amount not to exceed $1,961,709. The Board is also being asked to recommend that the Commissions authorize the CEO to execute any related documents necessary to implement the project. This would be accomplished by Resolution #9A-03-2008. This work is being funded through the Rail Enhancement Fund, with a match from the Cherry Hill developer.

Mr. Covington moved, with a second by Mr. Dixon, to approve Resolution #9A-03-2008. The vote in favor was cast by Board Members Bulova, Covington, Dixon, Jenkins, Milde, Page, Schwartz and Zimmerman.

Authorization to Execute a License Agreement for Leasing Tower Space for a VHF Radio Communications System – 9C

Ms. Straub reported that VRE received Department of Homeland Security funding to install a VHF two-way radio system that will allow VRE to listen into railroad transmissions in the event of an emergency and even to communicate if other forms of communication are not available. The system requires the utilization of three tower locations: VRE Alexandria Communications headquarters, Leeland Road VRE Station and Fairfax Station, Virginia. This authorization allows the use of cell tower space in Fairfax Station. The remaining two locations will be brought forth to the Operations Board for separate action once lease details have been finalized. In response to a question from Mr. Page, Ms. Straub answered that there are back-up provisions in the leasing agreement.

Resolution #9C-03-2008 would authorize the VRE Chief Executive Officer to execute a five-year license agreement with American Tower Corporation for leasing space on the Fairfax Station Tower site in the amount of $138,113.

Ms. Bulova moved, with a second by Mr. Zimmerman, to approve Resolution #9C-03-2008. The vote in favor was cast by Board Members Bulova, Covington, Dixon, Jenkins, Milde, Page, Schwartz and Zimmerman.

Authorization to Amend Emergency Procurement Policy – 9D

Ms. Straub explained that the Operations Board is being asked to approve an amendment to the policy on emergency procurement, which substitutes $50,000 for $30,000 in regards to the CEO's spending authority. She reminded Board Members that back in November 2004, the Board approved an emergency procurement policy that allows purchases to be made in excess of the CEO's authority without prior

Operations Board/Commission approval in the event of emergencies, subject to certain conditions. At the time of the approval, the CEO's authority was $30,000. Since that time, the CEO's authority has been increased to $50,000 and the policy must, therefore, be amended. Resolution #9D-03-2008 would accomplish this. In response to a question from Mr. Zimmerman, Chairman Jenkins stated that this action is just ratifying the decision that was already made so it is just a housekeeping issue.

Mr. Covington moved, with a second by Ms. Bulova, to approve the resolution. The vote in favor was cast by Board Members Bulova, Covington, Dixon, Jenkins, Milde, Page, Schwartz and Zimmerman.

Authorization to Advertise the Sale of Kawasaki Railcars and Issue a RFP for the Procurement of Gallery Cars – 9E

Ms. Straub stated that Resolution #9E-03-2008 would authorize VRE's CEO to advertise the sale of 13 Kawasaki railcars and to issue a RFP for the procurement of 10 Gallery-style cars. VRE was recently approached by two commuter rail agencies regarding the potential sale of the Kawasaki railcars. While not actively in the market to sell the cars, this interest presented an opportunity that VRE staff felt was important to consider, since it would provide an opportunity for VRE to standardize its fleet as well as avoid some major investments that would have to be made in the future with this aging Kawasaki fleet. As such, a request to advertise the sale of these cars is being requested. In addition, since offers cannot be fully considered without information on how (schedule and price) the cars could be replaced, the Operations Board is also being asked to allow the issuance of a procurement for replacement railcars. A complete package of information would be brought back to the Operations Board at a future meeting.

Mr. Milde asked about the age of the Kawasaki railcars and how that compares to the age of the cars that VRE recently sold. Ms. Straub replied that the Kawasaki railcars were purchased brand new in 1999. The railcars that VRE recently sold were manufactured in the 1950-1960's. Ms. Bulova observed that there are considerable costs to refurbishing older railcars. Chairman Jenkins stated that a real benefit would be to standardize VRE's fleet, which would result in significant savings in maintenance costs. Mr. Zimmerman noted that WMATA's goal is to have railcars last 35 years with a mid-life overhaul. He asked what is the life expectancy of the Kawasaki railcars and since they are relatively young, why has VRE determined that it is more cost efficient to replace them as opposed to refurbish them. Ms. Straub stated that this has not been determined yet, but staff is open to consider it for the three primary reasons. The first is that there will probably not be the same scenario of multiple agencies interested in these railcars in 10-15 years when VRE would normally think about selling them. VRE could sell them now at a greater market value compared to selling them years later at a salvage price. Secondly, a significant investment will need to be made to overhaul these railcars in the future. Finally, it would provide an opportunity for VRE to standardize its fleet. Mr. Zimmerman stated that it would be helpful to see a cost benefit analysis. Ms. Straub stated that this will be included in the information that comes back to the Operations Board. Mr. Zimmerman stated that it is important to look

at the value today of a sale 10 years from now as it compares to selling them today. Chairman Jenkins stated that this is an information gathering process to be able to do this type of analysis.

Ms. Bulova asked if this action will be forwarded to the two Commissions. Ms. Straub replied that it is a request for a solicitation and does not require Commission action. Ms. Bulova observed that the resolution does not address the cost benefit analysis.

Ms. Bulova moved, with a second by Mr. Zimmerman, to approve the resolution, with the following addition: "Be it further resolved that staff is directed to gather proposals and perform a cost benefit analysis of replacing the Kawasaki railcars." The Board then voted on the amended Resolution #9D-03-2008 and it passed. The vote in favor was cast by Board Members Bulova, Covington, Dixon, Jenkins, Milde, Page, Schwartz and Zimmerman.

Authorization to Award a Task Order for Engineering Services for the Burke Centre Platform Extension Project – 9F

Ms. Straub reported that Resolution #9F-03-2008 would authorize VRE's CEO to award a task order under the General Engineering Consulting contract to HDR for engineering services for the Burke Centre Platform Extension project in the amount of $91,600, plus a 10 percent contingency of $9,160, for a total amount not to exceed $100,760. She explained that the Burke Centre station has an existing platform with partial canopy coverage. Due to significant increases in ridership, VRE has initiated a platform extension project in order to accommodate the additional passengers waiting at the station. Ridership is expected to further increase after the opening of the new parking garage later this summer. The platform would be extended another 200 feet, which will accommodate eight-car train sets. Upon issuance of a Notice to Proceed, the design work will be completed in approximately four months. After which, a solicitation for construction bids will be issued and brought to the Operations Board for separate action.

Ms. Bulova moved, with a second by Mr. Milde, to approve the resolution. The vote in favor was cast by Board Members Bulova, Covington, Dixon, Jenkins, Milde, Page, Schwartz and Zimmerman.

Adjournment

Chairman Jenkins announced that the next Operations Board meeting is scheduled for April 18, 2008.

On a motion by Ms. Bulova, and a second by Mr. Milde, the Board unanimously voted to adjourn. Chairman Jenkins adjourned the meeting at 9:58 A.M.

Approved this 18th day of April, 2008.

JOHN D. JENKINS
Chairman

PAUL MILDE
Secretary

CERTIFICATION

This certification hereby acknowledges that the minutes for the March 21, 2008 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

Rhonda Gilchrest

Rhonda Gilchrest

Item #3B

Contract for Engineering/ Environmental Services for Cherry Hill Third Track

The VRE Operations Board recommends approval of Resolution #2101. This resolution authorizes VRE's Chief Executive Officer to award a contract to STV/RWA for engineering and environmental services for VRE's Cherry Hill third track project. The amount of the contract is not to exceed $1,961,709, including contingency.

Three proposals were received. After award of contract and notice to proceed about 15 months will be required to complete this work. Funding is being provided from a Rail Enhancement Fund grant from DRPT.

Northern Virginia Transportation Commission

NVTC

RESOLUTION #2101

SUBJECT: Contract for Engineering/ Environmental Services for Cherry Hill Third Track.

WHEREAS: On December 15, 2005, the Commonwealth Transportation Board approved $2,500,000 in funding for the Cherry Hill Station Third Track project;

WHEREAS: An RFP was issued on December 20, 2007 to develop various design options, identify potentially affected environments, define the general scope of work, and formulate a project cost estimate and schedule; and

WHEREAS: On February 15, 2008, three proposals were received and reviewed, with the most responsive being STV/ RWA.

NOW, THEREFORE, BE IT RESOLVED THAT the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to award a contract to STV/ RWA for engineering and environmental services for the Cherry Hill Third Track project in the amount of $1,833,373, plus a 7% contingency for a total amount of up to $1,961,709.

BE IT FURTHER RESOLVED THAT the Northern Virginia Transportation Commission authorizes the Chief Executive Officer to execute any related documents necessary to implement the project.

Approved this 3rd day of April, 2008.

_____
William Euille
Chairman

_____
Gerald E. Connolly
Secretary- Treasurer

AWARD WINNER NVTC APTA 1996

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AGENDA ITEM 9-A
ACTION ITEM

TO: **CHAIRMAN JENKINS AND THE VRE OPERATIONS BOARD**

FROM: **DALE ZEHNER**

DATE: **MARCH 21, 2008**

RE: **AUTHORIZATION TO AWARD A CONTRACT FOR ENGINEERING AND ENVIRONMENTAL SERVICES FOR THE CHERRY HILL THIRD TRACK PROJECT**

RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to award a contract to STV/RWA for engineering and environmental services for the Cherry Hill Third Track project in the amount of $1,833,373, plus a 7% contingency of $128,336, for a total amount not to exceed $1,961,709. The VRE Operations Board is also being asked to recommend that the Commissions authorize the Chief Executive Officer to execute any related documents necessary to implement the project.

BACKGROUND:

In compliance with the on-going initiative to construct a third track within the CSX corridor, on October 21, 2005, VRE staff submitted an application for project funding to the Virginia Department of Rail and Public Transportation (DRPT) Rail Enhancement Fund. On December 15, 2005, the Commonwealth Transportation Board approved $2,500,000 for the Cherry Hill Station/Third Track project. This funding will be used to initiate feasibility and environmental evaluation services.

An RFP was issued on December 20, 2007, for engineering and environmental services for the third track project. The scope of work includes assisting in developing various design options, identifying potentially affected environments, defining the general scope of work, and formulating a project cost estimate and time line.

Proposals were due on February 15, 2008, and three proposals were received. After reviewing proposals and conducting interviews with the firms, staff recommend award to STV/RWA. Upon issuance of a Notice to Proceed, the work will be completed in approximately fifteen months.

FISCAL IMPACT:

Funding is provided from Virginia Department of Rail and Public Transportation (DRPT) Rail Enhancement Fund grant. The remainder of the grant funding has been allocated to other project costs including CSX force account work.

Northern Virginia Transportation Commission

Agenda Item #4

TO: Chairman Euille and NVTC Commissioners

FROM: Richard K. Taube

DATE: March 27, 2008

SUBJECT: Legislative Items

Following discussion commissioners should instruct staff about any desired follow up actions to communicate NVTC's legislative positions.

A. State

The commission will receive an update on General Assembly actions and have the opportunity for a discussion of legislative strategy prior to the April 23rd veto/special session. A previous NVTC media release is attached as are several letters to the General Assembly calling for restored HB 3202 funding.

One budget item of interest is Item #264 #2c that, for the first time, appropriates NVTC and PRTC two percent gas taxes. The amounts are estimates of the totals to be collected under Section 58. 1-1720 et seg. of the Virginia Code. The new budget language states "Such funds shall be returned to the respective commissions in amounts equivalent to the shares collected in the respective member jurisdictions." Accordingly, this may have no immediate impact on NVTC's revenues and/ or allocations. Previously, the funds were included in formula language contained in DRPT's appropriation.

The budget item lists estimated gas tax appropriations as well as using the term "sum sufficient." This seeming redundancy should be corrected eventually.

This budget item also raises a further question about whether the General Assembly could constitutionally levy a tax but have it paid to another entity (NVTC, PRTC, NVTA) without the need for a biannual appropriation. If a special session clarifies this for NVTA, then an amendment for NVTC and PRTC would be appropriate.

Other budget items of interest include one that states that revenues from any new commercial property tax for transportation authorized by HB 3202 should only be used to supplement (not replace) any local funds provided for transportation programs within those localities authorizing the tax.

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Another budget amendment requires DRPT to address heat restrictions and other factors affecting passenger rail service in the I-95 corridor as part of the statewide rail plan.

Attached is a copy of HB 1578, a bill by delegate May directing the refunds of NVTA taxes collected to date. Also attached is a summary of a substitute to HB 1578 that Delegate Albo considered offering but ultimately did not. Del. Albo's bill offered a proposed solution to the loss of regional revenues for NVTA.

B. Federal

Pending legislation in Congress will be described.

Twelve governors have joined to support more transportation infrastructure investments. They call their coalition Build America's Future. They advocate adding transportation investments to federal economic stimulus measures. Governor Kaine is part of this coalition.

U.S. Transportation Secretary Peters in commenting on their proposal called for an end to earmarks and more congestion pricing. Apparently the Bush Administration opposes including transportation investments in the stimulus packages because they take too long to affect what the administration believes is a short-term downturn.

The attached Washington Post article examines the congestion pricing initiative led by Assistant Secretary Tyler Duvall. The article explores the concerns of communities that lost anticipated bus funds as DOT channeled the money instead to five congestion pricing demonstrations. Also, implications for the Dulles Rail Project are mentioned.

In the Bush Administration's FY 2009 budget proposal, Amtrak funding is again cut, while Amtrak is calling for a 25 percent increase to $1.7 billion. The increase is needed, Amtrak supporters say, in order to provide $50 million in benefits and $114 million in back wages agreed to in a recent labor negotiation. Also, fuel costs are higher. Rep. Mica has introduced a bill that would establish high speed rail service in the northeast, originating in Washington D.C.

In contrast to the Bush budget, both the House and Senate budget resolutions for FY 2009 call for full funding of transit programs at SAFETEA-LU recommended levels ($10.3 billion). The Senate version also calls for another economic stimulus package including "ready to go" infrastructure projects.

Senators Dodd and Hagel introduced S1926 that would establish a national infrastructure bank with $60 billion in tax-free bonds. Senators Thume and Wyden introduced S2021 with a similar infrastructure funding objective using $50 billion in bonds.

A

"Summary of Proposed Amendment to HB 1578 by Del. Albo"
Prepared by Tom Biesiadny

The following is a brief summary of Del. Albo's substitute to HB 1578 that was NOT offered, based on a high level review (please excuse the grammatical errors) :

Northern Virginia

- Includes the same seven taxes and fees approved in HB 3202. The General Assembly would impose the initial vehicle registration fee, the annual vehicle registration fee, the safety inspection fee and the sales tax on labor associated with vehicle repairs. The local governments would be authorized to impose the congestion relief fee (grantor's tax), the transient occupancy tax and the rental car tax.
- The revenues imposed by the state would be transferred to a non-reverting fund to be used for transportation projects as identified and prioritized by NVTA in the most recent "Comprehensive Transportation Plan."
- The CTB would have been authorized to issue bonds supported by these revenues for projects in NVTA's "Comprehensive Transportation Plan." The revenue sources expire upon the full payment of any bonds authorized.
- The revenues imposed by the localities must be used solely for new road construction and public transportation construction and operating costs.
- The substitute would not change earmarks for Metro and VRE or language regarding the 40 % of the NVTA revenues being returned to the local governments in proportion to how the funding was raised.
- Contained the same refund provisions included in HB 1578 as reported by House Transportation.
- It included a local maintenance of effort provision.

Hampton Roads

- Eliminates the Hampton Roads Transportation Authority.
- Imposes a 1% sales tax in the jurisdictions that were previously members of the HRTA.
- Transfers the HRTA ability to raise tolls to the CTB.
- Includes an expanded list of transportation projects to be funded.

NVTC

Item 264 #2c
Finance FY 08-09 FY 09-10
Department Of Accounts Transfer
Payments
$68,905,825 $74,713,852 NGF
Language:
Page 230, line 3, strike "$46,563,000" and insert "$115,468,825".
Page 230, line 3, strike "$46,563,000" and insert "$121,276,852".
Page 231, after line 3, insert:
"D. There is hereby appropriated for payment to the Northern Virginia Transportation Commission and the Potomac Rappahannock Transportation Commission a sum sufficient amount of nongeneral fund revenues estimated at $68,905,825 in the first year and $74,713,852 in the second year equal to the revenues collected pursuant to §58.1-1720 et seq., Code of Virginia, from the additional sales tax on fuel in certain transportation districts under § 58.1-1720 et seq., Code of Virginia. Such funds shall be returned to the respective Commissions in amounts equivalent to the shares collected in the respective member jurisdictions."
Explanation:
(This amendment appropriates the revenues generated by the additional two percent sales tax on gasoline that has been in effect since 1984. This state-imposed tax has been consistently been used, as intended, to support transportation improvements in the member jurisdictions but has not been accompanied by an express appropriation in the appropriation act.)

3/25/2008

083569620

HOUSE BILL NO. 1578

FLOOR AMENDMENT IN THE NATURE OF A SUBSTITUTE

(Proposed by Delegate May
on March 13, 2008)

(Patron Prior to Substitute--Delegate May)

A BILL to declare certain fees and taxes imposed pursuant to Chapter 896 of the Acts of Assembly of 2007 null and void and to provide for the refund of such fees and taxes to the person or entity that paid such fee or tax.

Be it enaeted by the General Assembly of Virginia:

1. *§ 1. Notwithstanding any contrary provision of law, the following fees and taxes imposed by the Northern Virginia Transportation Authority ("Authority") pursuant to Chapter 896 of the Acts of Assembly of 2007 are declared null and void in accordance with the Supreme Court of Virginia's decision dated February 29, 2008, wherein these fees and taxes were declared to be unconstitutional:*

1. The congestion relief fee pursuant to § 58.1-802.1 of the Code of Virginia.

2. The registration fee pursuant to § 46.2-755.1 of the Code of Virginia.

3. The initial vehicle registration fee pursuant to § 46.2-755.2 of the Code of Virginia.

4. The motor vehicle rental tax pursuant to § 58.1-2402.1 of the Code of Virginia.

5. The transient occupancy tax pursuant to § 58.1-3825.1 of the Code of Virginia.

6. The safety inspection fee pursuant to § 46.2-1167.1 of the Code of Virginia.

7. The sales and use tax on motor vehicle repairs pursuant to subsection K of § 58.1-605 and subsection H of § 58.1-606 of the Code of Virginia.

All vendors, agencies, clerks, or other entities authorized to collect such fees and taxes shall cease collection of such fees and taxes immediately and shall remit or refund any such fees or taxes collected in accordance with the provisions of § 2.

§ 2. Any fees or taxes specified in § 1 that have been collected shall be returned to the person or entity that paid such fee or tax. The return of such fees and taxes shall be accomplished in the following manner:

For the congestion relief fee pursuant to § 58.1-802.1, any taxes previously paid to the Authority by the clerk of circuit court shall be returned to the applicable clerk no later than May 1, 2008. All taxes collected by the clerk of circuit court shall be returned by the clerks to the persons or entities that acted as settlement agent as defined in § 6.1-2.10 of the Code of Virginia within 60 days from the effective date of this act. Notwithstanding any contrary provision of law, such taxes shall be returned to the persons or entities entitled thereto by no later than 90 days from the date of receipt of such taxes from the clerk of circuit court. The settlement agent shall exercise due diligence in the return of such taxes. The applicable clerk of circuit courts shall jointly develop guidelines within 60 days of the effective date of this act for handling such taxes and make such guidelines available in the clerk's office and on the clerk's website to the settlement agents and the general public. The clerk of circuit court shall not be liable to the persons

or entities entitled to receive the overpayment of such taxes, provided the clerk complies with the provisions of this act. The settlement agent shall not be liable to the persons or entities entitled to receive such taxes provided the settlement agent complies with this act, and other applicable state and federal laws governing the activities of settlement agents.

For the registration fee pursuant to § 46.2-755.1 and the initial vehicle registration fee pursuant to § 46.2-755.2, all vendors who collected any such fees shall pay such fees to the Department of Motor Vehicles no later than 30 business days following the enactment of this legislation. All fees collected by the Department of Motor Vehicles or its agents shall be returned by the Department of Motor Vehicles to the person or entity that paid the fee in accordance with guidelines that the Commissioner of the Department of Motor Vehicles shall develop no later than April 1, 2008. Such guidelines shall be available to the public upon request after April 1, 2008.

For the motor vehicle rental tax pursuant to § 58.1-2402.1, the transient occupancy tax pursuant to § 58.1-3825.1, the safety inspection fee pursuant to § 46.2-1167.1, and the sales and use tax on motor vehicle repairs pursuant to subsection K of § 58.1-605 and subsection H of § 58.1-606, all affected vendors shall pay any fees or taxes collected according to its established payment schedule but no later than 30 business days following the effective date of this act, to the designated collection agent as follows: to the Department of Motor Vehicles for the motor vehicle rental tax, the local governing body or the Authority for the transient occupancy tax, the Authority for the safety inspection fee, and the Department of Taxation for the sales and use tax on motor vehicle repairs. Subject to audit and certification by the vendor, the vendor shall be entitled to retain any fees or taxes collected that were paid by the vendor on behalf of the person or entity who is not the vendor. If any vendor retains any fees or taxes they shall be required to provide such information necessary to implement the provisions of this act.

Any such payments received by the collection agent shall immediately become unclaimed property as defined in § 55-210.2 of the Code of Virginia. Notwithstanding any contrary provision of law, the collection agent shall have 40 business days following the effective date of this act to remit such property to the State Treasurer. For purposes of such remittance, the collection agent shall be exempt from the abandonment period provisions of § 55-210.9 of the Code of Virginia and the requirements of § 55-210.12 of the Code of Virginia. All such property received by the State Treasurer shall be managed in accordance with the requirements of the Uniform Disposition of Unclaimed Property Act under Chapter 11.1 (§ 55-210.1 et seq.) of Title 55 of the Code of Virginia; provided, however, that the State Treasurer may establish separate guidelines to facilitate and expedite the return of such property, none of which shall require a vendor to provide identifying information about any owner of the unclaimed property except for instances where the vendor retains any portion of any taxes or fees collected.

§ 3. In the event the Authority has received or receives any payment of the fees and taxes listed in § 1, excluding the congestion relief fee, made directly from a vendor pursuant to the provisions of Chapter 896 of the Acts of Assembly of 2007, such payments shall be deemed unclaimed property as defined in § 55-210.2 of the Code of Virginia. Accordingly, and notwithstanding any contrary provision of law, the Authority shall have 40 business days following the effective date of this act to remit such property currently in its possession to the State Treasurer. For any property received after such period, the Authority shall have 10 business days to remit such property to the State Treasurer. For purposes of such remittance, the Authority shall be exempt from the abandonment period provisions of § 55-210.9 Code of Virginia, and the requirements of § 55-210.12 of the Code of Virginia. All such property received by the State Treasurer shall be managed in accordance with the requirements of the Uniform Disposition of Unclaimed Property Act under Chapter 11.1 (§ 55-210.1 et seq.) of Title 55 of the Code of Virginia; provided, however, that the State Treasurer may establish separate guidelines to facilitate and expedite the return of such property, none of which shall require a vendor to provide identifying

information about any owner of the unclaimed property except as outlined in §2 of this act.

§ 4. In the event that the clerks of the court, settlement agents, or the Department of Motor Vehicles are not able to return a portion of such fees and taxes pursuant to § 2 by September 30, 2008, such unreturned fees and taxes shall be deemed unclaimed property, as defined in § 55-210.2 of the Code of Virginia. Notwithstanding any contrary provision of law, such property shall be reported and remitted to the State Treasurer on or before November 1, 2008. For purposes of such remittance, the Department of Motor Vehicles and the settlement agents or clerks of the court shall be exempt from the abandonment period provisions of §§ 55-210.2:1 or 55-210.9, as applicable, of the Code of Virginia. The holder of any such funds shall otherwise comply with the provisions of the Uniform Disposition of Unclaimed Property Act (§ 55-210.1 et seq.) of Title 55 of the Code of Virginia. All such property received by the State Treasurer shall be managed in accordance with the requirements of the Uniform Disposition of Unclaimed Property Act under Chapter 11.1 (§ 55-210.1 et seq.) of Title 55 of the Code of Virginia; provided, however, that the State Treasurer may establish separate guidelines to facilitate and expedite the return of such property.

2. That an emergency exists and this act is in force from its passage.

MEDIA RELEASE

For Immediate Release
March 7, 2008

Contact: Kala Quintana
703/ 524-3322 ext 104

THE NORTHERN VIRGINIA TRANSPORTATION COMMISSION JOINS WITH THE AUTHORITY (NVTA) -- URGES PROMPT FUNDING TRANSPORTATION TO AVOID DEVASTATING IMPACT ON MOBILITY AND ECONOMIC VITALITY OF THE REGION

Arlington, VA—At its March 6, 2008 meeting the Northern Virginia Transportation Commission unanimously adopted a resolution urging the Virginia General Assembly to take prompt action to replace lost transportation funding.

Background

On February 29, 2008 the Virginia Supreme Court ruled that "the General Assembly may not delegate its taxing power to a non-elected body such as NVTA... [and] therefore such taxes and fees that NVTA has already imposed are null and void." The Court also stated "If payment of the regional taxes and fees is to be required by a general law, it is the prerogative and the function of the General Assembly... to make that decision...." The Court concluded that "...the General Assembly has failed to adhere to the mandates of accountability and transparency that the constitution requires."

Impact on the Region's Mobility and Economy

This Court decision will result in the loss of an anticipated $300 million annually from NVTA fees representing $1.7 billion in bonding capacity.

At the same time declining statewide revenues and the elimination of abusive driver fees by the General Assembly are resulting in a 47% decline in anticipated primary, urban and secondary road funds amounting to over one billion dollars; a $97 million decline statewide ($71 million in Northern Virginia) in transit formula funding over five years; and the loss of $180 million in one-time statewide transportation funding diverted by the General Assembly to help cover the state budget deficit.

##MORE##

While these devastating revenue losses are occurring, transportation needs are accelerating as measured by congestion, aging facilities, deteriorating system performance, capital investment backlogs, and degraded personal mobility.

Costs of improving transportation are accelerating (rising fuel, steel, asphalt prices) much faster than the Consumer Price Index making delays in investing in transportation improvements even more catastrophic.

NVTA has prepared a list of the projects likely to be delayed or abandoned as a consequence of this crisis, and the list includes a sobering array of desperately needed highway, public transit, bicycle and pedestrian improvements that, by their absence, will have a real and deleterious effect in the lives of residents and the success of businesses in Northern Virginia, including crowded and less safe streets and highways and packed and less reliable transit vehicles.

NVTC asks General Assembly to "Move Promptly" to "Avoid Devastating Impact"

In its resolution the Northern Virginia Transportation Commission urged the Virginia General Assembly to move promptly before adjourning its 2008 session to enact a statewide transportation funding plan that fully meets the needs of Northern Virginia; retains the role of NVTA in allocating funds collected in this region for those projects determined by NVTA to have the greatest priority; and provides sufficient funding to resolve the current crisis for all transportation modes throughout the commonwealth for capital, maintenance and operations.

NVTC Chairman and Mayor of Alexandria, Bill Euille, stated, "the Commission recognizes the devastating effects of this crisis on the commission's local jurisdictions' budgets. Combined revenue losses have formed a 'perfect storm' that cannot be ignored, cannot be absorbed, and inevitably must lead to widespread and intense pain without immediate General Assembly action. Political stalemate is not an option."

More details about NVTC are available at the commission's website: www.thinkoutsidethecar.org.

NVTC is *the* leading source of information about public transportation issues in Northern Virginia. NVTC is a regional agency with the mission of managing traffic congestion, restoring clean air, boosting the economy and improving the quality of life for all of Northern Virginia's citizens through effective public transit and ridesharing networks. NVTC includes the counties of Arlington, Fairfax and Loudoun and the cities of Alexandria, Fairfax and Falls Church covering over 1,000 square miles with a population of 1.6 million. The agency manages over $120 million of state and federal grant funds each year for public transit and serves as a forum for its board of 20 state and local elected officials to resolve issues involving public transit and ridesharing. **For more information please visit www.thinkoutsidethecar.org or call 703-524-3322.**

Northern Virginia Transportation Commission

NVTC

TO: Northern Virginia General Assembly Delegation

FROM: Rick Taube

DATE: March 7, 2008

SUBJECT: NVTC Resolution Urging the General Assembly to Take Immediate Action to Provide Transportation Funding.

Attached is the resolution passed unanimously last evening by the Northern Virginia Transportation Commission.

As can be seen, it urges immediate action to restore regional transportation funding and to enact a statewide transportation funding plan that fully meets the needs of Northern Virginia.

It concludes that a political stalemate is not an option.

Please feel free to contact me with any questions.

cc: Governor Kaine
Secretary Homer

AWARD WINNER NVTC APTA 1996

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

Northern Virginia Transportation Commission

NVTC

RESOLUTION #2100

SUBJECT: Urging the Virginia General Assembly to Take Prompt Action to Provide Transportation Funding.

WHEREAS: On February 29, 2008 the Virginia Supreme Court ruled that "the General Assembly may not delegate its taxing power to a non-elected body such as NVTA… [and] therefore such taxes and fees that NVTA has already imposed are null and void;"

WHEREAS: The Court also stated "If payment of the regional taxes and fees is to be required by a general law, it is the prerogative and the function of the General Assembly… to make that decision…;"

WHEREAS: The Court concluded that "…the General Assembly has failed to adhere to the mandates of accountability and transparency that the constitution requires;"

WHEREAS: This Court decision will result in the loss of an anticipated $300 million annually from NVTA fees representing $1.7 billion in bonding capacity;

WHEREAS: At the same time declining statewide revenues and the elimination of abusive driver fees by the General Assembly are resulting in a 47% decline in anticipated primary, urban and secondary road funds amounting to over one billion dollars; a $97 million decline statewide ($71 million in Northern Virginia) in transit formula funding over five years; and the loss of $180 million in one-time statewide transportation funding diverted by the General Assembly to help cover the state budget deficit;

WHEREAS: While these devastating revenue losses are occurring, transportation needs are accelerating as measured by congestion, aging facilities, deteriorating system performance, capital investment backlogs, and degraded personal mobility;

WHEREAS: Costs of improving transportation are accelerating (rising fuel, steel, asphalt prices) much faster than the Consumer Price Index making delays in investing in transportation improvements even more catastrophic; and

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

Resolution #2100 Cont'd

WHEREAS: NVTA has prepared a list of the projects likely to be delayed or abandoned as a consequence of this crisis, and the list includes a sobering array of desperately needed highway, public transit, bicycle and pedestrian improvements that, by their absence, will have a real and deleterious effect in the lives of residents and businesses in Northern Virginia, including crowded and less safe streets and highways and packed and less reliable transit vehicles.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission urges the Virginia General Assembly to move promptly before adjourning its 2008 session to restore the regional funding and to enact a statewide transportation funding plan that fully meets the needs of Northern Virginia, retains the role of NVTA in allocating funds collected in this region for those projects determined by NVTA to have the greatest priority; and provides sufficient funding to resolve the current crisis for all transportation modes throughout the commonwealth for capital, maintenance and operations.

BE IT FURTHER RESOLVED that NVTC recognizes the devastating effects of this crisis on the commission's local jurisdictions' budgets and understands that combined revenue losses have formed a "perfect storm" that cannot be ignored, cannot be absorbed, and inevitably must lead to widespread and intense pain without immediate General Assembly action. Political stalemate is not an option.

Approved this 6th day of March, 2008.

William Euille
Chairman

Gerald E. Connolly
Secretary-Treasurer

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

The Authority for Transportation in Northern Virginia

March 6, 2008

The Honorable Timothy M. Kaine
Governor of the Commonwealth of Virginia
P.O. Box 1475
Richmond, VA 23218

The Honorable William J. Howell
Speaker of the House of Delegates
General Assembly Building, Room 635

The Honorable Richard S. Saslaw
Senate Majority Leader
General Assembly Building, Room 621

Dear Governor Kaine, Speaker Howell and Majority Leader Saslaw:

I am writing on behalf of my colleagues on the Northern Virginia Transportation Authority (NVTA), which met in emergency session this morning to address the situation confronting our region as a result of last week's Virginia Supreme Court decision and state actions that have significantly gutted funding for transportation. The attached resolution was approved unanimously by the Authority.

We are very appreciative of the efforts made to design a regional transportation funding package for Northern Virginia over the past several years. HB 3202 represented a gargantuan compromise that reflected the great urgency for action on transportation. If the Northern Virginia aspects of the bills had not been invalidated by the Virginia Supreme Court, they would have provided the means to make significant progress on the backlog of unmet needs that are choking our region. NVTA was – and is – prepared to move forward ***this year*** on a comprehensive program to address our transportation problems. Unfortunately, less than twelve months after the adoption of HB 3202, we are back where we started.

With the Supreme Court's decision, our region faces the loss of approximately $300 million dollars in annual revenue for transportation projects. At the same time, the Virginia Department of Transportation (VDOT) has announced a 44% reduction ($1.1 billion) in construction funds statewide. The Virginia Department of Rail and Public Transportation has announced a reduction of 10% ($70 million) statewide. In addition, both houses of the General Assembly have reallocated $180 million in state General Funds previously dedicated to transportation to other priorities in the budget. The cumulative effect of these actions will be devastating to both regional and local transportation construction programs in Northern Virginia (see attached list), with immediate consequences for long-awaited improvements to roads,

4031 University Drive * Suite 200 * Fairfax, VA 22030 * Ph: (703) 766-4650
www.TheNoVaAuthority.org

bridges, rail and bus services throughout the region. This, in turn, will have an adverse effect on the region's economy, which, in turn, will affect state revenues. We cannot allow this to happen.

The Northern Virginia Transportation Authority strongly urges you to move swiftly to address the needed dedicated funding for regional transportation projects. The simplest course of action would be for the General Assembly to impose the existing list of taxes and fees on the region. We are ready and fully prepared to manage these, and would be back in business quickly.

We look forward to working with you to address this critical transportation challenge.

Sincerely,

Christopher Zimmerman
Chairman

C: Members, Northern Virginia Transportation Authority
Northern Virginia Delegation, Virginia General Assembly
The Honorable P. Homer, Secretary of Transportation

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

- RESOLUTION 21-08 –

URGING THE GENERAL ASSEMBLY TO TAKE EXPEDITIOUS ACTION TO PROVIDE FUNDING FOR THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

WHEREAS, on July 12, 2007, the Northern Virginia Transportation Authority proceeded to implement the seven taxes and fees authorized by the General Assembly in Chapter 896 of the 2007 Acts of Assembly; and,

WHEREAS, on February 29, 2008, the Virginia Supreme Court ruled that "the General Assembly may not delegate its taxing power to a non-elected body such as NVTA . . . . Therefore, such taxes and fees that NVTA has already imposed are null and void"; and,

WHEREAS, the Court's decision invalidated the seven taxes and fees that were anticipated to raise approximately $300 million per year for transportation projects and services in Northern Virginia;

WHEREAS, without this funding numerous highway, transit, and multimodal projects and services can not proceed; and

WHEREAS, dedicated funding for the Washington Metropolitan Area Transit Authority and the Virginia Railway Express that the region has worked for years to achieve has also been eliminated; and

WHEREAS, delaying these projects will result in increased construction costs and congestion;

NOW THEREFORE BE IT RESOLVED THAT the Northern Virginia Transportation Authority:

urges the General Assembly to act expeditiously before adjourning the 2008 Session to implement the seven taxes and fees previously authorized for the Northern Virginia in Chapter 896 of the 2007 Acts of Assembly at the state level or provide alternative funding strategies; and

urges the General Assembly to provide increased transportation funding for all modes from a stable, reliable, and permanent source(s) to address Northern Virginia's and the Commonwealth's transportation needs, including maintenance, not covered by any regional transportation funding packages that might be adopted.

Adopted by the Northern Virginia Transportation Authority on this 6th day of March 2008.

By: _____
Chairman

Attest: _____
Vice Chairman

Statement of Principles Regarding the Proposed Transportation Plan in the General Assembly
Adopted February 2007

The Northern Virginia Transportation Authority (NVTA), Northern Virginia Transportation Commission and the Northern Virginia Regional Commission appreciates the efforts made during the General Assembly session to provide a permanent dedicated source of funding for transportation in order to meet the Commonwealth's future economic competitive needs. We believe that this is a step toward a workable solution. At their meetings on February 1, 2007, the NVTA, NVTC and NVRC will affirm their support for the following principles that will guide them in assessing transportation legislation in the General Assembly:

1. The legislation must provide significant increases in transportation funding for all modes from a stable, reliable, and permanent source(s).
2. Transportation is a state responsibility, and therefore, enactment of new Northern Virginia transportation revenue sources must include a substantial state financial commitment. Any regional/local funding effort should include a broad array of options for choosing among a number of revenue sources.
3. NVTA opposes the devolution of the secondary road systems to counties as proposed. Such action shifts funding responsibilities from the state to the local tax base and home owners associations and will lead to a disparity in the level of road maintenance around the Commonwealth.
4. NVTA does not support language that requires the local government and NVTA to consult with General Assembly members when selecting projects to be funded with new Northern Virginia revenues. There are General Assembly members on NVTA, and the TransAction 2030 Long Range Transportation Plan, adopted unanimously by all nine local governments in the region, already prioritizes Northern Virginia investments.
5. Any change in the existing land use authority of local governments should also be based on a deliberative, consultative process and must include the ability to deny development on the basis of inadequate public facilities.

Further, NVTA respectfully calls on the General Assembly to:

A. Provide a fair share of funding for Northern Virginia in the statewide package.
B. Limit the use of General Fund dollars, so as to protect current and future funding for core state obligations, such as K-12, higher education, public safety and human services.
C. Allocate bond funds to all modes, including transit capital, based on the Transportation Trust Fund formula. *In the substitute for HB 3202, the proposed $2.0 Billion in bonds are being allocated only to highways.*
D. Continue to match federal interstate and primary road earmarks with state funds, not shift this responsibility to Northern Virginia regional funds.
E. Provide an on-going revenue stream of at least $50 million in capital funding for the Washington Metropolitan Area Transit Authority (WMATA) with no sunset, and no federal match requirement. This will provide flexibility beyond matching federal funds, and will ensure that WMATA's on-going capital needs will be funded.

Projects Likely to Be Impacted Due to Loss of Regional and State Revenue
March 6, 2008

Major NVTA-Funded Regional Projects Likely to be Adversely Impacted:

- Improvements to the Fairfax County Parkway, the Prince William County Parkway, and Battlefield Parkway
- Route 1 highway and transit improvement in Prince William County and Fairfax County
- Route 7 Improvements in Fairfax County and the City of Falls Church
- Route 28 Improvements in Loudoun County, Prince William County, and Manassas
- Improvements to the King Street, West Falls Church, Huntington, Rosslyn and Vienna Metrorail Stations
- Transit buses and facilities to allow for expanded service in various parts of Northern Virginia
- The Crystal City - Potomac Yards Transitway and Columbia Pike Streetcar Projects
- Route 123 improvements in the City of Fairfax
- Improvements to Manassas Drive in the City of Manassas Park
- Improvements to address impacts of the Base Realignment and Closure Commission (BRAC) actions
- $50 million annually in dedicated funding for the Washington Metropolitan Area Transit Authority (Metro) capital improvements
    - Railcar Purchases
    - Platform Improvements
    - Unfunded Metro Matters Needs
- $25 million annually in dedicated funding for Virginia Railway Express
    - Locomotive purchase to replace aging fleet
    - Insurance Trust Fund payment, needed to restore fund to level required by state
    - Additional service on both Fredericksburg and Manassas Lines
    - Capital project matches for federal funding

Local Projects Likely to be Adversely Impacted:[1]

- City of Alexandria
    - Eisenhower Avenue Widening
    - Intersection improvements at King Street and Beauregard Street
    - DASH Bus Replacement
- Arlington County:
    - Glebe Road Bridge over Arlington Boulevard Upgrade
    - Wilson Boulevard Reconstruction between N. Oakland and Randolph Streets
    - Lee Highway and Harrison Street Intersection Improvements
    - Ballston-MU Metrorail Station West Entrance
    - Pentagon City-Hayes Street Multimodal Improvements
    - Old Dominion Drive Multimodal Improvements

[1] While VDOT has not yet indicated which specific projects will be impacted by the reductions in state formula allocations, this list represents the localities' best estimate of the projects likely to be affected, as well as those projects impacted by the loss of the 40% NVTA money.

- City of Fairfax
  - Route 50 Corridor Multimodal Improvements
- Fairfax County:
  - Telegraph Road Widening between Beulah Road and Hayfield Road (BRAC-related)
  - Rolling Road Widening between Delong and Fullerton Road (BRAC-related)
  - Pohick Road Widening between Richmond Highway and I-95
  - Lorton Road Realignment and Widening between Route 123 and Silverbrook Road
  - Franconia Road/South Van Dorn Street Interchange
  - Springfield and Engineering Proving Ground Park-and-Ride Lots
- City of Falls Church
  - Future City Center Street Improvements
  - Bus Shelters
  - Municipal Parking Garage
  - Broad Street Streetscape Improvements
  - Various Pedestrian and Bicycle System Improvements
- Town of Herndon
  - East Eldon Street Improvements
- Town of Leesburg
  - Sycolin Road Overpass
- Loudoun County
  - Route 50 Widening Project
  - Widening of the Route 15 Bypass
  - Atlantic and Pacific Boulevard Improvements
- City of Manassas
  - Traffic Signal Upgrades
  - Sudley Road Improvements
  - Liberia Avenue Improvements
- City of Manassas Park
  - Manassas Drive and Euclid Avenue Improvements
- Prince William County
  - University Boulevard construction from Sudley Manor Drive to Hornbaker Road
  - University Boulevard and Route 234 Bypass Intersection Improvements
  - Minnieville Road from Spriggs Road to Route 234
  - Dale Boulevard and Benita Fitzgerald Drive Intersection Improvements
  - Route 15 Park-and-Ride Lot (Haymarket)
  - Balls Ford Road from Rt. 234 to Rt. 234 Bypass
- Town of Purcellville
  - Main Street & Maple Avenue Intersection Improvements
  - The Southern Collector Road
- Potomac Rappahannock Transportation Commission
  - Considering ways to close a $700,000 FY 2009 budget gap, due to lower state transit assistance levels.

14700 Potomac Mills Road
Woodbridge, VA 22192

March 11, 2008

The Honorable Timothy M. Kaine
Governor of the Commonwealth of Virginia
P.O. Box 1475
Richmond, VA 23218

The Honorable William J. Howell
Speaker of the House of Delegates
General Assembly Building, Room 635
Richmond, VA 23219

The Honorable Richard S. Saslaw
Senate Majority Leader
General Assembly Building, Room 621
Richmond, VA 23219

Dear Governor Kaine, Speaker Howell, and Majority Leader Saslaw:

On behalf of the Potomac and Rappahannock Transportation Commission (PRTC), I'm writing to urge expedited resolution of the transportation funding crisis caused by the invalidation of the Northern Virginia Transportation Authority (NVTA) taxes legislated by HB 3202 and the loss of state transportation revenue stemming from the elimination of the "abusive drivers" fees.

As has been widely reported, these developments are a major set-back for transportation in the Commonwealth, which has been woefully underfunded for many years. Every PRTC member jurisdiction is reeling from this, as projects and transit services that were poised to begin must now be foregone until the crisis is resolved. I won't dwell on the specific "casualties" for PRTC because the principal aim of this letter is to urge that resolution of this crisis be broader than simply figuring out how to reinstate the NVTA taxes as they were authorized by HB 3202.

A broader resolution is necessary, in PRTC's view, because while HB 3202 was a welcome development, it offered only a partial solution to a very large problem. HB 3202 fell well short of what's truly necessary for several reasons, as I will summarize here.

1. The regional taxing authority authorized by HB 3202 is too geographically limited. Northern Virginia's transportation needs eclipse the boundaries of the NVTA member jurisdictions. The Virginia Railway Express is a prime case in point. VRE's Fredericksburg Line extends more than fifteen miles south of the NVTA southern border and over a third of VRE's riders reside in jurisdictions outside of the NVTA. Increased state transportation support ideally would reflect geographic realities of the transportation system and trip-making patterns so there is a strong underpinning of fairness about who pays and who benefits.

2. The increased revenues promised by HB 3202 were far less than the recognized needs even before the "abusive driver" fees were targeted for elimination. It was widely understood at the time HB 3202 was drafted that it was merely a step in the right direction, not a total solution, because its anticipated yields even in rosier economic times were far less than acknowledged transportation needs. This can be clearly seen by contrasting the state "transit capital" and "transit formula" participation rates for FY 2008 and FY 2009 with the General Assembly's own stated aim of funding up to 95% of eligible costs in these two program areas. State participation rates are decidedly lower than that level.

3. The balance between what is funded from regional sources and from statewide sources under HB 3202 does not do justice to Northern Virigina's contributions to the Commonwealth's overall economic well-being. Stated differently, Northern Virginia is the Commonwealth's principal "economic engine", accounting for roughly 40% of statewide sales tax and income tax receipts, a substantially higher percentage than Northern Virigina's share of the population or the state's taxpayers. Indeed, if Northern Virginia was a state, it would rank first in personal income per capita and Virginia (without Northern Virginia) would rank 39th – with Northern Virginia included Virginia ranks 10th. Contrast this with state vs. local participation in transit as an illustration – in FY 2008, Northern Virginia's local governments are bearing more than three times the subsidy provided by the state (the latest available year for which such information is available).

In short, there is much about HB 3202 that could stand improvement, and now that substantial portions of it have been derailed, it would be sensible for the state to take a completely fresh look at Northern Virginia's transportation needs and how best to fund

them so the shortcomings of HB 3202 are not replicated. To that end, the PRTC Board offers for your reexamination the funding principles it adopted in late 2006 when legislative deliberations that resulted in HB 3202 were first getting underway (copy enclosed). Those principles seem no less apt today, and thus they are a good starting point for the "fresh look" PRTC hopes will happen.

Sincerely,

Francis C. Jones

Francis C. Jones
Chairman

Enclosure: As stated

cc: (w/ enclosure):
PRTC Commissioners

ENCLOSURE

PRTC STATE LEGISLATIVE AGENDA – 2006/7 VIRGINIA GENERAL ASSEMBLY

1. Increase state financial assistance for public transit to ease the burdens on local governments sponsoring such services and permit service expansion. More specifically:

   - Increase stable, reliable and permanent funding sources for the Transportation Trust Fund (TTF) to meet transportation needs described in the NVTA *2030 Plan* and in the *VTRANS 2025 Plan*, especially transit needs projections. The level of funding should be sufficient to: (1) meet the Commonwealth's statutory target for transit formula assistance of 95% of eligible, existing service capital and operating costs and (2) facilitate expanded transit service as the two plans envision (the first of these objectives alone would require at least $230 million in new annual revenues as of FY 2007 and each year thereafter).

   - At least until the Commonwealth's 95 percent matching obligation is fulfilled, any new statewide transportation revenue not specifically assigned to transit should flow directly to the TTF (of which transit receives a 14.7 percent share) rather than directing such proceeds to the HMOF or new programs from which transit derives a smaller share.

   - Direct a major share of $339 million of one-time revenues available in Governor Kaine's budget amendment (the "caboose" bill) for transit projects to meet immediate needs.

   - Create greater parity between state financial support for highway and transit operating/maintenance expenses by expanding the definition of transit operating/maintenance expenses qualifying for state assistance (at present, only fuels, tires, and maintenance transit expenses qualify).

   - In addition to increasing statewide sources of funding for transit, permit and encourage regional and local efforts to acquire new and increased revenue sources for transit.

   - Protect TTF revenues by prohibiting diversions.

Letting the Market Drive Transportation
Bush Officials Criticized for Privatization

By Lyndsey Layton and Spencer S. Hsu
Washington Post Staff Writers
Monday, March 17, 2008; A01

It took a few moments for Tyler Duvall, the top policymaker at the Department of Transportation, to digest the news from the Hill. But when he realized what it meant, he was stunned.

Last year, Congress decided not to dictate how the department could spend its discretionary funds. No earmarks, no strings, no arm-twisting from lawmakers to direct money to bus systems or other mass-transit projects in hundreds of communities nationwide.

Duvall and other top department officials were staring at nearly $1 billion. And they knew exactly how to spend it.

They used the money to seed five high-profile experiments, in New York, San Francisco, Minneapolis, Miami and Seattle, that feature "congestion pricing" -- tolls that increase when traffic is heavy. The idea is to reduce traffic by discouraging some motorists from driving during peak hours.

"It's almost sort of un-American that we should be forced to sit and be stuck in traffic," said D.J. Gribbin, the department's general counsel and liaison to the White House, who worked closely with Duvall on the project.

For Gribbin, Duvall and Transportation Secretary Mary Peters, the goal is not just to combat congestion but to upend the traditional way transportation projects are funded in this country. They believe that tolls paid by motorists, not tax dollars, should be used to construct and maintain roads.

They and other political appointees have spent the latter part of President Bush's two terms laboring behind the scenes to shrink the federal role in road-building and public transportation. They have also sought to turn highways into commodities that can be sold or leased to private firms and used by motorists for a price. In Duvall and Gribbin's view, unleashing the private sector and introducing market forces could lead to innovation and more choices for the public, much as the breakup of AT&T transformed telecommunications.

But their ideas and actions have alarmed transit advocates, the trucking industry, states struggling to build rail projects and members of Congress from both parties.

"They have a myopic view," said Rep. John L. Mica (Fla.), ranking Republican on the House Transportation and Infrastructure Committee. Pricing transportation to drive

down traffic may make market sense, but it harms the public, he said. "This was a country based on some system of equality. People are paying their taxes and have representation. You can't exclude them from having a fair return."

Critics such as Mica do not oppose all tolling, but they argue that the traditional mechanism for funding roads and transit, the federal gas tax, which has not been raised since 1993, must be increased so that the nation's Highway Trust Fund does not run out of money in three years. Some Democrats contend that the Bush administration wants to starve the fund so that states will be forced to sell off roads to private firms, charge tolls and ration the best access to those willing to pay for a faster commute.

"Everything they're doing is designed to drive things to privatization," said Rep. Peter DeFazio (D-Ore.), chairman of the House Transportation and Infrastructure highways and transit subcommittee. DeFazio said the nation long ago settled that roads are public goods. "They're just trying to undo 200 years of history and go back to the Boston Post Road."

Even if the next president reverses its policies, the Bush administration will leave a legacy of new toll roads across the country, a growing number of public roads leased to private companies, and dozens of stalled commuter rail, streetcar and subway projects -- including the $5 billion extension of Metro to Dulles International Airport.

A New Focus on Tolls

Tyler Duvall was on his way to a departmental retreat in 2006 when he hit 25 miles of traffic on Interstate 270. At the retreat, the Bush administration officials agreed that congestion should be the focus of their remaining time in office.

Since the 1990s, the Department of Transportation (DOT) has spent about $10 million a year to study tolls. Inspired by the writings of economist and Nobel laureate William Vickrey, considered the "father" of congestion pricing, Duvall decided it was time to crank up that work. Polling data said the public was fed up with traffic and willing to try something new.

"We thought, let's expand and let every state try congestion pricing," he said.

When Democrats took control of Congress and stripped most earmarks from last year's federal budget, Peters took $850 million that would have been shipped to hundreds of municipalities and poured it into Urban Partnerships, a pilot program awarded to five cities on the condition that they test congestion pricing.

The focus on toll roads alarmed the transit industry, which argues that public transportation is the best way to fight gridlock in cities. Industry leaders say the DOT has made it increasingly difficult for expensive rail projects to qualify for federal dollars. The number of major new rail and bus projects on track for federal funding dropped

from 48 in 2001 to 17 in 2007, even as transit ridership hit a 50-year high last year and demand for new service is soaring.

William Millar, who heads the American Public Transportation Association, says he set up three appointments with Duvall to try to influence how the Urban Partnership money would be spent, but each was cancelled. "They just see no role for transit," Millar said.

Duvall, 35, is a fourth-generation Washingtonian whose father is a well-connected lawyer. He had no transportation experience when he was plucked from his job handling corporate mergers and acquisitions at Hogan & Hartson and was offered a political appointment at the DOT in 2002. "It was a friend of a friend of a friend sort of thing," he said.

Within four years, he was setting national policy.

Tall and lanky, Duvall is a kinetic intellectual who talks animatedly about pricing theories and e-mails stray thoughts to colleagues in the middle of the night. In his office, he keeps a bust of Dwight D. Eisenhower, father of the interstate system. One recent day, he was reading a paperback copy of Barry Goldwater's book "The Conscience of a Conservative," lent to him by Peters.

Fans say Duvall savors a good policy debate; critics call him an ideologue who doesn't know how to compromise. All acknowledge his influence on major DOT initiatives and statements.

"Tyler Duvall is a little pointy-headed neocon with grand ideas about the future of transportation, and they all involve tolling," DeFazio said. "He's bright, young, energetic -- just totally wrong, and has a bizarre, neocon view of transportation."

Soon after Duvall arrived at the DOT as a "schedule C" -- the lowest-level political appointee -- Peters asked him to interview for the job of general counsel at the Federal Highway Administration. He lost out to another lawyer -- D.J. Gribbin.

Duvall and Gribbin soon became allies, bonded by a shared passion to inject free-market theory into transportation policy.

Gribbin, 44, grew up well connected to the Republican Party. His father was a longtime aide to Vice President Cheney and a former head of Halliburton's Washington office. The younger Gribbin worked as a lobbyist for the National Federation of Independent Business and as a national field director for the Christian Coalition under Ralph Reed. For six months in 2005, he moved his wife and seven children to Guatemala, where they performed missionary work.

A cautious man who leaves nothing on his desk at the end of the day, Gribbin hatched the DOT's controversial plan to charge airlines a fee for landing at New York's JFK and other busy airports during peak hours -- a proposal the airlines say they will fight.

"Milton Friedman said 30 years ago you should price roads for users, but you couldn't because you can't have a toll booth on every corner," Gribbin said, invoking the Nobel Prize-winning conservative economist. But now, transponders and automatic toll collection have made Friedman's prescriptions possible, Gribbin said.

The cities that won the Urban Partnership grants -- New York, San Francisco, Minneapolis, Miami and Seattle -- are represented by Democratic leaders and a key Republican. "Basically, they bought off five urban areas," said Mica, who represents Miami. "I got the smallest amount, probably because I squealed the most about what they were doing."

Mica and other lawmakers curtailed the program this year by barring it from using more than 10 percent of the department's bus money.

But communities on the losing side last year were hit hard. Without funds for new buses, Dubuque, for example, had to rely on volunteers such as Shorty Harris, who drove passengers around northeast Iowa in his 2002 Chevy Cavalier.

"I couldn't believe they could get away with this, to just take that money away," said Mark Munson, director of the Regional Transit Authority in Dubuque, which has been frequently forced to deny trips to the elderly and disabled because there are not enough buses and volunteers can't fill all the gaps.

Duvall is unapologetic, saying the traditional pork-barrel process of divvying up transportation dollars is bad policy. The proof, he said, is the fact that increased government spending on transportation has not slowed congestion.

None of the five Urban Partnership projects has opened yet, and several face local opposition. New York faces a deadline this month for approval from the state legislature and city council or it will lose the money. Duvall hopes at least one project -- on I-95 in Miami -- will be operating by summer and will demonstrate the value of his theories.

"There are 250,000 people a day sitting on I-95 in Miami," he said. "In four months, thousands of people will have faster commutes, guaranteed trip times."

Highways and Wall Street

By limiting the federal role in transportation, the Bush administration has sped the growth of a new business: private investment in roads.

As they have crafted policy, Duvall, Gribbin and other Bush officials have been working closely with private equity funds. The DOT persuaded Congress to change the tax code to make $15 billion in tax-exempt bonds available for private firms to build road and freight projects.

The department waived regulations to speed development of toll road projects and wrote sample laws to help state legislatures permit the lease or sale of their roads to private companies, with laws now enacted in 23 states.

As a consequence, private equity funds focused on transportation attracted an estimated $100 billion to $150 billion in 2006, according to industry analysts.

The new opportunities for private equity have also created job opportunities for government officials. In the past three years, nine current and former top DOT appointees have worked for such funds or for engineering or construction firms interested in tolling projects subject to federal review.

Gribbin is one of those officials.

He came to the department in 2003 from Koch Industries, which has a road-building subsidiary and is owned by a prominent donor to Republican and libertarian causes. As general counsel at the Federal Highway Administration, he wrote a report to Congress praising private-public partnerships, citing a study he commissioned on the benefits of tolling while he was at Koch.

That report also included ideas attributed to Macquarie Holdings, a major toll-road builder based in Australia. Gribbin left the federal government in 2005 to work at Macquarie, where he earned $265,000. He returned to the DOT last year as general counsel.

Peters followed a similar path. She served as federal highway administrator from 2001 to 2005, then worked as a senior vice president at HDR, a construction firm with several tolling projects, where she was paid a salary and bonus of $225,833 to craft its public policy. She returned to federal government as transportation secretary in 2006.

Peters said she sees no conflicts.

"Having someone like D.J. Gribbin who has worked in the private sector helping us decide what kinds of protections [are needed in tolling deals] is a big advantage," she said. "I don't think the policies that we're advocating are premised on the fact that it creates this opportunity for people to go out and work in this industry at all. We're doing so because we firmly believe these are in the best interest of America."

Public distrust of privatization, however, remains high. Republicans lost control of the Indiana state legislature in 2006 partly because of controversy over the governor's lease of a public highway to Macquarie. Political opposition has also forced governors in New Jersey and Pennsylvania to suspend plans to lease roads. Texas lawmakers put a two-year freeze on the governor's strategy to privatize a 4,000-mile network of tolled highways.

Last month, the Government Accountability Office warned that tolls on privatized roads are typically higher than if the roads remain under public control, because of the need to generate steady profits for private investors. The report said the federal government needs to better protect the public interest.

"This is all about making money," said Frank Busalacchi, the Wisconsin transportation secretary and a member of a congressionally chartered commission that last year studied transportation funding and supported raising the gas tax. "The financiers, bankers, people coming in -- the foreign dollars coming in and buying infrastructure in this country that American people put down."

For Macquarie, the Dulles Toll Road has enormous appeal. The company approached Virginia in 2005 about leasing the road, pocketing motorist fees and financing the rail extension to the airport. But Virginia officials had other ideas. They wanted to keep the road in the hands of a public entity -- the Metropolitan Washington Airports Authority -- and let it build the rail line.

According to four former senior DOT officials, Virginia's decision upset Duvall and then-DOT chief of staff John A. Flaherty. "They went ballistic," one of the officials said. "[They] wanted that to be their pet project in the nation's capital. Tyler would mention that frequently . . . that it would be better for the project to go to Macquarie."

Duvall said the DOT is not trying to steer Virginia toward a public-private partnership for Dulles rail and that Flaherty was angered because the state did not notify the department, not by the substance of its decision. "My interest in this was solely to make sure the taxpayer was getting the right deal," he said.

When the DOT said in January that it would not fund the rail project, Macquarie repeated its interest to Virginia officials, as did another private equity firm, the Carlyle Group, which created a $1.5 billion fund to invest in U.S. infrastructure and has hired Flaherty to head it.

A final decision on the Dulles extension is on hold. But Duvall and his colleagues have ignited a national argument -- the first real debate about how to fund transportation in 50 years.

"This is as big as it gets in terms of policy changes in America," Duvall said. "It's clear that we've ruffled feathers -- right, left and center -- in talking about new approaches. That said, I think the public is really dying for new ways to do things. . . . The genie is somewhat out of the bottle."

Northern Virginia Transportation Commission

NVTC

Agenda Item #5

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube and Elizabeth Rodgers

DATE: March 27, 2008

SUBJECT: NVTC's Senior Transportation Study (Phase II)

NVTC staff will present the results of its two-year demonstration of senior public transit travel training. Also present will be representatives of NVTC's market research consultants (WB&A Market Research) and senior mobility advisors (KFH Group).

The commission is asked to authorize staff to continue to receive comments on the draft final report for the next three weeks and then to publish the final report on NVTC's website. The findings should also be publicized and made available to other transit systems that may wish to consider replicating NVTC's approach.

As documented in the attached Power Point and Executive Summary, with much more detail in the draft final report, the demonstration is considered a success with use of transit tripling overall initially after training. The costs of training were at the low end of the range for similar training programs nationwide.

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Life

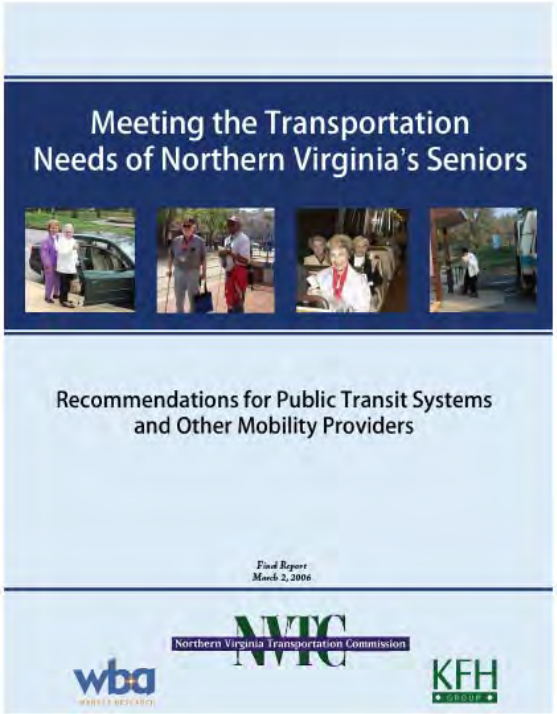
Get on Board!

The Northern Virginia Transportation Commission's Public Transit Travel Instruction Program for Seniors

April 3, 2008

Project Synopsis

- $150,000 grant from VDOT for pilot demonstration
- Follows up Phase I NVTC senior mobility study documenting relationship between land use community types, trip-making, social well-being and public transit use.



Life Get on Board!

Project Synopsis

- For Phase II, NVTC:
  - Procured travel trainers
  - Trained the trainers
  - Conducted group training for 56 seniors
  - Provided individual trips for 22 seniors
  - Evaluated results up to 6 months after training
  - Produced detailed final report with extensive appendices of training materials and research results.

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Project Team

- NVTC
- The Partnership TMA (travel instructors)
- WB&A Market Research (program evaluation)
- The KFH Group (research support)
- Many project contributors from agencies across the region.

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Transit Systems Serving Northern Virginia

System Logo	System Name	Jurisdiction	FY 2007 Ridership	Estimated % Trips by Persons 65+
ART arlington transit	Arlington County Transit	Arlington County	1,060,441	3.9%
CUE	CUE	City of Fairfax	1,135,758	1.6%
Keeping Alexandria Moving DASH	DASH	City of Alexandria	3,743,449	4.5%
FAIRFAX CONNECTOR	Fairfax Connector	Fairfax County	9,717,392	Not Available
LoudounCounty LC Transit	Loudoun County Transit	Loudoun County	652,347	Not Available
M metro	Metrobus Metrorail	All NVTC	21,011,434 94,161,019	3.5% 2.2%
RAILWAY VIRGINIA EXPRESS	Virginia Railway Express	All NVTC All PRTC	3,453,561	2%
PRTC Potomac and Rappahannock Transportation Commission	OmniRide OmniLink	Prince William County	1,738,556 870,206	2% 3%

Note: Falls Church GEORGE included with Metrobus.

Life Get on Board!

Primary Project Objectives

- Increase seniors' confidence in independently using fixed-route public transportation

- Test the effectiveness of travel instruction investments, as measured by whether senior participants continue to use fixed-route service.

Life Get on Board!

Secondary Project Objectives

- Test educational tools
- Tap bountiful market niche for transit systems
- Save paratransit costs by shifts to use of fixed-routes
- Examine relationship to land use
- Find success factors
- Weigh benefits of training vs. costs
- Determine travel goals of seniors
- Encourage seniors' service workers to promote transit
- Provide multiple language travel instructions for diverse cultures
- Train and leverage at least 50 seniors

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NVTC's Phase I Senior Mobility Study

- Survey of over 1,600 Seniors (75 and above) in Northern Virginia
- Senior populations are increasing sharply (double by 2030)
- Transit use by seniors is declining:
  - 2% of senior trips are by transit
  - Less than 4% of transit trips are by seniors

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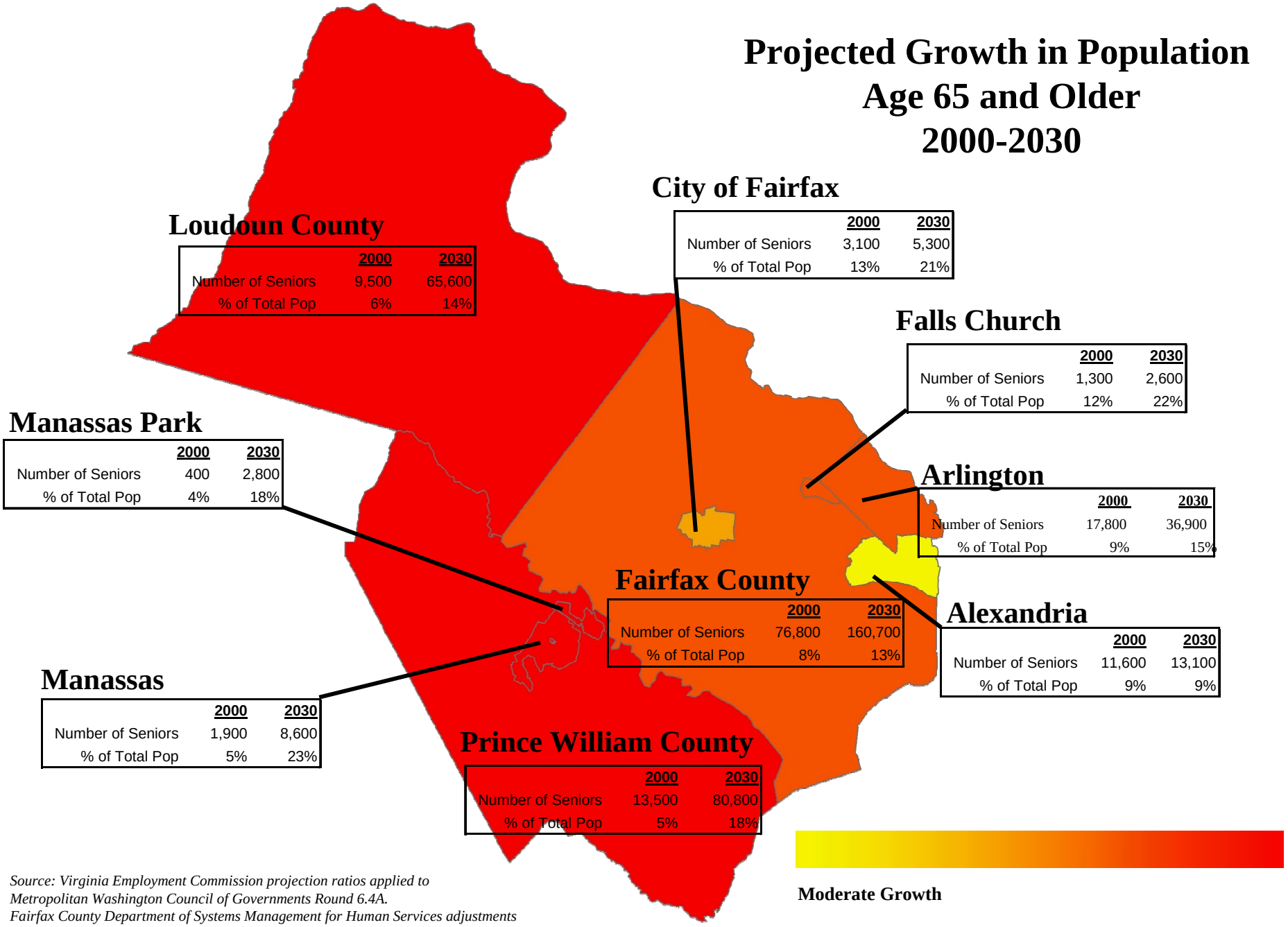
Projected Growth in Population Age 65 and Older 2000-2030



Loudoun County

	2000	2030
Number of Seniors	9,500	65,600
% of Total Pop	6%	14%

City of Fairfax

	2000	2030
Number of Seniors	3,100	5,300
% of Total Pop	13%	21%

Falls Church

	2000	2030
Number of Seniors	1,300	2,600
% of Total Pop	12%	22%

Manassas Park

	2000	2030
Number of Seniors	400	2,800
% of Total Pop	4%	18%

Arlington

	2000	2030
Number of Seniors	17,800	36,900
% of Total Pop	9%	15%

Fairfax County

	2000	2030
Number of Seniors	76,800	160,700
% of Total Pop	8%	13%

Alexandria

	2000	2030
Number of Seniors	11,600	13,100
% of Total Pop	9%	9%

Manassas

	2000	2030
Number of Seniors	1,900	8,600
% of Total Pop	5%	23%

Prince William County

	2000	2030
Number of Seniors	13,500	80,800
% of Total Pop	5%	18%

Moderate Growth

Source: Virginia Employment Commission projection ratios applied to Metropolitan Washington Council of Governments Round 6.4A.
Fairfax County Department of Systems Management for Human Services adjustments
Arlington County Department of Planning, Housing and Development, March 2006

NVTC's Phase I Senior Mobility Study

- Seniors need transit information and encouragement
- 20% of seniors in urban communities used transit in the past month, 14% in suburban communities and 5% in exurban areas
- 20% more trip-making in urban areas means less social isolation.

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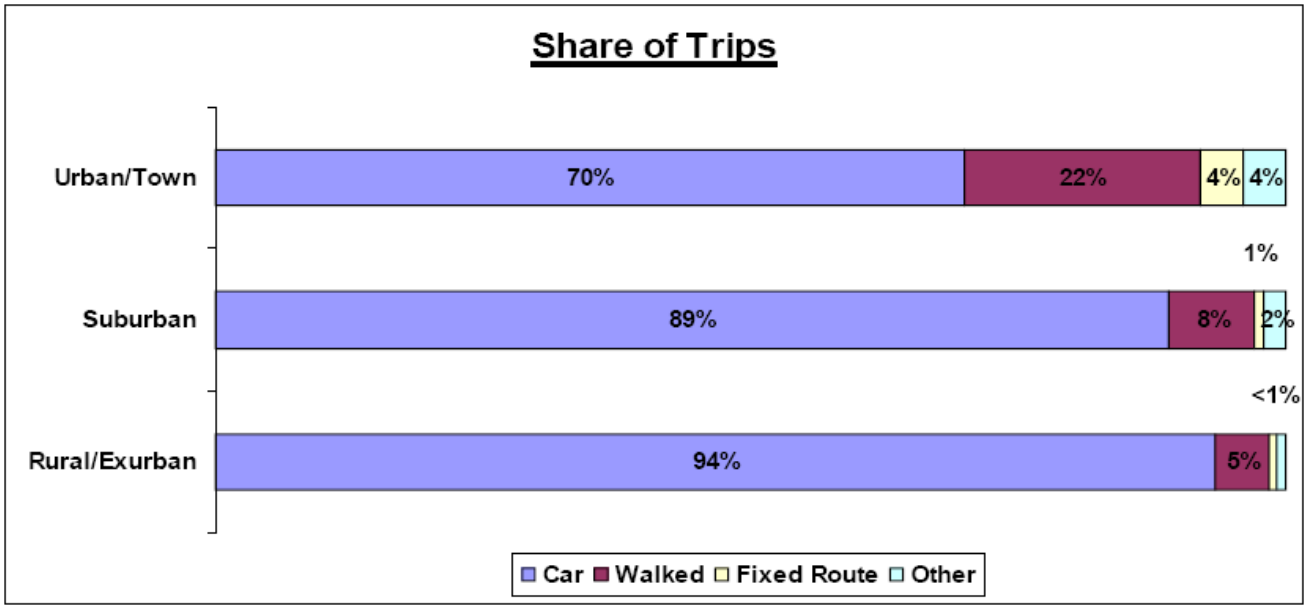
Phase I: Use of Transportation Modes by Seniors Varies with Community Land Use Type



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Phase II: Travel Training Nationwide

- NVTC's consultants reviewed 10 programs
- NVTC analyzed and used best practices, including:
  - Individual trips
  - Pre-tests of trips by trainers
  - Emphasis on evaluation
- On Average:
  - Staffing is less than three fulltime equivalents
  - Up to 200, but typically closer to 30 seniors trained per year
  - Budget less than $100,000 annually
  - Typically no follow up evaluation over time

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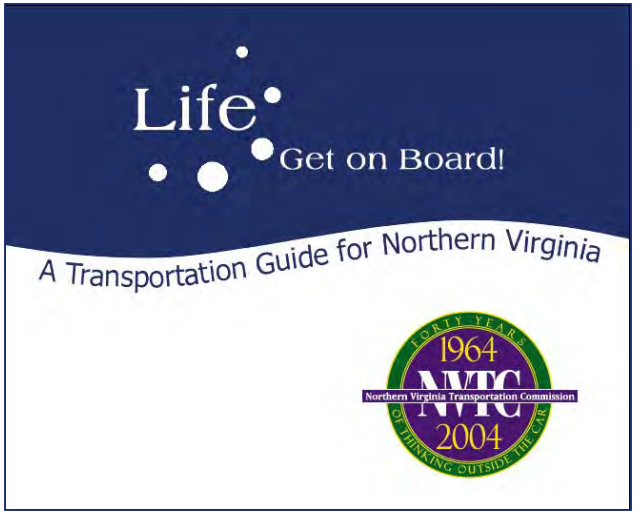
Phase II: Train the Trainers

- Contracted for two travel trainers
- Week-long intensive training with field assignments and pedestrian safety audits
- NVTC designed regional transit guide



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Recruiting Senior Participants

- Media releases; presentations at senior centers and social service agencies; Phase I database
- Screened for health risks and to tailor program to individual goals
- 120 applied and 56 were trained

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Group Training

- Up to 2 hours of group classroom training on Day 1
- Used Bus Bingo and travel guides
- Demonstration buses provided free by each transit system
- On Day 2, group trips to destination chosen by group using regular route transit
- Evaluations by participants and trainers.

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Bus Bingo

- Large game board on easel
- Individual game boards (8½”x 11”)
- “B” column = different transit systems
- “I” column = different ways to pay fares
- “N” column = travel information
- “G” column = Metrorail transfers
- “O” column = accessible destinations
- Cards drawn featured background information
- Highly praised by trainers and participants
- Prizes donated by transit systems

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Individual Training

- Graduates of group training screened for individual training
- 22 participate in complex trips (with transfers) with a trainer on regular route transit
- Evaluation after trips by participants and trainers

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Evaluation

- Small sample size means qualitative results
- Participants liked the program:
  - 90% strongly agreed they would recommend it to others
  - 85% found training very helpful
- Participants will use transit:
  - 70% very likely or likely
  - 90% would feel comfortable using transit
- Individual training boosted transit use substantially

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Selected Evaluation Results

(Percent Strongly Agreeing/Agreeing)

Characteristic	March 2007	September 2007	January 2008
Quality of Training: Worthwhile	79%/14%	74%/7%	65%/29%
Willingness to Use Transit: Likely to use Those Having Used Recommend to others	50%/20% - -	41%/19% 55%/20% 74%/26%	35%/16% 75%/25% 65%/26%
Actually Used Transit: Taking new trips	-	45%	58%
Asked family/friends for: transportation before training but less reliance after	-	50%	56%

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Use of Public Transit

Before and Three and Six-Months After Training

	Before Training	Three Months After Training	Six Months After Training
Used Metrorail/VRE			
Past Month	6%	11%	13%
Past Year	21%	67%	45%
Never	31%	15%	29%
Used Public Bus			
Past Month	23%	33%	13%
Past Year	12%	37%	52%
Never	25%	22%	26%
Used Car			
Past Month	71%	74%	68%
Past Year	4%	7%	13%
Never	6%	4%	3%

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Lessons Learned

1. Allow ample time for planning and recruiting
2. Maintain accurate participant database
3. Streamline recruiting
4. Focus on pedestrian safety
5. Resolve trade off between foreign language instruction benefits vs. costs
6. Split classroom instruction by previous experience of participants

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Conclusion

- Demonstration successful as it met two primary and 10 secondary objectives
- Trained over 50 seniors at low end of the range of costs of programs nationwide
- Developed and tested effective tools (e.g. Bus Bingo)
- Participants enjoyed and valued programs, felt more confident and actually used transit more after training.

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Is this in my future?

For more information contact:
nvtc@nvtdc.org

For copies of the full report:
www.thinkoutsidethecar.org

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The Northern Virginia Transportation Commission's

Public Transit Travel Instruction Program for Seniors

Final Report

REVISED DRAFT: March 27, 2008

THINKING OUTSIDE THE CAR
NVTC
Northern Virginia Transportation Commission
ESTABLISHED IN 1964

EXECUTIVE SUMMARY: Life: Get on Board!

Project Synopsis

The Northern Virginia Transportation Commission (NVTC) obtained from the Virginia Department of Transportation (VDOT) a $150,000 grant for a pilot demonstration of senior public transit travel training. The target duration of the program was approximately 15 months (to meet strict grant requirements) but in actuality it has taken about two years. **Figure 1** shows a chronology of the project.

The geographic scope of the project included NVTC's six jurisdictions (1,000 square miles and 1.6 million population) as well as Prince William County (which is a member of the Potomac and Rappahannock Transportation Commission). See **Figure 2**.

At least 10 distinct transit systems operate in this territory (more if the systems in suburban Maryland and the District of Columbia are considered), making design of the training program complex. See **Figure 3**.

NVTC completed a research study in 2006 documenting trends of sharply increasing senior populations juxtaposed with declining use of fixed-route transit by such persons. That Phase I study is available on NVTC's website at www.thinkoutsidethecar.org.

This Phase II report contains the findings of a demonstration of the senior public transit travel training program NVTC designed to test the proposition that carefully targeted training, attractive information materials, and most importantly individual trips with skilled travel instructors can boost the confidence of potential senior transit customers and give them a lasting incentive to use transit more often.

First, NVTC competitively procured the trainers and then trained them over an intensive week. This "train the trainers" seminar featured complex public transit trips requiring pre-trip planning and transfers among several transit systems. Next, participants were recruited for two-day group training (one day of classroom sessions and one day of trip taking). Next, individual trips were offered to many participants with a travel trainer. Finally, evaluation surveys were completed at three and six-month intervals after training to determine whether the training had a lasting impact on seniors' use of fixed-route public transportation.

Figure 1

NVTC Senior Mobility Studies:
Chronology

Activity	Date
Phase I Senior Mobility Study Initiated	Fall, 2004
Phase I Final Report	March, 2006
VDOT Phase II Grant Awarded	May, 2005
VDOT/NVRC Grant Contract Executed	January, 2006
RFP Issued for Travel Trainers	June, 2006
RFP Re-Issued	August, 2006
Travel Trainers Contract Executed	January, 2007
Orientation for Travel Trainers	January, 2007
Group Training Sessions	February–March, 2007
Review of National Travel Training Programs Complete	March, 2007
Individual Travel Training	April – July, 2007
Three-Month Follow-Up Surveys	October, 2007
Six-Month Follow-Up Surveys	January, 2008
Draft Final Report Presented to NVTC Board	April 3, 2008
Final Report Complete and Grant Project Closed	April 30, 2008

Figure 2

Map of NVTC and PRTC Jurisdictions

Figure 3

Transit Systems Serving Northern Virginia

System Logo	System Name	Jurisdiction	FY 2007 Ridership	Estimated % Trips by Persons 65+
	Arlington County Transit	Arlington County	1,060,441	3.9%
	CUE	City of Fairfax	1,135,758	1.6%
	DASH	City of Alexandria	3,743,449	4.5%
	Fairfax Connector	Fairfax County	9,717,392	Not Available
	Loudoun County Transit	Loudoun County	652,347	Not Available
	Metrobus Metrorail	All NVTC	21,011,434 94,161,019	3.5% 2.2%
	Virginia Railway Express	All NVTC All PRTC	3,453,561	2%
	OmniRide OmniLink	Prince William County	1,738,556 870,206	2% 3%

Note:  Falls Church George included with Metrobus

Project Team

NVTC staff designed and managed the project. NVTC staff was primarily responsible for planning, oversight, instruction of the travel trainers, grant accounting, logistics, graphics and compiling the final report.

NVTC competitively procured the services of the Partnership Transportation Management Association of Montgomery County, Pennsylvania as travel instructors. WB&A Market Research of Crofton, Maryland carried over as prime contractor from the Phase I study and was responsible for design and implementation of surveys for screening participants and evaluating the program. KFH Group, of Bethesda, Maryland, a sub-contractor to WB&A from Phase I, provided research expertise on travel training programs elsewhere.

VDOT provided funding and that agency as well as the Northern Virginia Regional Commission (NVRC) executed contracts with NVTC and processed grant reimbursals for the $150,000 project.

Finally, a lengthy list of local, regional and state staff gave generously of their time to review work products, comment on project design and implementation, help recruit participants, assist in group training and provide training rooms and transit vehicles free of charge. They are listed in the Acknowledgements section below.

Project Objectives

Two primary objectives motivated this project:

1) Focusing on persons at least 75 years of age, demonstrate how to increase seniors' confidence in independently using fixed-route public transportation by providing access to relevant information;

2) Test the effectiveness of targeted investments in travel instruction and of specific tools and approaches, as measured by participant evaluations and by the continued use of fixed-route public transit after training (and whether seniors will encourage others to do so).

Other secondary objectives included:

1) Design and test products and techniques to accomplish travel training of seniors, including motivational games such as Bus Bingo, comprehensive travel brochures, and individualized trips accompanied by travel trainers;

2) Help transit systems tap a potentially bountiful market niche of seniors;

3) Examine whether training could reduce transit system costs by encouraging the use by seniors of fixed-route services versus paratransit;

4) Determine if travel training varies in effectiveness by land-use type (urban, suburban, exurban);

5) Identify other characteristics that may influence the benefits of training (demographics, health, etc.);

6) Weigh the benefits versus costs of training to help transit systems decide whether ongoing investments are warranted;

7) Understand and respond to the travel goals of seniors to tailor training to meet their needs;

8) To the extent possible encourage individuals who work with seniors to continue to promote transit use;

9) Experiment with travel instruction in multiple languages for participants from diverse cultures;

10) Actually train at least 50 seniors to use public transit and encourage them to recruit others to take public transit trips.

Phase I NVTC Senior Mobility Study

NVTC's initial research revealed distinct trends including greatly expanding senior populations and declining use by seniors of public transit. A survey of over 1,600 seniors in Northern Virginia 75 years of age or older revealed a lack of knowledge by seniors about how to use transit and about how to discover relevant transit information. Currently NVTC estimates persons 65 years of age and older take less than four percent of all public transit trips in Northern Virginia, while they comprised almost eight percent of the region's 2000 Census population.

Significantly, NVTC showed how trip-making by seniors is related to land use patterns. Seniors living in dense urban areas (about 9 percent of Northern Virginia's senior population) take more overall trips per capita, as well as more walking and transit trips, than do seniors residing in suburban (82 percent) or exurban (9 percent) communities. Trips outside the home are believed to deter social isolation and depression.

In NVTC's survey, 20 percent of seniors residing in urban communities used public transit in the previous month, compared to 14 percent in suburban areas and 5 percent in rural/exurban areas. Use of automobiles was greatest in the exurban areas and least in urban areas (although still substantial). See **Figure 4**.

The Phase II training was designed to follow-up on the findings of NVTC's Phase I research. Phase II was a test of whether a permanent training program would be cost-effective in proactively responding to the major demographic trends identified in Phase I.

Training the Trainers

As the Phase II demonstration began, during an intensive week the two selected trainers from Partnership TMA were drilled in the objectives of the program with emphasis on safety and documentation of performance. Most of the week was spent riding the several transit systems. Independent field assignments required the trainers to access route and schedule information from multiple sources and transfer repeatedly to complete complex trips. Also, audits of pedestrian safety issues at various intersections were required.

A detailed notebook was prepared for the trainers by NVTC staff to be used during this intensive period of training. It was packed with schedules, fare information and best practices suggestions. Copies of these materials and of the very detailed itinerary for the week-long training session for trainers are attached in **Appendix E** to the Phase II final report.

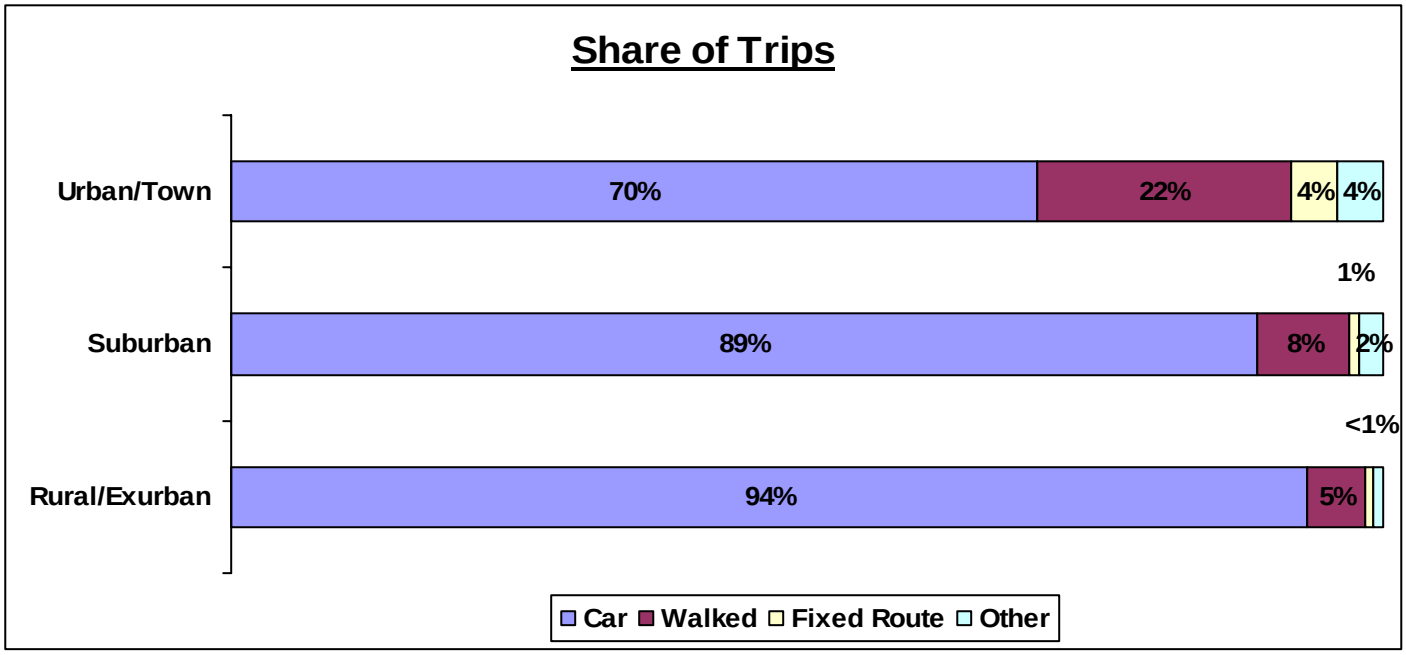
Recruiting Senior Participants

Initially, NVTC was cautious about notifying potential participants given its limited budget (for about 50 trainees). However, given a condensed schedule, it became necessary to aggressively seek participants through senior centers, social service agencies and media notices. Ultimately about 120 seniors called to sign up over a four-month period and 56 were trained in group sessions. WB&A screened potential participants (primarily for health issues affecting safety, such as dementia, but also so that the program could be tailored to individuals' interests and needs).

While 30 slots were budgeted for up to two individual training trips per person, ultimately 22 participated in this portion and only four took two trips.

Figure 4

Use of Transportation Modes by Seniors Varies With Community Land Use Type



Group and Individual Training

Two hours of classroom instruction occurred on the first day at five locations during late February through March, 2007. At these sessions, NVTC's unique Bus Bingo game was very effective as an instructional tool. Prizes were contributed by the participating transit systems. Also, NVTC distributed comprehensive travel guides of its own design. On the second day, a group trip was taken using regular-route transit service. Participants and trainees filled out evaluation forms. Fifty-six seniors were trained.

After group training, participants were screened for individual training. Twenty-two persons took these one-on-one trips with a trainer.

WB&A Market Research conducted evaluation surveys at three and six-month intervals following the individual trips.

Evaluation

Recognizing that small sample sizes make survey findings qualitative and limit the validity of statistical inferences, evaluation results are promising.

Participants liked the program: 79 percent strongly agreed they would recommend it to others; 85 percent found the training helpful and 83 percent said it was fun. Immediately after training, about 70 percent of participants said they were very likely or likely to use public transit in the future. Three months later, that percentage dropped to 60 percent and six months later to 51 percent. However, considering those who actually used transit, after three months, three quarters of all trainees now using transit would continue to do so and after six months, 100 percent would do so.

After completing group training, 91 percent would strongly agree or agree that they would feel comfortable continuing to use transit.

Prior to training almost a third had never used Metrorail and only 6 percent had used it in the past month. Also, 25 percent had never used a public bus while 23 percent had used one in the past month.

In its three-month follow-up evaluation survey administered by WB&A during September, 2007, the percentage of seniors using public transit before and after training was compared. As measured by use during the past year, Metrorail and bus user percentages both tripled. Adding user percentages in the past month and past year produced a tripling of Metrorail use (to 78 percent from 27 percent) and a doubling of bus use (to 70 percent from 35 percent). Even auto use grew somewhat to 81 percent from 75 percent (reflecting increased trip-making which combats isolation among seniors).

After six months, the use of transit declined slightly compared to the three month mark. Metrorail use in the past month and year fell to 58 percent (still twice the pre-training level) and bus use declined to 65 percent (still almost twice the pre-training level). Auto use remained at 81 percent (up from the pre-training level of 75 percent).

Further, those receiving individual training were much more likely to use rail or bus in the past month than those receiving only group training (92 percent versus 60 percent in the three-month survey).

The most common use of Metrorail/VRE was for entertainment (69 percent), for buses it was shopping (50 percent) and for car it was doctors (65 percent) and groceries/drug store (50 percent).

For those using transit, after three months 45 percent overall were taking new types of trips following training (and 55 percent of those receiving individual training). A third get out of the house more frequently and many report a reduced need to ask family and friends for help.

To summarize:

- Participants enjoyed the training, found it to be worthwhile and would recommend it to others.

- Participants boosted transit use significantly after training and held most of the gains up to six months after training.

- Many participants took new trips and a greater variety of trips after training, reflecting increased confidence, and got out of their homes more frequently.

- Of those who had previously asked family and friends for transportation assistance, over half were less dependent after training.

- After training, virtually all of those who actually used transit say they will continue to use transit.

- Those receiving both group and individual training are much more likely to use transit than those receiving only group training.

Lessons Learned

Among the many findings described in the report are:

- Allow ample time to design an effective training program (at least nine months—NVTC only had 7 months).

- Allow ample time to procure and train travel instructors (NVTC had to hire from outside its own metropolitan area and compress training into a hectic week just before the first group training session).

- Maintaining an accurate relational database of potential/actual participants can save a great deal of time for administration of the training.

- Streamline the recruiting process so potential participants have one-stop shopping to be screened and accepted (many found the screening questions to be intrusive).

- Pedestrian improvements around bus stops are vital for safety as is teaching pedestrian safety skills at the senior training sessions.

- Participants come from many cultures and speak many languages and translations can bog down the entire presentation (more separate sessions are desirable if budgets permit).

- Given large differences in initial experiences with transit, classroom instruction should be divided into at least two levels of difficulty.

- Only one individual trip with a trainer after group training is needed.

- SmarTrip farecards are popular with participants.

- Liability insurance for trainers can be difficult to arrange.

- The key to success is to make the training fun and exciting.

Conclusions

NVTC regards the demonstration as successful in a number of ways. First, the costs fall at the low end of the typical range of travel training programs. Replicating the NVTC approach would now be even less costly given the lessons learned and training materials developed.

Participants enjoyed and valued the program; they felt more confident in using transit after training and actually substantially increased their use of transit after training. Six months after training they continued to do so. They also took more overall trips after training, which suggests reduced risk of social isolation.

The final report on NVTC's Phase II study describes in detail the extent to which the two primary and 10 secondary objectives of the study were met.

For more information, please feel free to contact NVTC at nvtc@nvtdc.org and go to NVTC's website at www.thinkoutsidethecar.org to learn more about NVTC and examine its other research reports.

Northern Virginia Transportation Commission

NVTC

Agenda Item #6

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube, Kala Quintana and Elizabeth Rodgers

DATE: March 27, 2008

SUBJECT: NVTC's Ride Free Program

Northern Virginia bus systems are ready to implement the revised Ride Free Program for the upcoming ozone season (commencing May 1st). All bus riders are free until noon on forecast Code Orange Bad Air Days and free all day on forecast Code Red days, although staff is evaluating recent changes by EPA that may increase the cost of the program and require some adjustments. Staff will provide further details.

At NVTC's meeting, website and other marketing tools will be reviewed with commissioners. Plans are confirmed for a kick-off promotion on April 30th. The event will be a planned Code Orange Air Quality Day and commuters will receive free bus rides until 12:00 pm on all Northern Virginia bus systems. The goal of the event is to educate commuters about the change in the Ride Free program, while offering tools for commuters to plan their trips by bus.

Jurisdictional staff will be present from 6:00 am to 10:00 am at the event locations to distribute information and answer commuters' questions. The event locations include:

- Pentagon City Metrorail Station
- King Street Metrorail Station
- Franconia Springfield Metrorail Station (media location)
- Vienna Metrorail Station
- PRTC - Horner Road Park and Ride Lot
- Loudoun County Transit – Pre-event activities on buses

The participation of commissioners at station events is encouraged. The media will be directed to attend the event at the Franconia-Springfield station. Sponsors are being sought to help defray costs.

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REVISIONS TO EPA'S OZONE AIR QUALITY INDEX
FACT SHEET

ACTION

- On March 12, 2008 EPA revised its Air Quality Index (AQI) for ozone to reflect changes to the national ambient air quality standards for ground-level ozone. The AQI is EPA's color-coded tool for communicating daily air quality to the public.

- The AQI revisions address the ranges of ozone that are represented by the AQI categories, such as "good," "moderate," "unhealthy for sensitive groups," and "unhealthy." EPA has adjusted the upper end of the "moderate" range to be equal to the new primary 8-hour ozone standard, which is 0.075 parts per million (ppm), and has made proportional changes to the other categories. This action is part of the rule EPA issued to significantly strengthen the ozone standards.

- Under the revised AQI, ozone levels above 0.075 ppm would be considered in the "unhealthy for sensitive groups" category –known to many people as a "code orange" air quality day. When ozone is in this category, EPA recommends certain groups adjust their activity levels to reduce their ozone exposure. These groups include children and adults who are active outdoors, people with asthma or other lung diseases and older adults.

- State and local governments may begin using the new AQI breakpoints immediately to issue voluntary ozone forecasts and for calling air quality action days. Cities of 350,000 and larger are required to report the daily AQI and must begin using the new breakpoints no later than 60 days after the revised ozone standards are published in the Federal Register.

- The table below shows the new breakpoints:

Category	AQI Value	1997 8-hour (ppm)	2008 8-hour (ppm)
Good	0-50	0.000-0.064	0.000-0.059
Moderate	51-100	0.065-0.084	0.060-0.075
Unhealthy for Sensitive Groups	101-150	0.085-0.104	0.076-0.095
Unhealthy	151-200	0.105-0.124	0.096-0.115
Very Unhealthy	201-300	0.125-0.374	0.116-0.374
Hazardous	301-400	No Change	No Change
	401-500	No Change	No Change

BACKGROUND:

- EPA calculates the AQI for five major air pollutants regulated by the Clean Air Act: ground-level ozone, particle pollution (also known as particulate matter), carbon monoxide, sulfur dioxide, and nitrogen dioxide. An AQI value of 100 generally corresponds to the "primary," national air quality standard for the pollutant, which is the standard EPA sets to protect public health.

- AQI values below 100 are generally thought of as satisfactory. When AQI values are above 100, air quality is considered to be unhealthy -- at first for certain sensitive groups of people, then for everyone as AQI values get higher.

- People can reduce their exposure to ozone by changing the time of their activity or simply taking it easier on days when ozone levels are expected to be high. For example, a runner could run in the morning, when ozone levels are lower, instead of in the afternoon, when conditions tend to be more favorable for ozone formation. A runner also could reduce exposure by taking a walk instead of going for the run.

- State and local governments issue voluntary ozone forecasts for more than 300 U.S. cities during the ozone season, which generally runs from May 1 to September 30. More than 200 cities also issue forecasts for particle pollution, which can be a problem year-round, depending on location. These forecasts are widely carried on television and in newspapers, and also are available on the AIRNow Web site, at www.airnow.gov.

FOR MORE INFORMATION

- For a daily map showing air quality forecasts across the country, got to www.airnow.gov and click on "National Forecast."

- To learn more about air pollution and health, go to www.airnow.gov and click on "Publications."

- For more information about EPA's action to strengthen the national ozone standards, visit www.epa.gov/groundlevelozone.

Northern Virginia Transportation Commission

NVTC

Agenda Item #7

TO: Chairman Euille and NVTC Commissioners

FROM: Greg McFarland and Rick Taube

DATE: March 27, 2008

SUBJECT: Status of Regional Light Rail Studies/Projects

NVTC board members have expressed interest in learning more about the potential for light rail projects in Northern Virginia. A short presentation is attached that summarizes the current status of several studies and projects.

Commissioners should feel free to discuss the material and ask staff for additional information.

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The light rail concept grew out of the renaissance or modernization of tramways, such as in Stuttgart (left), whereas BRT grew out of the need to separate the bus from the rest of the traffic (Mexico City, right)

Since the 1970s great progress has been made to develop transit systems which provide service considerably better than buses can offer in mixed traffic, but which require significantly lower investment than metro systems with exclusive ways. This "semirapid transit" category of modes, using mostly partially separated ways, has been introduced extensively in medium-sized cities, as well as supplementing metros in suburban areas of large cities.

Light rail and BRT

Competitive or complementary?

Vukan R. Vuchic, Ph.D., UPS Foundation Professor of Transportation, Department of Electrical & Systems Engineering, University of Pennsylvania, Philadelphia, USA

Following very successful introduction of Light Rail Transit (LRT) in cities of many countries, Bus Rapid Transit (BRT) has also been introduced and proposed for many cities to provide services much better than regular buses. Selection between these two and several other modes (Automated Guided Transit (AGT), Monorail and others) is often complicated because of inadequate technical knowledge of planners, influences by promoters of proprietary systems and political pressures. The purpose here is to present a brief review of the LRT and BRT modes, based on facts and experiences from recent decades. It should be mentioned that this writer authored reports for the US Department of Transportation which promoted development of both LRT and BRT modes [1, 2].

LRT development: innovations, successes and limitations

The concept of LRT grew out of modernization of traditional tramway networks, mostly in central European cities, such as Stuttgart, Rotterdam and Gothenburg. Major elements of upgrading tramways that led to LRT with performance more similar to metros than to street transit modes included the following:

- Upgrading of street operations to separate ways
- Construction of tunnels on short sections in city centers
- Introduction of articulated cars with capacity of up to 250 spaces
- Introduction of self-service fare collection which allowed one-person crew and very high labor productivity

Construction of new LRT systems resulted in new concepts. Many of about 40 new LRT systems built in North American as well as European cities demonstrated further innovations, such as:

- Operation of trains with up to four articulated cars and capacity of about 720 spaces with one-person crew
- Serving pedestrian areas at speeds below 40 km/h as well as long suburban lines with speeds up to 100 km/h
- Introduction of low-floor vehicles dispensing with the need for high-platform stations in pedestrian-oriented city centers
- Lines which utilize mostly partially separated ways, but also exclusive ways and mixed traffic on different line sections, not requiring transferring.
- Many European cities (e.g., in France, England and Spain) have introduced tramway-type LRT on partially separated ways and in mixed traffic as a central element in the redesign of their central cities combined with traffic taming.
- On the opposite end of the technology spectrum, fully automated LRT has been built for high-frequency, high-capacity lines on exclusive ways only. These systems in London/Docklands, Vancouver and Copenhagen actually represent small-size metro systems.

As a result of these developments, LRT has become an extremely diversified mode that can be used for short urban, as well as long regional lines with various levels of speeds and capacities, utilizing ways from streets to fully separated tunnels, viaducts and intercity railway tracks. Most importantly, LRT has been described as the central element of urban economic development, environmental upgrading and enhancement of human-oriented urban ambience[3].

Investment costs for LRT vary greatly, depending mostly on the way category and other infrastructure, types of vehicles and related improvements of areas they serve. While some LRT lines using upgraded railway tracks (San Diego first line) have been built for as little as USD 5 million/km, others, requiring tunneling (Buffalo), exceeded USD 50 million/km, with most other cities in the range of USD 15-35 million/km. LRT is therefore best suited to medium-sized cities and suburban lines in large cities, such as Paris, London and Hong Kong.

A negative development limiting applications of LRT has sometimes been overdesign. Instead of economical designs which allow construction of large networks, a number of projects have been "upgraded" step by step, resulting in very high costs. Several LRT lines in Mexican cities have been built with way category A only. Full automation, particularly in cities which need extensive networks, such as Kuala Lumpur, limited the network to a single line. Automation is particularly inappropriate in countries with low wages and social need for higher employment.

BRT development: innovations, improvements and some misdirections

Numerous attempts have been made to upgrade bus services in many cities since the 1960s[4,5], resulting in different experiences – successes as well as failures. The results of the main element of upgrading buses – separating them from mixed traffic to separate facilities have brought particularly valuable experiences, as several examples show:.

- Separate bus lanes on streets brought significant service improvements and ridership increases in many cities (Paris, Dublin), but failed and were abandoned in others (Philadelphia, Mexico). The success basically depended on the enforcement provided by police.
- Exclusive busways resulted in such major improvements that the new system began to be considered a new transit mode – BRT (Curitiba, Ottawa). In many U.S. cities, however, the pressures by automobile interests led to the degradation of busways to HOV lanes (Shirley Busway in Washington, El Monte Busway in Los Angeles), which negatively affected the quality of bus services and its distinct image.
- Preferential treatment of buses at signalized intersections have been feasible and successfully used in some cities since the 1970s[4,5], but their implementation and maintenance also depended on the technical and political support given to bus services in specific cities.

Thus, the experience has shown that effectiveness of bus lanes and signals on streets is not always permanent. It can be successful only in cities where police enforcement is strict. Busways' permanence similarly depends on the political support which such facilities have. The main threat to their existence is pressure from pro-highway and pro-automobile organizations. These pressures in some countries are so strong, that many HOV lanes were returned to regular freeway lanes for general traffic.

The pressures of increasing traffic congestion and obvious underutilization of buses due to their slow and unreliable services resulted in the 1990s in a very strong initiative to treat bus services as a system[2,6], rather than as just individual

[illegible]

Characteristics	Regular Bus (RBS)	Bus Rapid Transit (BRT)	Light Rail Transit (LRT)
System components			
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
Lines / Operational elements			
Lines	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
Transfers	[illegible]	[illegible]	[illegible]
System characteristics			
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

[illegible]

vehicles operating on urban streets.

This systems approach in planning bus services, supported by the very successful systems in Ottawa, Curitiba[7] and Bogota, created a BRT concept that found a broad positive response in many countries. Further success of the BRT systems will, however, depend on the understanding of planning and design elements, based on experiences in real-world conditions. Another factor is the relationship of BRT to other modes, particularly LRT, its 'neighbour' in the family of transit modes. In this respect, the BRT system has seen very positive developments, but also some misguided directions.

The BRT concept is very positive in its broad approach to all system components: ways, stations, vehicles, control and image for passengers. In all these elements it is greatly superior to regular bus services. If these features are applied to upgrade present bus services from a large number of bus routes with low quality services to fewer lines with faster, more reliable services and a distinct image, many cities will realize great benefits. Many technical innovations for buses, such as cleaner engines, are very useful[8]. However, this type of broad bus service improvements is given less attention than some "flashy" technological improvements which often result in extremely expensive vehicles (dual-mode buses in Boston had a price of USD 1.5 million). Many of their features have questionable value. For example, automatic driving of buses while the driver is retained results in higher cost without payoffs; "electronic coupling" of buses has no defined applications in cities, etc.

The misleading claim that BRT can match rail systems service at much lower cost has led to some serious errors in transit planning. Under the impression that buses can match performance of rail vehicles, the Silver Line in Boston has been designed to use a curb lane on a street without adequate enforcement, and then go into a full size tunnel. Since buses are driver-steered, the tunnel profile is larger than for rail vehicles, bus speed, comfort and safety are much lower than LRT offers. Thus the most expensive way facility – tunnel and large underground stations – have been built for vehicle technology which provides much lower capacity, safety and quality of service. These system weaknesses have already come under considerable criticism in Boston press.

Comparison of regular bus, BRT and LRT

A comparison of basic characteristics of regular buses, BRT and LRT modes is summarized in Table 1 (above), based on numerous sources[9, 10, 11].

This table clearly shows significant differences between these three modes: compared to regular bus as the base, BRT and LRT represent higher steps in

"investment cost/performance" relations. The quality of LRT service and its role in the city are distinctly the highest among these three modes.

The relationship between these three modes is clearly illustrated by the recently opened Insurgentes Avenue BRT line in Mexico City. It offers frequent service by articulated high-floor buses on reserved lanes with central stations and high-level platforms. This line has immediately attracted many more passengers than were carried by the unregulated buses and minibuses which it replaced. This success has created a problem, however, passenger volumes exceed the 5,000 persons per hour that the line can provide, causing serious overcrowding and unreliable service.

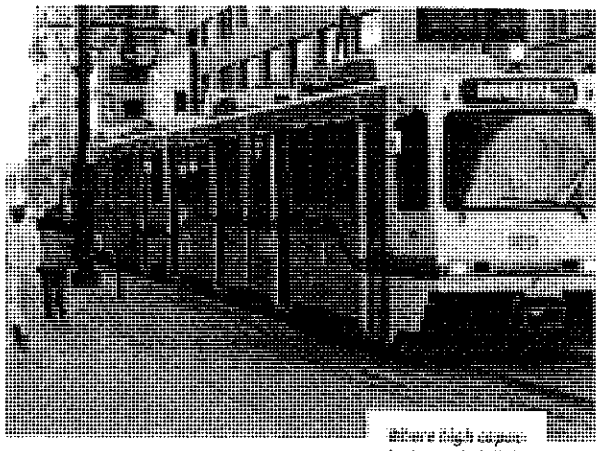
If an LRT line were built on this alignment, the investment cost would be significantly higher, but with two articulated car trains LRT would offer about three times greater capacity with far greater comfort, higher speed and reliability. In addition, LRT could have branches on any street which high-floor buses with left-side doors and no steps cannot have.

Consequently, this BRT represents a significant upgrading over regular buses which required moderate investment and short implementation period, while LRT would be another major step with higher investment and much better performance, passenger attraction and productivity.

In conclusion, the BRT concept is bringing great benefits in improving present bus services. Its implementation can lead to upgrading a complex network of low-image bus lines into a distinct network of frequent, reliable lines attractive to all classes of riders. In cities which are flooded by ubiquitous but low-quality unregulated minibuses, BRT is bringing a renewed concept of high-image transit network.

For applications on heavily used trunk lines, LRT represents a higher-investment/higher performance transit system than BRT. In addition to comfortable, quiet and reliable service, LRT provides better vehicle performance and possibility to use tunnels and serve pedestrian areas without the noise and pollution that diesel vehicles produce. LRT tracks symbolise permanence and represent a strong stimulus for economic development and human-oriented environment. With low-floor vehicles LRT stations fit aesthetically well in the centers of urban activities.

BRT and LRT should be considered as complementary modes. BRT tends to be more appropriate for small-to-medium size cities which do not justify introduction of a different technology. Low labor cost favors it over LRT because of larger personnel requirements. For heavy passenger volumes, use of tunnels in high-density urban centers and direct service in pedestrian zones, LRT is usually distinctly superior to BRT. The advantages it brings in such applications may easily justify the higher investment cost LRT involves. Moreover, with its stimulus for urban physical upgrading and economic development, LRT exerts unique long-term positive impacts on livability of city.



Where high capacity is needed, light rail, although clearly more costly, will perform better (photo: Dallas)

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Send your questions and comments to:
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Columbia Pike / Leesburg Pike Transit Study – Phase 2

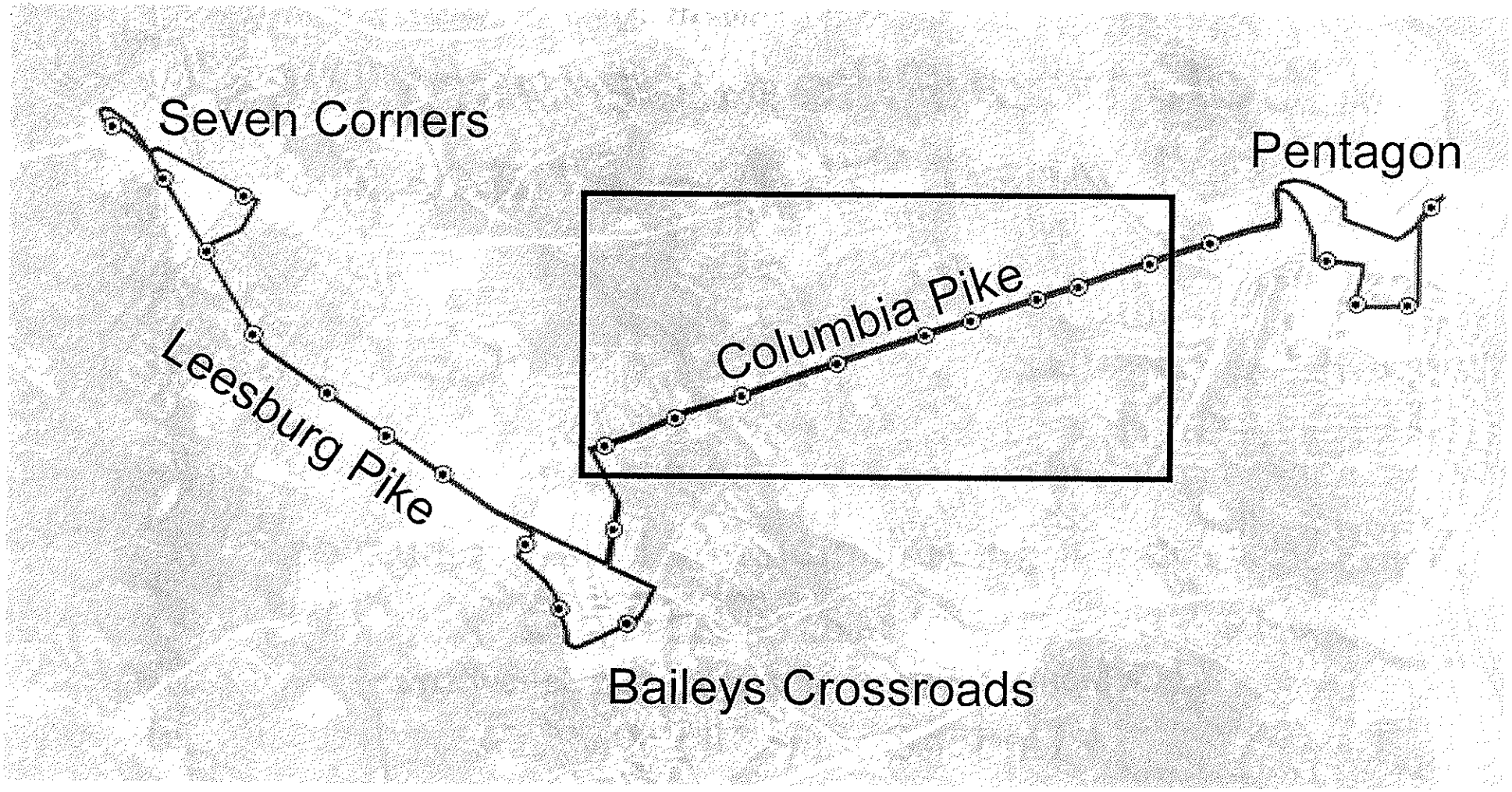
Prepared for Arlington and Fairfax Counties

By PARSONS

A Member Firm of Capital Transit Consultants

Under Contract to WMATA

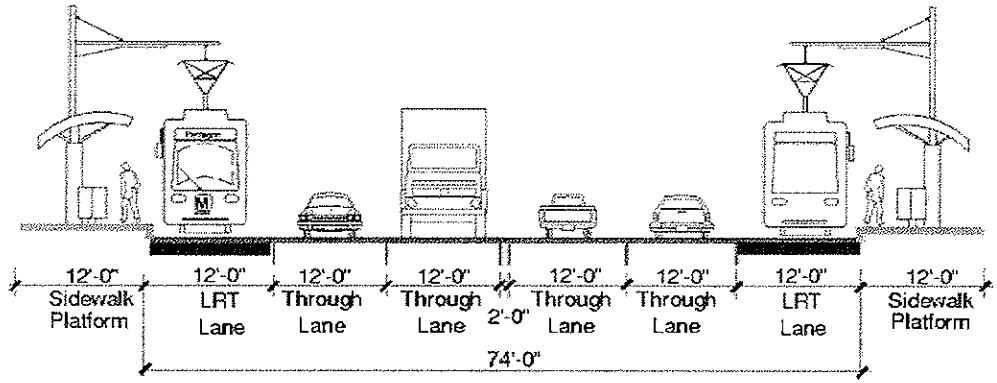
TRANSITWAY ALIGNMENT



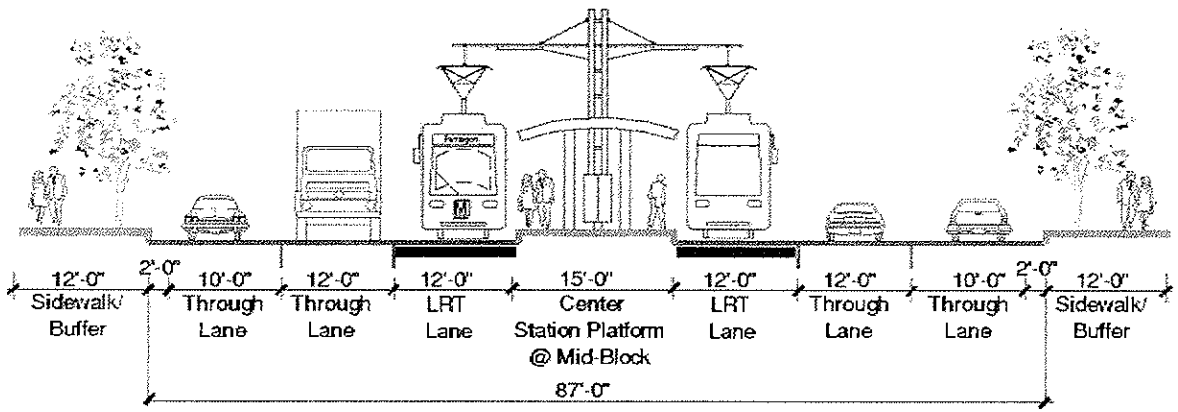
STUDY VARIABLES

- Curbside-running or Median-running
- Light Rail Transit (LRT) or
  Bus Rapid Transit (BRT)
- Other considerations:
  - Design Year (2002, 2010, 2020)
  - Transitway Alignment

CURBSIDE or MEDIAN



Proposed Street Section w/LRT @ Curb Side



Proposed Street Section with Median Platform

NOTE: In the narrow section of Columbia Pike between Highland St. and Cleveland St., transit vehicles would share two of the traffic lanes with autos (one in each direction)

Ridership: LRT vs. BRT

Discussion of Chart

- This figure presents the comparison of ridership independent of cross section.
- Ridership values shown are averages of curbside and median along the transitway route for the whole corridor from Seven Corners to Pentagon via Baileys Crossroads.
- LRT: 10% more ridership than BRT. (Difference: 2,000 riders per day)
- Similar traffic and transit operation characteristics, so no travel time advantage between the two technologies.

CONSTRUCTION COST ESTIMATES

Discussion of Chart

- The cost differential between BRT and LRT will vary depending on the specifics of the system under consideration.
- Curbside is more expensive than Median due to construction of addition platforms and transitway structures
- Generally, LRT is more expensive due to trackwork, overhead contact system, vehicles, and maintenance facilities cost differential

STUDY SUMMARY

	Traffic Operations	Ridership	Cost
Curbside vs. Median	Curbside: 15% lower travel times than Median	Median: 5% more riders than Curbside	Median: 12% less costly than Curbside
LRT vs. BRT	No significant difference between LRT and BRT	LRT: 10% more riders than BRT	BRT: 67% less costly than LRT

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REGISTERED
PROFESSIONAL ENGINEER

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The Honorable William D. Euille, Chairman,
Northern Virginia Transportation Commission,
4350 North Fairfax Drive, suite 720
Arlington VA. 22203

March 24, 2008

Dear Chairman Euille and Commissioners:

Item 9 of the March 8th Agenda provided a largely excellent representation of proposed Regional Light Rail Projects but certain aspects of that report were far off the mark leaving erroneous conclusions. The description of Light Rail does not conform the the formally adopted definition by the Transportation Research Board which defines Light Rail to limit trains to four car to fit on city street blocks and requires that they be able to operate in any land environment from subway to street railroad tracks. The importance of this issue is two fold. One is to limit train length for good traffic engineering and the other is to obtain maximum operational flexibility.

Page 3 identifying Light Rail and Bus Rapid Transit (BRT) strategies is not totally correct. Implementation time for BRT is not that much, if any quicker than for LRT for projects of equal magnitude. Salt Lake City built the University Light Rail line quicker than Pittsburgh built the West BustWay and got much better results. Yes, for sure, a BRT using existing street lanes will be much quicker but not much will be gained.

More important is the series of Strengths listing "flexibility" as a BRT advantage. Flexibility is a serious deception. It confuses passengers and limits value capture (TOD). Enclosed is a tabulation showing typical BRT projects attract only one-third of the estimated riders whereas LRT attracts 22 % more than estimated. Flexibility is one of the problems, not a strength. The new Orange BusWay in San Fernando Valley is an exception to this problem because it was estimated very low but it is attracting only 56 % of the annual rides per capita that the Gold Light Rail line of about the same length is attracting feeding the same Red subway line. The LRT is also almost 30% faster and safer.

On page 4, I am confused by the use of the words "in progress". The Purple Line parallel to I-495 in Maryland has been under detailed study for several years and public hearings will soon be held on the extensive costly studies. It sure seems to me that it is a project "in progress". The Governor has committed to implement it.

The paper by Dr. Vukan R. Vuchic is basically excellent. Dr. Vuchic has a forty-year reputation as the best urban transportation professor in North America. In January 2008 he was awarded Emeritus status by the Transportation Research Board. I do take issue with the statement on page 13 of the paper that Light Rail is more costly. That is absolutely not true in most cases where Light Rail is properly applied. Year after year, data proves the lower cost of Light Rail compared to bus. In 2005, LRT cost 57 cents per passenger-mile to operate when buses cost 77 cents but buses in larger cities with LRT cost even more than that as wages are higher in larger cities. Light Rail labor produces an average of 200,000 passenger-miles per year per

employee but bus employees produce only 100,000. Employees are the greatest expense by far.

Page 19 on Ridership is not correct to show a ten percent difference in favor of LRT with no speed advantage. Note the 30% speed advantage above. In the street it may be less than that but on hills, LRT will walk away from buses. Some bus drivers turn off the air conditioning to save power for hills. That is not necessary with LRT.

Page 21 again incorrectly states that LRT is more expensive than BRT. and again, that is not often true. The misuse of the word "cost" may be the problem here. A cost is money spent, gone Light Rail, at first, is an "investment" which is not a cost but an asset to earn a profit on. Year after year it saves money on oil, auto operation, parking. accidents and sprawl. The investment lasts a long time so each year costs only a little. Buses wear out much faster and must be replaced much sooner at ever higher costs. If you list an investment as a cost on your tax return, you will be called up short.

This matter becomes very important on page 22 where the LRT vs, BRT summary is all wrong. There is a huge difference between BRT and LRT in traffic. In Denver, there is a peak train every 2.5 minutes, one for every other signal cycle, fully coordinated. If they used BRT, there would be several buses per signal cycle preventing any coordination. In Ottawa and Pittsburgh, bus flow slows to three or four miles per hour. Denver can double than with LRT with even more passengers. I have already cited the understatement of LRT ridership using the ten percent figure. Transportation Research Board Special Report 1221 puts the LRT advantage at from 35 to 43 %, Richard H, Pratt who made the VRE travel projections came up with a similar figure. Denver and Dallas reported two to three times more ridership when LRT replaced express buses. Saint Louis found 71 % of the LRT passengers were new to transit.

Based on these experiences, Denver is in an approved program to add 119 miles of Light Rail and a very few miles of BusWay. Live and learn.

In 2007, transit systems with rail as well as bus service gained 3.8 % on their rail patronage over 2006 but their buses gained only 0.1 % despite escalating gasoline prices. More to the point, systems with BRT lost 0.7 % of their riders while their rail lines gained 3.7 % In Denver, with HOV type BRT north of downtown, they opened a second and third LRT line late in 2006. System ridership went up 17.5 % in 2007, with LRT up 66.2 % and bus up 7.0 %. LRT did not steal bus riders. It attracted new ones and added bus riders accessing LRT.

Los Angeles added BRT last year, but only street lane type. Bus ridership went down 2.4 % but unchanged rail lines including LRT gained 1.8 %. Surely, that should tell us something.

Taking a larger view, all US transit systems gained three percent in riders in 2007 over 2006 for a fifty-year record. Buses gained 1.02 % overall. Rail service gained 3.7 % with Light Rail gaining 6.1 %. NVTC reports must take these natural trends into account From 1984 to 2004 buses gained nothing while rail service gained 50 % and at much lower cost, to boot. If we want to save energy, clean the air, save money and improve urban conditions, we must pay attention.

I know you have tough problems to solve. I am convinced this is one of them. Thank you for your efforts. I appreciate them.

Respectfully,

Busway and LRT Ridership Estimates

BUSWAY RIDERSHIP ESTIMATES-WEEKDAYS

Project	Projection	Date of Projection	Current Actuals	Percent Change	Notes
Dan'l Boone, St. Louis	(Minimal use achieved. To be replaced by LRT.)				
Mark Twain, St. Louis	(Minimal use achieved. Has been replaced by LRT.)				
Edsel Ford I-94, Detroit	(Not successful, discontinued)				
John Lodge, Highway 10, Detroit	(Not successful, discontinued)				
Ardmore, Delaware County, PA	3,300	1967	2,800	-15.15%	1
Pittsburgh South	32,000	1977	14,500	-54.69%	
Pittsburgh East	80,000	1983	30,000	-62.50%	
Pittsburgh West	50,000	2000	9,000	-82.00%	2
Pittsburgh North (HOV)					
Shirley Highway, Northern VA	13,500	1970	4,500	-66.67%	3
LA Harbor Freeway I-110	63,000	1997	4,300	-93.17%	
San Berdo Freeway I-10	30,000	1980	21,000	-30.00%	
Totals	271,800		86,100	-68.32%	

Notes:

1. Projection equals rail performance prior to conversion to a busway.
2. Busway to be completed in 2001. Current estimate of 9,000 by 2002
3. Projection data for bus routes 17 and 18.

LIGHT RAIL RIDERSHIP ESTIMATES-WEEKDAYS

Project	Projection	Date of Projection	Current Actuals			Notes
Baltimore Central	33,000	1992-1996	29,500		-10.61%	5
Boston Highlands Branch	12,000	1959	28,500		137.50%	6
Dallas DART	30,000	1998	38,000		26.67%	7
Denver RTD Route 101	25,500	2000	28,000		9.80%	6
Los Angeles Blue	50,000	1992-1999	58,000	73,000	16.00%	46%
Portland MAX	50,000	1999	63,000		26.00%	
Sacramento RT Metro	20,500	1988-1998	28,000		36.59%	
Salt Lake City TRAX	14,000	2000	20,000		42.86%	7
Santa Clara VTA	20,000	1992-1999	23,500		17.50%	
St. Louis MetroLink	36,000	1994	38,000		5.56%	8
Totals	291,000		354,500		21.82%	

Notes:

5. Four planned stations have not been provided.
6. Cars operating at an uncomfortable maximum capacity until additional cars available.
7. Cars operating at an uncomfortable capacity until additional cars available.
8. Official estimate was 17,000 but an independent estimate was 36,000.

Sources:

Passenger Transport of APTA
National Transit Data Base, FTA, US DOT §15
"Mass Transit Magazine"
"Metro" Magazine
Simmons-Boardman Publishing Co.
RTD Newsletters

American Public Transportation Association
1666 K Street, NW, Suite 1100
Washington, DC 20006

03-Mar-08

PUBLIC TRANSPORTATION RIDERSHIP REPORT

Fourth Quarter 2007

Contact: John Gaffney
Statistical Analyst
Telephone: (202) 496-4817
Fax: (202) 496-4326
Email: jgaffney@apta.com

ESTIMATED UNITED STATES UNLINKED TRANSIT PASSENGER TRIPS

Period	2007	2006	Percent Change 2006-2007
OCTOBER	950,331	907,084	4.77%
NOVEMBER	871,137	851,564	2.30%
DECEMBER	803,147	804,029	-0.11%
Fourth Quarter	2,624,614	2,562,676	2.42%

CALENDAR COMPARISON

	OCTOBER		NOVEMBER		DECEMBER	
	2007	2006	2007	2006	2007	2006
Weekdays	22	21	20	20	19	20
Saturdays	4	4	4	4	5	5
Sundays	4	5	4	4	5	5
Holidays	1	1	2	2	2	1

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS *

	CURRENT YEAR (a)(b)					PRECEDING YEAR (a)(b)					% CHANGE (b)	
MODE	OCT '07 (000's)	NOV '07 (000's)	DEC '07 (000's)	OCT '07-DEC '07 (000's)	JAN '07-DEC '07 (000's)	OCT '06 (000's)	NOV '06 (000's)	DEC '06 (000's)	OCT '06-DEC '06 (000's)	JAN '06-DEC '06 (000's)	Fourth Quarter (000's)	Year-to-Date (000's)
Heavy Rail	273,562	254,845	242,333	770,740	3,000,057	258,690	246,743	240,209	745,641	2,908,948	3.37%	3.13%
Light Rail	38,727	36,860	35,273	110,860	431,748	35,896	33,868	33,758	103,521	406,980	7.09%	6.09%
Commuter Rail	40,723	39,690	37,491	117,904	460,800	38,418	37,554	35,861	111,832	436,780	5.43%	5.50%
Trolleybus	9,221	7,614	7,853	24,689	101,048	9,064	7,580	7,891	24,535	103,007	0.63%	-1.90%
Bus Population Group												
2,000,000+	340,151	311,987	289,627	941,765	3,737,465	331,903	312,029	296,737	940,669	3,737,602	0.12%	0.00%
500,000 to 1,999,999	125,787	113,970	101,525	341,282	1,322,098	119,573	111,962	102,578	334,113	1,306,328	2.15%	1.21%
100,000 to 499,999	46,675	41,559	34,425	122,659	462,291	43,277	39,267	33,573	116,117	446,363	5.63%	3.57%
Below 100,000	52,089	43,686	34,632	130,407	478,768	48,501	42,500	33,985	124,986	450,010	4.34%	6.39%
Bus Total	564,702	511,202	460,208	1,536,113	6,000,622	543,254	505,756	466,874	1,515,884	5,940,304	1.33%	1.02%
Demand Response	12,029	11,144	10,089	33,261	132,360	11,286	10,599	9,983	31,867	127,407	4.37%	3.89%
Other (c)	11,367	9,782	9,900	31,048	126,987	10,476	9,464	9,455	29,395	122,980	5.62%	3.26%
United States Total	950,331	871,137	803,147	2,624,614	10,253,621	907,084	851,564	804,029	2,562,676	10,046,406	2.42%	2.06%
Canada	157,299	141,777	123,533	422,608	2,083,318	135,352	136,896	120,583	392,831	1,987,229	7.58%	4.84%

* Preliminary information based on data from reporting systems.

Note: Data may differ from that included in Federal Transit Administration reports due to differences in data calculation procedures and in periods of time covered.

(a) Transit agencies assigned by urbanized areas or urban places of less than 50,000 population outside urbanized areas based on 2000 U.S. Census Population.

(b) Year-to-date ridership adjusted for data received after closing dates of previous issues.

(c) Includes aerial tramway, automated guideway, cable car, ferryboat, inclined plane, monorail, and vanpool.

Light Rail Studies and Plans in Northern Virginia

Presented by
Greg McFarland
NVTC

Picture:
Light Rail in
Portland, OR

What is Light Rail?

"An electric railway with a 'light volume' traffic capacity compared to heavy rail. Light rail may use shared or exclusive rights-of-way, high or low platform loading and multi-car trains or single cars."

From the American Public Transportation Association's *Glossary of Transit Terminology.*

Charlotte, NC

Houston, TX

Dallas, TX

Light Rail and BRT: Strengths

Variable	Light Rail	BRT
Land Use and Land Development	X	
Image	X	
Capital Cost		X
Operating Cost	X	
Headway or Frequency		X
Rider Capacity	X	
Implementation Time		X
Flexibility		X

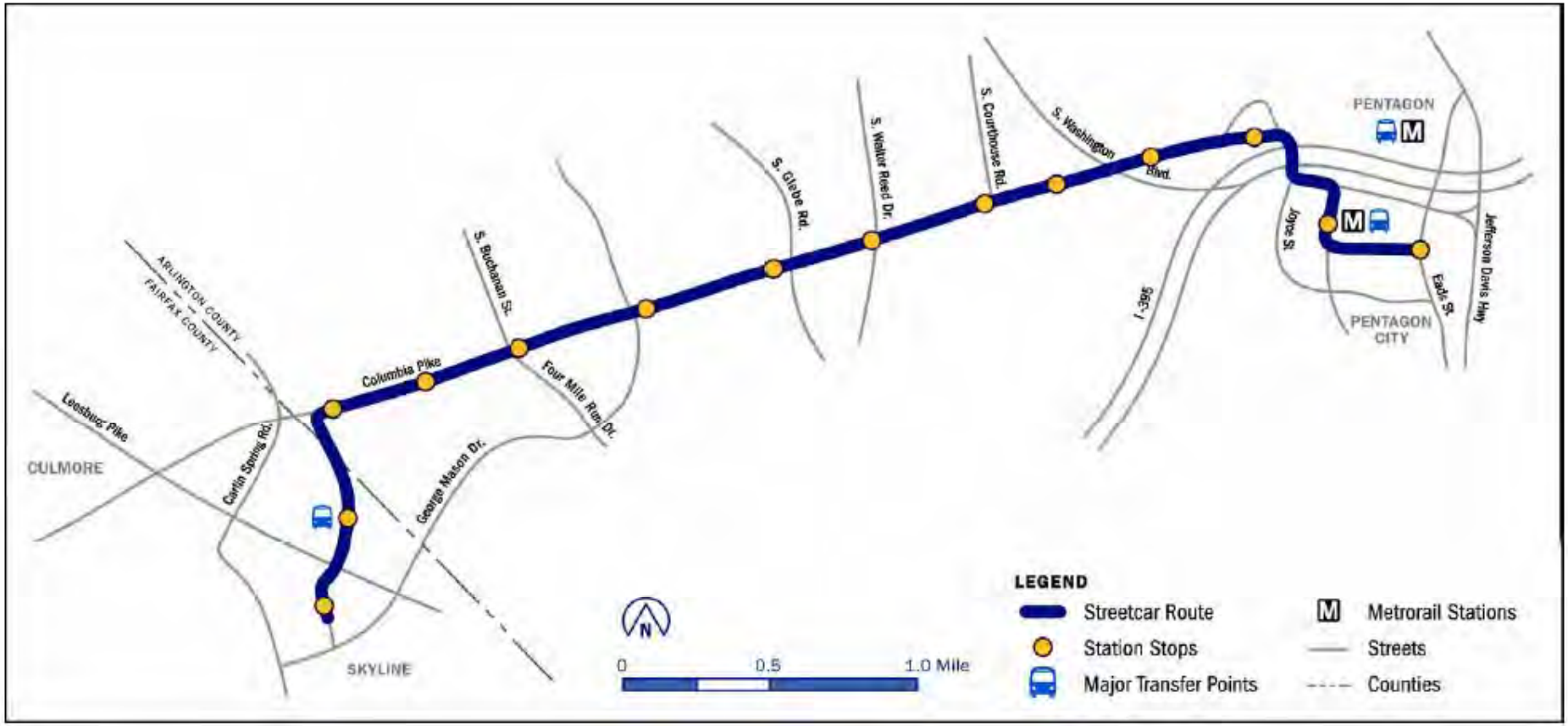
Status of Studies and Plans

Location	In CLRP	In 2030 Plan	In progress
Columbia Pike Streetcar Project	X	X	EIS Phase*
Rt. 28/Manassas to Dulles	X	X	No
Rt. 7/Skyline to Tysons Corner		X	No
Rt. 1/Huntington Metro to Ft. Belvoir			No
Techway/Dulles Corridor to I-270 Corridor			No
Purple Line/I-495 Corridor VA & MD			No
Extension of rail from Dulles to Leesburg			No

* NVTA had authorized funding of $11.2M in FY09 and $25.7M in FY10.

Light Rail Studies and Plans in Northern Virginia

Columbia Pike Streetcar Project

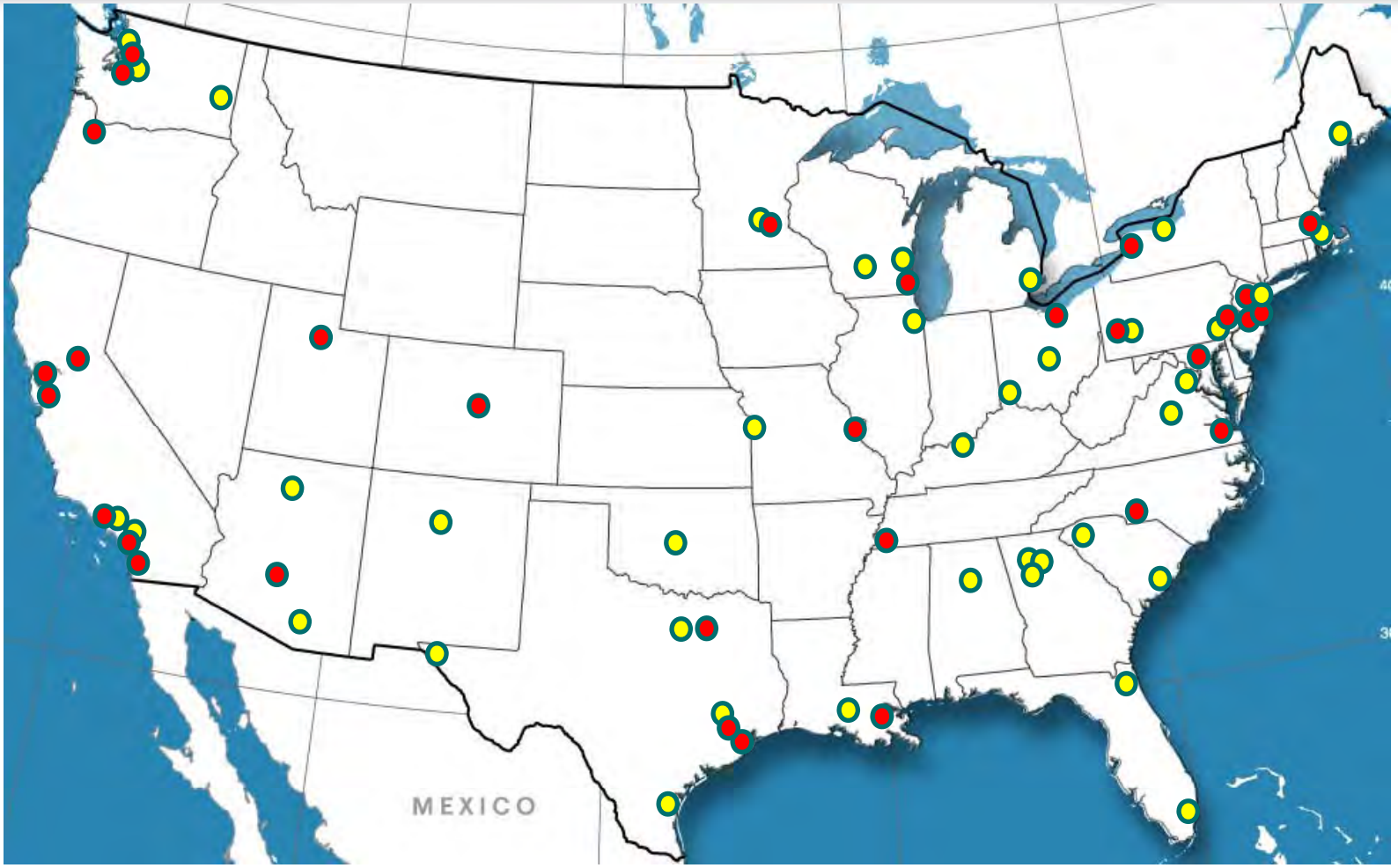


Columbia Pike Streetcar Project

Cost: $160 million
Headways: Constant 6-minute headways all day. Supplemented by Metrobus during peak periods.
Funding: $37 million budgeted from NVTA
Operator: Not decided. Could be WMATA or contractor.
Overhead Wires: Most likely. Could be hidden 3rd rail technology.
Stops at Curb or Median: Generally, curb-side stops, except for Skyline and Pentagon City intermodal transfer centers.
Jurisdictions: 85% in Arlington, 15% in Fairfax. Both counties in close collaboration on planning and design.
Project Website: www.piketransit.com

Light Rail Studies and Plans in Northern Virginia

Light Rail: Where Does it Exist Now? ● Where is it Proposed? ●



Northern Virginia Transportation Commission

Agenda Item #8

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube

DATE: March 27, 2008

SUBJECT: I-95/395 HOT Lanes

A. Transit Study

In the attached Washington Post article of March 23, 2008, several commissioners are quoted on the subject of revisions to planned transit expenditures in the I-95/395 HOT Lanes corridor. At previous NVTC and NVTA meetings the scope of the study, led by DRPT with the active participation of staff representatives from the region's transit agencies and local governments, was reviewed. Progress reports were provided throughout the study and the final report was reviewed at NVTC's January, 2008 meeting.

The study assumed an upfront total of $195 million from Fluor Transurban and determined (though modeling by Cambridge Systematics with fine-tuning by the transit system representatives) the most effective use of those funds for transit rolling stock, transit facilities, transit operations, park-and-ride spaces and Transportation Demand Management expenditures (e.g. ridesharing). The study recommended a somewhat different set of transit investments than the "place holder" amounts included in TPB's TIP last year.

Before the recommended investments are actually agreed to, much more detailed analysis is needed. Similarly, the amount of funding actually available remains to be determined.

Commissioners may wish to review the attached materials and discuss a course of action in light of the Post article.

AWARD WINNER NVTC APTA 1996

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

B. Safety Issues

NVTC joined PRTC in writing to Secretary Homer to state that FHWA should not be asked to provide further project approvals until safety and enforcement concerns are addressed. For example, Halcrow, Inc. has been retained by the Commonwealth of Virginia but has not completed its evaluation of needed safety improvements.

Another concern is the potential for deterioration in average speeds in the future HOT Lanes compared to the current HOV Lanes. VDOT data show current speeds averaging about 56 miles per hour over the entire route. VDOT staff has suggested to the General Assembly that a minimum of 55 mph would be too difficult. SAFETEA-LU requires a minimum of 45mph.

An initial safety workshop was held by VDOT on March 13th. Attendees included staff of most local governments and transit systems as well as VDOT and DRPT. NVTC's concerns were shared with the group, including a request for an evaluation of the safety-related aspects of a possible bus-only lane (the results of modeling operational aspects of that lane have also been requested).

VDOT staff reported at the workshop that the bus-only study from Fluor-Transurban is undergoing its third review by VDOT and DRPT. After that, it may be available to local staff. VDOT staff and Halcrow would not commit to NVTC's request for Halcrow to examine the bus-only lane study for safety implications, and are taking the request under advisement.

Regarding lane widths, it was reiterated that from the northern terminus at Eads Street to the Prince William Parkway, current 12-ft. lanes will be reduced to 11-ft. Shoulders from Eads Street to Shirlington will be 2 to 4 ft. on one side and 9 to 10 ft. on the other. From Shirlington to the Prince William Parkway the shoulders will be 2 to 4 ft. on one side and 10 ft. on the other. To the south, the HOT Lanes will be the standard 12-ft with standard 10 ft. shoulders.

Regarding response times to accidents, the target is 7 to 13 minutes in the peak and up to 25 minutes in the off-peak periods. More than 20 emergency pull off/enforcement bays are planned over the 28-mile project, including five or six inside the Beltway. The bays are located on either side depending on the availability of land. They are to be 250-ft in length and 12-ft deep with a 10-ft. shoulder.

Enforcement tools were explained, including the requirement that all vehicles (buses, cars) have transponders to enter the HOT Lanes legally. Trucks will not be allowed in the HOT Lanes. Switchable transponders will allow HOV vehicles to ride free. "Cyclops" cameras will detect the number of persons in the vehicle to alert state troopers to pull over suspected non-HOV users who claim to be HOV. Troopers will also have hand-held devices for checking transponders.

The Halcrow team started their work in early March and is scheduled to finish by April 30th. By the end of May their report should be released by VDOT. The workshop attendees asked to review the draft before it is final and this request was taken under advisement. Halcrow is first reviewing the literature to look for parallel situations and will then obtain more data from those locations. VDOT is continuing its own analysis of how to ensure that the project is safe.

The workshop participants were asked to identify and rank anticipated safety hazards by likely frequency and severity. Among the top-ranked concerns was the fear that buses—which are over 10-ft. wide with protruding mirrors—will sustain “mirror-clipping” accidents in the 11-ft. lanes. Also, concerns were expressed for the safety of bus passengers asked to exit to narrow shoulders in case of bus breakdowns away from emergency bays.

VDOT plans another HOT Lanes safety workshop in the near future for emergency responders.

COMMONWEALTH of VIRGINIA

Office of the Governor

Pierce R. Homer
Secretary of Transportation

P.O. Box 1475
Richmond, Virginia 23218

(804) 786-8032
Fax: (804) 786-6683
TTY: (800) 828-1120

March 5, 2008

Mr. Francis C. Jones, Chairman
Potomac and Rappahannock Transportation Commission
14700 Potomac Mills Road
Woodbridge, Virginia 22192

Dear Mr. Jones:

Governor Kaine has asked me to thank you for and respond to your recent letter outlining the Department of Transportation's efforts to address potential safety and enforcement concerns on the proposed I-395/I-95 High Occupancy Toll Lanes.

The environmental review/planning phase of any transportation project by its very nature is independent of any particular solution and provides guidance on how a project must develop. It is the first step and certainly not the last step.

Assuming the project moves forward, the Department of Transportation and the Department of Rail and Public Transportation are charged with ensuring that the project enhances from a capacity, operational, and safety perspective the use of I-95/I-395 by the public. Even at this first step, the Department of Transportation has tasked Halcrow, Inc., an internationally recognized expert in this area, to develop specific technical, operational, and performance requirements that will be incorporated into any public-private agreement. As Commissioner Ekern and Director Tucker expressed in their January 16, 2008 letter to you, as public agencies, they are charged with making sure they are operated in a safe and efficient manner that meets the demands of the traveling public.

The requirements for minimum operating speeds on the interstate system are set in federal law. Virginia must assure compliance with federal law and will do so on all facilities. The I-95/I-395 High Occupancy Toll (HOT) lanes will be required to meet federal law. Traditionally, federal transportation law is reauthorized every six years and changes may be made to the minimum operating speed standard. If this occurs, Virginia will assure compliance with current federal law.

I appreciate your support of our transportation program.

Sincerely,

Pierce R. Homer

PRH:es

U. S. Department
of Transportation

**Federal Highway
Administration**

Virginia Division
(804) 775-3320

400 North 8th Street, Room 750
Richmond, VA 23219-4825

March 12, 2008

Interstates 95/395 HOT lanes

Mr. Francis C. Jones, Chairman
Potomac and Rappahannock Transportation Commission
14700 Potomac Mills Road
Woodbridge, Virginia 22192

Dear Mr. Jones:

Your February 21 letter and various attachments to the USDOT Secretary Mary Peters concerning the proposed high occupancy toll (HOT) lanes along Interstates 95/395 were forwarded to our office for a response. The Virginia Division of FHWA is the USDOT field office working with the Virginia Department of Transportation and others to investigate and consider this very challenging undertaking.

Thank you for taking the time to share your views with the USDOT. Your letters express a true sincerity to raise issues and bring concerns to people's attention, so that any decision made is based on good information and consideration of many factors. We agree that the HOV facilities on I-95/395 are critical to the regional travel along the corridor and major changes must be carefully considered.

We have been tracking this proposed project and in discussion with state officials since 2003, when the original private sector proposals were submitted. Numerous individuals in our office have been involved and we are circulating your letter and attachments to them to ensure that they are aware of your concerns. We will also provide it to our Headquarters HOV specialist and specifically request any current safety-related analysis regarding other HOT lane facilities.

If this proposed HOT lane project advances, there will be numerous FHWA reviews and actions. The approval of the environmental document may be one of the earlier actions and geared to deciding whether or not the environmental impacts of a proposed project are properly analyzed and documented. We anticipate other FHWA reviews and possible actions related to operational aspects and design issues, such as design exceptions and Interstate access changes. This is a unique proposed project and the exact timing for many of our actions is still being determined.

Again, we appreciate the time you took to write and we can assure you that safety and effective operations on the Interstate system are also very important concerns to FHWA.

Sincerely yours,

Roberto Fonseca-Martinez
Division Administrator

Thomas A. Jennings

Thomas A. Jennings
Major Projects Program Coordinator

RECEIVED
3-17-08

I-95/I-395 Transit/TDM Study

Project Briefing

January 2008

www.drpt.virginia.gov

DRPT

Virginia Department of Rail and Public Transportation

The Smartest Distance Between Two Points

DRPT
Virginia Department of Rail and Public Transportation
The Smartest Distance Between Two Points
www.drpt.virginia.gov

Study Background

- I-95/I-395 HOT Lanes project scope includes:
  - 3,000 new park and ride spaces in the corridor
  - 33 new entry/exit ramp facilities
  - Bus Rapid Transit in-line station at Lorton
  - 28 mile extension of the existing HOV lanes
- Transit/Transportation Demand Management (TDM) Study conducted by DRPT with the Technical Advisory Committee to recommend improvements above and beyond the HOT Lanes scope

DRPT
Virginia Department of Rail and Public Transportation
The Smartest Distance Between Two Points
www.drpt.virginia.gov

Study Background

- Funding for improvements:
  - Flour/Transurban contribution – $195 million
  - Farebox revenues
  - Federal discretionary funds
- Revenue dedicated to Transit/TDM improvements is subject to final negotiation by VDOT and Fluor / Transurban and allocation by the CTB
- Study recommendation will be used to update the January 2008 MWCOG CLRP

DRPT
Virginia Department of Rail and Public Transportation
The Smartest Distance Between Two Points
www.drpt.virginia.gov

Existing Services in Corridor

- Existing Transit Services (Peak Hour/One Direction)

  Bus Service:

  - 90+ buses per hour operating in the northern portion of the corridor
  - 12 buses per hour operating in the southern portion of the corridor

  Rail Service:

  - 10 Metrorail trains per hour
  - 2 Virginia Railway Express (VRE) trains per hour
  - 1 Amtrak train per hour

- Existing TDM Programs and Services
  - 500 Vanpools (10,000 daily passenger trips)
  - 21 Park-and-Ride Lots
  - 19 Slug Locations
  - 5 Rideshare/Employer Services Programs
  - VanStart/VanSave

DRPT
Virginia Department of Rail and Public Transportation
The Smartest Distance Between Two Points
www.drpt.virginia.gov

Framework for Analysis

- Over 60 Alternatives suggested by the Technical Advisory Committee and the study team for testing
- Alternatives combined into three tiers of investment for evaluation
  - Low – $250 million
  - Medium – $500 million
  - High – Unconstrained
- Methodology for Evaluating Alternatives
  - Public and Stakeholder Input
  - Market analysis survey (3,300 respondents)
  - Current and forecast travel demand in the study area
  - Park and ride needs analysis
  - Professional judgment of Technical Advisory Committee

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Fiscally-Constrained Alternative

Investment Strategy

Reasonably Available Funding

- **Funding Assumptions (2010 dollars):**
  - $195 million HOT lanes lump sum
  - $ 40 million in Federal (U.S.DOT discretionary funding)
  - $ 63 million in farebox recovery

  $298 million TOTAL
- Farebox recovery figure is derived from the actual services proposed

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Fiscally-Constrained Alternative Recommendation

$137 million (Capital) / $161 million (Operating – 20 yrs)

- Service Modifications
  - Bus frequency increases
  - Bus service extensions
  - Increase VRE train length on 3 trains to eight cars, and four trains to six cars.

- New Services
  - Shirlington to Rosslyn
  - Central Prince William to Downtown Alexandria
  - Kingstowne to Shirlington to Pentagon
  - Woodbridge to Lorton/Tyson's to Merrifield
  - Lake Ridge to Seminary Road Area
  - Fredericksburg to Pentagon/Crystal City
  - Fredericksburg to Washington, DC
  - Massaponax to Washington, DC
  - Lorton VRE Station to EPG/Ft. Belvoir (new shuttle)

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Fiscally-Constrained Alternative Recommendation

- Facility Improvements
  - New and Improved Transit Centers:
    - Pentagon Metrorail station
    - Franconia-Springfield Metrorail station
    - Massaponax Transit Center
  - Four in-line BRT stations along HOT lane corridor
  - VRE Fredericksburg Line platform extensions – 4 stations
  - Increased overnight parking for VRE trains in Fredericksburg
  - Additional 3,750 park-and-ride spaces
- Enhanced and New TDM Programs
  - Capital assistance for vanpools
  - Enhanced Guaranteed Ride Home program
  - Financial incentives for vanpools and carpools
  - Rideshare program operational support
  - TDM program marketing support
  - Telework program assistance

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2007 Submission VS. 2008 Submission

Key Differences

- Greater level of facility improvements recommended in the TAC's Refined Alternative provides less revenue for operating than in 2007 CLRP submission
- Farebox recovery figure is derived from the actual services proposed

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2007 Submission VS. 2008 Submission

2007

$390m (2010 $)

Capital ($76m):

$64 Buses

$12 Facilities

Operating ($314m):

$314 (40 years)

2008

$298m (2010 $)

Capital ($137m):

$35 Buses

$13 Rail Cars

$52 Facilities

$37 Park-and-Ride

Operating ($161m):

$141 Transit Service

$ 20 TDM Programs (20 years)

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2007 Submission VS. 2008 Submission

2007

184 Buses for service modifications and new routes

Facilities

1 Bus maintenance facility expansion for 54 buses

2008

76 Buses for service modifications and new routes

6 Rail Cars

Facilities

4 BRT stations

4 VRE station platform extensions and overnight storage

3 New/Improved Transit Centers

Park-and-Ride

3,750 Park-and-Ride spaces

TDM

9 Program enhancements or new programs

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Snapshot of Bus Service

Year	Existing Service Annual Service Hours	Increase in Annual Service Hours (Current 2006 CLRP compared to Existing Service)	Increase in Annual Service Hours (2007 CLRP compared to 2006 CLRP)	Increase in Annual Service Hours (Transit/TDM Study compared to 2006 CLRP)
2006	356,000	---	--	---
2010	--	11%	10%	10%
2020	--	42%	16%	19%
2030	--	51%	16%	18%

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1/10/08

Next Steps

- January – February 2008
  - Revised CLRP Submission
  - Final Report for Study
  - Identify funding and approach for advancing environmental and preliminary engineering work on fixed facilities
  - Identify funding and approach for developing a refined service plan for service modifications, new services and TDM program elements

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Northern Virginia Transportation Commission

NVTC

Agenda Item #9

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube and Adam McGavock

DATE: March 27, 2008

SUBJECT: Metro Items

A. Metro's Allocation Formulas

Attached is a detailed Power Point presentation describing the formulas used by WMATA to allocate subsidies among its member jurisdictions for its various services.

B. Status of Rail to Dulles

Negotiations are continuing between the commonwealth of Virginia and FTA in response to FTA's concerns about approving the project. Any new developments will be described.

C. Recent Metrorail Ridership in Virginia

The attached tables show Metrorail ridership at Virginia stations is very strong in FY 2008 through February compared to FY 2007. Even after the sharp increase in fares imposed beginning on January 6, 2008, ridership is up substantially. NVTC staff will continue to track and report monthly ridership to observe if this unusual trend persists. March ridership may be available by NVTC's April 3rd meeting.

D. Update on WMATA's Capital Needs

The attached materials describe progress on the Metro Matters capital program as well as urgent unfunded capital needs.

E. "Transit Flagship"

An article is attached from Mass Transit Magazine profiling WMATA and its General Manager, John Catoe.

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Review FY09 Subsidy Allocation

Presented to the Board of Directors:

Finance, Administration and Oversight Committee

March 13, 2008

Subsidy Allocation

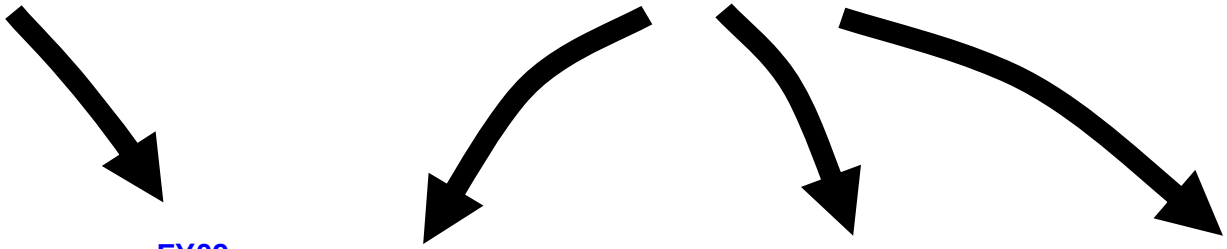
- Metro does not make a profit
- Revenue from passenger fares, advertising, fiber optic leases, joint development, etc. covers 60% of expenses
- The remaining 40% is subsidized by the local governments
- No federal funding exists for operating subsidy
- The subsidy is “allocated” to each jurisdiction using Board approved formulas

FY09 Proposed Budget	**Revenue**	**-**	**Expense**	**=**	**Subsidy**
	$789	**-**	**$1,326**	**=**	**$537**

$ Millions

Subsidy Allocation

The "Operating Budget" is a collection of 4 mini-budgets called "Modes"



	FY09 Operating Budget	Metrorail	Metrobus Total	*Regional Metrobus*	*Non-Regional Metrobus*	MetroAccess
FY09 Budgeted Revenue	$753	$599	$151	$132	$18	$4
+ FY08 Portion of Fare Increase	$36	$36	$0	$0	$0	$0
Total Revenue	$789	$634	$151	$133	$18	$4
FY09 Budgeted Expense	$1,326	$759	$498	$404	$94	$68
FY09 Subsidy	$537	$124	$349	$271	$78	$64

Each mode has its own unique subsidy allocation rules

Definition: Mode, meaning mode of transportation

$ Millions

Subsidy Allocation

- Each Operating Mode Has Unique Subsidy Allocation Formulas:

Metrorail Subsidy	1. Base Subsidy Allocation 2. Max Fare Allocation
Metrobus Subsidy	3. Regional Bus Subsidy Allocation 4. Non-Regional Bus Revenue and Expense Allocation
MetroAccess Subsidy	5. Subsidy Allocation and Sub-Allocation

- The capital budget has different allocation formulas, which are frozen during the term of Metro Matters – Through FY10

- Additionally, Jurisdictions arrange individual billing formulas for special projects (e.g., SE Bus Garage, Rosslyn Station, Glenmont Garage)

Subsidy Allocation

Summary: Metrorail, Metrobus, MetroAccess
FY2009 Operating Subsidy

	Total	Metrorail	Metrobus	*Regional*	*Non-Regional*	MetroAccess
District of Columbia	**$203,717,783**	**$41,318,185**	**$148,802,431**	**$116,210,860**	**$32,591,571**	**$13,597,167**
Montgomery County	$90,864,223	$25,353,798	$49,465,005	$41,345,059	$8,119,946	$16,045,420
Prince George's County	$116,248,426	$22,227,530	$68,483,122	$44,720,513	$23,762,609	$25,537,773
Maryland Total	**$207,112,649**	**$47,581,328**	**$117,948,127**	**$86,065,572**	**$31,882,555**	**$41,583,194**
City of Alexandria	$20,027,492	$5,517,962	$13,901,909	$13,029,975	$871,934	$607,621
Arlington County	$34,056,399	$11,433,443	$21,913,730	$20,618,334	$1,295,396	$709,226
City of Fairfax	$1,056,847	$398,887	$523,744	$523,744	$0	$134,216
Fairfax County	$69,962,541	$17,809,278	$44,501,124	$33,484,211	$11,016,913	$7,652,139
City of Falls Church	$1,508,789	$306,217	$1,135,735	$1,135,735	$0	$66,838
Virginia Total	**$127,167,825**	**$35,465,787**	**$81,976,242**	**$68,791,999**	**$13,184,243**	**$9,725,796**
Total Subsidy	**$537,442,500**	**$124,365,300**	**$348,726,800**	**$271,068,430**	**$77,658,370**	**$64,350,400**

Note:
Replaces page 34 (Table 3.6) Proposed FY2009 Annual Budget
Does not include debt service
Does include impact of FY08 budget amendments

Subsidy Allocation

Why are jurisdictional subsidy amounts changing?

Two reasons:

- ($0.2) million data error allocated too much cost to rail mode and dropped a minor revenue account
- $2.1 million for service changes approved in Feb 2008 increases the FY09 subsidy: Bus Routes NH-1, N22, 79

	Total Subsidy	Metrorail	Metrobus	MetroAccess
Published Subsidy	**$535,518,366**	**$129,998,247**	**$341,822,169**	**$63,697,951**
Adjustments:				
Allocation Correction	**($176,866)**	**($5,632,947)**	**$4,803,631**	**$652,450**
National Harbor NH-1	**$1,159,000**		**$1,159,000**	
79 Metro Extra add-on	**$770,000**		**$770,000**	
N22 for Baseball Season	**$172,000**		**$172,000**	
	$1,924,134	**($5,632,947)**	**$6,904,631**	**$652,450**
Revised Subsidy	**$537,442,500**	**$124,365,300**	**$348,726,800**	**$64,350,401**

JCC has been briefed on these subsidy changes and provided with all calculations and data

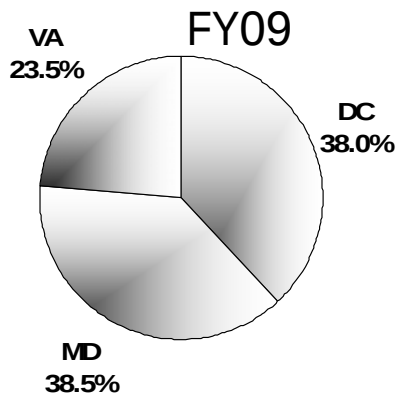
Subsidy Allocation

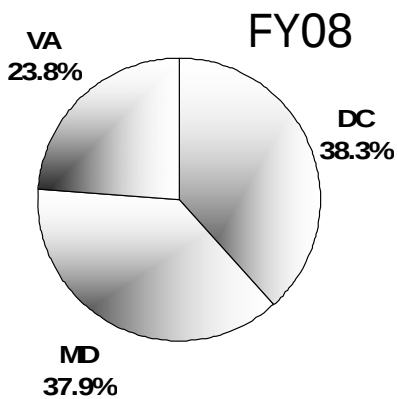
Change in Subsidy

Total Operating Subsidy	FY08	FY09	Change	
District of Columbia	**$191**	**$204**	**$12**	***6%***
Montgomery County	$85	$91	$5	
Prince George's County	$104	$116	$12	
Maryland Total	**$190**	**$207**	**$18**	***9%***
City of Alexandria	$20	$20	$0	
Arlington County	$34	$34	$0	
City of Fairfax	$1	$1	$0	
Fairfax County	$62	$70	$8	
City of Falls Church	$2	$2	$0	
Virginia Total	**$119**	**$127**	**$8**	***7%***
Total Subsidy	**$500**	**$537**	**$38**	***8%***

$ Millions

Share of Subsidy





Technical Appendix

1. Metrorail Base Subsidy Allocation

- This subsidy is allocated to the jurisdictions based on 1/3 equal shares of each jurisdiction's:
  - Density weighted population, by jurisdiction of residence
  - Average weekday ridership, by jurisdiction of residence
  - Number of rail stations, by jurisdiction

Population and Population density are updated every 10 years – US Census
Rail station counts change as new stations open for business
Ridership by jurisdiction of residence is updated periodically using surveys

1. Metrorail Base Subsidy Allocation

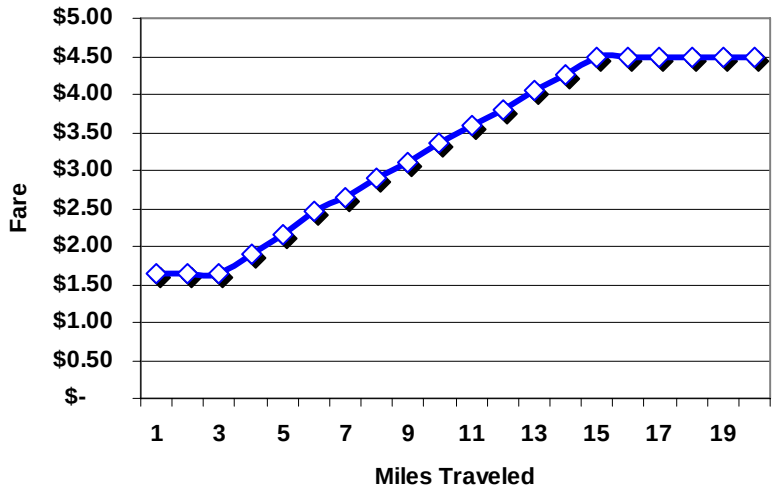
	Pop/Pop Density	Ridership by Jurisd.	Stations by Jurisd.	Jurisd. Shares	Allocated Subsidy
Allocation by Signatory:					
District of Columbia	9%	10%	16%	35%	$41,054,542
Maryland	13%	13%	10%	37%	$43,702,026
Virginia	11%	10%	7%	29%	$34,219,372
	33%	33%	33%	100%	$118,975,940
Sub-allocation by Jurisdiction:					
Montgomery County	7%	7%	5%	19%	$22,243,537
Prince George's County	6%	6%	6%	18%	$21,458,489
Maryland	13%	13%	10%	37%	$43,702,026
City of Alexandria	2%	2%	1%	5%	$5,420,514
Arlington County	2%	3%	4%	10%	$11,382,002
City of Fairfax	0%	0%	0%	0%	$354,861
Fairfax County	7%	5%	2%	14%	$16,764,221
City of Falls Church	0%	0%	0%	0%	$297,773
Virginia	11%	10%	7%	29%	$34,219,372

2. Metrorail Max Fare Allocation

- Long-distance rail fares are capped at $4.50.... “Max Fare”
- Mileage tiers for longer-distance travel stop adding to the fare
- This results in passenger revenue loss compared to what the revenue would have been without this cap
- ½ this revenue loss is allocated specifically to jurisdictions
- Allocated based on ridership by jurisdiction of residence
- Ridership data is collected every other year as part of rail passenger survey

Subsidy Allocation

2. Metrorail Max Fare Allocation



Metrorail Distance Based Fares

Max Fare = $4.50

District of Columbia	**$263,643**	***5%***
Montgomery County	$3,110,261	*58%*
Prince George's County	$769,041	*14%*
Maryland	**$3,879,302**	***72%***
Arlington County	$51,441	*1%*
City of Alexandria	$97,448	*2%*
Fairfax County	$1,045,057	*19%*
City of Falls Church	$8,444	*0%*
Fairfax City	$44,026	*1%*
Virginia	**$1,246,415**	***23%***
Max Fare Subsidy	**$5,389,360**	*100%*

3. Metrobus Regional Subsidy Allocation

- The subsidy is allocated to the jurisdictions based on equal shares of each jurisdiction's:
  - Density weighted population, by jurisdiction of residence = 25%
  - Ridership, by jurisdiction of residence = 15%
  - Revenue miles per jurisdiction = 35%
  - Revenue hours per jurisdiction = 25%

Subsidy Allocation

3. Metrobus Regional Subsidy Allocation

	Pop/Pop Density	Ridership by Jurisd.	Revenue Miles	Revenue Hours	Sum	Allocated Subsidy
Allocation by Signatory:						
District of Columbia	6%	8%	15%	13%	43%	$116,210,860
Maryland	10%	5%	11%	6%	32%	$86,065,572
Virginia	8%	2%	9%	5%	25%	$68,791,999
	25%	15%	35%	25%	100%	$271,068,430
Sub-allocation by Jurisdiction:						
Montgomery County	5%	2%	5%	3%	15%	$41,345,059
Prince George's County	5%	3%	6%	3%	16%	$44,720,513
Maryland	10%	5%	11%	6%	32%	$86,065,572
City of Alexandria	1%	1%	2%	1%	5%	$13,029,975
Arlington County	2%	1%	3%	2%	8%	$20,618,334
City of Fairfax	0%	0%	0%	0%	0%	$523,744
Fairfax County	5%	1%	4%	2%	12%	$33,484,211
City of Falls Church	0%	0%	0%	0%	0%	$1,135,735
Virginia	8%	2%	9%	5%	23%	$68,791,999

4. Metrobus Non-Regional Subsidy Allocation

- Non-regional Metrobus service is operated at the specific request of each individual jurisdiction

- The subsidy is allocated directly back to each requesting jurisdictions based on:

  - Scheduled platform hours x cost per platform hour
    The cost per hour is a marginal cost rate

  - Less passenger revenue collected

4. Metrobus Non-Regional Subsidy Allocation

	Platform Hours	Cost Per Platform Hours	Operating Expense	Passenger Revenue	Subsidy
District of Columbia	396,496	$102.41	$40,605,200	$8,955,629	$31,649,571
Montgomery County	101,367	$102.41	$10,380,969	$2,261,023	$8,119,946
Prince George's County	272,445	$102.41	$27,901,104	$5,297,495	$22,603,609
Maryland	373,812		$38,282,073	$7,558,518	$30,723,555
City of Alexandria	9,877	$102.41	$1,011,504	$139,569	$871,934
Arlington County	16,120	$102.41	$1,650,875	$355,479	$1,295,396
City of Fairfax					
Fairfax County	120,815	$102.41	$12,372,639	$1,355,726	$11,016,913
City of Falls Church					
Virginia	146,812	$102.41	$15,035,017	$1,850,774	$13,184,243
	917,120	$102.41	$93,922,290	$18,364,920	$75,557,370

4. MetroAccess Subsidy Allocation

- The subsidy is allocated to the jurisdictions based on:
  - Cost of the service, less revenue collected
  - By the rider's jurisdiction of residence
  - Allocations are applied to DC / MD / VA based on trips per jurisdiction of residence
  - The VA jurisdictions then have a sub-allocation process based on trip distance

4. MetroAccess Subsidy Allocation

Jurisdiction:	Expense	Revenue	Subsidy
District of Columbia	$14,421,233	$824,066	**$13,597,167**
Montgomery County	$17,017,864	$972,444	**$16,045,420**
Prince George's County	$27,085,508	$1,547,734	**$25,537,773**
Virginia Total	$9,725,796	$555,757	**$9,170,039**
	$68,250,400	$3,900,000	**$64,350,400**
Virginia Sub-Allocations:			
City of Alexandria	$646,303	$38,682	$607,621
Arlington County	$765,814	$56,588	$709,226
City of Fairfax	$141,067	$6,852	$134,216
Fairfax County	$8,099,622	$447,483	$7,652,139
City of Falls Church	$72,990	$6,153	$66,838
	$9,725,796	$555,757	$9,170,039

Subsidy Allocation

Regional Metrobus Revenue Hours by Jurisdiction

Sept 2007 Schedule

Formula	A	B=(Ajur/Atot)	C=(B*1/4)
	Revenue Hours	Percent of Total	Formula Weight
District of Columbia	1,195,869	53%	**13%**
Montgomery County	277,604	12%	3%
Prince George's County	303,402	13%	3%
Maryland	581,006	26%	**6%**
City of Alexandria	101,217	4%	1%
Arlington County	171,746	8%	2%
City of Fairfax	-	0%	0.0%
Fairfax County	197,123	9%	2%
City of Falls Church	7,665	0%	0.1%
Virginia	477,751	21%	**5%**
Total	2,254,626	100%	25%

Subsidy Allocation

Regional Metrobus Revenue Miles by Jurisdiction

Sept 2007 Schedule

Formula	A	B=(Ajur/Atot)	C=(B*7/20)
	Revenue Miles	Percent of Total	Formula Weight
District of Columbia	12,148,350	43%	**15%**
Montgomery County	4,057,338	14%	5%
Prince George's County	4,567,888	16%	6%
Maryland	8,625,226	31%	**11%**
City of Alexandria	1,452,103	5%	2%
Arlington County	2,439,686	9%	3%
City of Fairfax	0	0%	0.0%
Fairfax County	3,333,386	12%	4%
City of Falls Church	103,149	0%	0.1%
Virginia	7,328,324	26%	**9%**
Total	28,101,900	100%	35%

Subsidy Allocation

Regional Metrobus Ridership by Jurisdiction of Residence

Regional Bus Study Survey
May 2007 Average Weekday Ridership

Formula	A	B=(Ajur/Atot)	C=(B*3/20)
	Ridership by Jurisdiction of Residence	Percent of Total	Formula Weight
District of Columbia	193,403	53.3%	**8%**
Montgomery County	42,640	12%	2%
Prince George's County	66,957	18%	3%
Maryland	109,597	30%	**5%**
City of Alexandria	14,855	4%	1%
Arlington County	23,406	6%	1%
City of Fairfax	1,567	0%	0%
Fairfax County	16,586	5%	1%
City of Falls Church	3,137	1%	0%
Virginia	59,551	16%	**2%**
Total	362,551	100%	15%

Subsidy Allocation

Metrorail Ridership by Jurisdiction of Residence

Average Weekday Ridership
May 2007 Passenger Survey Data

Formula	A	B=(Ajur/Atot)	C=(B*1/3)
	Ridership by Jurisdiction of Residence	Percent of Total	Formula Weight
District of Columbia	193,446	30%	**10%**
Montgomery County	135,228	21%	7%
Prince George's County	119,483	19%	6%
Maryland	254,711	40%	**13%**
City of Alexandria	28,829	5%	2%
Arlington County	64,991	10%	3%
City of Fairfax	2,439	0%	0.1%
Fairfax County	92,698	14%	5%
City of Falls Church	2,867	0%	0.1%
Virginia	191,823	30%	**10%**
Total	639,980	100%	33%

Subsidy Allocation

Metrorail Station Assignments by Jurisdiction

Formula	A	B=(Ajur/Atot)	C=(B*1/3)
	Metrorail Stations by Jurisdiction	Percent of Total	Formula Weight
District of Columbia	40.3	47%	**16%**
Montgomery County	11.5	14%	5%
Prince George's County	14.2	17%	6%
Maryland	25.7	30%	**10%**
City of Alexandria	3.5	4%	1%
Arlington County	10.0	12%	4%
City of Fairfax	0.0	0%	0%
Fairfax County	5.5	6%	2%
City of Falls Church	0.0	0%	0%
Virginia	19.0	22%	**7%**
Total	85.0	100%	**33%**

Subsidy Allocation

Inventory of Metrorail stations by jurisdiction

Assignement of Metrorail Stations By Jurisdiction

City of Fairfax	0%	0.0
City of Falls Church	0%	0.0
Fairfax County	6%	5.5
City of Alexandria	4%	3.5
Arlington County	12%	10.0
Prince George's County	17%	14.2
Montgomery County	14%	11.5
District of Columbia	47%	40.3
Total Stations	100%	85.0

	City of Fairfax	City of Falls Church	Fairfax County	City of Alexandria	Arlington County	Prince George's County	Montgomery County	District of Columbia	Total Stations
Addison Road-Seat Pleasant						1			1
Anacostia								1	1
Archives-Navy Memorial-Penn Quarter								1	1
Arlington Cemetery					0				0
Ballston-MU					1				1
Benning Road								1	1
Bethesda							1		1
Braddock Road				1					1
Branch Ave						1			1
Brookland-CUA								1	1
Capitol Heights						1		1	1
Capitol South						1		1	1
Cheverly						1			1
Clarendon					1				1
Cleveland Park								1	1
College Park-U of MD						1			1
Columbia Heights								1	1
Congress Heights								1	1
Court House					1				1
Crystal City					1				1
Dearwood								1	1
Dunn Loring-Merrifield			1						1
Dupont Circle								1	1
East Falls Church					1				1
Eastern Market								1	1
Eisenhower Avenue				1					1
Farragut North								1	1
Farragut West								1	1
Federal Center SW								1	1
Federal Triangle								1	1
Foggy Bottom-GWU								1	1
Forest Glen							1		1
Fort Totten								1	1
Franconia-Springfield			1						1
Friendship Heights							0.5	0.5	1
Gallery Pl-Chinatown								1	1
Georgia Ave-Petworth							1		1
Glenmont						1			1
Greenbelt						1			1
Grosvenor-Strathmore							1		1
Huntington			1						1
Judiciary Square								1	1
King Street				1					1
L'Enfant Plaza								1	1
Landover						1			1
Largo Town Center						1			1
McPherson Square								1	1
Medical Center							1		1
Metro Center								1	1
Minnesota Ave						1			1
Morgan Boulevard						1			1
Mt Vernon Sq 7th St-Convention Center								1	1
Navy Yard								1	1
Naylor Road						1			1
New Carrollton						1			1
New York Ave-Florida Ave-Gallaudet U								1	1
Pentagon								1	1
Pentagon City								1	1
Potomac Ave								1	1
Prince George's Plaza						1			1
Rhode Island Ave-Brentwood								1	1
Rockville							1		1
Ronald Reagan Washington National Airport					1				1
Rosslyn					1				1
Shady Grove							1		1
Shaw-Howard U								1	1
Silver Spring							1		1
Smithsonian								1	1
Southern Avenue						0.73		0.27	1
Stadium-Armory								1	1
Suitland						1			1
Takoma								1	1
Tenleytown-AU								1	1
Twinbrook							1		1
U Street/African-Amer Civil War Memorial/Cardozo								1	1
Union Station								1	1
Van Dorn Street			0.5	0.5					1
Van Ness-UDC								1	1
Vienna/Fairfax-GMU			1						1
Virginia Square-GMU					1				1
Waterfront-SEU								1	1
West Falls Church-VT/UVA			1						1
West Hyattsville						1			1
Wheaton							1		1
White Flint							1		1
Woodley Park-Zoo/Adams Morgan								1	1

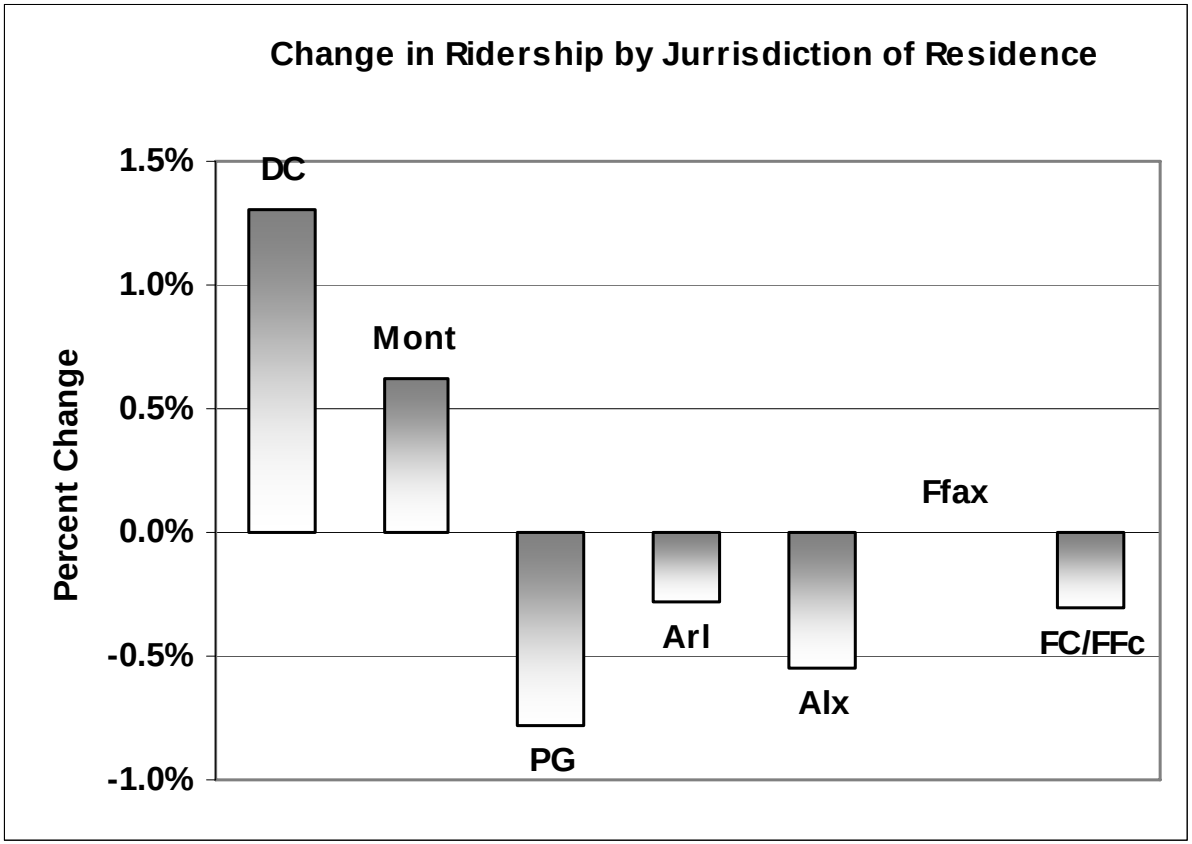
Subsidy Allocation

Population & Population Density from 2000 US Census

Formula	A	B	C=(B/A)	D=(B*C)/1M	E=(Bjur/Btot)	F=(Djur/Dtot)	G=(E+F)/2	H=(G*1/3)	I=(G*1/4)
Jurisdiction	UZA Land Area sq/mil. 2000 Cen.	2000 Pop of UZA 2001 Cen.	Pop. Desity UZA	Density Wght. Pop Millions	UZA Pop. Dist	Density Wght. Pop Dist	Pop/Pop Density Dist	Rail Formula Weight	Bus Formula Weight
District of Columbia	61	572,059	*9,326*	5,335	16.3%	35.5%	25.9%	**8.6%**	**6.5%**
Maryland	518	1,624,290	*3,134*	5,090	46.4%	33.9%	40.1%	**13.4%**	**10.0%**
Virginia	370	1,305,693	*3,526*	4,604	37.3%	30.6%	34.0%	**11.3%**	**8.5%**
								33.3%	**25.0%**
Montgomery County	254	843,747	*3,321*	2,802	*51.9%*	*54.9%*	53.4%	7.1%	5.4%
Prince George's County	264	780,543	*2,954*	2,306	*48.1%*	*45.1%*	46.6%	6.2%	4.7%
City of Alexandria	15	128,283	*8,440*	1,083	*9.8%*	*19.9%*	14.9%	1.7%	1.3%
Arlington County	26	189,453	*7,304*	1,384	*14.5%*	*25.4%*	20.0%	2.3%	1.7%
City of Fairfax	6	21,498	*3,490*	75	*1.6%*	*1.4%*	1.5%	0.2%	0.1%
Fairfax County	321	956,082	*2,978*	2,848	*73.2%*	*52.3%*	62.8%	7.1%	5.3%
City of Falls Church	2	10,377	*5,189*	54	*0.8%*	*1.0%*	0.9%	0.1%	0.1%

Subsidy Allocation

2007 Rail Passenger Survey
Changes in Ridership by Jurisdiction of Residence

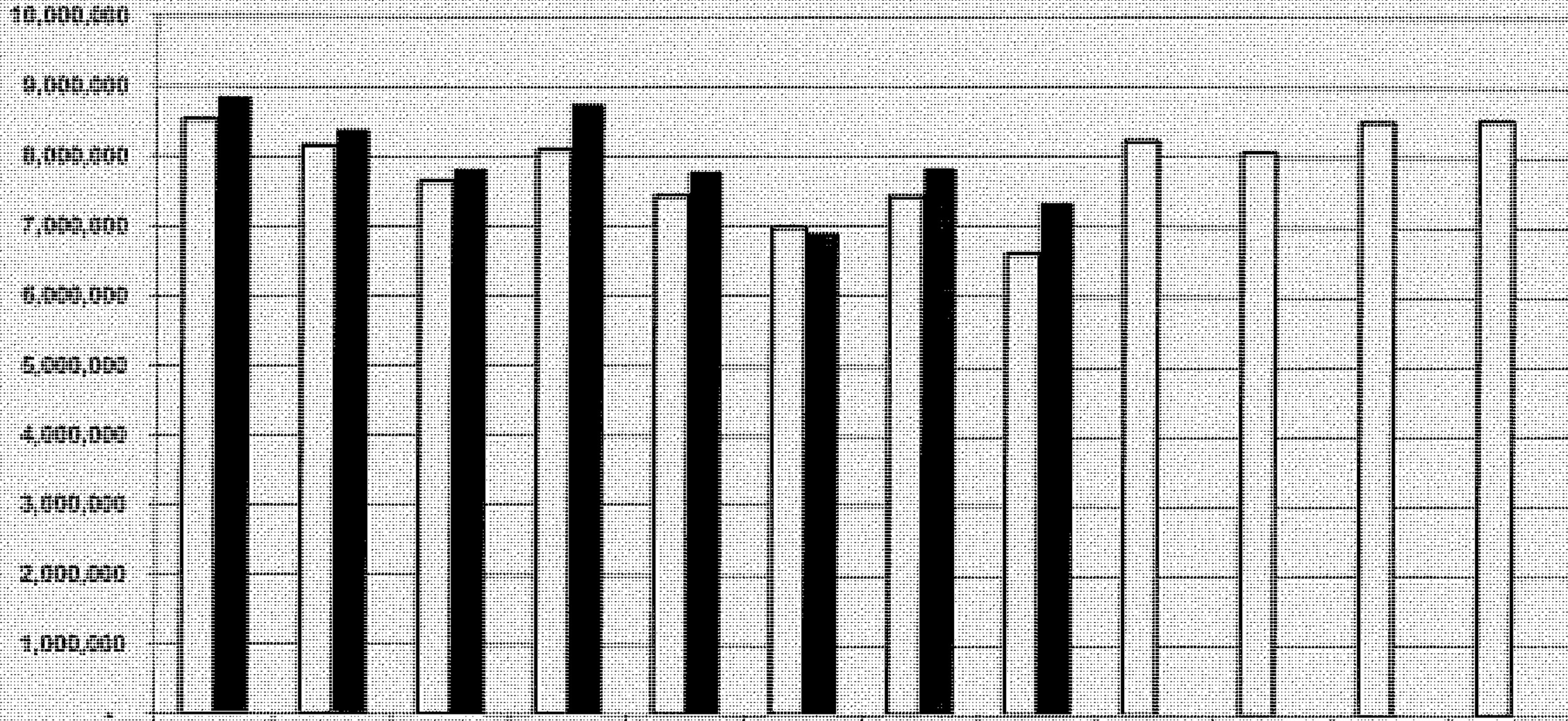


Subsidy Allocation

2009 Allocations Corrections

	Total	Metrorail	Metrobus	*Regional*	*Non-Regional*	MetroAccess
District of Columbia	**($1,558,760)**	**($1,943,738)**	**$1,905,874**	**$4,540,721**	**($2,634,847)**	**($1,520,896)**
Montgomery County	($464,826)	($1,053,126)	($623,931)	$1,615,481	($2,239,412)	$1,212,231
Prince George's County	$1,610,361	($1,015,958)	$1,526,622	$1,747,370	($220,748)	$1,099,696
Maryland Total	**$1,145,535**	**($2,069,084)**	**$902,691**	**$3,362,851**	**($2,460,160)**	**$2,311,928**
City of Alexandria	$137,322	($256,636)	$468,544	$509,122	($40,578)	($74,586)
Arlington County	$175,095	($538,884)	$737,966	$805,623	($67,657)	($23,987)
City of Fairfax	($2,388)	($16,801)	$20,464	$20,464	$0	($6,051)
Fairfax County	($17,768)	($793,706)	$723,715	$1,308,332	($584,617)	$52,223
City of Falls Church	($55,902)	($14,098)	$44,377	$44,377	$0	($86,180)
Virginia Total	**$236,359**	**($1,620,125)**	**$1,995,066**	**$2,687,918**	**($692,852)**	**($138,582)**
Total Subsidy	**($176,866)**	**($5,632,947)**	**$4,803,631**	**$10,591,489**	**($5,787,858)**	**$652,450**

Figure 9: Metrorail Monthly Northern Virginia Passenger Trips, FY2007 - FY2008



	July	August	September	October	November	December	January	February	March	April	May	June
2007 Passengers	8,519,223	8,138,368	7,639,532	8,088,858	7,437,887	6,965,612	7,431,293	6,612,238	8,228,940	8,052,129	8,488,626	8,516,664
2008 Passengers	8,843,666	8,377,096	7,815,770	8,749,351	7,796,157	6,909,983	7,825,630	7,351,983				

□ 2007 Passengers ■ 2008 Passengers

AGENDA ITEM #9C

Planning, Development and Real Estate Committee

Board Information Item III-A

March 27, 2008

Briefing on Metro Matters Projects

Washington Metropolitan Area Transportation Authority
Board Action / Information Summary

☐ Action ☒ Information	MEAD Number:	Resolution: ☐ Yes ☒ No

PURPOSE

To provide the Committee with an overview of the projects within the Metro Matters Program and accomplishments achieved.

DESCRIPTION

On August 19, 2004, the Board of Directors approved the Metro Matters Financial Agreement (Resolution 2004-38). WMATA converted from obligation to expenditure basis and used the Metro Matters Funding Agreement for Compact 22 (funds availability). The total 20-year program FY05-FY24 includes $3.158B in cash disbursements for projects. Debt service assumption is in jurisdictional allocated shares but not in the project amounts.

A description, level of work to be done within program and accomplishments achieved is provided for the projects that comprise the Metro Matters Program.

WMATA reviewed the FY08-FY10 project expenditure forecasts to ensure compliance with the $2.666B cash disbursements available between FY05-FY10. This resulted in revising project forecasts including deferring some of the projects to the FY11-FY24 portion of the Metro Matters Program.

FUNDING IMPACT

Total 20-year program (FY05-FY24) has $3.158B available for projects; $2.666B available for FY05-FY10 and $.492B available FY11-FY24.

RECOMMENDATION

None

Washington Metropolitan Area Transit Authority

Briefing on Metro Matters Projects

Presented to the Board of Directors:

Planning, Development and Real Estate Committee

March 27, 2008

I. Purpose

To provide the Planning, Development and Real Estate Committee an overview of the Metro Matters projects and their accomplishments.

II. Background

Board approved Metro Matters Financial Agreement Fall 2004:

- WMATA converted from obligation to expenditure basis and used the Metro Matters Funding Agreement for Compact 22 (funds availability)

- Total Metro Matters Program 20 years FY05-FY24
  Cash Disbursements for Projects $3.158B

- Cash Disbursements for Projects six years FY05–FY10 $2.666B

- Remainder Cash Disbursements for Projects 14 years FY11-FY24 $ .492B

- Debt service assumption is in jurisdictional allocated shares but not in the project amounts

II. Background

The Metro Matters Program was initiated in FY05 to provide a multi-year program to:

- Maintain the system in a state of good repair
- Provide 50% eight car train operation
- Provide bus service enhancements

* Some projects in this presentation contain a mix of work funded with pre-Metro Matters and Metro Matters funds

III. State of Good Repair

Power Projects:

The AC Switchgear, transformers, uninterruptible power systems (UPS) and battery banks support the electrical systems in the passenger stations.

Item	Work Completed	Work in Metro Matters	Total in System
AC Switchgear	0	48	202
UPS	22	98	158
Batteries	16	16	161

III. State of Good Repair

Power Projects:

Replacement of low voltage systems including: voltage regulators, motor control centers, cables, conduits, switches, boxes and lights.

Item	Work Completed	Work in Metro Matters	Total in System
Motor Control Centers (MCC)	17	82	461
Voltage Regulators	39	46	49

Serves Ventilation Fans & Drainage Pumps

Motor Control Center

III. State of Good Repair

Power Projects:

Traction Power Substations (TPSS) receive power from the utility companies; equipment within the substations convert the power to provide electrical energy to trains.

Item	Work Completed	Work in Metro Matters	Total in System
Traction Power Substations	40	92	92

III. State of Good Repair

Automatic Train Control Projects:

The train control equipment is located in rooms along the wayside throughout the system. Critical equipment is used to control train movement, speed and protection.

Item	Work Completed	Work in Metro Matters	Total in System
RTU Units in Train Control Rooms	10	45	96
Station Function Non-Vital Relays with Software	0	63	109

III. State of Good Repair

Automatic Train Control Projects:

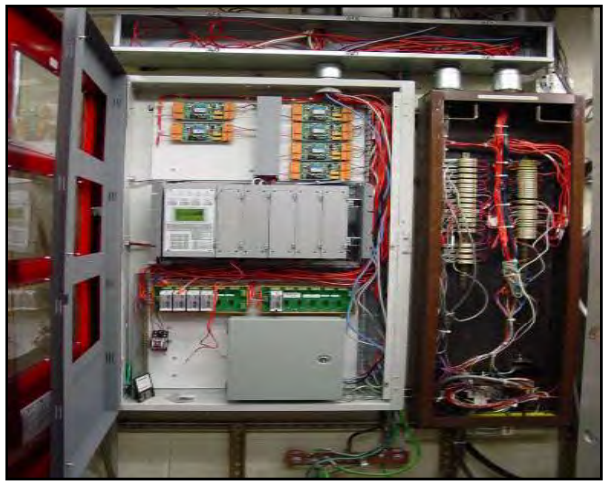
Item	Work Completed	Work in Metro Matters	Total in System
ATP Track Circuit Modules	194	940	2815
Mainline Switch Machines	20	144	280
GL-1 Interlocking Processors	5	6	10

III. State of Good Repair

Communications Projects:

Communications for the entire Authority encompasses all of the Rail, BUS, and Operations, Authority telephone, closed circuit television, alarms and data transmission systems.

Item	Work Completed	Work in Metro Matters	Total in System
Public Address	23	38	86
CCTV	2	27	86
Bus Garages Fire Intrusion Alarm (FIA)	2	4	9
Other Facilities FIA	0	2	8
Intercom	86	86	86



III. State of Good Repair

Mechanical Systems Projects:

Fire standpipe systems are used by the fire departments to provide water to the tunnel areas and at Metrorail stations to suppress fires.

Item	Work Completed	Work in Metro Matters	Total in System
Tunnel Dry Standpipe System Replacement	61	78	184
Station Standpipe System Replacement	10	42	91

III. State of Good Repair

Mechanical Systems Projects:

Drainage Pumping stations prevent flooding in underground stations. Sewage ejectors provide means to remove waste from the stations.

Item	Work Completed	Work in Metro Matters	Total in System
Drainage Pumping Stations	14	31	58
Sewage Ejectors	19	19	75

III. State of Good Repair

Mechanical Systems Projects:

Chiller systems provide station cooling during the spring and summer months.

Item	Work Completed	Work in Metro Matters	Total in System
Station Air Conditioning Units Replaced	53	201	278
Cooling Towers Replaced	4	6	47
Chillers Replaced / Overhauled	2 / 14	3 / 25	48

III. State of Good Repair

Mechanical Systems Projects:

Station and Tunnel Ventilation systems provide emergency egress and control of air pressure by moving trains.

Item	Work Completed	Work in Metro Matters	Total in System
Tunnel Ventilation Shaft Rehab	49	49	184
Damper Replacements	6	49	184
Tunnel Fans Overhauled	211	211	211

III. State of Good Repair

Environmental Projects:

There are 9 bus garages and 8 rail yards that have numerous underground and above ground storage tanks, fueling facilities, stormwater management and wastewater treatment systems that can create a hazardous environment. In order to be in-compliance with EPA code, 4 to 7 tasks are completed each year.

FY 06

- Removed Underground Storage Tanks (USTs) and remediated contaminated soil at Silver Spring PLNT field base.
- Steam cleaned sand filter at Northern Bus Division.

FY 07

- Installed oil water separator (OWS) at Alexandria Rail Yard fueling facility.
- Replaced conduit for leak detection system at Southern Avenue Bus Division.
- Replaced leaking diesel pipe at Bladensburg Bus Division 2251.

FY 08

- Installed discharge pre-treat system at Largo Operations Center.
- Installed solenoid valves in diesel fuel piping at Western, Northern, Southeast and Four Mile Run Bus Divisions.

III. State of Good Repair

Automatic Fare Collection (AFC):

Item	Work Completed	Work in Metro Matters	Total in System
$1 Dollar Coin Acceptance - AFC Machines	918	918	918
Parking Meters	1881	3,384	3384
Credit Card Payment for Parking	14	14	54
Conversion to Express Vendors	98	98	346

III. State of Good Repair

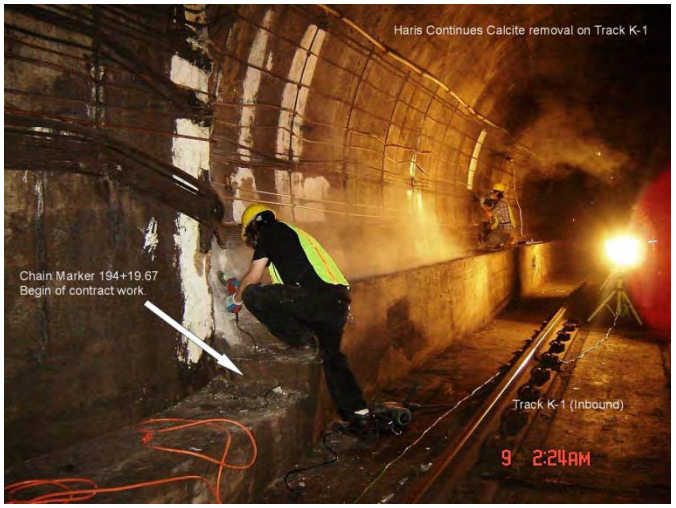
Structural Projects:

Item	Work Completed	Work in Metro Matters	Total in System
Parking Garage Structures	5	10	21
Rehabilitation of Park and Rides	8	13	30
Rehabilitation of Kiss and Rides	9	24	64
Bus Loops	11	33	51
Access Roads	2	3	6
Underground Stations	7	14	47
Above Ground Stations	5	8	39
Station Platforms Tiles	3	6	86

III. State of Good Repair

Structural Projects:

Item	Work Completed	Work in Metro Matters	Total in System
Rehab Cut and Cover Concrete Tunnel (in feet)	2,403	3,048	115,464
Rehabilitation of Concrete Tunnel Liner (in feet)	2,100	8,586	233,192
Rehabilitation of Steel Tunnel Liner (in feet)	6,050	6,050	21,017
Retaining Walls (in feet)	1,786	4,296	129,859
Portal Walls (each)	0	2	28



III. State of Good Repair

Structural Projects:

Item	Work Completed	Work in Metro Matters	Total in System
Rehab Aerial Structures (in feet)	7,792	13,026	75,343
Rehabilitation of Acoustical Barrier Walls (in feet)	0	3,336	39,070
Rehabilitation of Bridges	4	17	47
Rehabilitation of Pedestrian Bridges	4	4	8
ROW Fence (in feet)	2,598	10,274	286,075

III. State of Good Repair

Rail Facilities Projects:

Item	Work Completed	Work in Metro Matters	Total in System
Replace Train Wash System	1	4	7
Rehab/Replace Wheel Truing Machines	4	5	6
Facility Rehabilitation	2	4	8

III. State of Good Repair

Bus Facilities Projects:

Item	Work Completed	Work in Metro Matters	Total in System
Bus Lift Replacements	72	85	129
Replace Heating Boiler System	2	3	15
Replace/Rehab-Upgrade Bus Wash Systems	2 / 3	5	9
Facility Rehabilitation	1	6	9

III. State of Good Repair

ROW Track Projects:

The replacement of track, track fasteners, cross ties and turnouts that supports the track infrastructure.

Item	Work Completed	Work in Metro Matters	Total in System
Running Rail (in feet)	117,660	223,834	1,119,360
Cross Ties	19,142	31,142	102,667
Track Fasteners	56,324	86,324	330,512
Turnouts	74	164	694
Tunnel Leaks repaired	8946	13,400	10,000+/- * * Avg. number of leaks at any one time.

III. State of Good Repair

Escalator Rehab Program:

- **The escalator component of the program includes:**
  - Rehabilitation of over 300 escalators under the CIP through FY10
  - Replace/rehabilitate poor performing/unique brands
  - Perform safety upgrades
- **Recently awarded another 70 Westinghouse MOD 100 platform units with a Spring 2011 completion date**

Item	Work Complete	Work in Metro Matters	Total in System
Westinghouse Mod 100	219	289	433
Montgomery	2	20	20

III. State of Good Repair

Elevator Rehab Program:

- **The elevator component of the program includes:**
  - Rehabilitation of over 125 units under the CIP through FY10
  - Upgrade any unit that is out of ADA compliance
  - Perform controller and modernization upgrades

- **Procurement for more modernizations of elevators will be initiated in Spring 2008**

Item	Work Completed	Work in Metro Matters	Total in System
Elevators	83	97	265

III. State of Good Repair

- **NABI**
  - CNG BRT style articulated buses and contract support items.
  - The buses are to be delivered April – June 2008.

Item	Work Completed	Work in Metro Matters	Total in System
Compressed Natural Gas (CNG) Buses BRT Style NABI	22 (ordered for delivery June 2008)	22	461 CNG Buses in System (incl. 22 NABI)
Hybrid/Electric BRT Style Buses (42', 37' & 62') New Flyer	203 (ordered for delivery August 2008 – June 2009)	452 (with 500 additional option buses)	253 Hybrid/Electric buses in system (incl. 203 New Flyer)

- **New Flyer**
  - 203 Base order for FY08 and FY09.
  - 452 Hybrid/Electric buses over 5 year period with options for up to 500 additional buses.
  - The buses are to be delivered between August 2008 and June 2009.

III. State of Good Repair

Rehabilitation Program of 2000/3000 Series Rail Cars:

- **Safety certification achieved**
- **Improved reliability/quality**
- **Accelerated on-site modifications to improve reliability**
- **61,187 Mean Distance Between Delay (MDBD) YTD 2008**
- **Final car Delivery Date: August 2008**

Item	Work Completed	Work in Metro Matters	Total in System
Rehabilitation Program of 2000/3000 Series Rail Cars	316 Delivered (308 conditionally accepted)	364	364

IV. 50% Eight Car Train Operation

Metro Matters Yards:

This program expands yard rail car storage capacity by 220 and increases shop capacity by 28 cars.

- **Brentwood Yard**
  - Construction is complete for the new floor that will support three new tracks and for the track work on the south side of the building.
  - Ongoing work includes installation of rail car lifts and installation of track work for the new north yard. Work will be completed by May 2008.

IV. 50% Eight Car Train Operation

Metro Matters Yards:

- **Greenbelt Yard**
  - Substantial Completion Inspection held on December 6, 2007 for all contract work within the existing S&I Shop.

- **Shady Grove Yard**
  - Substantial Completion Inspection held on December 21, 2007 for the new S&I building and related track and site work.

IV. 50% Eight Car Train Operation

New 6000 Series rail car Program: (184 rail cars)

- 170 Delivered with 158 rail cars conditionally accepted
- Safety certification achieved
- 184th rail car has started into final assembly
- 7,519 Mean Distance Between Failures (MDBF) over initial 5M miles
- 75,186 MDBD attained YTD 2008
- Final rail car delivery expected April 2008

IV. 50% Eight Car Train Operation

Upgrade of Traction Power:

- **Upgrade to allow 20% eight car train operation - TPSS completed is 18 of 18.**
- **Upgrade to allow 33% eight car train operation - TPSS completed is 15 of 17.**
- **Final upgrade for 50% eight car train operation - TPSS completed is 1 of 10.**

IV. 50% Eight Car Train Operation

Modification of existing ATC systems for rail car fleet to upgrade the 1000, 2000, 3000, 5000 and 6000 Series rail cars.

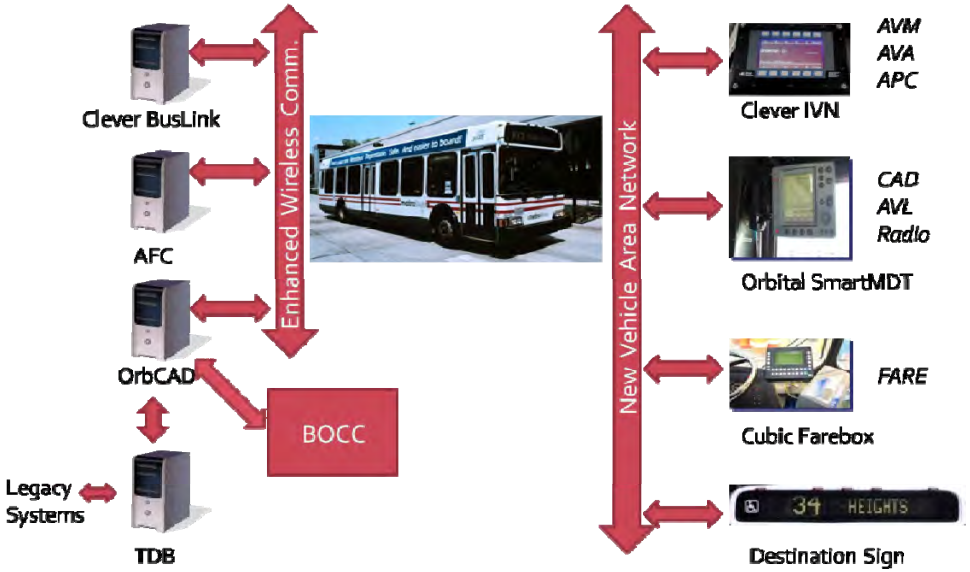
- **Installation of new software for 1000 and 5000 series fleet ongoing**
- **Testing completed for the 2/3k and 6000 series fleet**
- **Expected program completion early summer**

8 - CAR PRECISION STOPPING PROGRAM

V. Bus Service Enhancements

Bus Upgrades:

- **West Ox Road October 2008 building completion, operation commencing January 2009.**



Bus Systems Integration:

- **Completed on-board systems integration on all 1600 buses**
- **Implemented Orbital AVL System**
- **Installed enhanced vehicle area network at all 9 bus garages**
- **Wireless communications on all buses and garages**

Summary

- Continue to aggressively pursue completion of projects
- Reviewed FY08-FY10 projects to ensure compliance with $2.666B expenditures per agreement
- Revised project expenditure forecasts including deferring some projects to FY11-FY24 portion of Metro Matters (Reference Appendix for listing)

APPENDIX

Deferred Projects

- **Mid-life Rehab AC/TPSS/TBS**
  - Replacement of AC switchgear at 48 locations
  - Rehab of Traction Power Sub-station (TPSS)/Tie Breaker Station (TBS) at 12 facilities
- **Mid-life Rehab ATC**
  - Replacement of train control processor and wiring at Alexandria Yard
  - Replacement of Silver Spring train control room
- **Traction Power (TP) Switchgear**
  - Replacement at 40 locations and 92 TBS
  - Replacement of TP cabling
- **Un-Interruptable Power Supply (UPS)**
  - Replacement of UPS at 76 locations
  - Replacement of batteries at 16 locations

Deferred Projects

- **Right-of-Way (ROW) Structural Rehabilitation**
  - Rehab of D&G aerial structure including replacement of 52 deteriorated bearing pads
  - Rehab of 10 underground stations and 23 concrete tunnel segments on six routes.
  - Rehab of five underground station vaults

- **Drainage Pumping / Sewer Rehabilitation**
  - Replacement of sewage ejector systems at 38 stations
  - Replacement of drainage pumping stations at 12 locations

- **Station Chiller**
  - Replacement of air handling units in 56 stations
  - Replacement of under platform duct work in 14 stations

Deferred Projects

- **Bus Support Equipment**
  - Replacement of test equipment, radios, shop equipment and miscellaneous work equipment
- **Bus Washer Rehabilitation**
  - Enhancement of wheel washers
  - Replacement of aged and worn nozzles
  - Replacement of detergent injection system
- **Parking Lot Rehabilitation**
  - Rehab of Kiss & Ride parking at 8 stations
  - Rehab of Bus Loop parking at 11 stations

Deferred Projects

- **Bus Work Equipment / Bus Lift**
  - HVAC replacement/upgrade at four bus maintenance facilities
- **Non-Revenue Vehicles**
  - In FY08, only 17 of 85 vehicles will be replaced (20%)
- **Repairables**
  - Deferring 30% of the FY08 proposed funding will result in processing only 90 of the 130 line items
- **Emergency Construction**
  - All funding removed from FY09 and FY10
  - Provides no flexibility with funding authority to respond to emergency situations

Deferred Projects

- **Rail/Bus Structures, Field Offices and Yards**
  - FY08 deferred Montgomery Bus Garage “mini-rehab” and Bladensburg “major rehab”
  - FY09 deferred Northern Bus Garage “mini-rehab” and Royal Street Bus Garage “major rehab”
  - FY10 deferred Brentwood “mini-rehab” and Greenbelt refurbish rail car painting facility

Planning, Development and Real Estate Committee

Board Information Item III-B

March 27, 2008

Briefing on Urgent Unfunded Capital Needs

Washington Metropolitan Area Transportation Authority
Board Action / Information Summary

☐ Action ☒ Information	MEAD Number:	Resolution: ☐ Yes ☒ No

PURPOSE

To provide the Committee a briefing on the urgent unfunded capital needs currently affecting the safe and effective operation and maintenance of the Metro System – Metrorail, Metrobus and MetroAccess.

DESCRIPTION

As a result of outside and internal review of operations and maintenance issues currently affecting the Metro System, a list of urgent unfunded capital needs was prepared to initiate awareness and seek funding solutions. The issues are in eight specific areas: water related, National Transportation Safety Board (NTSB)/ rail cars, bus cameras, MetroAccess, truncated domes, bus facilities, passenger facilities and information technology.

FUNDING IMPACT

Total of $489M identified with $244M needed in 24 months.
$51M of the $489M is identified in the Metro Matters FY11-24

RECOMMENDATION

None

Washington Metropolitan Area Transit Authority

Briefing on Urgent Unfunded Capital Needs

Presented to the Board of Directors:

Planning Development and Real Estate Committee

March 27, 2008

Purpose

To provide the Planning, Development and Real Estate Committee a briefing on the Urgent Unfunded Capital Needs currently affecting the safe and effective operation and maintenance of the Metro System - Metrorail, Metrobus and MetroAccess.

Background

As a result of outside and internal review of operations and maintenance issues currently affecting the Metro System, a list of Urgent Unfunded Capital Needs was prepared to initiate awareness and seek funding solutions.

Issues:

I. Water Related
II. NTSB / Rail Cars
III. Bus Cameras
IV. MetroAccess
V. Truncated Domes
VI. Bus Facilities
VII. Passenger Facilities
VIII. Information Technology

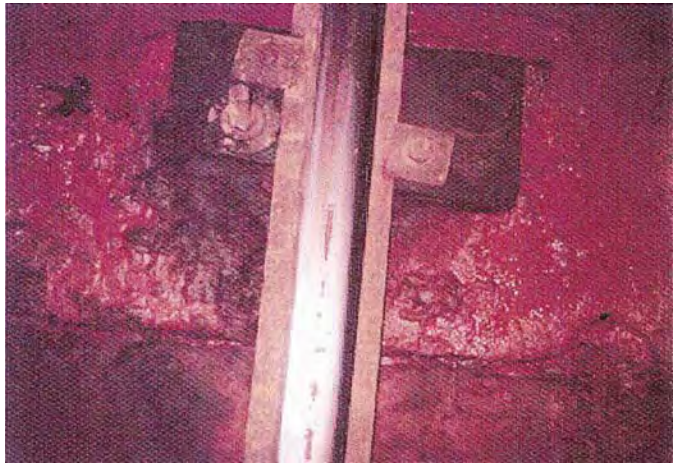
Issue I. - Water Related

- Deterioration of Shady Grove Station platform slab structural concrete

Issue I. - Water Related

- Deteriorated insulator replacement

- Continuous wet conditions



- Moisture and stray current damaged track fasteners

Issue I. - Water Related

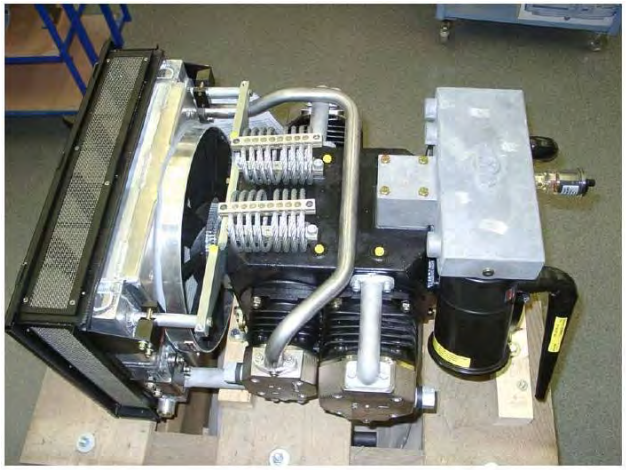
- New MCM traction power cable alongside moisture damaged cable, Traction power cable installation at West Falls Church Station

$88M 24 Month Interim Capital Projects

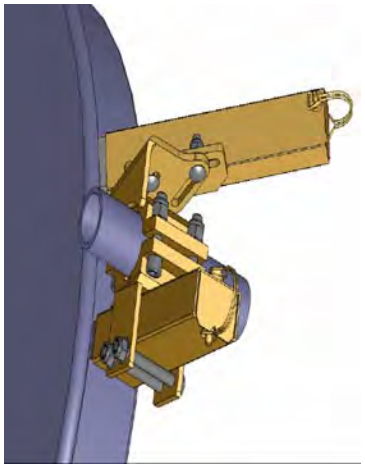
$55M Next Capital Program Beyond 24 Months

$143M Total

Issue II. - NTSB / Rail Cars



- W120T air supply



- Kelsan wheel lubricator

$45M 24 Month Interim Capital Projects

$9M Next Capital Program Beyond 24 Months

$54M Total

- Rohr fleet structural repair

Issue III. - Bus Camera

- Bus with side cameras shown

$6M 24 Month Interim Capital Projects

$7M Next Capital Program Beyond 24 Months

$13M Total

Issue IV. - Metro Access

- Metro Access van with wheel chair lift

$7M 24 Month Interim Capital Projects

$9M Next Capital Program Beyond 24 Months

$16M Total

Issue V. - Truncated Domes

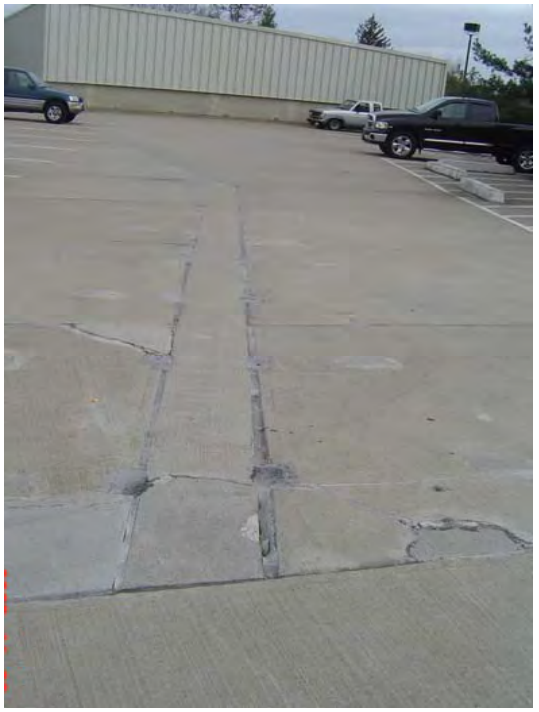
- Truncated Dome Tiles installed at Van Dorn and Franconia - Springfield Stations

$4M 24 Month Interim Capital Projects

$6M Next Capital Program Beyond 24 Months

$10M Total

Issue VI. - Bus Facilities



- Western Bus Garage shower area, Northern Garage parking deck and ventilation system

$19M 24 Month Interim Capital Projects

$109M Next Capital Program Beyond 24 Months

$128M Total

Issue VII. - Passenger Facilities

- Weathered Kiss and Ride parking lot pavement

- Deteriorated Station platform paver tile

Issue VII. - Passenger Facilities

- Old chiller plant and replacement

$40M 24 Month Interim Capital Projects

<u>$50M</u> Next Capital Program Beyond 24 Months

$90M Total

Issue VIII. – Information Technology

$35M 24 Month Interim Capital Projects

$0M Next Capital Program Beyond 24 Months

$35M Total

Urgent Unfunded Capital Needs Summary

($ in Millions)	Total	Year 1	Year 2	Balance
I. Water Related	$143.0	$35.0	$53.0	$55.0
II. NTSB / Rail Cars	$54.0	$15.0	$30.0	$9.0
III. Bus Camera	$13.0	$3.0	$3.0	$7.0
VI. Metro Access	$16.0	$4.0	$3.0	$9.0
V. Truncated Domes	$10.0	$2.0	$2.0	$6.0
VI. Bus Facilities	$128.0	$8.0	$11.0	$109.0
VII. Passenger Facilities	$90.0	$14.0	$26.0	$50.0
VIII. Information Technology	$35.0	$29.0	$6.0	$0.0
Total	$489.0*	$110M	$134.0	$245.0

* $489.0 includes $51.0 in deferred projects

$244M in 24 months

Next Steps

- Explore strategies such as:
  - Additional federal funding through the next transportation authorization bill and direct appropriations
  - Reprogramming of current Metro Matters funds and project deferrals to FY2011 and beyond
- Return to the Board in April/May with possible options

APPENDIX

Urgent Unfunded Capital Needs

Subject	Description	In-depth Explanation of What & Why	Total Cost	1 year	2 years	3 years	4 years	5 year	6 years
Voltage Detector/ Hot Stick	New hot stick to indicate level and types of voltages	Detector will have a series of LCD displays on the handle that will show relative voltage i.e. between 75 to 100. Received prototype; will order 24 to test and ensure that they will meet our needs before we order the 800 needed.	**$500,000**	$500,000					
Transformer	Four - Spare universal transformers in case catastrophic failure of existing transformers	WMATA has multiple types of transformers - these spare universal transformers can be installed in any of WMATA's traction power substations.	**$1,500,000**	$1,500,000					
Stray Current Mitigation	Analyze entire system for stray current and implement repairs.	Complete system testing to identify areas of potential stray current to allow corrective work by replacing fasteners and bolts and to minimize potential fires.	**$14,000,000**	$2,000,000	$2,000,000	$5,000,000	$5,000,000		
Track Fasteners	Replacement of 120,000 track fasteners to prevent fires.	Existing fasteners were installed during initial construction of the system and are old technology. Current generation of fasteners provides more extensive isolation of metal thereby providing less pathways for stray currents.	**$20,000,000**	$4,000,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000	
Station Platform	Phase I Replacement of station platform structural slabs at three above-ground stations ($6M each)	Deterioration of structural concrete platform slabs beneath station paver and granite edging has resulted from water and deicing infiltration. To ensure continued structural integrity platforms must be replaced – urgently at three locations.	**$18,000,000**	$4,500,000	$7,500,000	$5,000,000	$1,500,000		
Railcar Safety Enhancement	Commitment to NTSB – manual emergency door exterior release	Emergency door release on the entire fleet of railcars. Currently we only have a door release from inside the railcar; this would add an emergency release on the outside of the railcar so that emergency personnel, etc. could open the door.	**$5,000,000**	$1,750,000	$1,750,000	$1,500,000			
Railcar Safety Enhancement	Commitments FTA/TOC to prevent derailments – Wheel/rail interface, condition assessment, wheel profile and lubrication	Car-borne flange lubrication on 50% of the total fleet to help with noise, wear, & further reduce potential derailments.	**$2,600,000**	$1,300,000	$1,300,000				
Railcar Safety Enhancement	Modifications – doors opening on wrong side of train, 1-2-3-5-6K series railcar, 4K not needed.	Modify doors to prevent doors automatically opening on the wrong side.	**$7,500,000**	$3,000,000	$3,000,000	$1,500,000			
Raicar Safety Enhancement	Modifications – Roll-back prevention on 1-4-5K fleets	To ensure all railcars regardless of fleet type have this protection in place.	**$3,000,000**	$1,000,000	$2,000,000				
Railcar Safety Enhancement	1K Structural Reinforcement	1K fleet shells to meet extended life-cycle will require additional welding and reinforcements	**$3,000,000**	$1,000,000	$2,000,000				
Railcar Reliability	Reliability improvement – equipment modification/replacement of current equipment with oil-less compressors.	Replace existing compressors on the 2-3K series railcars with oil-less compressors to reduce high maintenance costs and the number of railcars out of service.	**$6,500,000**	$2,750,000	$3,750,000				
Bond Cable Replacement	Replace existing bond cables with new negative return cables system-wide	The running rails provide a path for return current through the negative cables to the traction power sub-stations. These cables have deteriorated over the years and are in need of replacement.	**$6,000,000**	$1,500,000	$1,500,000	$1,500,000	$1,500,000		
Track Feeder Cable	Complete cable replacement in the remainder of traction power substations and tiebreaker stations. This is needed because of water infiltration and deterioration of old, worn-out cables.	The positive cables provide traction power to the 3rd rail for operation of the railcars. These cables have deteriorated over the years and are in need of replacement.	**$10,000,000**	$4,750,000	$1,750,000	$1,750,000	$1,750,000		
ROW Structural Rehabilitation	Capital funding is needed beyond what is currently programmed to complete the final design for the D&G aerial structure.	Rehabilitate the D & G aerial structure - Final design contract (HP-9) will be completed in FY08. This project will rehabilitate of the D & G aerial structure by replacing 52 deteriorated elastomeric bearing pads at five piers, painting steel girders at decks joints and rerouting high voltage electrical conduits from inside the girder to outside. Deteriorated bearings are causing track anchor wear and failure. Electrical conduits are arcing inside the steel girder causing safety concerns.	**$2,500,000**		$2,500,000				
Track Rehabilitation	Capital funding is needed beyond what is currently programmed to complete track rehabilitation program for concrete ties.	Originally installed special trackwork has wood ties. To reduce the occurrence of fires it is necessary to replace all above grade wood ties	**$25,000,000**	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	

Urgent Unfunded Capital Needs

Subject	Description	In-depth Explanation of What & Why	Total Cost	1 year	2 years	3 years	4 years	5 year	6 years
Track Cable for 3rd Rail Expansion Joints / cross-over/ transition	Third Rail expansion joints are causing the loss of shoes on the railcars, install transition rails/cable replacement for crossovers and transition areas.	In long continuous sections of the 3rd rail between traction power sub-stations expansion joints were Installed in the 3rd rail. Movement of the 3rd rail has caused irregularity in the expansion joint resulting in the damage of railcar shoes which affects power to the train and reliability.	**$13,000,000**	$3,500,000	$3,500,000	$3,000,000	$3,000,000		
Mid-Life Rehabilation Automatic Train Control (ATC)	Rehabilation of Silver Spring Train Control Room	Rehabilation of Silver Spring Train Control Room which was damaged by a flood a couple of years ago.	**$6,000,000**	$6,000,000					
Right of Way (ROW) Structural Rehabilitation	Capital funding is needed beyond the current program for the Right of Way (ROW) Structural Rehabilitation for underground station vaults	Rehabilitation of five underground station vaults (Farragut North to Union Station)	**$3,000,000**		$3,000,000				
Traction Power Switchgear	Traction Power Switchgear replacement is needed along with traction power cabling	To reduce the possibiity of failure and/or fires replacement of Traction Power Switchgear at 40 locations and at 44 tie breaker substations. Replacement of prioritized cabling by the track department is included in this project.	**$12,000,000**		$12,000,000				
Un-Interruptable Power (UPS) System Replacement	Un-Interruptable Power (UPS) System Replacement needed to ensure emergency backup of power is consistent.	Replacement of UPS at 76 locations and replacement of batteries at 16 locations.	**$4,000,000**	$2,000,000	$2,000,000				
Electrical System Rehabilitation	Electrical System Rehabilation for ROW	ROW electrical system rehabiiltation and MCC and AVR.	**$4,000,000**		$4,000,000				
Mid-Life Rehabilitation AC/TPSS/TBS	Mid-Life Rehabilitation AC/TPSS/TBS for 48 locations	Replacement of AC switchgear at 48 locations.	**$4,000,000**		$4,000,000				
Rail/Bus Structures Field Offices and Yards	Rehabilitation needed for bus and rail facilities.	In FY08, Montgomery Bus Garage "mini-rehab" using Job Order Contract and Bladensburg (T05) "major-rehab" using Job Order Contract. In FY09, Northern Bus Garage "minor-rehab" using Job Order Contract and Royal Street Bus Garage "major-rehab" using Job Order Contract. In FY10, Brentwood "minor-rehab" using Job Order Contract and Greenbelt refurbish Rail Car Painting facility using Job Order Contract.	**$4,000,000**	$2,000,000	$2,000,000				
Infrastructure Requirements for 75% 8-car train operation	Design for all associated infrastructure for 75% 8-car train operation: Additional storage capacity for railcars and additional maintenance space in shops	The increase in fleet size requires an increase in traction power, rail car storage and maintenance facilities. Without these facilities rail cars are stored on tail tracks and maintenance intervals are increased resulting in operational inefficiencies due to storage tie ups, breakdowns and decreased car availability. This will complete the design.	**$6,000,000**		$6,000,000				
APTA Bus Peer Review Recommendations	Renovation of employee facilities, upgrade of bus repair equipment including limited facilities for painting at divisions.	Investment in bus facilities through the years has been lacking. Recommended upgrades badly needed to provide a better work environment and improve service reliability.	**$33,700,000**	$3,000,000	$3,000,000	$11,700,000	$11,000,000	$5,000,000	
Cameras on Buses	Onboard surveillance systems on buses to improve safety of passengers and pedestrians	This system will support safety and security initiatives by providing high quality, technologically advanced onboard surveillance and recording systems. Onboard bus camera systems can reduce the frequency and detrimental impact of fraudulent claims, reduce or eliminate vandalism and graffiti, protect patrons by deterring crime, effectively prosecute perpetrators when crimes are committed and effectively handle customer concerns and/or complaints.	**$12,900,000**	$3,000,000	$3,000,000	$3,000,000	$3,900,000		
MetroAccess Fleet	Replacement of MetroAccess vehicles for disabled customers which have exceeded their useful life	To ensure we continue to provide safe and reliable MetroAccess vehicles.	**$16,500,000**	$4,000,000	$3,000,000	$5,500,000	$4,000,000		
Locomotives-Prime Movers-Heavy Duty Rail Borne Equipment	Replace equipment for track and systems maintenance, including self-propelled rail borne vacum equipment, production tampers, cross-tie replacers, speed-swings, flat cars, locomotives, 100-ton crane, & ballast buggies.	Project funds the rehabilitation and replacement of self propelled rail work equipment; i.e. locomotives, prime movers, flat railcars, deicer railcars, and specialty equipment.	**$20,000,000**	$4,000,000	$10,000,000	$6,000,000			

Urgent Unfunded Capital Needs

Subject	Description	In-depth Explanation of What & Why	Total Cost	1 year	2 years	3 years	4 years	5 year	6 years
Rehab Bus Garages	Reconstruction of two existing bus facilities at their current locations.	The current status of Southern and Western bus garages requires immediate attention to correct deficiencies. A complete reconstruction of Southern is required due to age and condition of the structure. A major rehabilitation is required for Western to bring facility up to today's standards.	**$90,000,000**	$3,000,000	$6,000,000	$30,000,000	$30,000,000	$21,000,000	
Bumpy Tiles	Installation of ADA compliant truncated domes at remaining 20 Metrorail stations.	To make all Station platforms ADA compliant and safe for Metro's blind customers.	**$10,000,000**	$2,000,000	$2,500,000	$3,000,000	$2,500,000		
Parking Lot Rehabilitation	All paving of surface lots using Job Order Contract at the following locations:	**Kiss & Ride**: Branch Ave, Southern Ave, Naylor Rd, Glenmont East, Suitland, New Carrollton East, New Carrollton West and Franconia Springfield. **Bus Loop**: Southern Ave, Suitland, Medical Center, West Falls Church, Naylor Rd, Branch Ave, Shady Grove East, Greenbelt West, New Carrollton West, New Carrollton East and Deanwood. **Parking**: Southern Ave (asphalt area only), Naylor Rd, Branch Ave Lot 'A'/ 'B'/ 'C', Landover East, New Carrollton East (P#3) and Landover North. **Access Road**: Suitland and Glenmont – access to	**$6,000,000**	$3,000,000	$3,000,000				
Station Chiller Rehabilitation	Station Chiller Rehabilitation	Replacement of Air Handling 8Units in Metrorail Stations on 8 Routes - Final design contract (JM-2) to be completed by FY08. The project would replace chilled water air handling units at 56 stations and under platform duct work in 14	**$16,000,000**	$4,000,000	$12,000,000				
Replacement Paver Tiles	Replacement of above-ground platform station paver tiles with stamped concrete ($1M per station).	Chronic problems exist with quarry tile. Installation of stamped concrete will improve slip resistance, maintainability and result in cost savings over the life of the rail system.	**$36,000,000**	$1,000,000	$3,000,000	$7,200,000	$9,000,000	$8,600,000	$7,200,000
Ceiling Tile Replacement	Replacement of ceiling tile in underground stations ($650K per station).	Ceiling systems in most stations are 20 to 30 years old. Ceiling grid has corroded and must be replaced.	**$32,000,000**	$6,000,000	$8,000,000	$5,200,000	$6,400,000	$6,400,000	
		Totals	**$454,200,000**	$81,050,000	$128,050,000	$99,850,000	$88,550,000	$50,000,000	$7,200,000
			Year 1 Totals	**$81,050,000**					
			Year 2 Totals	**$128,050,000**					
Information Technology Level 1 Items			**Total**	**$209,100,000**					
Stabilize Data Center	Multiple aspects of data center infrastructure inadequate to support operational needs	Authority highly vulnerable to data and system loss, with no reduncancy in event of disaster. Inadequate power, cooling and backup	**$8,400,000**	$8,400,000					
Remediate IT Security	IT Security program nonexistent; reflected in multiple recurring financial system audit findings	Authority highly vulnerable to professional hacking into financial and operating systems.	**$5,400,000**	$3,600,000	$1,800,000				
IT Peoplesoft Remediation	Remediate Peoplesoft Budget, Finance and Fixed Assets	Currently all HR data must be manually integrated with budget data; all actual expense data must be manually integrated to budget data; cannot get basic financial data from system; fixed Assets unable to be managed - software purchased but not implemented.	**$3,500,000**	$3,160,000	$340,000				
Remediate/Stabilize Major Operational Systems	Several major systems not utilizing full functionality	Trapeze, Maximo, Orbcad not configured nor re-engineered for many basic functions.	**$1,000,000**	$660,000	$340,000				
Migrate All Systems Off The Mainframe	Migrate remaining systems off the aging mainframe onto alternative client-server platforms	The migration is crucial to the stability of several applications. Reduces cost by eliminating the support of the mainframe environment; both hardware and software maintenance reduced.	**$10,295,000**	$8,000,000	$2,295,000				
Enable Business Process Reengineering	Aurthority has several areas requiring major business analysis and restructuring	Business process reengineering is critical to the success of the remediation projects.	**$500,000**	$500,000					
Enable Peoplesoft Contracts System	Procurement unable to locate and manage executed contracts	Procurement has no system in place to manage/monitor executed contracts.	**$2,000,000**	$1,320,000	$680,000				
Enable Finance /Payroll Reporting System	Finance, payroll groups have limited ability to analyze data	Finance/Payroll unable to access or perform analyses on payroll/financial data; software purchased but not implemented.	**$1,800,000**	$1,000,000	$800,000				
Develop Enterprise Architecture	Currently no overarching IT architecture in place	IT architecture prevents "building on Jello".	**$1,200,000**	$1,200,000					

Urgent Unfunded Capital Needs

Subject	Description	In-depth Explanation of What & Why	Total Cost	1 year	2 years	3 years	4 years	5 year	6 years
Enable Enterpise Geographic Information System	Authority does not have a comprehensive GIS system to service Authority-wide requirements	MTPD unable to map crime statistics; rail, bus, and plant maintenance unable to map Metro facilities for maintenance tracking; Metro unable to map authoritive bus stop inventory.	**$1,100,000**	$1,100,000					
		Subtotal IT	**$35,195,000**	$28,940,000	$6,255,000				
			Year 1 Totals	**$28,940,000**					
			Year 2 Totals	**$6,255,000**					
			Total IT	**$35,195,000**					
			Grand Total	**$244,295,000**					

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Mass Transit

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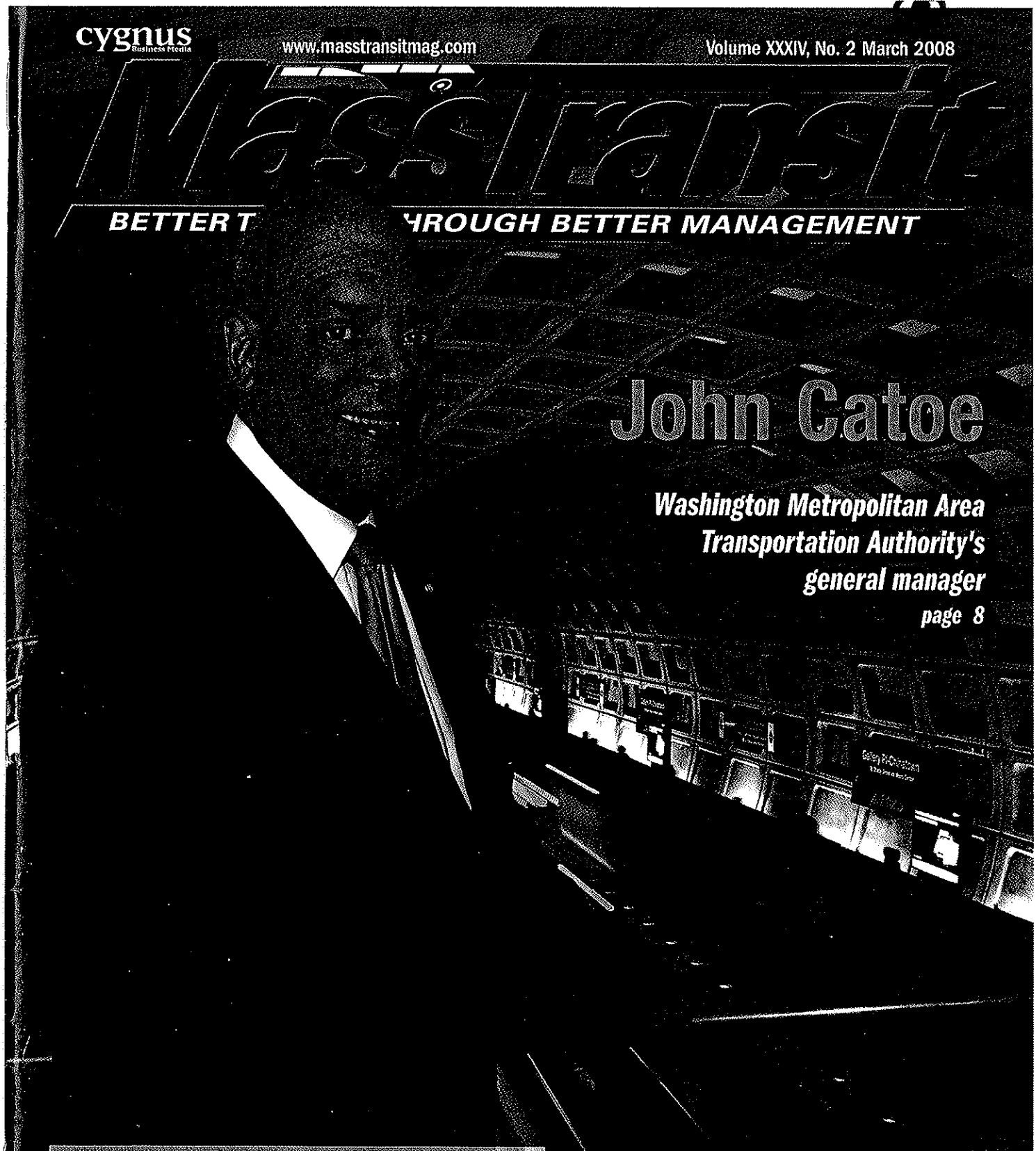

John Catoe

Washington Metropolitan Area Transportation Authority's general manager

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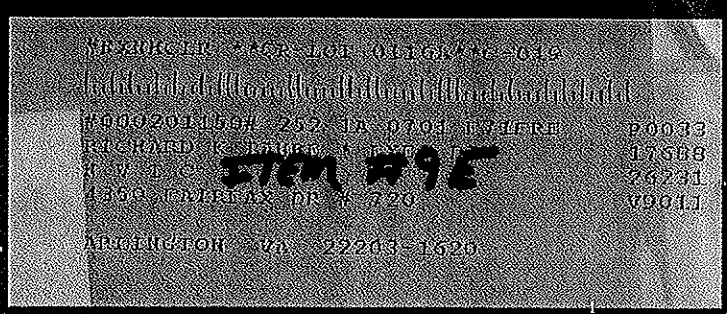

Lobbying Legislators

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Fare Collection Update

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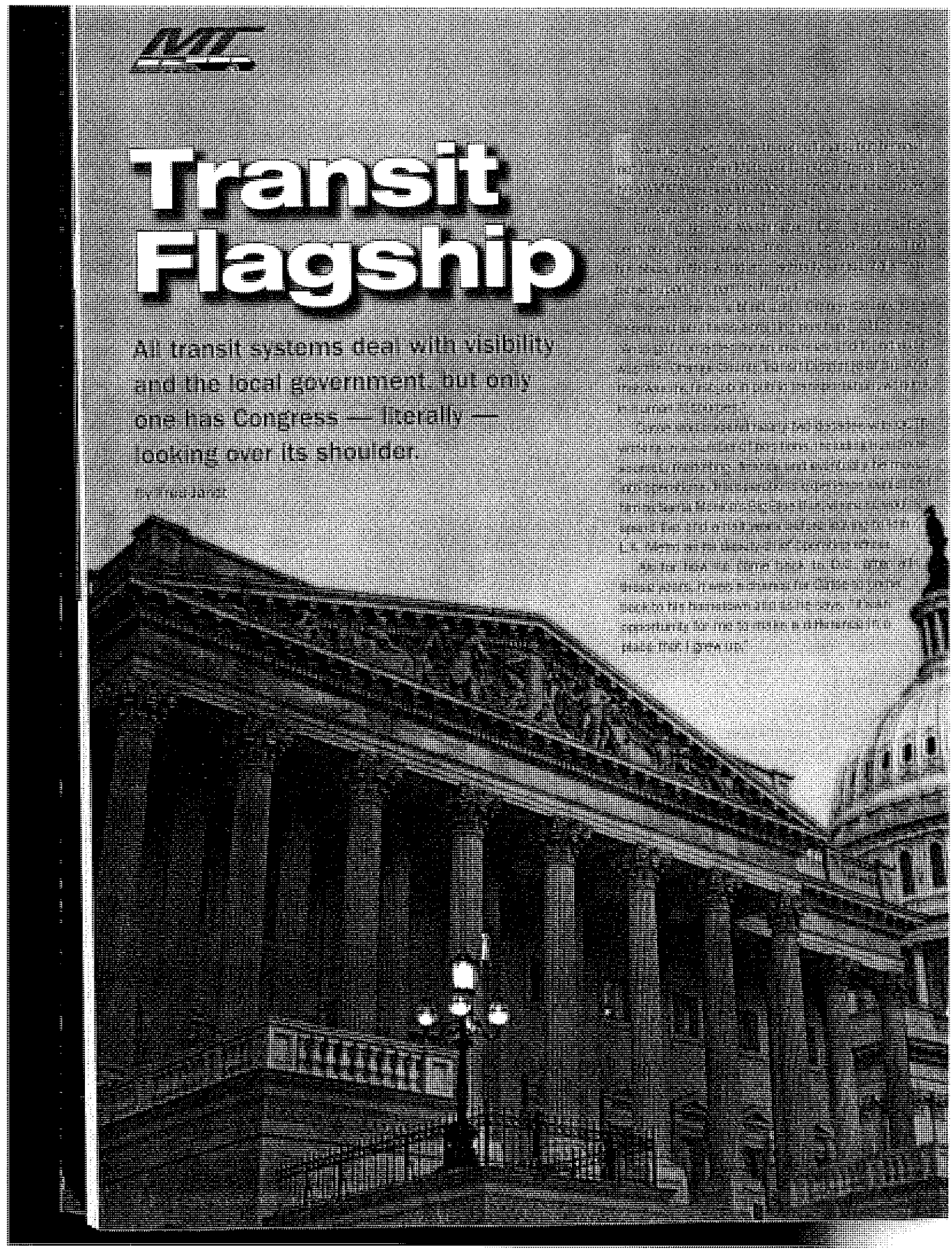
Transit Flagship

All transit systems deal with visibility and the local government, but only one has Congress — literally — looking over its shoulder.



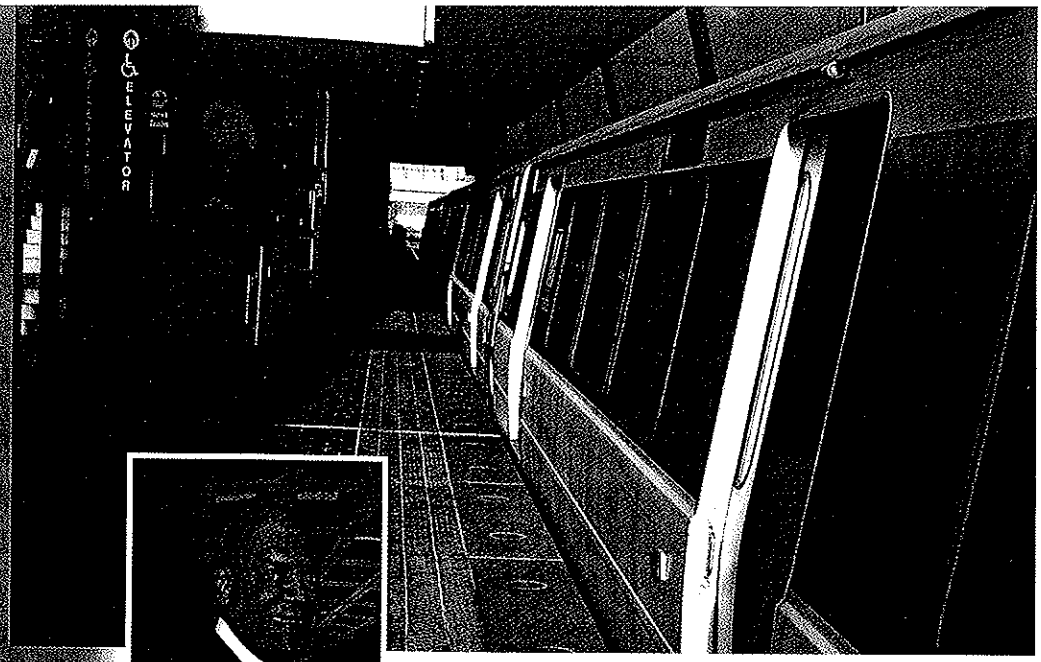



Photo by Larry M. Levine

WMATA's general manager, John Catoe (left), rides the train to work everyday and uses that trip to not only keep in touch with other riders, but to see his system from their point of view.

EAST VS. WEST

Having seen my share of transit agencies all over the United States and Canada, I can say while there are similarities, there is definitely a difference in attitude when it comes to comparing East Coast versus West Coast agencies. And who better to speak on this than John Catoe, who has been both the deputy COO in L.A. and now the general manager in Washington, D.C.

Catoe says a major difference is in the ridership, with a focus on removing people from using the single-occupant vehicle, and the income level is middle class or lower with a large percentage of people using the system as a lifeline.

"Generally you find it's the service workers who are going to work in hotels and restaurants and others and some students as well as seniors."

"Also, in L.A. and the West Coast, there's a primarily bus focus. The majority of people who use transit in Los Angeles ride buses because they are still putting together the network of a light rail system connected to a very small subway system," Catoe says.

He points out that change to the system is kind of locked in place due to economics and facing that uphill battle of getting people out of their cars. In comparison the Washington metropolitan area is much more focused, due to the geography, on the central downtown area of Washington, D.C., and the transit system is also focused on that.

"Without Metro this region would be gridlock," Catoe says. "You cannot get that many vehicles back on the street and move them in this region. And it's not an issue of its going to take longer. It's an issue of absolute gridlock. The region would not be able to function."

He also points to the economics of the region, "Not that any rider is any better than any other rider, but from an economic standpoint, Washington's ridership is very well educated with income levels exceeding middle class, upper middle class or even higher income. And now what does that mean? That means that you are going to have a ridership base that is far more involved in the operation of your system."

Catoe says another major difference is the connectivity to and the investment in the transit system from the ridership. In L.A. there are a large number of people who can't or don't make the effort to contact the agency to complain about delays. On the flip side, Catoe and WMATA have to deal with a ridership that not only contacts them, but their congressman, their mayor and the major news media should a delay occur.

"There's this huge customer involvement in what happens on a daily basis. Now there's good to that, too. Because of the communications, some customers that again communicate to the elected officials the importance of Metro to this region, and how critical it is to getting people to work," Catoe says.

"Forty percent of our ridership base is federal employees. And we carry more than 50 percent of federal employees to work everyday. That's huge. In addition we carry elected officials, congresspersons, senators."

DEDICATED FUNDING

It is of note that for a system that has been around for four decades in our nation's capital, WMATA has no dedicated funding source. While it recovers more than 80 percent of the operating costs of its trains from the farebox and more than 30 percent from the fareboxes on its buses, each year it has to present its case to Maryland, Virginia and the District of Columbia to get funding for the next year. Catoe says this was one of the biggest differences between his current agency and L.A. and a concern going forward as the agency ages and is in need of critical capital improvements.

"From a financial standpoint, L.A. has a sales tax. Has two half-cent sales taxes. So it has 1 cent on every dollar spent

Recent fare increases haven't diminished riders' desire to use Washington Metropolitan Area Transit Authority's (WMATA's) rail system, which continues to grow.

in the county that comes to the agency in support of its broad transportation and its transit programs.

"Again here, every year I and others have to go to Richmond and to Annapolis and to the District office building asking for funding. And the jurisdictions have been consistent in providing that funding, but it's not guaranteed. Each year you have to ask for it, versus having a dedicated funding source. Now we're working with Congress and others to try to get some type of dedicated funding, but that's not going to happen over night, that's going to take time.

"So from a funding situation that's a radical difference. In L.A. it's more certain. Here it requires we take an action every year and there is no guarantee to that," Catoe says.

As part of securing the funding needed to just operate the system, Catoe put in place fare increases, the first in several years, which went into effect the Sunday before I interviewed him. To say he was nervous was an understatement.

"Monday morning I expected a lot of people to come up to me and say very unpleasant things, but they didn't," Catoe says.

"Instead at lunch time a couple of people I saw on the street said, we're not going to get mad at you about the fare increase. So it's accepted. I think the majority of our people who use the system understand the costs of what we do are going up. There is always a certain percentage who say, you know I'm not going to pay more unless this happens or that happens, I'm going to drive in. But you find out that they really don't. It's like the person who is going to move to Canada if a certain president is elected, and they never leave the country. It's the same type of situation."

Fare increases always beg the question, are they needed? With this one in place, Catoe said he did not believe there would be a large ridership loss, but I asked was it a necessity.

"It's a necessity for next year's budget," Catoe says, "And that was the hard sell.

"Historically here, when we did fare increases it occurred with the budget. And I was articulating, no I wanted an 18-month fare increase, because by doing that the increase would be smaller. It was already the largest increase in Metro's history, but if we waited until July when it was absolutely necessary for the budget, the amount of the increase had to be greater — one-third larger."

Catoe says the board also discussed instituting future increases automatically, instead of waiting until they were needed. New increases now would use the cost of living every two years as a metric to determine if there should be automatic increases.

Catoe reiterated his desire for comprehensive dedicated funding for the region — capital and operating funding. Without that, he says, fare increases will continue to go into effect and eventually may reach a point where people would need to make other choices.

But what if WMATA had its funding reduced or cut entirely from one of its three sources — Maryland, Virginia or the District of Columbia?

"It would be a huge impact," Catoe says. "Maryland provides almost a third of the revenues to the system. And it would cause massive shutdowns. A third of the service would have to be eliminated.

"It's going to be a tough dilemma because the only direction we could go is fares because the ridership would not change. Actually from Maryland it would be ... it's one of those if you cut the subsidy and we cut our services it's going to impact the economics base of the state of Maryland. But particularly in those suburbs surrounding the district, and these are very highly dense populations."

Catoe says he doesn't see that scenario playing out, but could see future increases be called into question, "I could see that the increases that we will request over the coming years, there will be discussion, we can't afford that increase. I do not ... I have no sense whatsoever of any threats to cut what's being given today. The question will be the increase in subsidies as we move forward. I think there is some danger that we will not get increases which will result in some type of reduction because if costs are going up and dollars remain the same something has to give."

SYSTEM SAFETY

John Catoe came into a position of some scrutiny with the unenviable situation of the agency being plagued with a series of fatalities. There were two fatalities of employees on the rail system before Catoe came to the system, but he was in the area at the time. Then there was a fatality on the bus system shortly after Catoe arrived last January, and a month later two pedestrians were killed in an accident with one of the buses and another person was killed just a week later.

"Obviously we've got a problem," Catoe admits. "With each case we went into an investigation, but that wasn't enough.

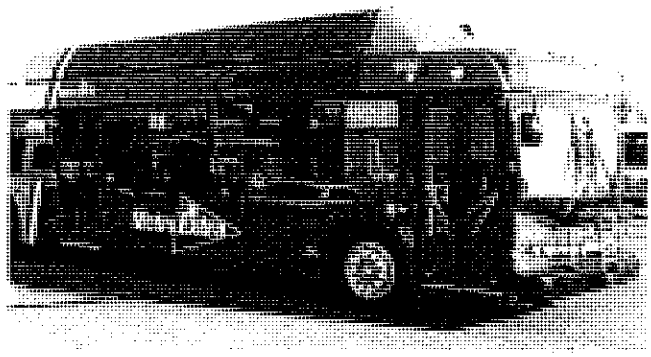
"I directed several actions. One, that every employee would be retrained in safety, [including] every driver on an annual basis, [and] I communicated with every employee verbally and by written form about what was happening, about where the responsibility lied."

The media looked at these accidents and began asking if WMATA or its drivers were unsafe. Catoe said in talking with employees he heard them say it wasn't fair that the actions of two operators would taint the image of the rest of the agency.

"I pushed the ball back and said, you're the only ones who can control this. I can't control it. Media relations can't control it. Only your performance can control that. And I placed the burden back on them," Catoe says.

Catoe also spoke with the board and brought in DuPont to work with the agency on a five-year safety program. Catoe admits that when he came to WMATA he saw things he deemed unsafe and decided that things had to change, but even after a year working on the situation, they've only scratched the surface.

"We've done the assessments. We've set up safety committees. We have training programs. Again this is a cultural shift in an organization. We did this in L.A. and it was 18 months before we even saw any impacts whatsoever. And then from that point on it was rapid changes. And that is what we intend to do here. Our goal is to have a 50 percent reduction in five-years of work related accidents and that is across the board," Catoe says.



As part of a new "greener" focus for the agency, WMATA will be phasing out its diesel fleet in favor of hybrids and CNG buses.

He admits that safety is a process, not a magic bullet that a new general manager could bring with him. He points at his supervisors as the ones with the real responsibility for the system's safety and they would be held accountable for events that happen under their watch.

Comparing his system's safety to that in L.A., he says that it's a much tougher environment on the East Coast, "Increased number of pedestrians. Lots of circles. Lots of one-way streets. An older roadway that's not as wide.

"So like San Francisco, certain segments are so narrow that I don't know how the bus gets down the street. We have some of those. The bus has to wait for traffic coming in the other direction on a large number of roadways in this area."

CUSTOMER DISSATISFACTION

When Catoe came in hand-in-hand with the concerns about safety came complaints about system service. Catoe, who rides the service every day, said he witnessed first hand the lack of service that his people could be presenting riders.

"There was an occurrence a couple weeks ago. I observed a gentleman who was talking, trying his SmarTrip card, [and he] was charged too much money," says Catoe.

"And he talked to a supervisor and she gave him the paperwork and said you have to fill this out and send it in. And I said, no, no, no. And I walked up to him and I said go on and fill it out, give it to me and I will take it in. And I did, and we got the person's monies back.

"The point is that it's every employee's responsibility to provide customer service. And if I can do it as general manager, it's my expectation that every other executive and every other manager in this agency doesn't just go out there and look. It's not always that terrible, but take an action. Everyday take some small action to improve the service to our customers."

Catoe says this is another cultural change for the agency. One that Catoe feels needs to continue, "I am unhappy the way

Northern Virginia Transportation Commission

NVTC

Agenda Item #10

TO: Chairman Euille and NVTC Commissioners

FROM: Rick Taube and Greg McFarland

DATE: March 27, 2008

SUBJECT: Regional Transportation Items

A. Virginia Transit Association Spring Meeting in Crystal City

VTA will meet May 19-21, 2008 at the Hilton Crystal City. A tentative agenda is attached. More details will be provided at NVTC's May 1st meeting.

B. APTA Materials on Ridership, Climate Changes and Energy Independence

The attached APTA press release trumpets nationwide transit ridership of 10.3 billion in calendar year 2007. This is the highest level in 50 years and represents a 2.1 percent increase over 2006. Since 1995, transit ridership is up 32 percent. Over the same period, vehicle miles traveled on highways and streets grew 24 percent.

Another APTA press release announces the release of a new research report titled, "The Broader Connection between Public Transportation, Energy Conservation and Greenhouse Gas Reduction." ICF International authored the report, which is available from NVTC staff or at www.apta.com. Among the highlights of the report:

- Households living close to bus or rail lines drive an average of 4,400 fewer miles each year and save 223 gallons of gasoline.
- Communities with public transit reduce carbon emissions nationwide by 37 million metric tons annually.

Also attached is a brochure from APTA demonstrating the energy efficiency and environmental benefits of public transit, as well as the need for more investments in transit.

C. TPB's Report on a Regional Value Pricing (Toll Road) System

As explained in more detail in the attached Washington Post article and memorandum from Greg McFarland, TPB staff has released a report on the benefits and costs of a region wide system of tolls on existing roads and bridges. The revenues would largely go to support public transit improvements.

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(A)

VIRGINIA TRANSIT ASSOCIATION

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RSVP
Monday, April 14, 2008

PRELIMINARY AGENDA

Show **All Sessions**

Monday, May 19, 2008

12:00 PM - 1:30 PM	**VTA Board Meeting**
12:00 PM - 6:00 PM	**Conference Registration**
2:00 PM - 6:30 PM	**Exhibitors in the Crystal Room**
3:00 PM - 3:30 PM	**Vendor Training Roundtable Session**
3:30 PM - 4:00 PM	**Break**
4:00 PM - 4:30 PM	**Vendor Training Roundtable Session**
5:30 PM - 6:30 PM	**Cocktail Reception with our Exhibitors in the Crystal Room**
6:30 PM - 11:00 PM	**Enjoy Arlington Dining on Your Own**

Tuesday, May 20, 2008

7:45 AM - 9:00 AM	**Continental Breakfast**
9:00 AM - 9:15 AM	**Welcome**
9:15 AM - 10:30 AM	**General Session**
10:30 AM - 11:00 AM	**Break**
11:00 AM - 11:45 AM	**General Session**
12:00 PM - 1:30 PM	**Awards Luncheon**
1:30 PM - 3:00 PM	**Break Out Sessions**
3:00 PM - 3:30 PM	**Break**
3:30 PM - 4:30 PM	**Break Out Sessions**
6:30 PM - 9:00 PM	**Special Event You Won't Want to Miss!**

Wednesday, May 21, 2008

7:45 AM - 9:00 AM	**Continental Breakfast**
9:00 AM - 11:30 AM	**General Sessions**
12:00 PM - 1:00 PM	**Departure Lunch**

AMERICAN PUBLIC TRANSPORTATION ASSOCIATION

TRANSIT NEWS

For Immediate Release
March 10, 2008

Contact: **Virginia Miller**
(202) 496-4816

10.3 Billion Trips Taken On Public Transportation Ridership In 2007

The Highest Level in 50 Years; Ridership Increased as Gas Prices Remained High

The American Public Transportation Association (APTA) announced today that Americans took 10.3 billion trips on public transportation in 2007, the highest level in 50 years, representing a 2.1% increase over the previous year.

"In light of high gas prices, increased road congestion, and expanded public transit services, this continued growth in ridership demonstrates how important public transportation is for America," said APTA president William W. Millar. "Now with gas prices predicted to rise to $4 a gallon, there is a greater urgency for higher federal funding to expand U.S. public transportation systems so Americans have an affordable transportation choice.

"In addition, public transportation is a key part of the solution to decreasing greenhouse gases and meeting our national goal of energy independence," concluded Millar. "When more people ride public transportation, there are more reductions in carbon emissions and our country is less dependent on foreign oil."

Public transportation use is up 32% percent since 1995, a figure that is more than double the growth rate of the population (15 percent) and up substantially over the growth rate for the vehicle miles traveled (VMT) on our nation's highways (24%) for that same period.

Light rail (modern streetcars, trolleys, and heritage trolleys) had the highest percentage of ridership increase among all modes, with a 6.1 percent increase in 2007. Light rail systems showed double digit increases in the following areas: New Orleans (128.6%); Denver (66.2 %); Saint Louis (27.0%); Philadelphia (26.2%); Kenosha (18.5 %); the state of New Jersey (14.7%); and Memphis (11.3%).

Commuter rail posted the second largest ridership increase at 5.5 percent. The five commuter rail systems with the double digit ridership growth rate in 2007 were located in the following areas: Nashville (257.9%); Santa Fe (96.6%); Harrisburg (41.3%); Seattle (27.4%); Oakland (14.2%); Dallas/Fort Worth (12.1%); Stockton (11.9%); Portland, ME (11.8%); and Pompano Beach, FL (10.3%).

Heavy rail (subways) ridership increased by 3.1%. The heavy rail systems with double digit increases in ridership for 2007 were in the following cities: San Juan (13.2 %) and Atlanta (10.1%).

Bus service saw an increase of 1.0, but in communities with a population of less than 100,000, bus services saw an increase of 6.4% in 2007. Major increases by large bus agencies occurred in the following cities: Seattle (7.5%); Denver (7.0%); and Minneapolis (5.4%).

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

For more information on public transportation's role in climate change and energy independence, go to http://www.apta.com/research/info/online/land_use.cfm

# # #

APTA is a nonprofit international association of 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.

AMERICAN PUBLIC TRANSPORTATION ASSOCIATION

TRANSIT NEWS

EMBARGOED FOR
March 10, 2008

Contact: Mantill Williams (202) 496-4869
Virginia Miller (202) 496-4816

Access to Bus and Rail Lines Reduces Driving by 4,400 Miles per Household, Saves 4.2 Billion Gallons of Gasoline and 37 Million Metric Tons of Carbon

WASHINGTON, DC – The most energy efficient households in America that produce the least amount of carbon are located within close proximity of a bus or rail line. The people in those households drive an average of 4,400 fewer miles annually as compared to persons in similar households with no access to public transit, according to a new study released today by the American Public Transportation Association (APTA).

The study, "Broadening the Connection between Public Transportation and Energy Conservation" was prepared for APTA by ICF International. It also finds that:

- Communities who choose to invest in public transportation reduce the nation's carbon emissions by 37 million metric tons annually- equivalent to the electricity used by 4.9 million households. To achieve a similar reduction in carbon emissions, every household in New York City, Washington, D.C., Atlanta, Denver and Los Angeles combined would have to completely stop using electricity.

- This "leverage effect" of public transportation, supporting efficient land use patterns saves 4.2 billion gallons of gasoline – more than three times the amount of gasoline refined from the oil we import from Kuwait.

"Investing in public transportation is one of the more effective ways to combat global climate change and conserve energy," said William W. Millar, president of the American Public Transportation Association. "Public transit encourages more compact development and greater personal choice in how people travel. People have closer access to jobs and shopping and more trips can be made on foot, by bike or just a short car ride."

People living in households near public transit travel 12 fewer miles per day which is 27 percent less than persons in households with no access to public transit according to the study. This equates to an individual household reduction of 223 gallons of gasoline a year.

Between 1982 and 2006, vehicle miles traveled in the U.S. have increased by 47 percent per person from an average of 6,800 miles per year to almost 10,000 miles per year. U.S. greenhouse gases from transportation represents 33 percent of the total and autos and light trucks are the largest sources of greenhouse gas emissions from mobile sources.

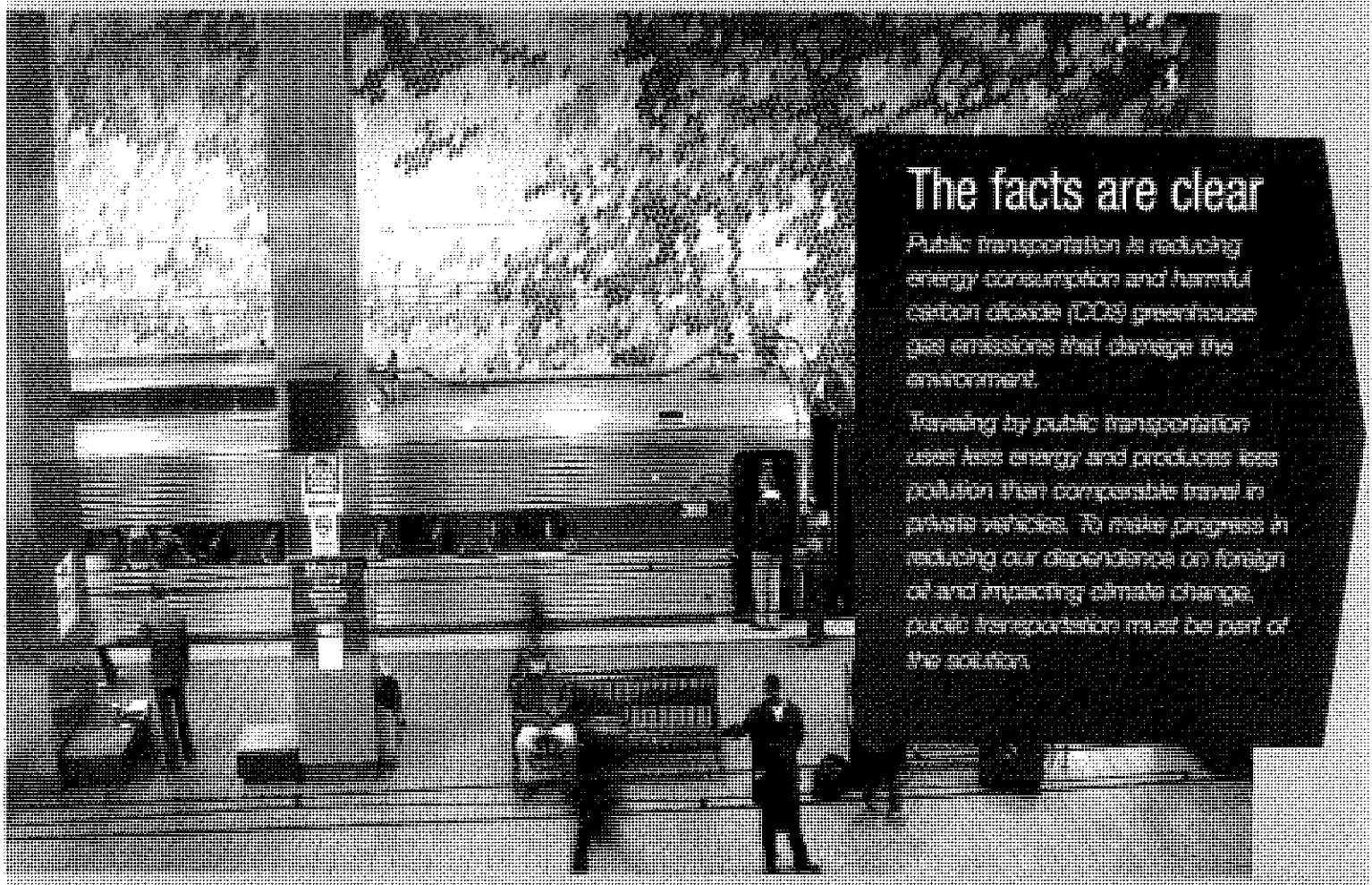
"Embracing public transportation at the local level is an important first step toward energy independence and protecting the environment," said Millar. "We are working with Congress because increased investment in, and use of, public transportation are among the more powerful energy independence solutions."

To view the full report, go to http://www.apta.com/research/info/online/land_use.cfm

# # #

APTA is a nonprofit international association of 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.

Public Transportation Reduces Greenhouse Gases and Conserves Energy



The Benefits of Public Transportation

Using Public Transportation Reduces Greenhouse Gases and Conserves Energy

The transportation sector produces one-third of all greenhouse gas emissions in the United States.[1]

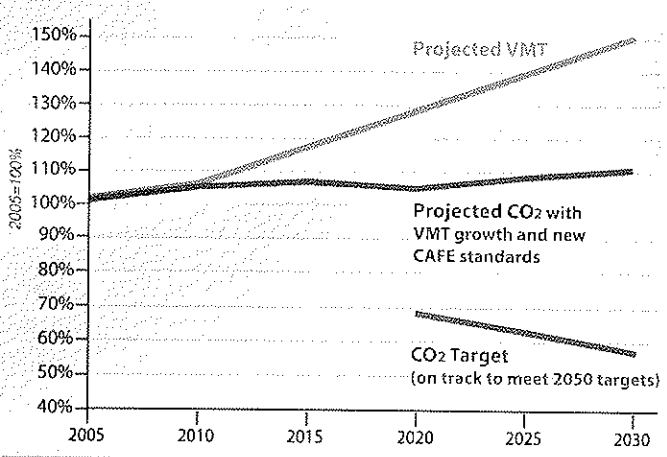
Between 1990 and 2006, emissions in the transportation sector increased by more than 25%, representing almost half of the total national growth in greenhouse gas emissions during this period.

- Approximately 85% of transportation sector emissions are related to the surface transportation system.[1]
- An effective strategy to reduce greenhouse gas emissions must include improved fuel economy, reduced carbon content in fuels, and reductions in the growth of vehicle miles of travel.

By reducing the growth in vehicle miles of travel, easing congestion and supporting more efficient land use patterns, public transportation can reduce harmful CO_2 emissions by 37 million metric tons annually. These savings represent the beginning of public transportation's potential contribution to national efforts to reduce greenhouse gas emissions and promote energy conservation.[2]

Projected increases in vehicle miles of travel will negate any improvements in fuel economy resulting from recently approved changes in Corporate Average Fuel Economy (CAFE) standards. Increased investment in, and use of, public transportation can mitigate this trend. Experts indicate we need to reduce total CO_2 emissions to 60%-80% of 1990 levels by 2050.[2]

CO_2 Reduction Targets Cannot Be Met with Recently Enacted CAFE Standards



Projected emissions from cars and light trucks assuming newly adopted nationwide vehicle and fuel standards and current projected VMT growth.
Source: Growing Cooler Report [2]

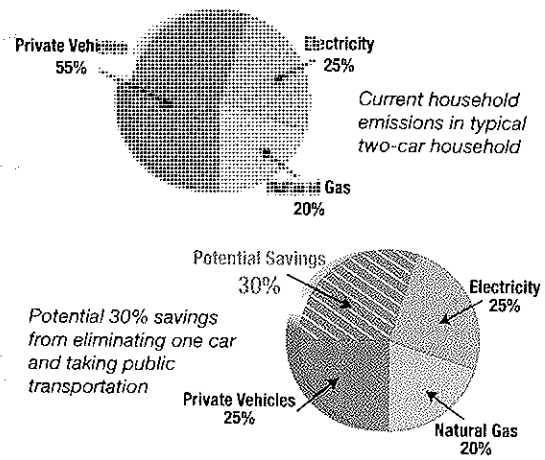
Benefits of a Strategy that Embraces Public Transportation

Public transportation use reduces travel by private vehicles.

Those who choose to ride public transportation reduce their carbon footprint and conserve energy by eliminating travel that would have otherwise been made in a private vehicle. The result is fewer vehicle miles of travel and reduced emissions.

A single person, commuting alone by car, who switches a 20-mile round trip commute to existing public transportation, can reduce his or her annual CO_2 emissions by 4,800 pounds per year, equal to a 10% reduction in all greenhouse gases produced by a typical two-adult, two-car household. By eliminating one car and taking public transportation instead of driving, a savings of up to 30% of carbon dioxide emissions can be realized.[4]

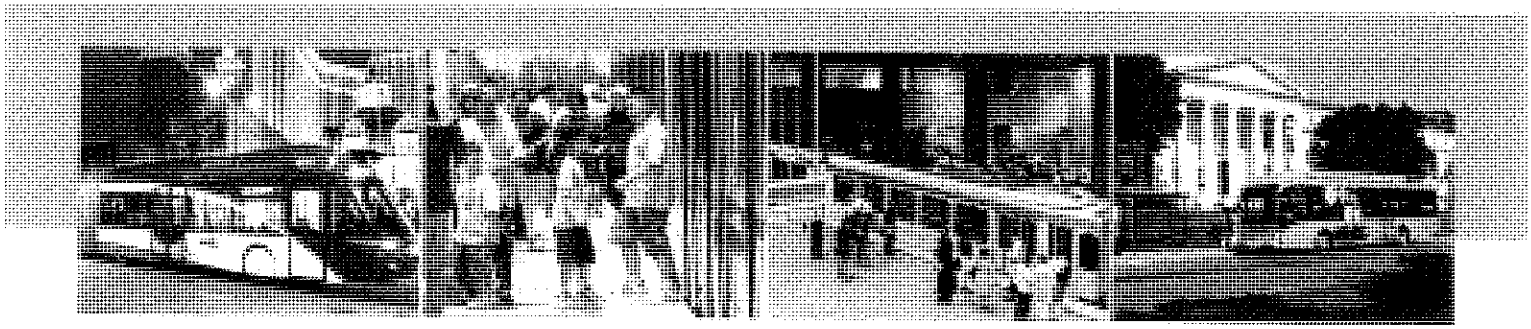
The Private Vehicle is the Largest Contributor to a Household's Carbon Footprint—Using Public Transportation Reduces Household Carbon Emissions



Source: Public Transportation's Contribution to U.S. Greenhouse Gas Reduction [4]

Public transportation use reduces congestion.

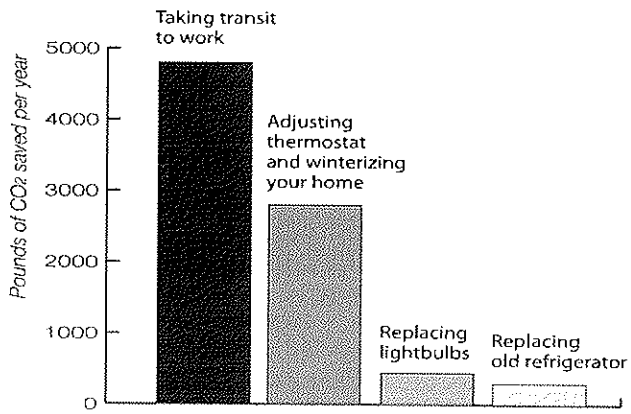
Public transportation serves some of the most congested travel corridors and regions in the country. Increased use of public transportation in these areas eases congestion; as a result, automobiles traveling in these same corridors achieve greater fuel efficiency.[3]



Public transportation use is one of the most effective actions individuals can take.

Public transportation offers an immediate alternative for individuals seeking to reduce their energy use and carbon footprints. This action far exceeds the benefits of other energy saving household activities, such as using energy efficient light bulbs or adjusting thermostats.

Commuting by Public Transportation—One of the Most Significant Actions to Reduce Household Carbon Emissions



By taking existing public transportation instead of driving a car, a single person saves 4,800 pounds of CO_2 per year. Source: Public Transportation's Contribution to U.S. Greenhouse Gas Reduction [4]

Public transportation gives people energy efficient choices.

Public transportation reduces overall greenhouse gas emissions without reducing the mobility so vital to our nation's economic health and our citizens' quality of life.

The increasing cost of fuel makes driving private vehicles even more prohibitive for many. Public transportation households save an average of $6,251 every year[5]—even more as the price of fuel rises.

Public transportation is essential to energy efficient land use patterns.

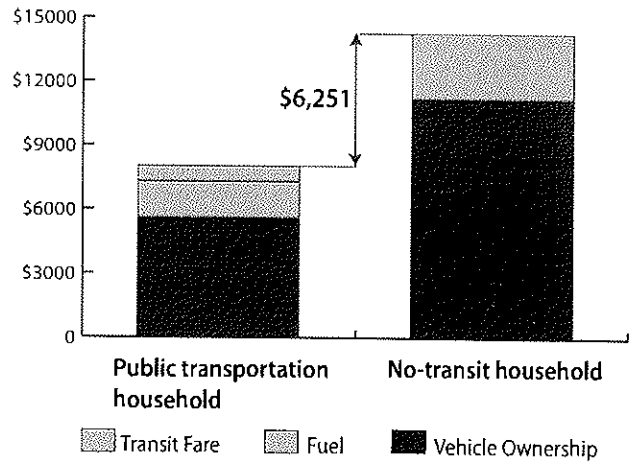
Efficient land use produces results far beyond the immediate benefit of increased use of public transportation. It has the potential to significantly change the way we live and travel, reducing our individual carbon footprints while preserving and enhancing our mobility.

- Higher densities allow for closer proximity of housing, employment and retail, reducing driving distances and enabling communities to plan for and support alternative travel options.
- In many central business districts, trips taken for shopping, dining or other non-commuting purposes are often made on foot—even by those who drive to work.
- Higher density development—including transit-oriented development (TOD), multi-use buildings, and compact apartments and office space—is more energy efficient and extends public transportation's contribution by integrating it with other sectors of our economy.

Public transportation with its far-reaching effects on land use, is estimated to reduce CO_2 emissions by **37 million metric tons** annually.

This indirect "leverage effect" of public transportation is estimated, conservatively, at three to four times the direct effect of transit service. With this leverage effect, transit is estimated to reduce CO_2 emissions by 37 million metric tons annually. In addition, public transportation reduces energy consumption by the equivalent of 4.2 billion gallons of gasoline each year, the equivalent of 320 million cars filling up—almost 900,000 times a day.[6]

Average Annual Household Savings from Using Public Transportation



By taking public transportation instead of driving a car, a two-worker household can save $6,251 annually. Source: Public Transportation and Petroleum Savings Report [3]

Public Transportation Requires Investment to Further Reduce CO_2 Emissions and Conserve Energy

Protect and preserve public transportation service where it exists today.

Public transportation ridership has increased by 30% since 1995—a growth rate more than twice that of population, and greater than vehicle miles of travel. As transit ridership has increased, a number of systems are struggling to maintain the quality of assets and consequently the quality and reliability of service. Systems must be adequately funded to allow people who are choosing public transportation, more than 10 billion trips annually, to stay on public transportation.

Expand capacity of existing public transportation services.

In many parts of the country, public transportation systems are operating beyond their design capacity. With future annual ridership growth projected at 3.5% annually, it will be difficult for a number of these systems to carry additional riders without significant new investment.

Systems that are investing to expand capacity and attract new riders include:

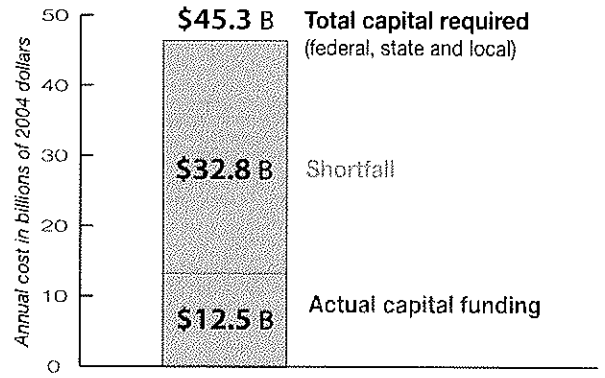
- Charlotte, NC, recently opened its first modern light rail system.
- The New York Metropolitan Transportation Authority is in the process of constructing the Second Avenue Subway Line to relieve severe crowding.
- Cleveland's bus rapid transit system is expected to open in late 2008.
- Salt Lake City is expanding its light rail and will soon add commuter rail.

Expand the geographic coverage of public transportation services.

According to U.S. Census data, 46% of American households do not have access to any public transportation.[1] Public transportation must expand geographically to capture shifts in population, both within regions and across the country. Individuals cannot be asked to reduce their vehicle miles of travel without options. On a national scale, those regions experiencing rapid increases in population must have the resources available to enable public transportation to viably serve local travel demands.

We all have a stake in expanding public transportation.

Annual Capital Investment Needs for Public Transportation



In order to improve physical conditions and improve service performance, the U.S. must make a sizable investment in public transportation. Source: State and National Transit Investment Analysis [5]

Public transportation agencies are reducing their carbon footprints—even more can be done with additional investment.

- The Los Angeles County Metropolitan Transportation Authority is investing in improvements to several maintenance facilities that will use solar energy.
- In Portland, OR, Tri-Met has implemented procedures to reduce idling and improve vehicle maintenance, lowering vehicle fuel use by 10%.
- Throughout the country, bus systems are adding hybrid diesel-electric vehicles.
- In Grand Rapids, MI, The Rapid was the first system to construct a LEED-certified facility.
- Metro in Cincinnati, OH, runs its entire 390-bus fleet on a blend of 50% soy-based biodiesel and 50% regular diesel fuel.

Sources

1. Department of Energy, Energy Information Administration, 2007.

2. "Growing Cooler: The Evidence on Urban Development and Climate Change," Don Chen, Reid Ewing and Steve Winkelman, January 2008.

3. "Public Transportation and Petroleum Savings in the U.S.: Reducing Dependence on Oil," ICF International, January 2007.

4. "Public Transportation's Contribution to U.S. Greenhouse Gas Reduction," Science Applications International Corporation, September 2007.

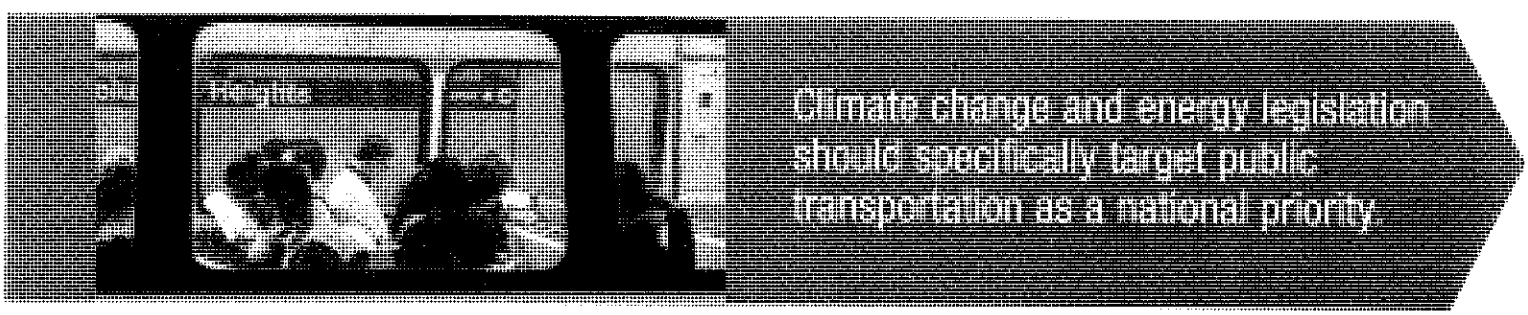
5. "State and National Transit Investment Analysis," Cambridge Systematics, Inc., 2006.

6. "The Broader Connection between Public Transportation, Energy Conservation and Greenhouse Gas Reductions," ICF International, February 2008.

7. American Housing Survey for the United States: 2005, U.S. Department of Commerce, Economic and Statistics Administration, U.S. Census Bureau, August 2006.

8. 2007 Annual Urban Mobility Report, Transportation Institute, Texas A&M University, 2007.

For more information on the many benefits of public transportation, visit www.publictransportation.org or call 202.496.4800.



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Public Transportation

- **is estimated** to reduce CO_2 emissions by 37 million metric tons annually.

- **saves fuel**, reduces an individual's carbon footprint, and reduces congestion.

- **provides** an immediate option individuals can take to reduce their energy consumption and greenhouse gas emissions.

- **use** by a solo commuter switching his/her commute from a private vehicle can reduce CO_2 emissions by 20 pounds per day—more than 4,800 pounds in a year.

- **use saves** the U.S. the equivalent of 4.2 billion gallons of gasoline annually—more than 11 million gallons of gasoline per day.

- **provides** an affordable alternative to driving. Households that use public transportation save an average of $6,251 every year.

- **ridership** has increased 30% since 1995, with more than 10 billion trips taken annually.

- **is a national priority** that should be specifically targeted by climate change and energy legislation. We all have a stake in expanding public transportation use.

Report Suggests New Tolls For Region
Plan Could Produce $2.75 Billion Yearly For Roads, Transit

By Eric M. Weiss
Washington Post Staff Writer
Monday, March 17, 2008; B01

Regional transportation and political leaders are increasingly coming to the conclusion that the only way to keep the chronically congested Washington region moving is tolls, and plenty of them.

A report to be released Wednesday pushes a regionwide system that would place tolls on most existing area highways, bridges into the District, the Baltimore-Washington Parkway, George Washington Memorial Parkway and such major District thoroughfares as New York Avenue. The key to success, the authors say, is the comprehensiveness of the network.

Officials, pointing to the lack of any sizable investment in the region's transportation infrastructure by Virginia, Maryland or the federal government, say they see no other realistic options to keep traffic moving, accommodate newcomers and get desperately needed money to pay for new roads and improved transit. The tolls could generate more than $2.75 billion a year, according to the report.

"We've got to be straight with people," said Michael Knapp (D-Upcounty), a Montgomery County Council member who worked on the federally funded study undertaken by the Metropolitan Washington Council of Governments Transportation Policy Board. "These recommendations put them out there. It's pretty clear that there's no money coming from anywhere outside the region."

The Washington region has the second-worst traffic in the nation, and projections call for the region to grow by 1.3 million people and 1 million jobs by 2030, according to the planning board.

No one is suggesting building tollbooths in the middle of New York Avenue. The study envisions tolls being deducted through E-ZPass-like transponders as vehicles travel at normal speed. Tolls would range from less than 20 cents a mile to an average bridge toll of $2.80.

"Here we are in a rapidly growing region and barely able to maintain our systems, address congestion or add transit," said Ronald F. Kirby, transportation director for the council of governments. "The needs are so great after years of not keeping up. Given the dearth of resources from other sources, it's time to really start to look at things."

The study, which will be presented to the council of governments' Transportation Planning Board, includes three scenarios. The first would add a series of new toll lanes to every freeway in the region, with tolls applying only to drivers on those lanes, a

proposal that is seen as unworkable. The new roads and overpasses would be so costly and eat up so much land that it is essentially a non-starter.

"We can't build a duplicate highway network; it ain't gonna happen," Kirby said.

The report lays out two other scenarios that would add tolls to existing highways:

One would add tolls to all District river crossings and existing freeway lanes in the city, where there is no room for new or expanded lanes. The plan would, in effect, connect the 1960s-era highway network that was discontinued in favor of Metrorail. For example, the stretch of New York Avenue from the District line to the Third Street tunnel, which connects U.S. 50 and Interstate 395, would be tolled. Similarly, the stretch of Independence and Maine avenues that joins the Arlington Memorial Bridge and Southeast/Southwest Freeway would be tolled.

The most comprehensive scenario, which has captured the imagination of planners and government leaders, would toll every regional highway, plus all the regional parkways, including the Baltimore-Washington, George Washington, Rock Creek and Potomac, Clara Barton and Suitland parkways.

According to the report, the most comprehensive tolling network would raise $2.75 billion a year, increase transit use by 6 percent, boost carpool rates by 4 percent and result in a relatively small -- 1.2 percent -- increase in vehicle miles traveled, which is how traffic planners measure the amount of driving.

Arlington County Board member Chris Zimmerman (D), who leads the Northern Virginia Transportation Authority and is chairman of the Metro board, agreed that a tolling system would work best if it was comprehensive.

Underscoring the difficulty of securing funds for Washington area transportation projects, Zimmerman is currently wrangling with state lawmakers over $300 million in local taxing authority that was ruled unconstitutional by the Virginia Supreme Court.

Toll proponents say users should pay for the true cost of highways. Unlike traveling by Metro or airplane, users can take roads for free, and there is no financial incentive to reduce unnecessary trips, adjust timing, carpool or use transit. Roads in the region are so overused that they no longer operate dependably.

Under a toll system, "You would get a bill every month, depending on how much you use the highway system, just like any other utility," said Zimmerman, a member of the committee that issued the report. "It would operate like a regular market with market efficiencies," he said.

"My worry is that we would do something piecemeal, which I think the study shows would not be effective," Zimmerman said.

On that point, Zimmerman is not optimistic. Unlike London, Stockholm or Manhattan, which have or are considering congestion tolling, the Washington area is covered by three jurisdictions -- two states and the District -- plus the federal government.

The National Park Service is already on record as opposing the tolling of parkways, saying such action might be illegal and is impractical; the parkways already have problems handling large sport-utility vehicles, let alone a heavy increase in transit buses.

And it doesn't take much imagination to envision local elected officials trying to exempt their local roadways from the tolling network.

"It's worth talking about all of it," said D.C. Council member Phil Mendelson (D-At Large), who is also chairman of the National Capital Region Transportation Planning Board. "But I think it will be a decade before we get there."

Said Virginia Secretary of Transportation Pierce R. Homer: "We can't leave any funding options off the table, but we have to be realistic. These are not easy problems to solve."

Jack Cahalan, spokesman for the Maryland Department of Transportation, described the report as a "visionary exercise" that doesn't take into account cost, regional politics or citizen solutions.

"There is not one blanket solution," Cahalan said. "We have to use every tool in the toolbox. We've got to look at transit, variable pricing, transit-oriented development. . . . Just looking at variable pricing as a solution is not the end-all. It's a tool in the toolbox where it makes sense to do so."

Kirby said the 18-month study, funded by the Federal Highway Administration, was more than an exercise.

"We think it should be seriously considered; otherwise, we wouldn't put it out there," Kirby said.

"Does it all have to be done immediately? No. We've already added some tolling facilities and we're on our way. So let's look for some more," Kirby said, referring to tolls planned for Virginia and Maryland. "But the absolute key is to plow every penny of tolls back into transit."

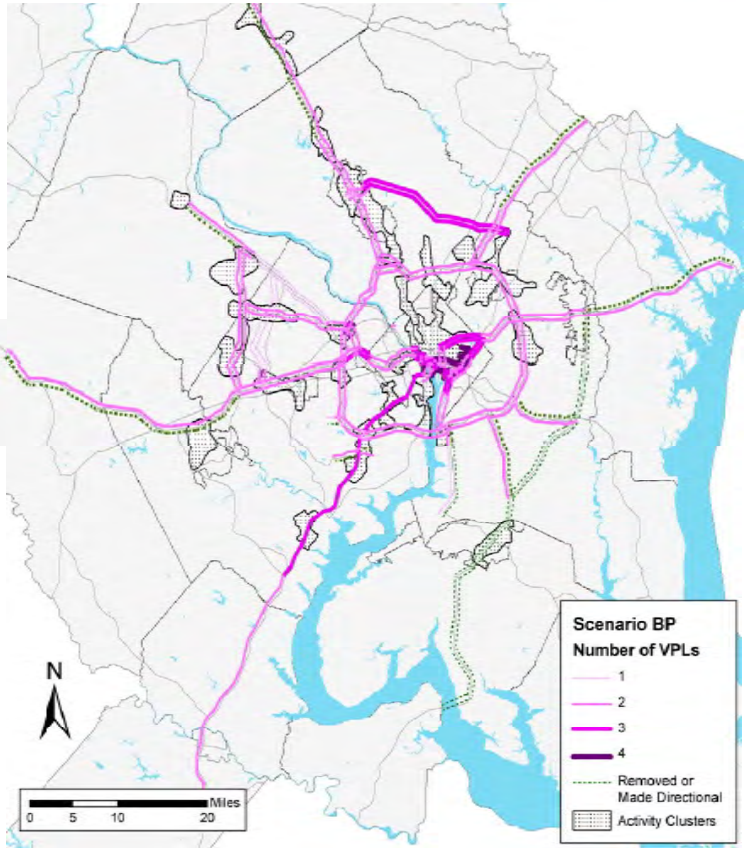
Washington area drivers will soon experience for themselves the pluses and minuses of congestion-priced highways. The first of a network of high-occupancy-toll, or HOT, lanes in Virginia could open in just two years, and the intercounty connector in Maryland, which also will impose tolls, is scheduled to be completed by 2012. A widening of a 10-mile stretch of Interstate 95 south of Baltimore will have express toll lanes. The projects will use tolls to regulate traffic by raising or lowering tolls every few

minutes to encourage the optimum number of vehicles on a highway while keeping traffic moving at highway speeds.

Transportation leaders point to the grudging acceptance of HOT lanes and think there is a new openness among Washington-area leaders to tolling the region's way out of its traffic mess.

"I've been surprised by the lack of horror at this idea," Kirby said of tolls. "Ten years ago, people would have said you were out of your mind. Now, people are saying, 'Push a little farther.' No question it's a tough sell politically. But it's becoming much more realistic."

Report on TPB's Regional Value Pricing Study



Presented by
Greg McFarland
NVTC

Value Pricing Study:

Background Information

TPB staff conducted an eighteen-month study to evaluate alternative scenarios for a comprehensive network of variably priced highway lanes in the metro region. Study was funded by a FHWA grant. This was only a study, it was not intended to serve as a proposal.

***Task Force Members**:*

Chair: **Christopher Zimmerman** – Arlington County Board
Lyn Erickson – MDOT
JoAnne Sorenson – VDOT
Rick Rybeck - DDOT
Tom Harrington – WMATA
Catherine Hudgins – Fairfax County Supervisor
Michael Knapp – Montgomery County Council
Tim Lovain – City of Alexandria Council
Phil Mendelson – DC Council

Value Pricing Study:

Scenarios

Scenario A:

- All freeways in region have two VPLs added in each direction
- All HOV lanes converted to VPLs
- Selected arterials outside beltway have one VPL added in each direction
- Only 14th Street Bridge, and Teddy Roosevelt Bridge tolled in District
- Assumes available ROW in District for additional lanes

Scenario B: (changes to Scenario A)

- Adds tolls to all lanes of Chain Bridge, Key Bridge, Memorial Bridge, Frederick Douglas Bridge, Sousa Bridge, E. Capitol St. Bridge, Benning Road Bridge no extra bridge lanes built. Effectively a “cordon” between VA-DC, and southern and eastern MD-DC.
- Removes additional VPLs in District because of lack of ROW
- Converts all regular freeway lanes in District to VPLs (I-395, I-295, Rt. 50)

Value Pricing Study:

Scenarios

Scenario C: (changes to Scenario B)

- Converts all lanes of National Park Service Parkways to VPLs:
  - Baltimore-Washington Parkway
  - George Washington Memorial Parkway
  - Rock Creek Parkway
  - Clara Barton Parkway
  - Suitland Parkway

Potentially fatal flaws to tolling Parkways:

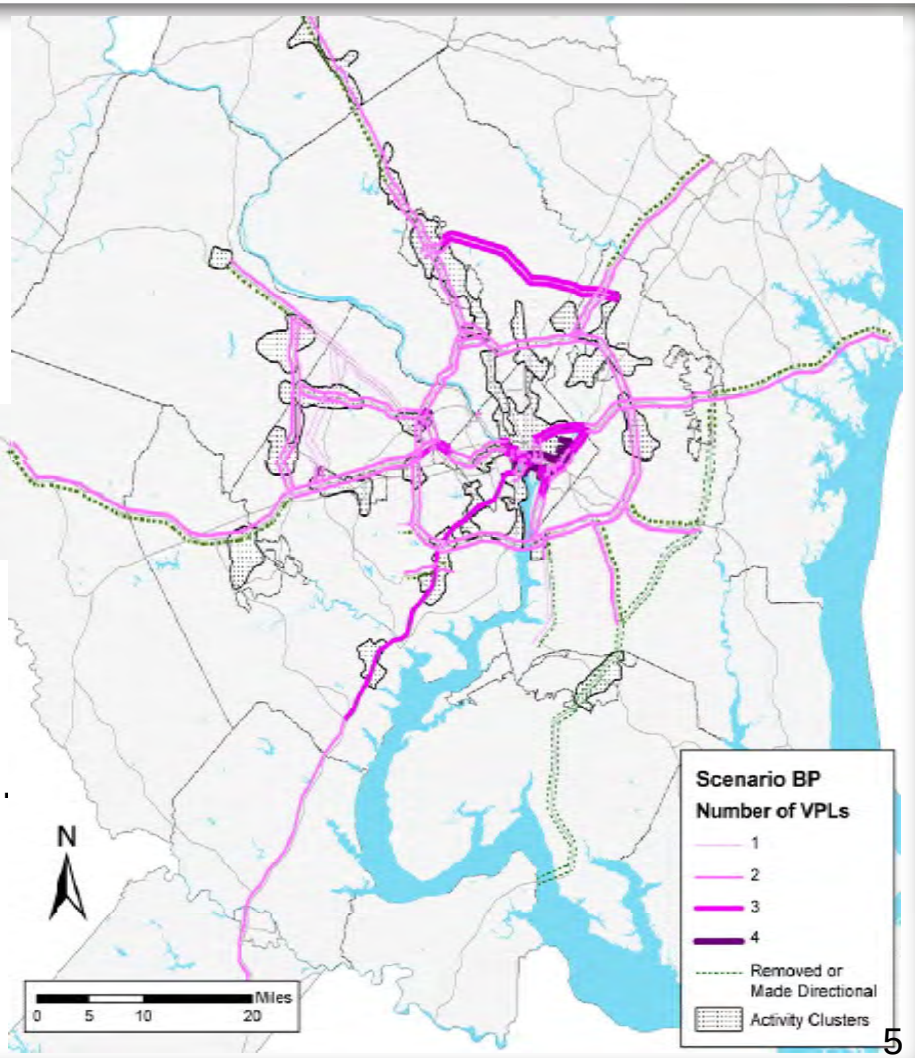
- NPS and others will strongly resist plan
- Eliminates free visitor access to facilities
- Infrastructure may detract from scenic and historic value of facilities
- Federal prohibition against charging fees to visit District's National Parks
- No current mechanism or authority to pass tolls along to other entities
- Roadbeds may not be strong enough for increased transit bus usage

Value Pricing Study:

Scenarios

First round of modeling with Scenarios A, B, and C predicted that many segments of VPLs would be underutilized and therefore those segments were removed from the VPL network. This created Prioritized Scenarios AP, BP, and CP.

Shown is Scenario BP. Dotted green lines represent VPLs removed from Scenario B.



Value Pricing Study:

Scenarios

One of the rationales for VPLs is to provide free-flowing highway lanes which transit can utilize.

Enhanced Transit Scenarios APT and BPT assumed:

- If a bus route has a choice of running on either the VPL or GPL lanes, and if more than 1/3 the route distance can be run on VPL lanes, then the bus route will choose the VPL lanes over the GPL lanes.
- Beltway transit routes not in 2006 CLRP were added
- Transit routes on Rt. 28 and Rt. 7100 not in 2006 CLRP were added
- All above bus routes had headways reduced by 50%
- All above bus run times were cut in half.

Scenario CPT added 16 enhanced or new bus routes along Parkways to capitalize on the benefits of the VPL network.

Value Pricing Study:

Lane Miles Comparison

	CLRP	AP*	BP	CP*
GPLs	2,891	2,891	2,738	2,400
VPLs	155	1,208	1,291	1,629
In MD & DC (as Express Tolls)	102	640	714	934
In VA (as High Occupancy Tolls)	53	569	577	694
24/7 HOV	25	0	0	0
Peak-Only HOV	312	0	0	0
Regional Network of Freeways	3,383	4,099	4,029	4,029
% VPLs	5%	29%	32%	40%
% Increase from CLRP	----	20%	18%	18%

* Scenarios AP and CP are ‘dimmed’ because they are unlikely scenarios

Value Pricing Study:

Measures of Effectiveness

% change from base 2006 CLRP in 2030

	APT*	BPT	CPT*
Regional VMT	1.2%	0.4%	-0.2%
HOV Use	5.4%	5.4%	-0.4%
Transit Use	7.6%	9.7%	9.5%

* Scenarios AP and CP are ‘dimmed’ because they are unlikely scenarios

Value Pricing Study:

Sample of PM Peak Period Tolls, 2010 $

Scenario BP

Downtown DC to VA 28 via I-66	approx. $ 35.00
Downtown DC to VA 123 via I-395 and I-95	approx. $ 27.50
Tysons Corner to VA 28 via DTR	approx. $ 12.00

Value Pricing Study:

Costs and Revenues

(Cost in Billions 2010$)

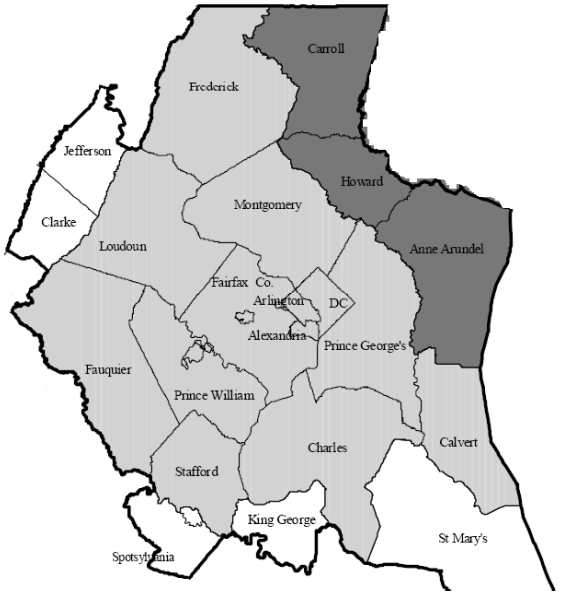
	APT*	BPT	CPT*
181 New Interchanges	$ 27.1	$ 26.5	$ 26.5
646 New VPL lane miles	$ 23.6	$ 21.3	$ 21.3
489 Upgraded/Converted GPL lane miles	$ 1.5	$ 2.2	$ 3.7
20-year transit capital costs	$ 3.0	$ 3.0	$ 3.2
20-year transit operating cost	$ 0.6	$ 0.6	$ 0.7
Total Capital Costs	**$ 55.8**	**$ 53.5**	**$ 55.3**
20-year toll revenues	$ 25.9	$ 37.4	$ 52.4
20-year transit revenues	$ 0.8	$ 0.8	$ 0.9
Revenue shortfall	**$ 29.1**	**$ 15.3**	**$ 2.0**

* Scenarios APT and CPT are ‘dimmed’ because they are unlikely scenarios

Value Pricing Study:

Cost Analysis

Shortfall of VPL network (BPT)	$15,300,000,000
Annual Cost (over 20 years)	$ 765,000,000
Households in expanded COG Region	2,044,000
Average annual cost per household in expanded COG Region	$ 374



Expanded COG region

Value Pricing Study:

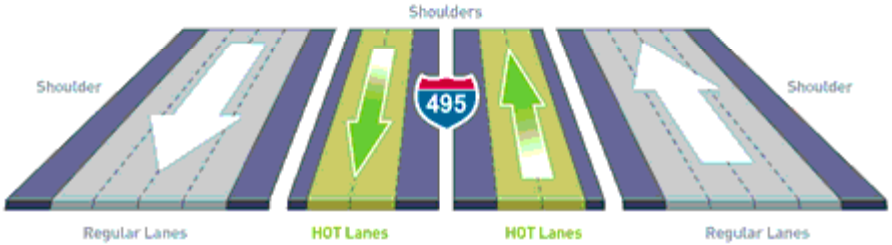
Other Issues

Chokepoints:

- COG modeling cannot reveal queuing problems at VPL-VPL and at VPL-GPL interfaces.
- What happens when VPL drivers try to exit into congested GPL lanes?
- What happens to revenue if HOV vehicles crowd out toll-paying SOVs?

How much capacity does a $53 billion VPL network provide?

- Each VPL lane provides capacity of approx. 1,600 vehicles/hour at V/C = 0.8
- Four VPL lanes on Beltway provides capacity of approx. 6,400 vehicles/hour in a 75' ROW.



- One LRT line provides capacity of approx. 24,000 passengers/hour in a 28' ROW.

Northern Virginia Transportation Commission

NVTC

Agenda Item #11

TO: Chairman Euille and NVTC Commissioners

FROM: Scott Kalkwarf and Colethia Quarles

DATE: March 27, 2008

SUBJECT: NVTC Financial Items for February, 2008

NVTC's financial reports are attached for February, 2008 for your information.

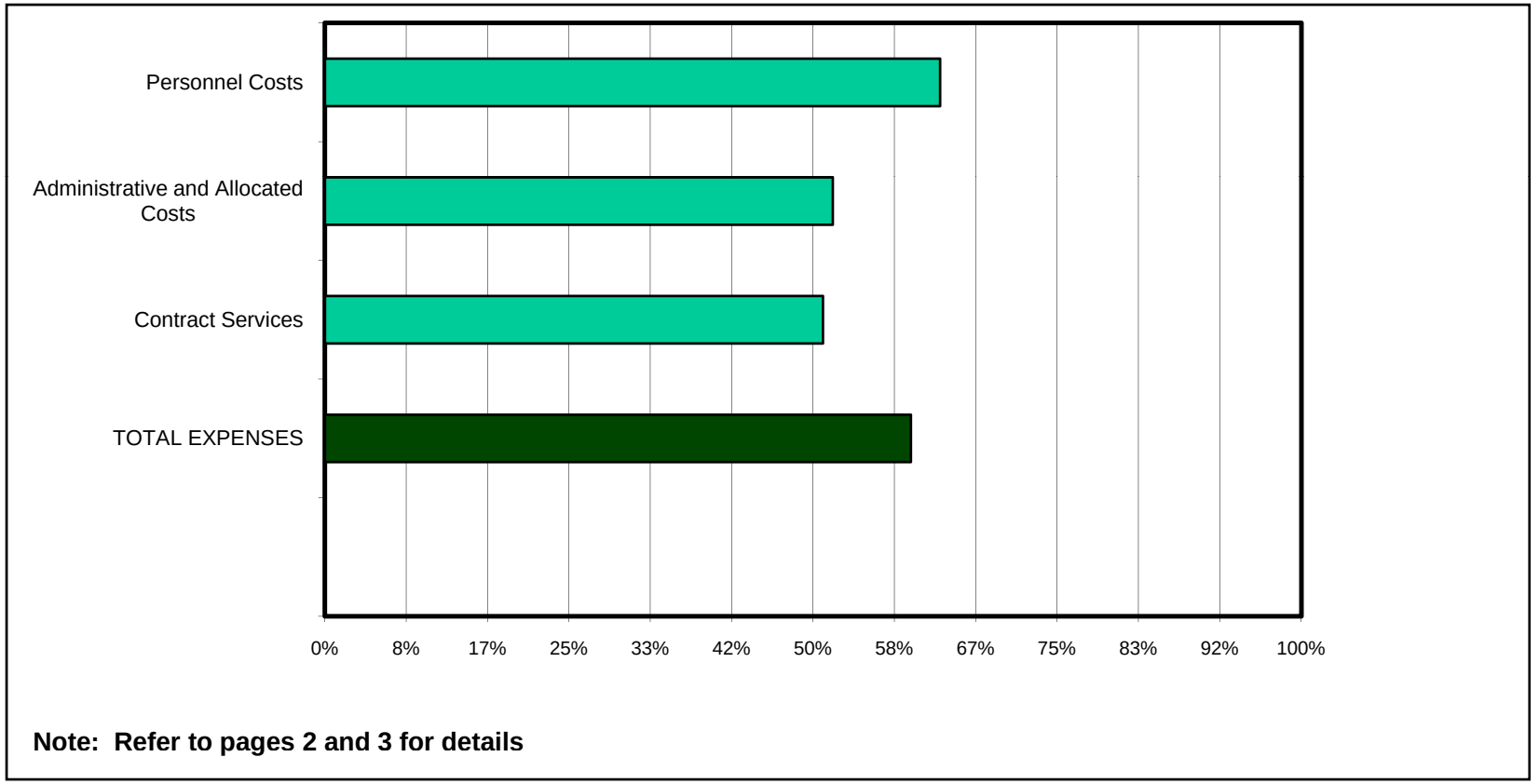
4350 N. Fairfax Drive ● Suite 720 ● Arlington, Virginia 22203
Tel (703) 524-3322 ● Fax (703) 524-1756 ● TDD (800) 828-1120 ● VA Relay Service
E-mail nvtc@nvtdc.org ● Website www.thinkoutsidethecar.org

Northern Virginia Transportation Commission

Financial Reports

February, 2008

Percentage of FY 2008 NVTC Administrative Budget Used
February, 2008
(Target 66.67% or less)



Note: Refer to pages 2 and 3 for details

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
February, 2008

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
Personnel Costs					
Salaries	$ 52,425.98	$ 460,299.27	$ 701,400.00	$ 241,100.73	34.4%
Temporary Employee Services	-	-	1,000.00	1,000.00	100.0%
Total Personnel Costs	52,425.98	460,299.27	702,400.00	242,100.73	34.5%
Benefits					
Employer's Contributions:					
FICA	3,581.44	29,152.53	48,900.00	19,747.47	40.4%
Group Health Insurance	2,754.80	28,410.08	65,750.00	37,339.92	56.8%
Retirement	4,716.00	35,142.00	56,200.00	21,058.00	37.5%
Workmans & Unemployment Compensation	508.81	3,688.56	3,400.00	(288.56)	-8.5%
Life Insurance	262.55	2,130.62	3,750.00	1,619.38	43.2%
Long Term Disability Insurance	523.81	2,066.64	4,450.00	2,383.36	53.6%
Total Benefit Costs	12,347.41	100,590.43	182,450.00	81,859.57	44.9%
Administrative Costs					
Commissioners Per Diem	2,000.00	9,150.00	18,400.00	9,250.00	50.3%
Rents:	*15,305.91*	*117,276.78*	*184,950.00*	*67,673.22*	*36.6%*
Office Rent	14,045.91	110,498.78	173,050.00	62,551.22	36.1%
Parking	1,260.00	6,778.00	11,900.00	5,122.00	43.0%
Insurance:	-	*2,563.00*	*4,400.00*	*1,837.00*	*41.8%*
Public Official Bonds	-	850.00	2,600.00	1,750.00	67.3%
Liability and Property	-	1,713.00	1,800.00	87.00	4.8%
Travel:	*338.95*	*3,520.41*	*16,200.00*	*12,679.59*	*78.3%*
Conference Registration	-	-	2,000.00	2,000.00	100.0%
Conference Travel	338.95	863.19	4,500.00	3,636.81	80.8%
Local Meetings & Related Expenses	-	1,962.22	6,200.00	4,237.78	68.4%
Training & Professional Development	-	695.00	3,500.00	2,805.00	80.1%
Communication:	*798.36*	*6,061.78*	*11,600.00*	*5,538.22*	*47.7%*
Postage	135.65	1,756.50	4,600.00	2,843.50	61.8%
Telephone - LD	202.67	801.68	1,200.00	398.32	33.2%
Telephone - Local	460.04	3,503.60	5,800.00	2,296.40	39.6%
Publications & Supplies	*389.02*	*7,986.41*	*23,800.00*	*15,813.59*	*66.4%*
Office Supplies	-	1,294.72	4,500.00	3,205.28	71.2%
Duplication	389.02	6,191.69	9,300.00	3,108.31	33.4%
Public Information	-	500.00	10,000.00	9,500.00	95.0%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
February, 2008

	Current Month	Year To Date	Annual Budget	Balance Available	Balance %
Operations:	*1,072.45*	*3,428.29*	*25,650.00*	*22,221.71*	*86.6%*
Furniture and Equipment	-	-	12,650.00	12,650.00	100.0%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computers	1,072.45	3,428.29	12,000.00	8,571.71	71.4%
Other General and Administrative	*485.07*	*3,111.40*	*6,800.00*	*3,688.60*	*54.2%*
Subscriptions	-	-	400.00	400.00	100.0%
Memberships	-	966.00	1,700.00	734.00	43.2%
Fees and Miscellaneous	485.07	2,070.40	2,900.00	829.60	28.6%
Advertising (Personnel/Procurement)	-	75.00	1,800.00	1,725.00	95.8%
40th Anniversary	-	-	-	-	0
Total Administrative Costs	20,389.76	153,098.07	291,800.00	138,701.93	47.5%
Contracting Services					
Auditing	-	11,225.00	19,700.00	8,475.00	43.0%
Consultants - Technical	-	-	1,000.00	1,000.00	100.0%
Legal	-	-	1,000.00	1,000.00	100.0%
Total Contract Services	-	11,225.00	21,700.00	10,475.00	48.3%
Total Gross G&A Expenses	$ 85,163.15	$ 725,212.77	$ 1,198,350.00	$ 473,137.23	39.5%

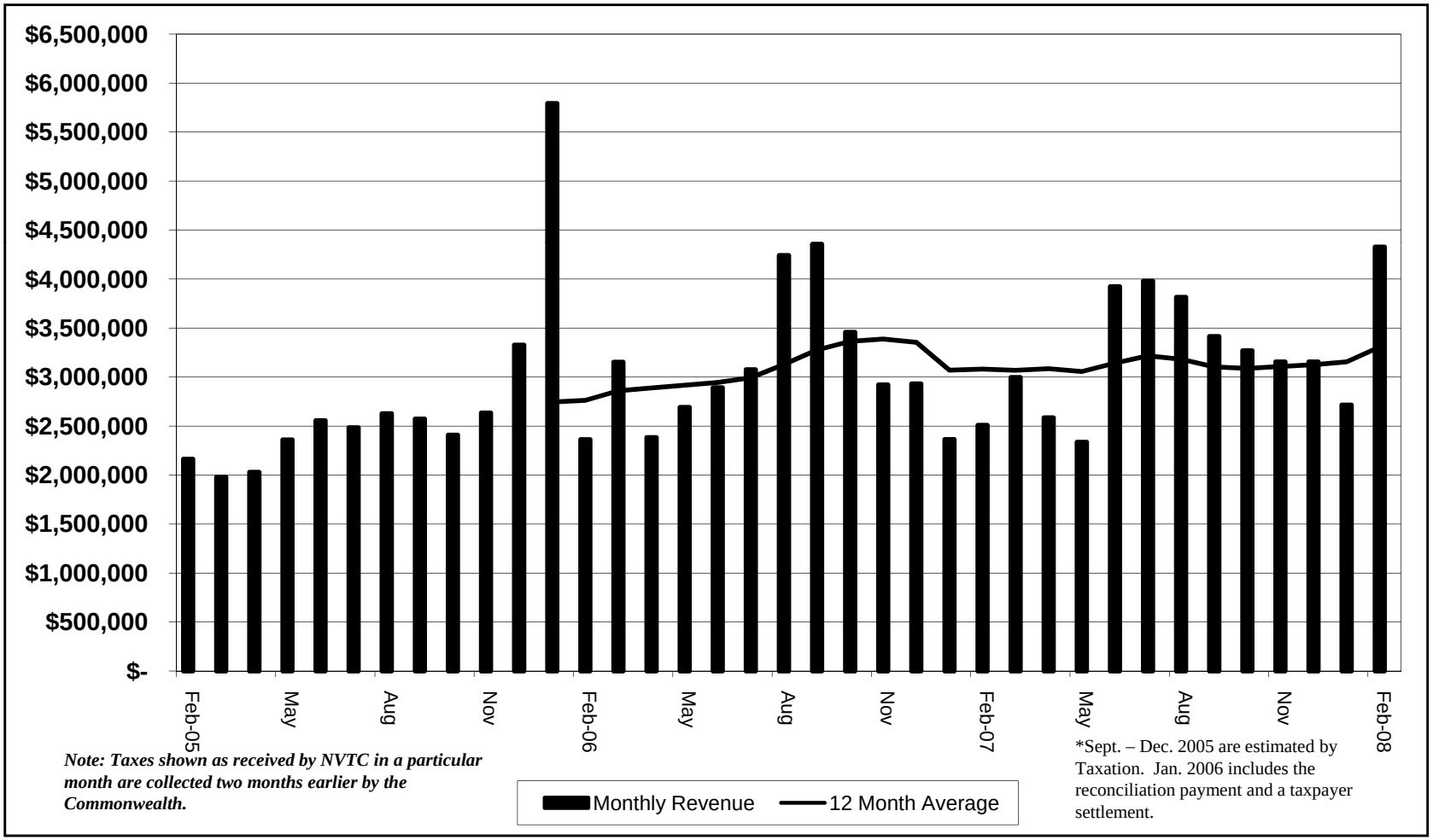
NVTC
RECEIPTS and DISBURSEMENTS
February, 2008

Date	Payer/ Payee	Purpose	Wachovia (Checking)	Wachovia (Savings)	VA LGIP G&A / Project	VA LGIP Trusts
	RECEIPTS					
6	DRPT	Capital grant receipt				$ 963,625.00
8	DRPT	Capital grants receipt				5,997,730.00
8	VRE	Reimbursement for staff support		6,662.05		
8	Staff	Reimbursement of expenses		2.75		
19	DRPT	G&A grant receipt			1,480.00	
20	Dept of Taxation	Motor Vehicle Fuels Sales tax receipt				4,328,854.79
20	DRPT	FTM/Admin grant receipt				4,347,692.00
29	Banks	February interest	-	428.86	1,563.95	329,771.48
			-	7,093.66	3,043.95	15,967,673.27
	DISBURSEMENTS					
1-29	Various	NVTC project and administration	(74,623.16)			
6	City of Fairfax	Other operating				(186,416.36)
15	City of Fairfax	Other operating				(216,219.00)
25	Fairfax County	Other capital				(2,209,000.00)
29	Wachovia Bank	February service fees	(63.13)			
			(74,686.29)	-	-	(2,611,635.36)
	TRANSFERS					
4	Transfer	LGIP to checking	40,000.00		(40,000.00)	
14	Transfer	Savings to checking	25,000.00	(25,000.00)		
28	Transfer	LGIP to checking	35,000.00		(35,000.00)	
			100,000.00	(25,000.00)	(75,000.00)	-
	NET INCREASE (DECREASE) FOR MONTH		$ 25,313.71	$ (17,906.34)	$ (71,956.05)	$ 13,356,037.91

NVTC
INVESTMENT REPORT
February, 2008

Type	Rate	Balance 1/31/2008	Increase (Decrease)	Balance 2/29/2008	NVTC G&A/Project	Jurisdictions Trust Fund	Loudoun Trust Fund
Cash Deposits							
Wachovia: NVTC Checking	N/A	$ 9,799.74	$ 25,313.71	$ 35,113.45	$ 35,113.45	$ -	$ -
Wachovia: NVTC Savings	2.06%	273,675.53	(17,906.34)	255,769.19	255,769.19	-	-
Investments - State Pool							
Nations Bank - LGIP	3.81%	102,367,957.67	13,284,081.86	115,652,039.53	482,396.57	81,449,958.91	33,719,684.05
		$ 102,651,432.94	$ 13,219,533.18	$ 115,942,922.17	$ 773,279.21	$ 81,449,958.91	$ 33,719,684.05

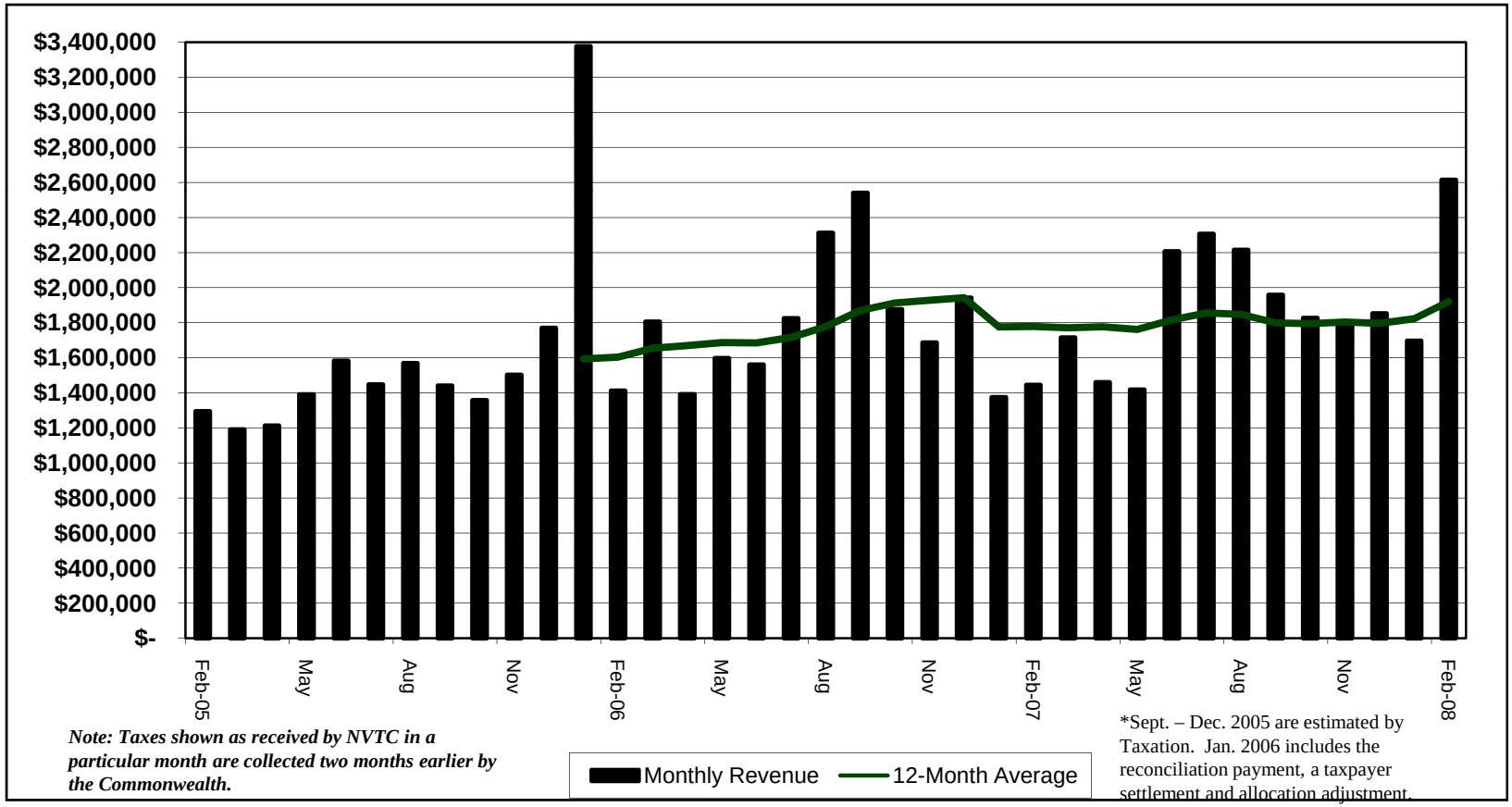
NVTC MONTHLY GAS TAX REVENUE
ALL JURISDICTIONS
FISCAL YEARS 2005-2008



Note: Taxes shown as received by NVTC in a particular month are collected two months earlier by the Commonwealth.

*Sept. – Dec. 2005 are estimated by Taxation. Jan. 2006 includes the reconciliation payment and a taxpayer settlement.

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



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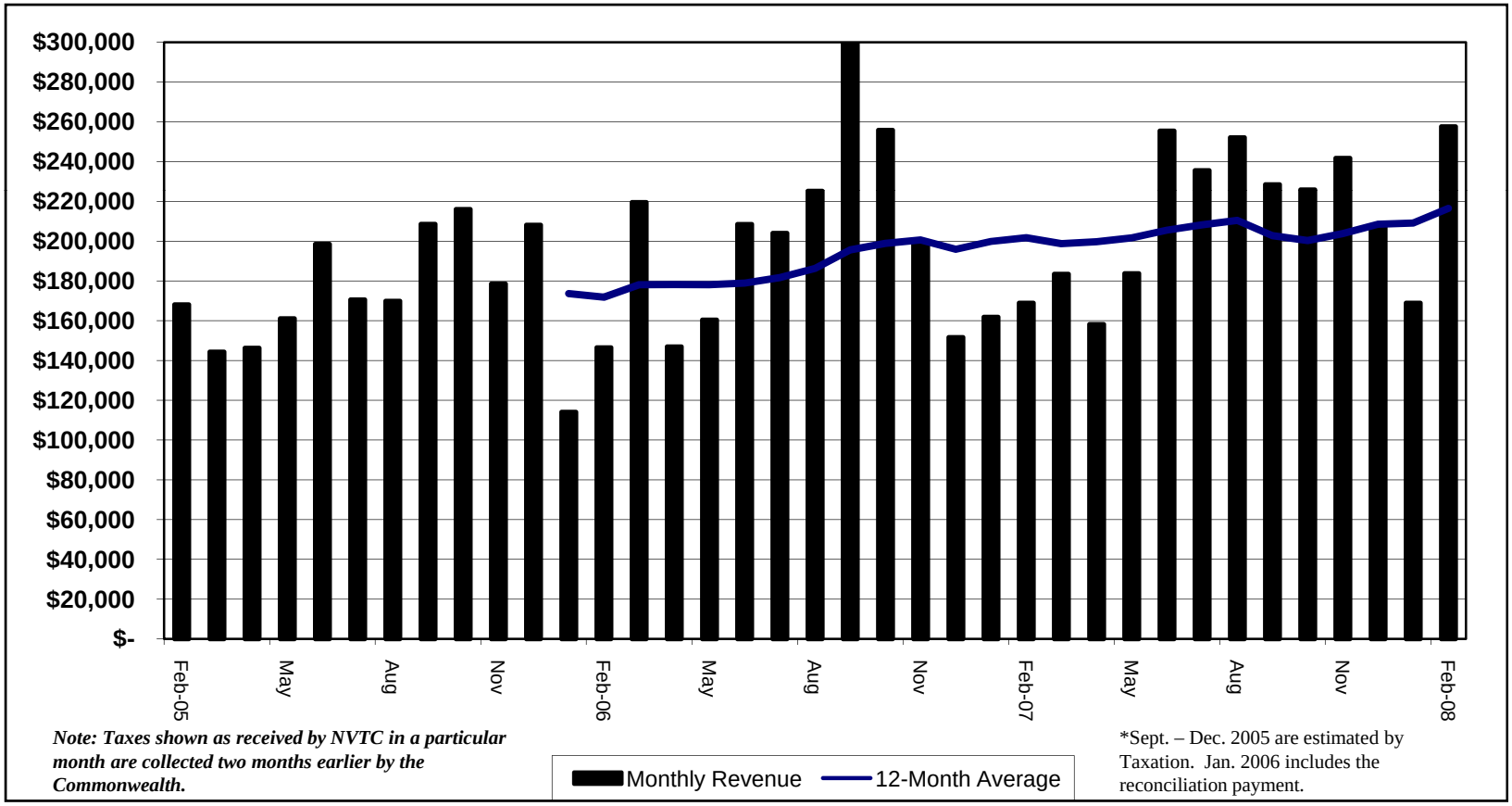
NVTC MONTHLY GAS TAX REVENUE
CITY OF ALEXANDRIA
FISCAL YEARS 2005-2008



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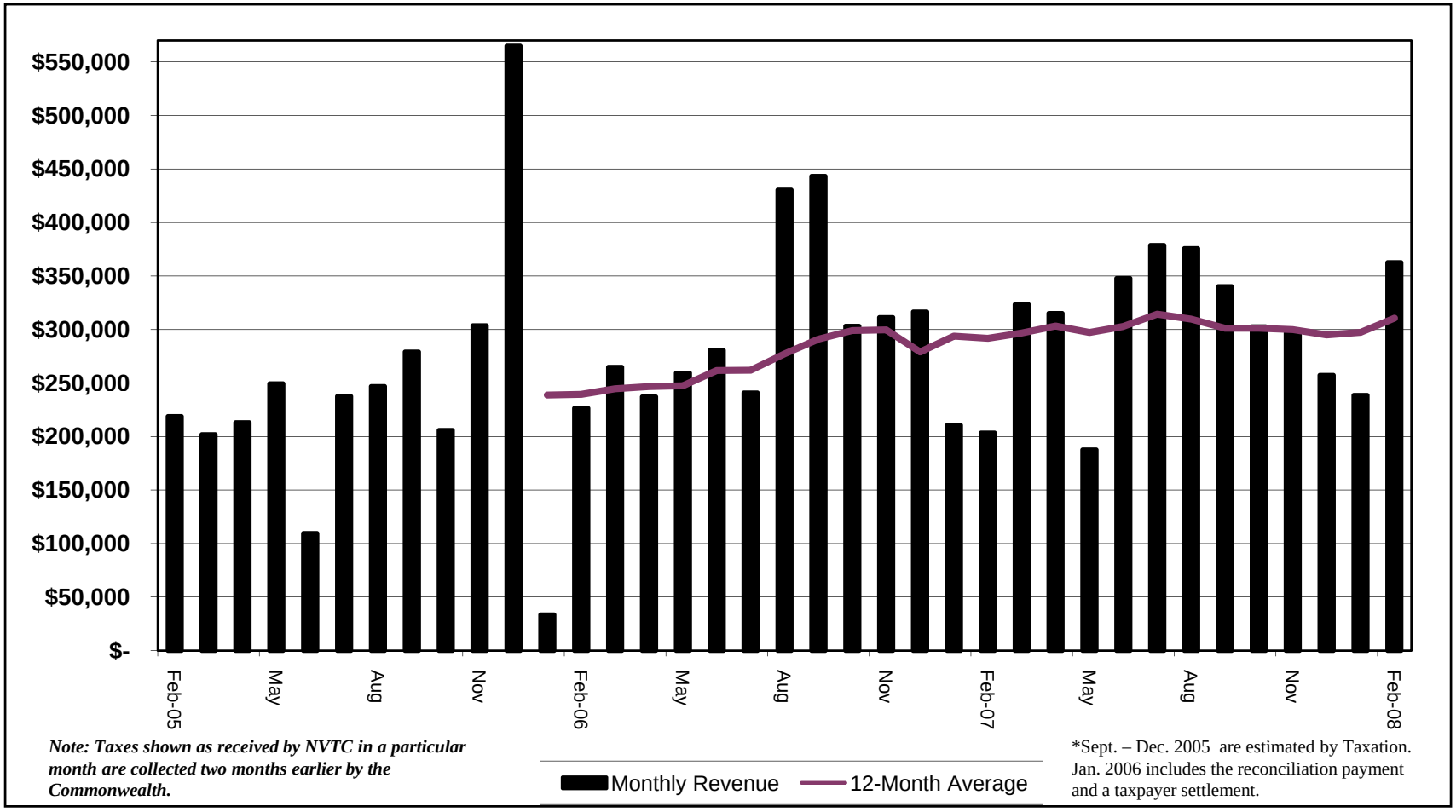
NVTC MONTHLY GAS TAX REVENUE
ARLINGTON COUNTY
FISCAL YEARS 2005-2008



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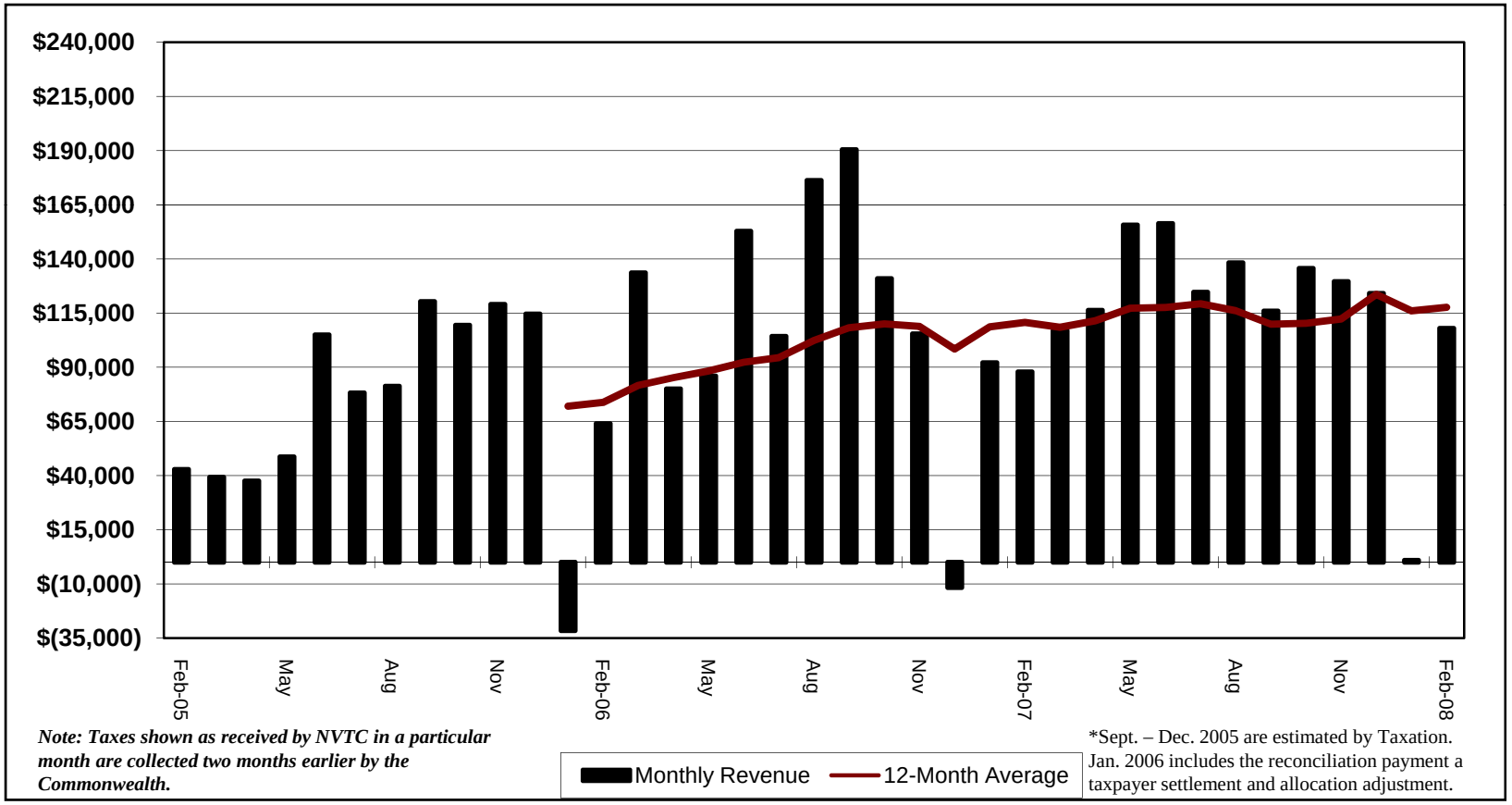
NVTC MONTHLY GAS TAX REVENUE
CITY OF FAIRFAX
FISCAL YEARS 2005-2008



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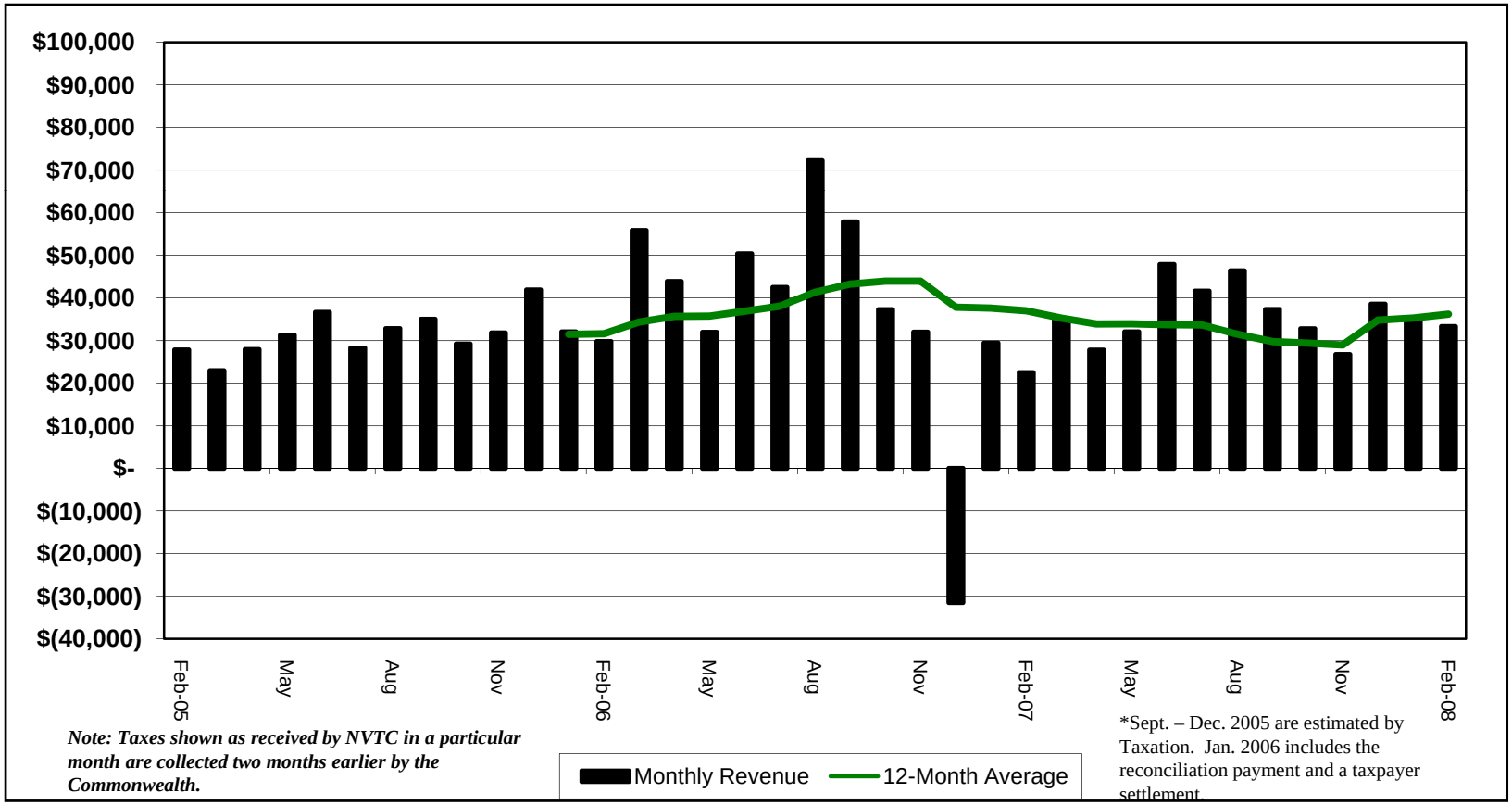
NVTC MONTHLY GAS TAX REVENUE
CITY OF FALLS CHURCH
FISCAL YEARS 2005-2008



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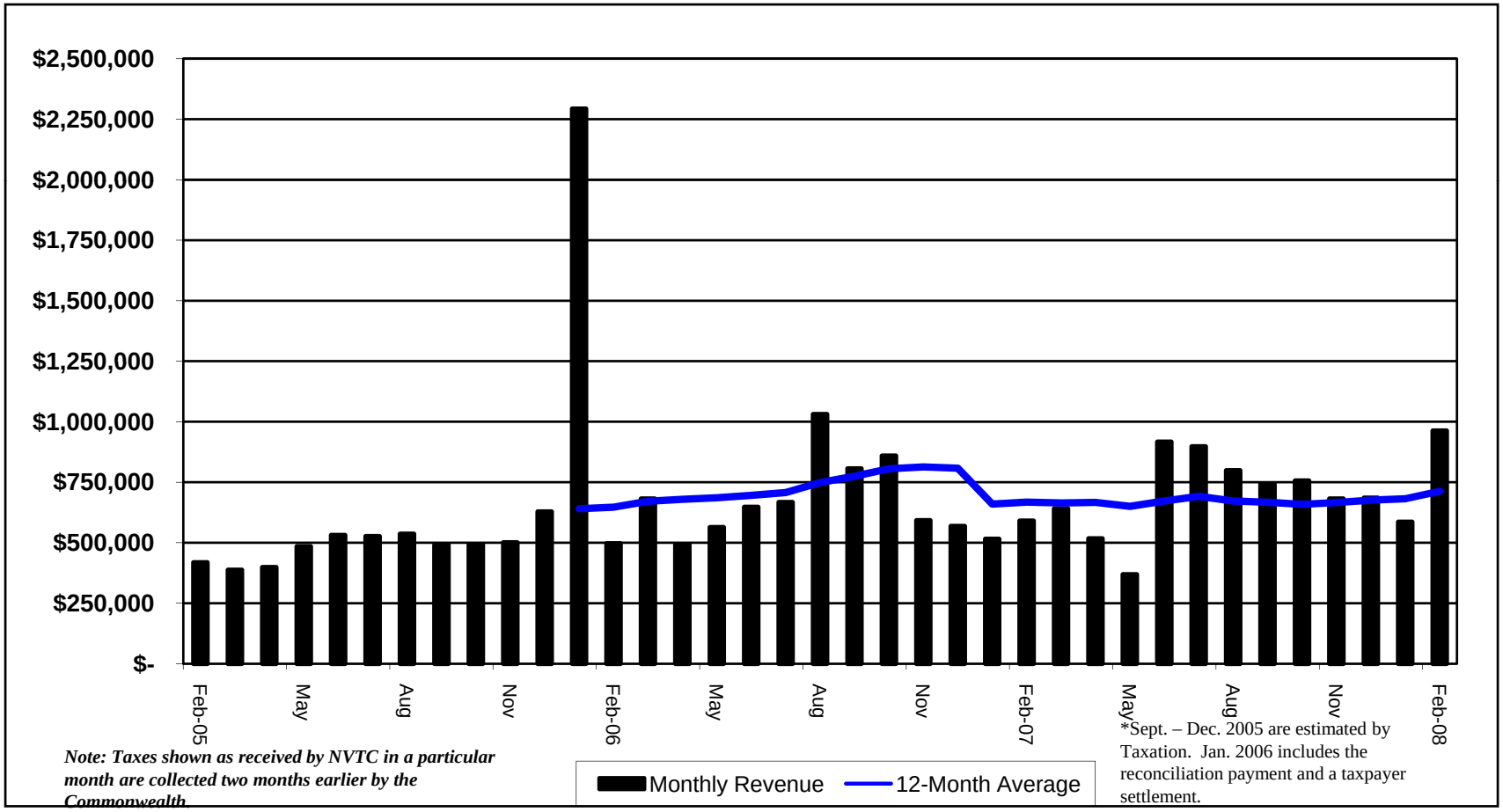
NVTC MONTHLY GAS TAX REVENUE
LOUDOUN COUNTY
FISCAL YEARS 2005-2008



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