

NVTC COMMISSION MEETING

THURSDAY, MARCH 6, 2008

NVTC CONFERENCE ROOM

8:00 P.M.

AGENDA

Note: A buffet supper will be provided for attendees.

1. Oath of Office for New Commissioner.

Recommended Action: Chairman Euille will administer the oath to Jeffrey McKay.

2. Minutes of the NVTC Meeting of February 7, 2008.

Recommended Action: Approval.

3. Grant Application for Alexandria

Alexandria staff has asked NVTC to apply for earmarked federal funds on behalf of the city.

Recommended Action: Approve Resolution #2098.

4. SmartTrip Farebox Contract Revision

Contract provisions for final testing of SmartTrip fareboxes require modifications.

Recommended Action: Authorize NVTC's executive director to execute contract revisions to redefine testing provisions with no change in contract cost.



5. I-95/395 HOT Lanes

PRTC has written to Governor Kaine expressing concerns about the timing of a request to FHWA for environmental clearance relative to the completion of a safety review. Another concern is the anticipated minimum speeds.

Recommended Action: Authorize Chairman Euille to send a letter to Governor Kaine supporting PRTC's positions.

6. VRE Items.

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

7. Legislative Items.

A progress report will be provided on General Assembly actions.
Discussion Item.

8. Metro Items.

A. Status of Rail to Dulles.

B. Recent Metrorail Ridership in Northern Virginia.

Discussion Item

9. Status of Regional Light Rail Studies/ Projects.

Staff will provide an update on studies and projects underway in the region.

Information Item.

10. National Transportation Studies and Research

A. National Surface Transportation Policy and Revenue Study Commission: Transportation for Tomorrow.

B. National Surface Transportation Infrastructure Financing Commission's Interim Report.

C. Oregon's Mileage Fee Concept and Road User Fee Pilot Program.

D. Tax Foundation Rankings of Virginia's Tax Burden.

E. State Greenhouse Gas Emissions: Comparison and Analysis.

F. Guaranteed Ride Home Research.

G. Are Driverless Pods the Future?

H. Advocates: Pushing for Changes in Transit.

I. Growing Cooler: The Evidence on Urban Development and Climate Changes.

J. I-95 Satellite Traffic-Report Network.

K. BART Tries Pay By-Phone System.

Information Item.

11. NVTC Financial Reports for January, 2008.

Information Item.

AGENDA ITEM # 1

MEMORANDUM

TO: Chairman Euille and NVTC Commissioners
FROM: Rick Taube
DATE: February 28, 2008
SUBJECT: Oath of Office for New NVTC Commissioner.

Chairman Euille will administer the following oath to Jeffrey McKay, Fairfax County Supervisor for the Lee District.

I do solemnly swear that I will support the Constitution of the United States and the Commonwealth of Virginia and that I will faithfully discharge all the duties incumbent upon me as a member of the Northern Virginia Transportation Commission, according to the best of my ability.



AGENDA ITEM #2

MINUTES
NVTC COMMISSION MEETING – FEBRUARY 7, 2008
GENERAL ASSEMBLY BUILDING – RICHMOND, VIRGINIA

The meeting of the Northern Virginia Transportation Commission was called to order by Chairman Euille at 5:35 P.M.

Members Present

Sharon Bulova
Kelly Burk
Gerald Connolly
William D. Euille
Pat Herrity
Corey Hill (DRPT)
Catherine M. Hudgins
Mary Hynes
Paul Smedberg
David F. Snyder
Christopher Zimmerman

Members Absent

David Albo
Chip Badger
Adam Ebbin
Jay Fisette
Joe May
Thomas Rust
Scott Silverthorne
Mary Margaret Whipple

Staff Present

Steve Maclsaac (VRE)
Kala Quintana
Richard K. Taube
Dale Zehner (VRE)



Oath of Office for New NVTC Commissioners

Chairman Euille administered the oath of office to three new commissioners: Kelly Burk (Loudoun County), Pat Herrity (Fairfax County), and Mary Hynes (Arlington County). Commissioners welcomed them to NVTC.

Chairman Euille acknowledged Secretary of Transportation Pierce Homer and thanked him for attending NVTC's meeting.

Minutes of the NVTC Meeting of January 3, 2008

On a motion by Mr. Connolly and a second by Mr. Zimmerman, the commission unanimously approved the minutes. The vote in favor was cast by commissioners Bulova, Burk, Connolly, Euille, Herrity, Hill, Hudgins, Hynes, Smedberg, Snyder and Zimmerman.

Joint Procurement of NVTC/ VRE Auditors

Chairman Euille reported that NVTC/VRE's auditors have served for five years and a new joint competitive procurement is needed. NVTC and VRE will sign separate contracts with the recommended firm. NVTA and other local/ regional agencies also will be eligible to contract with the selected firm.

Mrs. Hynes moved, with a second by Mr. Smedberg, to authorize NVTC staff to issue a request for proposals for an audit firm for the next three years with two additional two-year options. The vote in favor was cast by commissioners Bulova, Burk, Connolly, Euille, Herrity, Hill, Hudgins, Hynes, Smedberg, Snyder and Zimmerman.

VRE Items

Report from VRE's Operations Board and Chief Executive Officer. Mrs. Bulova urged commissioners to read the minutes of the Operations Board meeting. Mr. Zehner reported that VRE ridership continues to climb approximately four percent every month. VRE is working to reach and maintain on-time performance in the 90 percent range. Public hearings on the proposed fare increase are scheduled during March and April.

Locomotive Manufacturing Contract Award. Mrs. Bulova stated that the VRE Operations Board recommends approval of Resolution #2094, which would authorize VRE's CEO to execute a contract with Motive Power Inc. of Boise, Idaho for two locomotives plus an option for 18 additional locomotives. The two locomotives will cost up to \$9,634,396 including contingency. If executed, options for additional locomotives will have a lower base cost although an escalator clause will also apply. The total project cost is up to \$86,647,000 and subsequent funding from HB 3202 regional funds and other resources is expected to lead to the ultimate purchase of all 20 units.

Mrs. Bulova moved, with a second by Mr. Zimmerman, to approve Resolution #2094 (copy attached). The vote in favor was cast by commissioners Bulova, Burk, Connolly, Euille, Herrity, Hill, Hudgins, Hynes, Smedberg, Snyder and Zimmerman.

VRE Locomotive Construction Engineering and Inspection. Mrs. Bulova stated that the VRE Operations Board recommends approval of Resolution #2095. This resolution would authorize VRE's CEO to execute a contract with STV Group Inc., doing business as STV Group Incorporated of Fairfax, Virginia, to perform construction engineering and inspection services for up to 20 locomotives to be procured by VRE. The amount of the STV contract is up to \$4,145,920 including contingency. STV is providing similar services for VRE's ongoing railcar purchase. The locomotive inspection contract will cost VRE 4.3 percent of the purchase price of the locomotives. The STV railcar inspection contract cost 4.2 percent.

Mrs. Bulova moved, with a second by Mr. Connolly, to approve Resolution #2095 (copy attached). The vote in favor was cast by commissioners Bulova, Burk, Connolly, Euille, Herrity, Hill, Hudgins, Hynes, Smedberg, Snyder and Zimmerman.

Sale of 10 Gallery Cars. Mrs. Bulova explained that the VRE Operations Board recommends approval of Resolution #2096, which would authorize VRE's CEO to sell 10 Gallery cars to the Regional Transit Authority of Nashville, Tennessee. The VRE Operations Board was shown a confidential copy of the amount of the bid. It is not being divulged publicly at this time because of potential negotiations with other bidders for the remaining 10 cars. It will become public after NVTC and PRTC have both approved the sale. VRE is currently receiving new bi-level railcars at the rate of five per month and needs to sell these Gallery cars as there is no available storage space for them.

On a motion by Mrs. Bulova and a second by Mr. Smedberg, the commission unanimously approved the resolution (copy attached). The vote in favor was cast by commissioners Bulova, Burk, Connolly, Euille, Herrity, Hill, Hudgins, Hynes, Smedberg, Snyder and Zimmerman.

NVTC's FY 2009 State Grant Application

Chairman Euille reported that for FY 2009, NVTC is eligible for over \$287 million of state transit operating and capital assistance for WMATA, VRE and NVTC's jurisdictions' local bus systems. Staff has submitted the application to meet the February 1, 2008 deadline set by the Virginia Department of Rail and Public Transportation. Resolution #2097 would approve the application.

On a motion by Mr. Connolly and a second by Mr. Zimmerman, the commission unanimously approved the resolution (copy attached). The vote in favor was cast by commissioners Bulova, Burk, Connolly, Euille, Herrity, Hill, Hudgins, Hynes, Smedberg, Snyder and Zimmerman.

Support for the Dulles Rail Project

Mr. Connolly stated that in light of the recent declaration that FTA does not favor the Dulles project, it is important for NVTC to reaffirm its long standing position of support for this project and to urge FTA to provide a full funding grant agreement. Resolution #2098 would accomplish this. Chairman Euille reported that many of the jurisdictions and WMATA have passed similar resolutions. Mr. Connolly stated that the Northern Virginia Regional Commission (NVRC) unanimously, with one abstention, voted on a similar resolution.

Mr. Connolly moved, with a second by Mr. Smedberg, to approve the resolution (copy attached).

Mr. Snyder expressed his strong support for this action. He stated that it is important to note that the federal government needs to step up and play its role to provide critical infrastructure and funding at the level that was assumed earlier.

In response to a question from Mr. Smedberg, Mr. Connolly stated that Governor Kaine wrote a compelling letter to USDOT Secretary Peters, which included a chronology of the project showing FTA approval and concurrence over a long period of time. Secretary Homer stated that this is a tough project and the process has been difficult. The issue is whether the federal government is going to participate in a major infrastructure investment in the region. Senator Warner has become involved in the project.

Ms. Hudgins stated that it is important that NVTC reaffirms what has happened with this project over the past several years as it has gone through the approval process. By doing this, it will reiterate to the community that we are not rethinking the project but going through the normal approval process. The process has not changed the commitment that the region has made. There might be some confusion from the rhetoric.

Mr. Herrity stated that he will have to abstain from the motion for a number of reasons, but primarily due to the unfunded infrastructure and the burden it would be to Fairfax County and its taxpayers.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Bulova, Burk, Connolly, Euille, Hill, Hudgins, Hynes, Smedberg, Snyder and Zimmerman. Mr. Herrity abstained.

Safety and Enforcement on I-95/395 HOT Lanes Project

Mr. Snyder expressed his appreciation that the project manager decided to bring in additional expert assistance on the safety issues, which are very important.

NVTC Financial Items for December, 2007

The financial report was provided to commissioners and there were no questions.

New NVTC Business

Mr. Herrity stated that the completion of the Fairfax County Parkway is critical to BRAC. It is his understanding that the Memorandum of Agreement (MOA) has now been approved by the Commonwealth Transportation Board and signed by the Army, but not yet signed by the Commonwealth of Virginia or the Federal Highway Administration. Secretary Homer stated that the MOA is on the desk of the Federal Highway Administration's Chief Counsel. It is a three-way agreement that needs to be signed, but that will not hold up the project. It should be signed within a week or so. As far as he knows, there are no outstanding issues that will keep it from getting signed by the three parties.

Recess for the NVTA Meeting

Chairman Euille stated that NVTC will take a recess so that the Northern Virginia Transportation Authority can convene its meeting, which will be followed by a joint session with NVTC and NVTA to receive a progress report on legislative actions occurring during the ongoing General Assembly Session. He handed the gavel over to NVTA Chairman Zimmerman at 5:50 P.M.

At 6:15 P.M., NVTC reconvened its meeting with NVTA Chairman Zimmerman returning the gavel to NVTC Chairman Euille. Commissioners Burk and Herrity were not present.

Legislative Items

Mrs. Bulova moved, with a second by Mr. Smedberg, that NVTC go on record opposing the legislation that would replace proffers with impact fees and raise the grantor tax, as discussed by Mr. Frederick during the NVTA meeting. The vote in favor was cast by commissioners Bulova, Connolly, Euille, Hill, Hudgins, Hynes, Smedberg, Snyder and Zimmerman.

Tom Biesiadny gave an overview of legislative activity occurring in the General Assembly Session. He reported that both houses have approved legislation to remove the abusive driver fees; \$400 million built into VDOT's six-year program would be impacted. This will also have an impact on local governments with urban formulas as well as those with secondary formulas, if the funds are not replaced. Mr. Connolly asked if there is any chance that other legislation with revenue substitutions will pass. Mr. Biesiadny replied that there is a chance that the Senate may approve some kind of revenue package. Mr. Connolly expressed his concern that it is not only the loss of this revenue but also the transfer of money from construction/maintenance and the anticipated loss of federal revenue, which is declining. This could be a triple hit which would be devastating to the Commonwealth of Virginia and its six-year plan.

Mr. Snyder expressed his opinion that instead of taking away the abusive driver fees, a better solution would be to have the fees apply to out-of-state drivers as well as in-state drivers. Penalizing all bad drivers is a good idea. Repealing these fees leaves a big gap in the transportation funding, which is critical. The revenue needs to be made up in some way.

Mr. Biesiadny reported that two bills that would have changed the structure of the Hampton Roads Authority are now dead. Also, there are two pedestrian safety bills that are still alive and both will be up for debate on February 8th. Revenue sharing bills were passed out of committee. Lastly, there are other bills that could impact revenues (HB 361 and the Cosgrove bill). Mr. Connolly stated that NVTA voted to oppose these bills during its meeting.

Mr. Biesiadny stated that HB 1123 would exempt public service corporations' easements and properties other than their facilities/buildings from additional commercial property taxes, which were permitted with HB 3202.

Mr. Connolly moved that NVTC go on record opposing this legislation on the principle that would divert or diminish NVTA's resources. However worthy this exemption is, other entities will seek similar exemptions in the future and will whittle away at NVTA's revenue source. Mr. Smedberg seconded the motion. The vote in favor was cast by commissioners Bulova, Connolly, Euille, Hill, Hudgins, Hynes, Smedberg, Snyder and Zimmerman.

Mr. Smedberg asked about the two pedestrian bills. Mr. Biesiadny replied that he is cautiously optimistic that they will pass, but they are expected to be close votes.

Mr. Snyder stated that NVTC needs a process in place to react quickly to changes in legislative activity. Mr. Taube responded that NVTC's Legislative Committee, chaired by Mr. Connolly, can react quickly.

Adjournment

On a motion by Mr. Connolly and a second by Mr. Smedberg, the commission unanimously voted to adjourn. Chairman Euille adjourned the meeting at 6:30 P.M.

Approved this 6th day of March, 2008.

William Euille
Chairman

Gerald Connolly
Secretary-Treasurer

NVTC Northern Virginia Transportation Commission

RESOLUTION #2094

SUBJECT: Locomotive Manufacturing Contract Award.

WHEREAS: On April 20, 2007 the VRE Operations Board authorized the issuance of a Request for Proposals (RFP) for the acquisition of new locomotives;

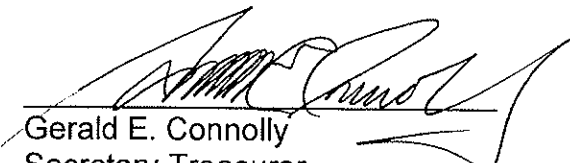
WHEREAS: That RFP was issued on August 20, 2007;

WHEREAS: Proposals were received on November 30, 2007; and

WHEREAS: A selection committee evaluated the proposals and conducted interviews with all candidates.

NOW, THEREFORE, BE IT RESOLVED THAT the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to award a contract to **Motive Power, Inc, of Boise, Idaho** for the manufacture of **two** new locomotives in the amount of **\$8,758,542 plus a contingency of \$875,854 for a total amount not to exceed \$9,634,396.**

Approved this 7th day of February, 2008.


Gerald E. Connolly
Secretary-Treasurer

William Euille
Chairman



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RESOLUTION #2095

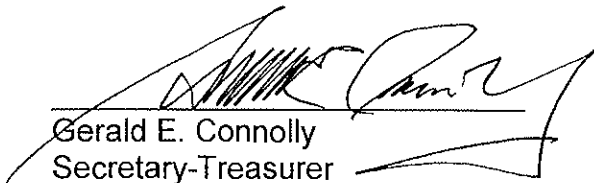
SUBJECT: VRE Locomotive Construction Engineering and Inspection.

WHEREAS: VRE has contracted for the manufacture of new diesel-electric locomotives; and

WHEREAS: VRE requires the services of engineering professionals to oversee the manufacturing contract to ensure compliance with specifications.

NOW, THEREFORE, BE IT RESLVED THAT the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to enter into a contract with **STV Incorporated dba STV Group Incorporated of Fairfax, Virginia** for construction engineering and inspection services for the purchase and manufacture of up to 20 diesel-electric locomotives in the amount of **\$3,769,000, plus a contingency of \$376,920, for a total amount not to exceed \$4,145,920.**

Approved this 7th day of February, 2008.


Gerald E. Connolly
Secretary-Treasurer

William Euille
Chairman





RESOLUTION #2096

SUBJECT: Sale of 10 Gallery Cars.

WHEREAS: In March, 2007 the VRE Operations Board granted authority to sell up to 25 Gallery railcars in anticipation of the new railcar delivery that began in December, 2008;

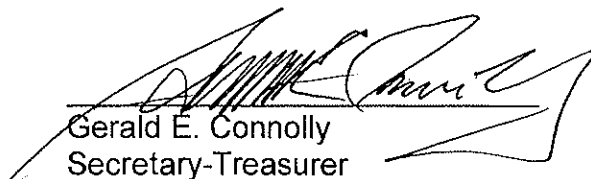
WHEREAS: VRE received an offer to purchase 10 gallery cars; and

WHEREAS: No federal or state interest will remain these cars at the time of sale.

NOW, THEREFORE, BE IT RESOLVED THAT the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to sell 10 Gallery cars to the Regional Transit Authority of Nashville, Tennessee, in an amount provided confidentially to and approved by the VRE Operations Board (and which will be made public following action by NVTC and PRTC); and

BE IT FURTHER RESOLVED THAT *this sale is contingent upon disposition approval from the Federal Transit Administration and will not occur until such approval is received.*

Approved this 7th day of February, 2008.


Gerald E. Connolly
Secretary-Treasurer

William Euille
Chairman





RESOLUTION #2097

SUBJECT: Approval of FY 2009 NVTC and VRE State Administrative/FTM, Capital, and Related Grant Applications and Authority to Apply for Funds from the Commonwealth Transportation Board, Federal Transit Administration and other Grant Agencies.

WHEREAS: The Northern Virginia Transportation Commission (NVTC) wishes to obtain state and federal grants to help defray NVTC, WMATA, local bus systems and Virginia Railway Express (VRE) operating and capital costs; to conduct a further demonstration of a new method for predicting bus arrival times and to support a VRE intern.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission's executive director is authorized, for and on behalf of NVTC and its members, 1) to execute and file an application to the Virginia Department of Rail and Public Transportation (DRPT), for grants of public transportation assistance for the fiscal year 2009 commencing July 1, 2008 in the amount of \$160,668,331 to defray the public transportation cost of NVTC and its members for administration, fuels, tires, lubricants and maintenance parts at a matching ratio of 95%; 2) to accept from DRPT grants in such amounts as may be awarded; and 3) to furnish DRPT such documents and other information as may be required for processing the grant request;

BE IT FURTHER RESOLVED that NVTC's executive director is authorized, for and on behalf of NVTC and its members, 1) to execute and file an application to DRPT, for grants of public transportation assistance for FY 2009 for capital expenses in an amount that will not exceed \$95,032,846 to defray up to 95 percent of the costs borne by NVTC and its members for equipment, facilities and the associated expenses of any approved capital grant; 2) to revise the capital portion of the application to reflect refined estimates by WMATA or local governments when they become available; 3) to accept from DRPT grants in such amounts as may be awarded; and 4) to furnish to DRPT such documents and other information as may be required for processing the grant request;



RESOLUTION #2097

BE IT FURTHER RESOLVED that NVTC's executive director is authorized, for and on behalf of NVTC and PRTC and their members, 1) to execute and file FY 2009 VRE applications to DRPT and to seek up to \$17,619,474 for FTM and administrative costs and up to \$13,801,058 for capital; 2) to revise the application to reflect refined estimates by VRE; 3) to accept from DRPT grants in such amounts as may be awarded; and 4) to furnish to DRPT such documents and other information as may be required for processing the grant request;

BE FURTHER RESOLVED that NVTC's executive director is authorized, for and behalf of NVTC and its members, 1) to execute and file an application to DRPT for a grant of financial assistance in the amount of \$30,000 to defray 95 percent of the cost of a further demonstration of a low-cost bus arrival time prediction system; 2) to accept from DRPT grants in such amounts as may be awarded; and 3) to furnish DRPT such documents and other information as may be required for processing the grant request;

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

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

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

RESOLUTION #2097

Approved this 7th day of February, 2008.

A handwritten signature in black ink, appearing to read 'Wm Euille', written over a horizontal line.

William Euille
Chairman

Gerald E. Connolly
Secretary-Treasurer



RESOLUTION #2098

SUBJECT: Request for Federal Funding of the Dulles Rail Project.

WHEREAS: The Northern Virginia Transportation Commission (NVTC) was created in 1964 by the Virginia General Assembly in part to plan for and fund the transit system of the Washington Metropolitan Area Transit Authority (WMATA);

WHEREAS: NVTC appoints Virginia's members of WMATA's Board of Directors under the terms of WMATA's Interstate Compact;

WHEREAS: Since its creation, NVTC has followed closely the evolution of studies and proposals to extend rail service to Dulles International Airport along the Dulles Access Road corridor through Tysons Corner and has been instrumental in evaluating many of those efforts, culminating in the current proposal now under consideration by the Federal Transit Administration (FTA);

WHEREAS: NVTC has examined a letter from FTA to Virginia's Governor Kaine dated January 24, 2008 in which Administrator James Simpson expresses "serious concerns whether it would be appropriate to continue further investment of Federal New Starts funds in this project....;" and

WHEREAS: NVTC has also examined letters of response from the Fairfax County Board of Supervisors, Northern Virginia Regional Commission, and Northern Virginia Transportation Authority, among others.

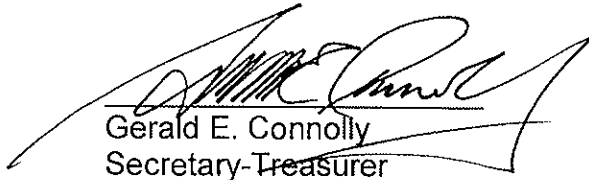
NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission expresses its utmost support for timely federal funding of the Dulles Rail Project at the requested level of \$900 million;

BE IT FURTHER RESOLVED that NVTC endorses and associates itself with the reasons for this support expressed in the letters of response from the elected officials and agencies listed above; and



BE, IT FURTHER RESOLVED that NVTC particularly wishes to emphasize the project management skills of the Metropolitan Washington Airports Authority; the traffic congestion relief to be provided by the project; the regional connectivity to Dulles Airport and federal facilities; the enhanced emergency relief capability so clearly demonstrated by WMATA on September 11, 2001; the economic development stimulus which, contrary to the implications in Mr. Simpson's letter, is a very positive consideration; the overwhelming public support documented by repeated public opinion polls; the air quality benefits; the significant non-federal funding share of about 80% and the cap on federal funding at \$900 million thereby mitigating federal risk; and the absolute commitment to maintain WMATA as a premier public transit system as evidenced by over three decades of strong financial commitments and by Northern Virginia's recent actions to provide \$50 million annually of additional guaranteed funding.

Approved this 7th day of February, 2008.



Gerald E. Connolly
Secretary-Treasurer



William Euille
Chairman

MEMORANDUM

TO: Chairman Snyder and NVTC Commissioners

FROM: Adam McGavock

DATE: February 28, 2008

SUBJECT: Alexandria Section 5309 Grant Application.

The commission is asked to approve Resolution #2098. This resolution authorizes 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 of 2007, the commission approved similar grant applications on behalf of Alexandria, specifically for the Crystal City/Potomac Yards project. These grants will cover additional projects. Local matching funds will be provided by Alexandria and the Commonwealth of Virginia.

Amount	Fiscal Year	Purpose
\$990,000	2006	Alexandria Transit Service Bus Stop Improvements
\$475,893	2006	Eisenhower Intermodal Station Improvements
\$226,710	2006	Potomac Yard Transit Improvements
\$226,710	2006	Eisenhower Valley Pedestrian and Transit Imps.
\$1,919,313		

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

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



RESOLUTION #2098

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; and



RESOLUTION #2098 cont'd

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

MEMORANDUM

TO: Chairman Eulle and NVTC Commissioners
FROM: Adam McGavock
DATE: February 28, 2008
SUBJECT: SmarTrip Farebox Contract Revision

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 System Integrity Test.

The Data System Integrity Test 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 the Northern Virginia agencies, the Data System Integrity Test (DSIT) would ensure that the equipment installed by Cubic was working properly, by means of a 30-day audit and revenue reconciliation period. In actuality, there was significant in-service testing performed at DASH, and several Northern Virginia transit agencies do not feel that the additional Data System Integrity Test is necessary.

Staff seeks permission to modify the provisions of the Data System Integrity Test 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. Before the attached contract revision is executed, it will be reviewed by NVTC legal counsel.



Testing. CTS will conduct a Data System Integrity Test (DSIT) at each local bus system during a 30-day period after installation and prior to final acceptance of fareboxes and garage revenue collection systems. This test will compare actual revenues by garage with those shown by the CTS computer systems. ***Agencies may opt out of this testing by providing written notice to NVTC.*** To the extent that first article, installation, in-service qualification (ISQT) and revenue maintainability and accuracy tests (RMAT) are not performed by WMATA and CTS on items to be purchased by NVTC, the provisions of Contract FJ 5872, Volume 2, Section 16 shall apply and testing of such items shall be conducted by CTS to NVTC's satisfaction.

NVTC

Northern Virginia Transportation Commission

Agenda Item #5

TO: Chairman Euille and NVTC Commissioners
FROM: Rick Taube
DATE: February 28, 2008
SUBJECT: I-95/395 HOT Lanes

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. VDOT is scheduling a workshop on the subject in mid-March.

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 45mph.

After examining and discussing the attached material, NVTC may wish to authorize Chairman Euille to write to support PRTC's concerns. NVTA is expected to be asked to consider doing the same.



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February 21, 2008

The Honorable Timothy M. Kaine
Governor of Virginia
State Capitol
Richmond, VA 23219

Dear Governor Kaine:

On behalf of the Potomac and Rappahannock Transportation Commission (PRTC), I want to make you personally aware of "safety and enforcement" concerns the Commission has about the proposed I-395/I-95 HOT lanes project, and urge that no further project approvals be sought from the Federal Highway Administration (FHWA) before these concerns have been adequately addressed.

Transportation Secretary Homer has been informed of our concerns (most recently in a letter I sent him dated January 17th; copy enclosed for your reference) and, as described in letters dated January 16th and 18th (also enclosed for your reference), the Commission has been informed that it is the Secretary's and VDOT Commissioner Ekern's intention to retain Halcrow, Inc., an internationally recognized expert in such matters, to "develop specific technical, operational, and performance requirements that will be incorporated into any public-private agreement" in response to these concerns.

The Commission welcomes the Halcrow effort, and believes that the findings of that effort are important to account for before project approvals by the FHWA are sought. Because the Halcrow effort is only now getting started, however, the Commission is troubled by reports that VDOT could be asking the FHWA as early as next month to make a finding that the requirements of National Environmental Policy Act (NEPA) for the northerly segment of the project have been fulfilled. Such a determination would be premature, in the Commission's view, since the Halcrow findings conceivably could warrant changes to the project scope as now proposed.

Recognizing the significance of this upcoming federal action, the Commission has sought clarification of the timing of the FHWA request in relation to the Halcrow effort, but the intentions are still unclear. Consequently, the Commission concluded it would be wise to communicate with you directly to urge that the pursuit of an FHWA approval be deferred until the Halcrow effort is completed. As you know, this interstate facility generally and its HOV lanes more particularly is a vital artery in Northern Virginia, and plans to alter it are arousing a great deal of concern. Assurances that safety considerations are paramount will ring hollow if a federal approval is sought before the Halcrow findings have been accounted for.

The Commission also wants you to be aware that discussions about operating speeds in the proposed HOT lanes during the General Assembly session have rekindled another long-standing concern. Before describing the particular exchange in the General Assembly session that precipitated this, a bit of background would be helpful.

By VDOT's own telling, prevailing peak period average operating speeds in the I-395/I-95 HOV lanes are significantly higher than the "45 mph minimum speed" standard SAFETEA-LU mandates for permitting HOV-to-HOT lanes conversions, so the "speed" performance standard that VDOT and Fluor/Transurban will ultimately agree-upon contractually is a matter of great interest to PRTC and other users of the HOV lanes. Speeds and the time saving advantages of the HOV lanes are their primary appeal, and thus PRTC has long advocated that the "speed" performance standard be set to sustain prevailing HOV speeds if the lanes are tolled as proposed – anything less would be a degradation of service, lengthening commuting time and eroding the time saving advantage.

PRTC has repeatedly tried to engage VDOT on this subject, seeking an understanding of what "speed" performance standard is contemplated, and responses have been evasive. Indeed, we understand that a "speed" performance standard has not been set as yet for the beltway HOT lanes project, for which there is an already consummated comprehensive agreement. In light of the importance of this issue and VDOT's evasiveness, Senator Barker introduced a legislative proposal to mandate a standard during the current session.

While Senator Barker's bill was not voted out of committee, observations made by VDOT staff during the committee hearing on the bill were telling and troubling. Reacting to the possibility of a standard as high as 55 mph (in contrast to the original language of the bill that would have established a standard of 45 mph), VDOT staff opined that a 55 mph average speed "is going to be too difficult..." and "may discourage companies from partnering with VDOT". The idea of raising the standard to something higher than 45 mph arose when legislators became aware of the prevailing speeds in the HOV lanes and the existence of a 45 mph standard in SAFETEA-LU. Since it appears that VDOT would have not have objected to the bill if the standard were 45 mph (inasmuch as a 45 mph standard is compulsory under federal law), VDOT's observations at the hearing can only be "read" to mean that VDOT intends for this standard to be no higher than what SAFETEA-LU requires.

The Honorable Timothy M. Kaine

February 21, 2008

Page 3

From PRTC's perspective, the public-private partnership must be structured to ensure that legitimate public interests are safeguarded. The average speed designated as the performance standard must be carefully chosen with these public interests foremost in mind. Opting for a 45 mph standard simply because that's what SAFETEA-LU allows as a minimum is not a reasonable basis for a decision of this importance – there needs to be a careful analysis of (and public discussion about) how the choice of a speed performance standard affects travel times, HOT lanes usage, and toll revenue, so the tradeoffs are clearly understood before a “speed” performance standard is chosen. As I indicated earlier, prevailing speeds in the HOV lanes are significantly higher than 45 mph.

Thank you for your anticipated understanding and attention to these matters. I should add that the Commission is also in communication with USDOT Secretary Mary Peters and the Northern Virginia Congressional Delegation to insure that they too are aware of these concerns.

Sincerely,

Francis C. Jones
Chairman

Enclosures: As stated

cc: (w/ enclosures):
Transportation Secretary Pierce Homer

Potomac
News
.com

HOT lanes to average 45 mph

By LILLIAN KAFKA
lkafka@manassasjm.com
Friday, February 8, 2008

RICHMOND - If High Occupancy Toll lanes are placed on Interstates 395 and 95 in Northern Virginia, their operator would only be required to maintain the road to assure average speeds of 45 mph.

The Virginia Senate Transportation Committee decided not to up that average speed to 55 on Thursday.

"We believe it is going to be too difficult to maintain that 55 mph average speed," said Keith Martin, policy director at the Virginia Department of Transportation. "It may discourage companies from partnering with us."

Or, he added, it could raise the variable rate tolls even higher than they could already increase as the HOT lanes become more congested.

Transurban is an Australian company that is negotiating with the Virginia Department of Transportation to expand and extend existing High Occupancy Vehicle lanes to the Massaponax exit on I-95. If their negotiations result in a final agreement, Transurban could lease the lanes for about 80 years. HOV customers and buses would ride free - single occupancy vehicles would be charged a per-mile variable rate that has no limit.

Sen. George Barker, D-Clifton, said even though the Transportation Committee let his SB 720 die without a motion, he's hopeful that concerns from Prince William County commuters will be considered by agency officials.

Car pool and slug commuters have said they are worried that single drivers will pay to get onto the HOT lanes and the additional cars will clog the existing HOV facility. The congestion will deter others from using the slug system, they say, because it could get as slow as the regular lanes.

"I believe we should give our commuters, who are doing the right thing now, some assurance that we will not make their HOV commute worse," Barker told the committee.

"Without such a provision in that contract there will be an incentive to slow down traffic there to get more cars into the HOT lanes," he said. "If the average operating speed is 45, they can fit more people in at a higher cost per mile."

Sen. Patricia S. Ticer, D-Alexandria, said she did not believe the concerns of the Prince William County commuters were valid.

"I don't know that there are many guarantees in this life, but I'm not sure that a guaranteed speed limit in our area is one of those," Ticer told the committee. "I don't think this is going to improve the situation at all."

Barker said it should be easy to maintain the 55 mph average speed because hybrid cars would no

longer get a free pass, and additional lanes will add more capacity. Increased enforcement and high-tech tolling systems should crack down on violators, too, cutting existing use by half, he said.

"Despite what Keith Martin was saying, 55 mph is easily achievable," Barker said during a phone interview on Thursday. "The traffic moves there [between Springfield and Va. 234] freely now."

Representatives from Transurban and Fleur both said Barker's concerns were unnecessary and that average speeds were best left to be negotiated by the private companies and VDOT.

Barker said despite his legislation's failure, he'd continue to pressure agency officials to address this concern.

I-95/395 HOV Data
prepared for HOT Lanes Transit Advisory Group, 1/11/07

Fall 2006 Travel Times on I-95/395 HOV Lanes

Route	Distance	HOV Travel Time	Non-HOV Travel Time	HOV Time Savings	HOV Avg Speed	NON-HOV Avg Speed
I-395/95 Corridor						
Northbound in AM (measured 6:00-8:30 am)						
Entire HOV Route	28 miles	30	81	51	56	21
I-395 inside Beltway	10 miles	12	30	18	49	20
I-95 outside Beltway	18 miles	18	51	33	62	22
Southbound in PM (measured 3:30-5:00 pm)						
Entire HOV Route	28 miles	25	53	28	67	33
I-395 inside Beltway	10 miles	9	12	3	68	49
I-95 outside Beltway	18 miles	16	41	25	67	28

HOV lane volumes from 6-9 am

Measured at Glebe Road Station, fall 2006

	Vehicles	Psns	Percent	
LOV (less than 3)	1930	2100	7%	
HOV 3+	7150	20,770	66%	* Assumes 25 pass/bus number are rounded to nearest t hybrids at 17-18%
vanpools	220	2640	8%	
transit	254	5,850	19%	
	9,550	31,360		
<i>Conventional lanes</i>	<i>20,170</i>	<i>22,870</i>		

Measured at Newington, fall 2006

	Vehicles	Psns	Percent	
LOV (less than 3)	3090	3,630	15%	
HOV 3+	4980	14,235	60%	* Assumes 26.5 pass/bus hybrids at 17-21%
vanpools	280	3360	14%	
transit	97	2,570	11%	
	8,450	23,800		
<i>Conventional lanes</i>	<i>18,200</i>	<i>18,930</i>		

revised 1/11/07

VDOT NOVA District Spring 2007 HOV Summary

	AM HOV Restricted Period				AM Peak Hour				
	Total Vehicles	HOV Vehicles	Conventional Lanes	Total Persons	HOV Persons	Conventional Lane Persons	Total Persons	HOV Persons	Conventional Lane Persons
I-95 at Newington	9,069	5,580	17,798	26,464	22,231	18,861	13,497	12,039	6,615
I-395 at Glebe	9,243	5,704	21,613	33,070	28,307	25,540	13,943	12,154	8,609
I-66 Outside the Beltway	5,051	3,729	17,693	10,721	9,399	20,007	3,118	2,852	4,708
I-66 Inside the Beltway	7,989	5,422	NA	16,495	13,928	NA	8,500	7,380	NA
Dulles Toll Road									

AM HOV Restricted Period - HOV Volumes Summary							
	Tot. Veh.	HOV Veh	LOV Veh	Hybrids	% Hybrids	Non-HOV	Peak Hour Volume
I-395 at Glebe	9,243	5,704	3,539	1,581	17%	1,958	1981/lane
I-95 at Newington	9,069	5,580	3,489	1,345	15%	2,144	2008/lane
I-66 Inside the Beltway	7,989	5,422	2,567	NC	NA	2,567	2016/lane
I-66 Outside the Beltway	5,051	3,729	1,322	NC	NA	1,322	1400/lane
Dulles Toll Road							

Spring 2007 Travel Times on HOV Lanes						
Route	Distance	HOV Travel Time (min.)	Non-HOV Travel Time (min.)	HOV Time Savings (min.)	HOV Avg Speed	Non-HOV Avg Speed
I-395/95 Corridor Northbound in AM						
Entire HOV Route	28 miles	31	82	51	55	22
I-395 inside Beltway	10 miles	12	35	23	50	18
I-95 outside Beltway	18 miles	19	47	28	58	25
I-66 Corridor Eastbound in AM						
Entire HOV Route	27 miles					
I-66 inside Beltway	9 miles					
I-66 outside Beltway	18 miles					
Dulles Toll Road Corridor Eastbound in AM						
Entire HOV Route	23 miles					
Rte. 28 to I-66	15 miles					
I-66 to Washington DC	8 miles					

All travel times represented in minutes, speeds in mph.

February 21, 2008

The Honorable Mary E. Peters
Transportation Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Peters:

On behalf of the Potomac and Rappahannock Transportation Commission (PRTC), a Northern Virginia regional public transit provider of bus and commuter rail services, I am writing to ensure that you and your colleagues at the Federal Highway Administration (FHWA) are fully aware of concerns that PRTC has about the proposal to convert the I-395/I-95 HOV lanes in Northern Virginia to HOT lanes (and also extend these lanes some 28 miles further south as HOT lanes). This is a PPTA project that the Virginia Department of Transportation (VDOT) and its private sector partner Fluor/Transurban have been advancing (hereinafter referred to as “the HOT lanes project”). The PRTC Board wants to ensure that “HOT-lanes project” studies which are in progress or about to begin are completed and carefully considered before the FHWA renders any “approval” decision.

As you know, authority to approve the conversion of HOV lanes to HOT lanes on this interstate facility resides with the Federal Highway Administration (FHWA), and reportedly the FHWA will soon be asked to make one of the early-on determinations in that approval process – whether the requirements of the National Environmental Policy Act (NEPA) have been satisfied. Environmental studies necessary to fulfill NEPA requirements are being done in two parts (mirroring the planned staging of the project) – studies focused on the northerly segment and studies focused on the southerly segment. The studies on the northerly segment are further advanced, and VDOT may soon be seeking a determination by the FHWA that this segment qualifies for a categorical exclusion (CE).

Because PRTC’s bus routes serve Washington, D.C. and surrounding Virginia locales for commuters residing in Prince William County, the cities of Manassas and Manassas Park, as well as residents of neighboring jurisdictions who drive or are dropped off in our service area, many of our routes use the I-395/I-95 HOV lanes, so we have

The Honorable Mary E. Peters

February 21, 2008

Page 2

first-hand knowledge of conditions in the HOV lanes and have followed with keen interest the evolution of the HOT lanes project. PRTC has been an active participant in the development of a companion transit service improvement plan and has provided carefully considered reactions to various other facets of the project during the public participation process.

The looming NEPA determination will naturally rely heavily on the findings of related study efforts but, like any NEPA-related analysis, the views of affected communities/stakeholders also play an important part. Consequently, it is important for the FHWA to know that important questions about the northerly segment have been asked by PRTC that have not been answered as yet, the most significant of which are described in a letter I sent to Virginia Transportation Secretary Homer that is enclosed for your perusal (attachment one).

As the letter details, PRTC's questions pertain largely (but not exclusively) to safety and enforcement aspects of the HOT lanes project. Two letters directly related to these questions have been received by PRTC (also enclosed; attachment two), asserting that these matters are being carefully assessed and pledging that VDOT will be independently contracting Halcrow, Inc. (a nationally recognized expert in these areas), to "develop specific technical, operational, and performance requirements that will be incorporated into any public-private agreement" in response to these concerns.

PRTC welcomes the Commonwealth's apparent intention to thoroughly address these concerns, and the independent analysis that VDOT is asking Halcrow to perform is especially welcome. Why then, you might ask, do we feel it necessary to send you this letter? The answer is that PRTC believes these questions are of sufficient importance that they warrant answers before the FHWA is asked to render a NEPA-determination. Since the Halcrow effort is only now beginning, reports that VDOT may be preparing to seek a NEPA determination by the FHWA in the near future, before the Halcrow work is completed, is naturally cause for concern.

Accordingly, I have expressed these same views to Governor Kaine (attachment three), urging that he direct Secretary Homer to defer the pursuit of any NEPA-related determination by the FHWA until the Halcrow analysis is completed and publicly reviewed, so that modifications to the HOT lanes project as may be required can be made before FHWA renders a decision. I informed Governor Kaine that I would be communicating with you as well, so that you and your FHWA colleagues are fully aware

The Honorable Mary E. Peters
February 21, 2008
Page 3

of the situation. My sincere hope is that the Governor will conclude that deferral as described is in the public interest, and that the Halcrow analysis will be truly independent.

Thank you for your consideration. I will keep you apprised of further developments. I am also taking the liberty of copying members of Northern Virginia's Congressional delegation and my fellow Chairs of the Northern Virginia Transportation Authority (NVTA) and the Northern Virginia Transportation Commission (NVTC) so they too are fully aware.

Sincerely,

Francis C. Jones
Chairman

Enclosures: As stated

cc: (w/enclosures):
Senator John Warner
Senator Jim Webb
Representative Thomas Davis, III
Representative James Moran
Representative Rob Wittman
Representative Frank Wolf
Governor Timothy Kaine
Virginia Transportation Secretary Pierce Homer
NVTA Chairman Christopher Zimmerman
NVTC Chairman William Euille



January 16, 2008

Mr. Christopher Zimmerman, Chairman
Northern Virginia Transportation Authority
4031 University Drive, Suite 200
Fairfax, Virginia 22030

Mr. William D. Euille, Chairman
Northern Virginia Transportation Commission
4350 North Fairfax Drive
Arlington, Virginia 22203

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

01/16/08

Gentlemen:

The development and implementation of High Occupancy Toll (HOT) lanes is new to Virginia. The Virginia Department of Transportation (VDOT), as the owner of the highways, is leading their development and implementation in a careful and deliberate manner. For example, the Capital Beltway HOT Lanes agreement has just been signed after five years of evaluation, collaboration, and negotiation. Without the private commitment, this project would not become a reality.

The second project, the proposed I-95/I-395 HOT lanes project, is currently in the environmental review/planning phase of development. The environmental process by its very nature is independent of any particular solution. As part of this process and as stewards of the public trust, VDOT and the Department of Rail and Public Transportation are working collaboratively to ensure that the project will enhance from a capacity, operational, and safety perspective the use of I-95/I-395 by the public. We are ever mindful that the public includes single-occupancy vehicles, buses, vanpools, and carpools (including sluggers). Because of this broad perspective, we moved early to create a Transit Advisory Committee which has just released its first findings.

In reviewing the Committee's work and the comments and questions of the Northern Virginia Transportation Commission, Northern Virginia Transportation Authority, Potomac and Rappahannock Transportation Commission, other groups, and citizens, it is clear that we need to focus additional resources on further defining the safe operations of the I-95/I-395 HOT

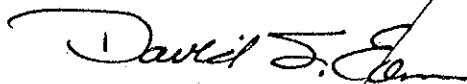
January 16, 2008

Page Two

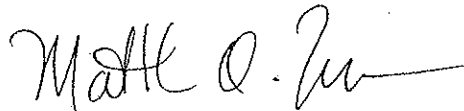
lanes. VDOT has tasked Halcrow, Inc., an internationally recognized expert in this area, to lead this effort. Halcrow will work with VDOT and the Department of Rail and Public Transportation to develop specific technical, operational, and performance requirements that will be incorporated into any public-private agreement. As the requirements are considered, modeling and simulation of their impact will be developed when feasible. Furthermore, the Commonwealth's current HOV and toll enforcement activities will also be available to the HOT lanes. We assure you that the public will be kept informed of this work and the various requirements.

We want to be very clear. Whether it be the Capital Beltway HOT Lanes or the I-95/I-395 HOT Lanes, VDOT is charged with making sure that they are operated in a safe and efficient manner that meets the demands of the traveling public. Our private partners have expertise in this area which we will all benefit from but the ultimate responsibility for defining these requirements rests with the Commonwealth.

Sincerely,



David S. Ekern
VDOT Commissioner



Matthew O. Tucker
DRPT Director

Copy: The Honorable Pierce R. Homer

January 17, 2008

The Honorable Pierce R. Homer
Secretary of Transportation
Commonwealth of Virginia
Patrick Henry Bldg., 3rd Floor
1111 East Broad Street
Richmond, VA 23219

Dear Mr. Secretary:

On behalf of the Potomac and Rappahannock Transportation Commission (PRTC), I am writing to inform you of the Commission's continuing, serious concerns about "safety" and "enforcement" issues associated with the proposed I-395/I-95 HOT lanes project. I'll preface my discussion of these concerns by acknowledging PRTC's receipt of a letter dated January 16, 2008 that VDOT Commissioner David Ekern and DRPT Director Matthew Tucker sent jointly sent to PRTC, NVTC, and NVTA, informing the recipients of VDOT's and DRPT's intention to "focus additional resources on further defining safe operations", with the help of a recognized expert (Halcrow, Inc.). We view this as a very positive step, and we hope the observations made later in this letter serve the constructive purpose of providing a fuller elaboration of the issues PRTC believes the VDOT / DRPT / Halcrow effort needs to address.

The views expressed in this letter account for the content of Fluor / Transurban's most recent presentation to PRTC, which occurred on January 3rd (a copy of that presentation is enclosed for your ease of reference). With regard to safety, PRTC is especially concerned about the sub-standard width travel lanes and shoulders from the northernmost end of the proposed project southward to Prince William County, and most particularly inside the beltway where the widths are most constricted and where a shoulder on one side of the roadway would be all but eliminated.

By Fluor/Transurban's telling, safety concerns should be allayed by the fact that "emergency pull-offs/enforcement bays" are envisioned at intermittent locations, coupled with unspecified plans for rapid response to incidents when they arise. As the Fluor/Transurban presentation I've enclosed describes, six such pull-offs/enforcement bays are foreseen along the more than eight mile stretch inside the beltway, meaning that they will be 1.25 miles apart on average. Thus vehicles experiencing mechanical or other problems that necessitate stopping while they are in the lanes will have to either navigate

their way to the nearest of these bays if possible or content themselves with pulling off on the shoulder if the nearest bay is beyond their reach. Moreover, with the bay on one side of the three proposed lanes, vehicles needing to pull over will have to traverse as many as two travel lanes to access the shoulder or the bay depending on where they are.

Our safety concerns are especially acute in relation to bus operations, since our bus fleet consists of 102-inch wide vehicles (exclusive of the rear-view mirrors on both sides of the bus, which protrude outward approximately six inches on each side). With a planned shoulder width as narrow as nine feet, a bus in a stopped state on a shoulder would barely fit, and there would be no room whatsoever for passengers to exit the bus if they had to for emergency reasons. Bear in mind that with the bus door on the opposite side of the bus from where the operator sits, opening the door to allow passengers to exit could mean passengers having direct exposure to traffic in a travel lane depending on which way the bus is traveling and which side of the road the shoulder or bay resides.

Fluor/Transurban representatives have expressed confidence that a condition like this would be for a very short duration, since a "rapid response to incidents" capability is planned and, once the incident response team arrives, a travel lane could be temporarily blocked to create more of a refuge area. When asked what a rapid response means, however, Fluor/Transurban's representatives demurred, indicating that this is a subject requiring further analysis and negotiation. Indeed, we understand that a performance standard for response time has yet to be defined for the beltway HOT lanes project, which as you know is much further along in development.

For all of these reasons, at the January 3rd PRTC meeting, VDOT and Fluor/Transurban representatives were urged to:

- Complete a risk analysis of the proposed project, and disclose the results for public review and comment; and
- Provide accident history data for HOT lanes already in existence, differentiating between facilities that are Fluor and/or Transurban-affiliated and those that are not.

Building on what was said at the January 3rd meeting, the risk analysis PRTC believes is necessary would entail estimation of the numbers of violators and breakdowns by all vehicle types that safety and enforcement accommodations would have to handle, and an assessment of the adequacy of these accommodations as planned. Performance

metrics for assessing adequacy should be explicitly defined, and all the stakeholders should have the opportunity to participate in both the formulation of the metrics and the assessment itself.

Turning to enforcement, enforcement plans must be able to address two types of violators as you know: those that use the lanes without a transponder; and those that use the lanes with a transponder and claim to be HOV3+ who are not (hereinafter referred to as "HOV3+ violators"). The first of these types of violators poses a comparatively easy enforcement challenge, since proven technology exists to detect vehicles without transponders and since photo identification of such vehicles should be able to all but eliminate evasion. HOV3+ violators are another story, however, since there is not yet proven technology to detect vehicle occupancy with a sufficiently high level of accuracy for vehicles on the move.

Fluor/Transurban's representatives acknowledge that occupancy detection is not yet possible technologically, while expressing optimism that it will be eventually. In the interim, enforcement will largely depend on roadside visual detection by law enforcement, reportedly with some degree of technological support though the nature of this support is unclear. Strikingly, though the proposed HOT lanes project would introduce new enforcement challenges, the project team asserts that the rate of violators in the lanes (relative to the violation rate in the HOV lanes) will be dramatically lowered, presumably based on the belief that higher levels of roadside enforcement coupled with the planned enforcement bays will be an effective deterrent.

PRTC's concern with regard to enforcement is that roadside apprehension is already very difficult without the new enforcement challenges, so much so that law enforcement must "walk a fine line" about how many vehicles to apprehend lest it cause major traffic back-ups with far more extensive shoulders present than what is envisioned by the proposed project. To date, there has been no persuasive evidence presented that roadside apprehension of violators under the changed conditions meets a reasonable test of viability, and consequently PRTC fears that apprehension efforts will be far more difficult than acknowledged, jeopardizing safety and operations on this critically important roadway.

Reliance on State Police for roadside enforcement also poses a manpower challenge. PRTC has the impression that it has been a daunting task for the State Police to maintain necessary manning levels under present circumstances, and soon there will be the added enforcement demands of HOT lanes on the beltway and traffic management demands associated with Tyson's rail construction. To the extent that enforcement will depend on roadside enforcement by the State Police, affirmation that these added demands on the State Police are manageable is essential.

The Honorable Pierce R. Homer
January 15, 2008
Page 4

More broadly, PRTC believes it is essential to substantiate that plans for addressing "safety" and "enforcement" issues are sound before any irrevocable decision to proceed is made. Actions that the Federal Highway Administration (FHWA) will be asked to take later this year (i.e., concluding that the northerly segment is NEPA compliant and approving design exceptions) surely should require a finding that the concerns described here have been adequately addressed. The fact that these are actions that the project team expects to happen in 2008 is what compels PRTC to communicate with you now in this fashion.

I'll close by observing that PRTC understands the importance VDOT and Fluor/Transurban assign to "HOT lanes" safety and unimpeded traffic operation, but the stakes are too high to rely simply on good intentions. The HOV lanes continue to be one of the most successful people moving facilities in the Commonwealth, and the proposal to convert this pair of lanes to three dynamically tolled lanes poses new complexities that are without precedent. Each of PRTC's buses carries as many as 57 passengers, which fully loaded amounts to nearly 60,000 pounds, with huge potential consequences in the event of an accident and little margin for error. A thorough and objective risk assessment is essential, and PRTC stands ready to provide whatever assistance it can in bringing this about.

Sincerely,

Frank C. Jones
Chairman

Enclosure: As stated

cc: PRTC Commissioners
VDOT Commissioner David Ekern
DRPT Director Matthew Tucker
NVTC Chairman William Euille
NVTA Chairman Christopher Zimmerman

NVTC

Northern Virginia Transportation Commission

Agenda Item #6

TO: Chairman Euille and NVTC Commissioners
FROM: Rick Taube
DATE: February 28, 2008
SUBJECT: VRE Items

Attached are excerpts from the report of VRE's Chief Executive Officer, including ridership and other performance measures. Also attached is a copy of the minutes of the VRE Operations Board's meeting of February 15, 2008. There are no VRE action items this month.



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



CHIEF EXECUTIVE OFFICER'S REPORT

February 2008

MONTHLY DELAY SUMMARY

	October 07	November 07	December 07	January 08
System wide				
Total delays	63	56	75	86
Average length of delay (mins.)	18	17.8	19.4	20
Number over 30 minutes	11	9	12	13
Days with Heat Restrictions/Total days	0/22	0/19	0/20	0/21
On-Time Performance	90.10%	89.80%	86.50%	85.90%
Fredericksburg Line				
Total delays	29	28	36	51
Average length of delay (mins.)	16	21.4	17.4	20
Number over 30 minutes	4	6	5	8
On-Time Performance	89.90%	88.70%	85.60%	81.30%
Manassas Line				
Total delays	34	28	39	35
Average length of delay (mins.)	20	13.8	21.2	20
Number over 30 minutes	7	3	7	5
On-Time Performance	90.30%	90.80%	87.20%	89.60%

SYSTEM RIDERSHIP

Ridership in January 2007 increased 4.4% when compared to January 2008. This is the seventh consecutive month of growth. During the first seven months of FY 2008, the cumulative ridership has climbed 3.2%. There are now 64,182 more passenger trips than there were a year ago.

The system wide on-time performance is hovering in the 85% range. However, during January the on-time performance declined on the Fredericksburg Line from 85% to 81%; the first month in over four months that it has dropped below the mid-80s. The major cause was difficulty in receiving train orders during a three day period due to telephone line problems in Washington Union Terminal and a number of slow orders along the line. We anticipate the slow orders to lessen as CSX accomplishes track work on the line.

CSX, Amtrak, and VRE are collectively dedicated to achieving at least 90% on both lines. In January, we had 15 mechanical delays. I established a target goal of 11.3 delays per month. Although we are improving, we are not at the target yet. I'll continue to work diligently at reducing both the number of mechanical delays and their length. We are continuing to make improvements in our maintenance capabilities and procedures at our yards.

NEW RAILCAR UPDATE

The first five cars from the 50-car Gallery option cars entered revenue service on December 19th on trains 330/327, and 338/337. The second set of five cars was put into revenue service on February 5th on train #304/301/309. At this time we have one new set on each line and I expect the third five car shipment to occur in late February. Train 328/331 is scheduled to grow to 8 cars the second week in February.

FAREWELL TO THE SOUNDER CARS

Friday, February 1st, was the last day of revenue service for the Sounder railcars. They are currently being restored to west coast service standards and are scheduled to arrive in Seattle by the end of February.

WINTER RADIO CAMPAIGN

The winter radio and print campaign began on January 28th and will run through mid-March. Already, there has been a 25% increase in web hits to the New Rider Page on our web site. We will continue to monitor the number of hits throughout the campaign.

PUBLIC HEARING INFORMATION

Below is the schedule for the upcoming public hearings to consider a proposed fare increase of up to 3% which would be effective June 30th, 2008; the subsequent amendment to VRE's Tariff; and an indexing plan for future fare increases.

DATE	LOCATION	TIME
February 20, 2008 Wednesday	P.R.T.C. Board Room, 2 nd Floor 14700 Potomac Mills Road Woodbridge, VA 22192	7:00-9:00 P.M.
February 21, 2008 Thursday	Holiday Inn [L'Enfant] Discovery 1 Ballroom 550 C. Street, S.W. Washington, DC 20024	12:00-2:00 P.M.
February 22, 2008 Friday	Crystal City Marriott Crystal Club Room 1999 Jefferson Davis Highway Arlington, VA 22202	12:00-2:00 P.M.

February 26, 2008 Tuesday	Burke Centre Conservancy "The Ponds" Community Center 9837 Burke Pond Lane Burke, VA 22015	7:00-9:00 P.M.
February 27, 2008 Wednesday	Stafford County Government Center Board Chambers 1300 Courthouse Road Stafford, VA 22554	7:00-9:00 P.M.
March 4, 2008 Tuesday	Rappahannock Regional Library Theatre Room 1201 Caroline Street Fredericksburg, VA 22401	7:00-9:00 P.M.
March 13, 2008 Thursday	Manassas City Hall City Council Chamber Room 9027 Center Street Manassas, VA 22110	7:00-9:00P.M.

VRE's website includes additional information regarding these hearings at www.vre.org.
Written comments will be accepted through **Friday, March 14, 2008**.

MONTHLY PERFORMANCE MEASURES – JANUARY 2008

MONTHLY ON-TIME PERFORMANCE	ON-TIME PERCENTAGE
January Fredericksburg OTP Average	81.3%
January Manassas OTP Average	89.6%
VRE JANUARY OVERALL OTP AVERAGE	85.9%

RIDERSHIP YEAR TO DATE	RIDERSHIP
VRE FY 2008 Passenger Totals	2,048,687
VRE FY 2007 Passenger Totals	1,984,505
PERCENTAGE CHANGE	3.2%

RIDERSHIP MONTH TO MONTH COMPARISON	
DESCRIPTION	MONTHLY RIDERSHIP
JANUARY 2008	317,646
JANUARY 2007	304,175
PERCENTAGE CHANGE	4.4%
SERVICE DAYS (CURRENT/PRIOR)	21/20

Monthly Ridership and OTP: January 2008

Date	Manassas AM	Manassas PM	Total Manassas	Actual OTP TD	Fred'burg AM	Fred'burg PM	Fred'burg Total	Actual OTP TD	Total Trips	Actual OTP TD
1										
2	3,363	3,396	6,759	100%	3,637	3,590	7,227	69%	13,986	86%
3	3,503	3,521	7,024	88%	4,002	3,831	7,833	54%	14,857	72%
4	3,007	2,912	5,919	94%	3,853	4,024	7,877	85%	13,796	90%
5										
6										
7	3,656	3,545	7,201	94%	3,989	4,282	8,271	92%	15,472	93%
8	3,760	3,760	7,520	94%	4,176	4,075	8,251	100%	15,771	97%
9	3,818	3,527	7,345	100%	4,352	4,269	8,621	100%	15,966	100%
10	3,766	3,521	7,287	88%	4,195	3,993	8,188	54%	15,475	72%
11	3,286	3,077	6,363	100%	3,645	3,967	7,612	85%	13,975	93%
12										
13										
14	3,661	3,525	7,186	100%	3,891	4,089	7,980	100%	15,166	100%
15	3,849	3,532	7,381	94%	4,134	4,399	8,533	92%	15,914	93%
16	3,660	3,470	7,130	81%	4,099	4,127	8,226	77%	15,356	79%
17	3,617	3,552	7,169	75%	4,105	4,434	8,539	62%	15,708	69%
18	2,874	2,910	5,784	100%	3,619	3,970	7,589	92%	13,373	97%
19										
20										
21										
22	3,768	3,817	7,585	94%	4,176	4,180	8,356	77%	15,941	86%
23	3,677	3,529	7,206	69%	3,820	4,294	8,114	62%	15,320	66%
24	3,707	3,562	7,269	94%	3,895	4,238	8,133	77%	15,402	86%
25	3,240	3,098	6,338	88%	3,640	3,867	7,507	85%	13,845	86%
26										
27										
28	3,608	3,275	6,883	81%	3,971	4,051	8,022	92%	14,905	86%
29	3,583	3,458	7,041	94%	3,857	4,308	8,165	77%	15,206	86%
30	3,604	3,613	7,217	88%	4,175	4,361	8,536	77%	15,753	83%
31	3,518	3,394	6,912	69%	4,033	4,149	8,182	100%	15,094	83%
	74,525	71,994	146,519	90%	83,264	86,498	169,762	81%	316,281	86%
	Adjusted total:		146,540		Adjusted Total:		171,106	Adjusted Total:	317,646	

	Total	317,646
# of Service Days:	21	Adjusted Total:
Manassas Daily Avg. Trips:	6,977	Adjusted Total:
Fred'burg Daily Avg. Trips:	8,084	1,731,041
Total Avg. Daily Trips:	15,061	Total Trips FY-2008
	Adjusted Avg.:	2,048,687
	Adjusted Avg.:	36,969,773
	Adjusted Avg.:	Grand Total:
	15,126	39,018,460

Note: Adjusted Averages & Totals include all VRE trips taken on Amtrak trains, but do not include "S" schedule days.
 * designates "S" schedule day

Monthly Ridership Changes: Fiscal Year 2006 vs. 2007

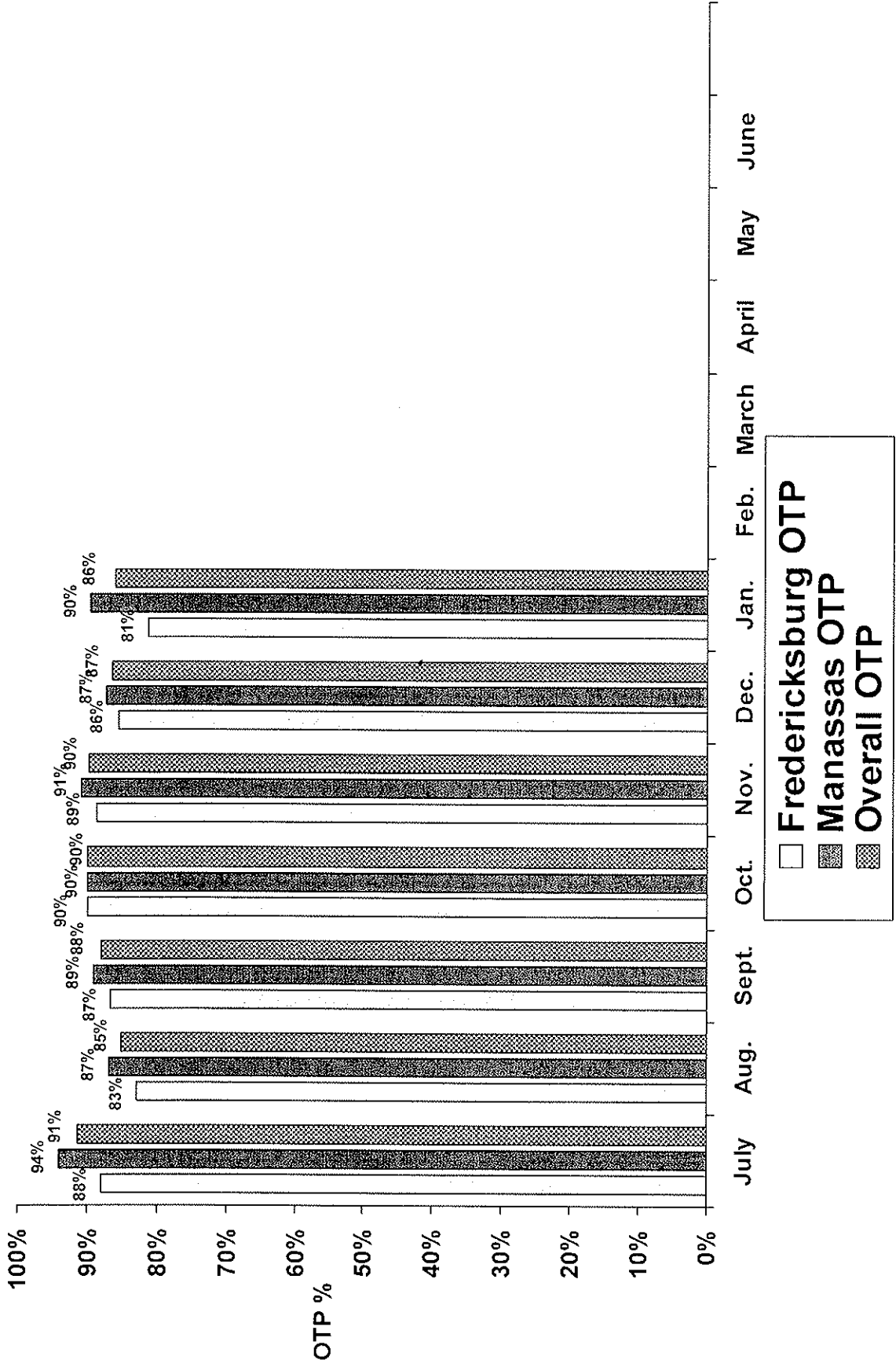
Current Month	MANASSAS			FREDERICKSBURG			Current Total	% change
	Avg Daily FY2007	Avg Daily FY2008	% change	Avg Daily FY2007	Avg Daily FY2008	% change		
July	6310	6513	3.22%	7337	7393	0.76%	13906	1.90%
August	6319	6405	1.36%	7070	7379	4.37%	13784	2.95%
September	6451	6847	6.14%	7232	7652	5.81%	14499	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			7465			0	
March	6842			7218			0	
April	6467			7259			0	
May	6600			7493			0	
June	6647			7560			0	
Average growth			2.55%			3.58%		3.09%

*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 2007 OPERATING BUDGET REPORT
 January 2007

	CURR. MO. ACTUAL	CURR. MO. BUDGET	YTD ACTUAL	YTD BUDGET	YTD VARIANCE \$	%	TOTAL FY08 BUDGET
OPERATING REVENUE							
Passenger Ticket Revenue	1,949,633	1,799,284	12,417,545	12,337,948	79,597	0.6%	21,334,369
Equipment Rental and Other	6,988	43,330	82,860	144,290	(61,430)	-42.6%	513,775
Subtotal Operating Revenue	1,956,601	1,842,615	12,500,405	12,482,238	18,167	0.1%	21,848,144
Jurisdictional Subsidy (1)	6,446,570	6,446,570	12,836,166	12,836,166	-	0.0%	12,836,166
Federal/State Subsidy	1,952,593	1,952,653	13,821,765	13,668,572	153,193	1.1%	26,605,562
Appropriation from Reserve	-	-	-	-	-	0.0%	-
Interest Income	38,353	17,500	196,590	122,500	74,090	60.5%	210,000
Total Operating Revenue	10,394,117	10,259,338	39,354,926	39,109,476	245,450	0.6%	61,499,872
OPERATING EXPENSES							
Departmental Operating Expenses	3,667,371	3,297,780	23,669,890	23,501,244	(168,646)	-0.7%	43,866,359
Debt Service	915,049	879,974	6,408,916	6,295,827	(113,089)	-1.8%	12,409,373
Insurance	-	-	5,160,000	5,160,000	-	0.0%	5,160,000
Other Non-Departmental Expenses	-	5,345	17,758	37,415	19,657	52.5%	64,140
Total Operating Expenses	4,582,420	4,183,098	35,256,564	34,994,486	(262,078)	-0.7%	61,499,872
NET INCOME (LOSS) FROM OPERATIONS	5,811,697	6,076,239	4,098,362	4,114,990	(16,629)		0
CALCULATED OPERATING RATIO							
						66%	

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



MINUTES

VRE OPERATIONS BOARD MEETING PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA FEBRUARY 15, 2008

**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

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

MEMBERS PRESENT	JURISDICTION
Sharon Bulova (NVTC)	Fairfax County
Maureen Caddigan (PRTC)*	Prince William County
Wally Covington (PRTC)	Prince William County
Patrick Herrity (NVTC)*	Fairfax County
John D. Jenkins (PRTC)	Prince William County
Frank C. Jones (PRTC)	City of Manassas Park
Paul Milde (PRTC)	Stafford County
Kevin Page	DRPT
George H. Schwartz (PRTC)	Stafford County
Paul Smedberg (NVTC)*	City of Alexandria
Christopher Zimmerman (NVTC)*	Arlington County

MEMBERS ABSENT	JURISDICTION
Marvin J. Dixon (PRTC)	City of Fredericksburg
Doug Waldron (PRTC)	City of Manassas

ALTERNATES ABSENT	JURISDICTION
Marc Aveni (PRTC)	City of Manassas
Jay Fisetete (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	
George Billmyer – citizen	Steve Maclsaac – VRE counsel
Heather Diez -- VRE	Betsy Massie – PRTC staff
Dan Gentz – DC Examiner	Sirel Mouchantaf – VRE
Anna Gotthardt – VRE	Peyton Onks – Sup. Herrity’s office
Al Harf – PRTC staff	Dick Peacock – citizen
Ann King – VRE	Mark Roeber – VRE
Mike Lake – Fairfax County	Jennifer Straub – VRE
Trinh Lam – VRE	Rick Taube – NVTC staff
Bob Leibbrandt – Prince William County	Sara Wolfenden-Stafford
April Maguigad – VRE	Dale Zehner – VRE

** 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 9:35 A.M. Following the Pledge of Allegiance, roll call was taken.

[Mr. Smedberg arrived at 9:36 A.M.]

Approval of the Agenda – 3

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

Minutes of the January 18, 2007, VRE Operations Board Meeting – 4

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

Chairman's Comments -- 5

Chairman Jenkins explained that at the last VRE Operations Board meeting the December minutes were adopted, but they incorrectly state that Paul Milde is VRE's Treasurer and Mr. Zimmerman is the Secretary. However, just the opposite is true; Paul Milde is the Secretary and Chris Zimmerman is the Treasurer. Resolution #5A-02-2008 would amend the December 21, 2007 minutes to reflect this change.

Mr. Covington moved, with a second by Ms. Bulova, to correct the December minutes by adopting Resolution #5A-02-2008. The vote in favor was cast by Board Members Bulova, Covington, Jenkins, Jones, Milde, Page, Schwartz and Smedberg.

Chairman Jenkins also reported that VRE has 10 new railcars in operation with one set running on each line. The five new railcars were put into service this past week operating as trains #301, #304 and #309. He stated that he visited Rippon Station to see the new cars come through the station. Patrons disembarking the trains seemed pleased with the new equipment.

Chairman Jenkins announced that VRE's new radio ad campaign started January 28th and will run through March. VRE's website hits are up 25 percent on the new rider page. Finally, he stated that Board Members received a confidential e-mail message regarding a personnel action, but stated that he wouldn't comment any further on this issue since it is being handled by the CEO.

VRE Riders' and Public Comment – 6

George Billmyer stated that at the beginning, VRE's fare structure seemed based on the same fare structure as the Chicago Metra system. Since then, VRE's fare structure has gotten messed up. Now, the 10-ride ticket has only an eight percent discount, while the five-day pass has a 20 percent discount. There are many people that telecommute and want flexibility with fare media. Mr. Billmyer expressed his opinion that 10-ride ticket passengers should not be treated as second class citizens. In fact, VRE would be in better shape and have twice the ridership if instead of having 100 percent of monthly riders, all riders rode half the time and bought 10-ride tickets.

[Ms. Caddigan entered the room at 9:40 A.M.]

Mr. Billmyer stated that Metro North is beginning to implement hand-held, wireless, computer machines that can print tickets with a debit or credit card. The machines also can receive information on real-time issues, such as schedule changes and delays. It might be possible that this technology can be tied into SmartCard technology.

Ms. Bulova asked staff to respond to Mr. Billmyer's comments about the issue of the discount for the 10-ride ticket versus the five-day pass. Chairman Jenkins directed staff to revisit this issue and report back to the Operations Board.

Dick Peacock stated that last Tuesday was a very bad commuting day for drivers on roads and highways because of the freezing rain. Several highways were actually shut down. However, VRE trains were on-time. The region needs to invest more in rail because VRE is more reliable in bad weather and disaster situations. Chairman Jenkins stated that how VRE responded during the ice storm just proves the value of public transportation.

Mr. Peacock asked for an update on the new parking garage under construction at the Manassas Station. Chairman Jenkins stated that Mr. Zehner is planning to provide a report later in the agenda. Mr. Peacock expressed his opinion that VRE's new railcars will draw more riders to the system. Also, the new parking garages at Manassas and Burke Centre will also have an impact.

Chief Executive Officer's Report -- 7

Mr. Zehner asked Ms. Bulova to provide an update on the Burke Centre parking garage. She reported that the new garage is a beautiful facility. She attended a tour that showed the 1200 space parking facility, which will provide more capacity for growth. The ribbon cutting ceremony is anticipated for 1:00 P.M. on June 28th. The facility also has Little League baseball fields on the site and the Farmer's Market will operate in the parking lot. Mr. Zehner stated that the garage may actually be ready to open in late May or early June, depending on the construction schedule. Some of the concrete work will be contingent on weather conditions. Mr. Zehner reported that for the Manassas garage, it should be open before the end of June. There will be a ribbon cutting ceremony for that facility, but it has not been scheduled yet.

Mr. Zehner reported that ridership on the Fredericksburg Line is over 8,000 daily trips and almost 7,000 on the Manassas Line. He theorized that parking drives ridership so with the upcoming openings of the Manassas and Burke Centre parking garages in June, he stated that it will be interesting to see if there is a surge in ridership on the Manassas Line. Mr. Covington asked how many stations are on each line. Mr. Zehner responded that there are two more stations on the Fredericksburg Line compared to the Manassas Line. Many of the parking lots along the Manassas Line (Broad Run, Manassas, Manassas Park and Burke Centre) are all at capacity.

[Mr. Herrity joined the meeting at 9:47 A.M.]

Mr. Zehner reported that ridership is up four percent and fare revenue is up nine percent. Increased fare revenue can be mainly attributed to two factors, fare enforcement and the change in the Free Ride Certificate (FRC) program. Conductors are checking tickets all the time now and people are not getting away without having valid tickets. Also, VRE is not handing out Free Ride Certificates (FRC's) as often, since the policy was changed from 30 minutes to 60 minutes. VRE hardly ever experiences delays that long. Both of these issues have positively impacted fare revenue.

Mr. Zehner reported that seven public hearings are scheduled regarding the three percent fare increase and fare indexing policy. Board Members are encouraged to attend the hearings. Staff will compile passenger comments and will present them to the Board at its April meeting. To-date, VRE has only received six e-mails with comments. In past years, by this time VRE has received as many as a hundred e-mails.

Ms. Bulova noted that the last of the Sounder railcars are being returned to Seattle. These cars were a real lifesaver during VRE's ridership growth. It is bittersweet to see them go. She suggested that VRE send a letter of appreciation to Seattle. There were no objections and Chairman Jenkins directed staff to draft and send the letter.

Mr. Milde expressed his concern that on-time performance on the Fredericksburg Line has gone down to 81 percent and he wants to make sure that VRE is not losing its momentum. Mr. Zehner responded that the major reasons for the dip in systemwide on-time performance are primarily due to delays on the Fredericksburg Line, which 60 percent of the delays are due to VRE or Amtrak. During January there were three days in a row that the crews did not receive their orders on time, due to a telephone line problem at Union Station. This was not a normal delay and the problem has been corrected. VRE's on-time performance is sliding back up to the 86 percent range. Currently, VRE is dealing with some mechanical issues with locomotive and cabcar train line issues, as well as train congestion between VRE and Amtrak. Mr. Zehner stated that a year ago, the average delay was 30 minutes and now it is 15 minutes. In response to a question from Mr. Milde, Mr. Zehner explained that it is considered a "delay" if the train is five minutes late. Mr. Zehner stated that VRE has very few delays in the morning because VRE, Amtrak and CSX all concentrate on morning on-time performance. Passengers do not want to be late for work. They also don't want to be

late in the evening when they go home, but morning on-time performance is more important.

[Mr. Zimmerman arrived at 9:58 A.M.]

Mr. Milde asked what the Operations Board can do to help improve on-time performance in order to reach the 90 percent goal. Mr. Zehner asked the Board to give him another six months to improve on-time performance. VRE has all the resources, with Amtrak and CSX involved, but if the three entities cannot solve the problem together, then there is probably not much that can be done from that level. VRE has issues with the mechanical problems and Amtrak needs to improve train congestion problems. Schedule may have to be adjusted or other actions taken to correct the problem if necessary. New equipment continues to arrive and VRE is bringing in more mechanics to work on locomotive issues.

Mr. Zehner introduced a new staff member, Heather Diez, hired as a Civil Engineer.

Authorization to Release Draft Fare Indexing Policy for Public Comment – 8A

Chairman Jenkins explained that Resolution #8A-02-2008 would release a draft fare indexing policy for discussion at upcoming public hearings. In response to a question from Mr. Zimmerman, Chairman Jenkins explained that the action would allow for public comment and staff will return to the Operations Board with the comments.

Mr. Milde moved, with a second by Ms. Caddigan, to approve the resolution.

In response to a question from Mr. Zimmerman, Mr. Zehner announced that the public hearing in Crystal City is scheduled for noon on February 22nd. Mr. Zimmerman stated that he would attend.

Ms. Bulova reminded Board Members that staff will be looking at Mr. Billmyer's request to look at the fare discount for the monthly, 10-ride ticket and five day pass.

The Board then voted on the motion and it passed. The vote in favor was cast by Board Members Bulova, Caddigan, Covington, Herrity, Jenkins, Jones, Milde, Page, Schwartz, Smedberg and Zimmerman.

Authorization to Issue Request for Proposals for Insurance Brokerage Services – 8B

Mr. Zehner reported that Resolution #8B-02-2008 would authorize the CEO to issue a RFP for insurance brokerage services for a contract term for three years with two, one-year options. The Division of Risk Management (DRM) has been responsible for procuring insurance coverage for the options of VRE, as an adjunct to their duties under the Commuter Rail Operations Liability Insurance Plan. During recent negotiations on changes and clarifications to the Insurance Plan, VRE and DRM agreed that this

function could be more efficiently handled by VRE. Following the RFP process, staff will return to the Board in the spring with a recommendation for award.

Ms. Caddigan moved, with a second by Mr. Milde, to approve the resolution.

In response to a question from Mr. Page, Mr. Zehner clarified that this is just a solicitation for brokerage services and does not alter VRE's relationship with DRM in any way.

The Board then voted on the motion and it passed. The vote in favor was cast by Board Members Bulova, Caddigan, Covington, Herrity, Jenkins, Jones, Milde, Page, Schwartz, Smedberg and Zimmerman.

Authorization to Award a Task Order for Environmental and Engineering Work at the Leeland VRE Station – 8C

Mr. Zehner explained that the VRE Operations Board is being asked to authorize him to execute a task order with DMJM Harris for an environmental assessment and preliminary engineering for parking expansion at the Leeland VRE station. This authorization is being requested in an amount not to exceed \$157,000, plus a 10 percent contingency of \$15,700, for a total amount not to exceed \$172,700.

Mr. Schwartz moved, with a second by Mr. Milde, to approve Resolution #8C-02-2008. The vote in favor was cast by Board Members Bulova, Caddigan, Covington, Herrity, Jenkins, Jones, Milde, Page, Schwartz, Smedberg and Zimmerman.

Adjournment

Chairman Jenkins announced that the next Operations Board meeting is scheduled for March 21, 2008.

On a motion by Ms. Bulova, and a second by Ms. Caddigan, the Board unanimously voted to adjourn. Chairman Jenkins adjourned the meeting at 10:04 A.M.

Approved this 21st day of March, 2008.

JOHN D. JENKINS
Chairman

PAUL MILDE
Secretary

CERTIFICATION

This certification hereby acknowledges that the minutes for the February 15, 2008 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

Rhonda Gilchrest

Rhonda Gilchrest

NVTC

Northern Virginia Transportation Commission

Agenda Item #7

TO: Chairman Euille and NVTC Commissioners
FROM: Richard K. Taube
DATE: February 28, 2008
SUBJECT: Legislative Items

The commission will receive an update on General Assembly actions and have the opportunity for a discussion of legislative strategy.



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Composite view with notes

Bills	Committee	Last action	Date
HB 147 - Fralin - Transportation Plan; to include regional goals and performance measures for highway districts.	(H) Committee on Transportation (S) Committee on Transportation	(H) Placed on Calendar	02/27/08
HB 161 - Albo - Traffic crimes; mandatory minimum fines.	(H) Committee for Courts of Justice (S) Committee for Courts of Justice	(S) Rereferred to Courts of Justice	02/21/08
HB 361 - Purkey - Retail Sales and Use Tax; exemptions include towing & emergency road services in certain localities.	(H) Committee on Transportation (S) Committee on Finance	(H) Bill text as passed House and Senate (HB361ER)	02/27/08
HB 451 - Rust - Northern Virginia Transportation Authority; increases membership.	(H) Committee on Counties, Cities and Towns (S) Committee on Transportation	(S) Passed Senate (37-Y 2-N)	02/26/08
HB 454 - Rust - High-occupancy toll (HOT) lanes; revises procedures for enforcing violations.	(H) Committee on Transportation (S) Committee on Transportation	(S) Signed by President	02/25/08
HB 579 - Cosgrove - Retail Sales and Use Tax; exemptions include compensation to dealers.	(H) Committee on Finance (S) Committee on Finance	(H) Bill text as passed House and Senate (HB579ER)	02/27/08
HB 627 - May - PPTA; private entity to pay costs for independent audit of all traffic and cost estimates.	(H) Committee on Transportation (S) Committee on Transportation	(H) Bill text as passed House and Senate (HB627ER)	02/27/08
HB 649 - Hogan - Motor vehicle dealers; collection of annual license and registration fees in certain localities.	(H) Committee on Transportation (S) Committee on Transportation	(S) Signed by President	02/26/08

HB 944 - Albo - Public Procurement Act; procurement of professional services for certain transportation projects.	(H) Committee on General Laws (S) Committee on General Laws and Technology	(H) Bill text as passed House and Senate (HB944ER)	02/27/08
HB 955 - Nixon - Public-Private Education Facilities & Infrastructure Act of 2002; definition of qualifying projects.	(H) Committee on General Laws (S) Committee on General Laws and Technology	(S) Rereferred to General Laws and Technology	02/18/08
HB 1014 - Hugo - High-occupancy vehicle (HOV) lanes; use by vehicles bearing special fuel vehicle license plates.	(H) Committee on Transportation (S) Committee on Transportation	(H) Placed on Calendar	02/27/08
HB 1021 - Hugo - Telecommuting; establishes goal for state agencies.	(H) Committee on General Laws (S) Committee on General Laws and Technology	(H) Bill text as passed House and Senate (HB1021ER)	02/27/08
HB 1084 - Englin - Zoning; approval of certain proffered conditions.	(H) Committee on Counties, Cities and Towns (S) Committee on Local Government	(S) Reported from Local Government with amendment (14-Y 1-N)	02/26/08
HB 1243 - Hugo - Civil remedial fees; repeals provision for those imposed certain drivers.	(H) Committee on Transportation (S) Committee for Courts of Justice	(S) Rereferred to Courts of Justice	02/14/08
HB 1259 - O'Bannon - Environmental impact reports; requires county, city, or town to submit report on highway projects.	(H) Committee on Agriculture, Chesapeake and Natural Resources (S) Committee on Agriculture, Conservation and Natural Resources	(H) VOTE: --- ADOPTION (78-Y 18-N)	02/26/08
HB 1478 - Toscano - Pedestrian control signals; abide by words or symbols displayed thereon.	(H) Committee on Transportation (S) Committee on Transportation	(S) Passed Senate (40-Y 0-N)	02/26/08
HJ 178 - Athey - Development and land use tools; joint subcommittee to study.	(H) Committee on Rules (S) Committee on Rules	(S) Referred to Committee on Rules	02/11/08

SB 1 - Houck - Civil remedial fees on certain drivers; repealed.	(H) Committee for Courts of Justice (S) Committee on Finance	(H) Assigned Courts sub: Civil	02/14/08
SB 43 - Miller, Y.B. - Environmental impact reports; requires county, city, or town to submit report on highway projects.	(H) Committee on Agriculture, Chesapeake and Natural Resources (S) Committee on Agriculture, Conservation and Natural Resources	(S) Bill text as passed Senate and House (SB43ER)	02/25/08
SB 121 - Edwards - TransDominion Express Commission; created.	(H) Committee on Appropriations (S) Committee on Transportation	(H) Assigned App. sub: Transportation (May)	02/22/08
SB 233 - Whipple - Transportation Plan; include quantifiable measures & achievable goals for greenhouse gas emission.	(H) Committee on Transportation (S) Committee on Transportation	(H) Assigned Transportation sub: 1	02/20/08
SB 234 - Whipple - Greenhouse gas emissions; mandatory reporting.	(H) Committee on Commerce and Labor (S) Committee on Agriculture, Conservation and Natural Resources	(H) Assigned C & L sub: 1	02/20/08
SB 352 - Stosch - Public Private Education Facilities & Infrastructure Act of 2002; definition of qualifying projects.	(H) Committee on General Laws (S) Committee on General Laws and Technology	(S) Bill text as passed Senate and House (SB352ER)	02/25/08
SB 371 - Watkins - Statewide Rail Plan; Transportation Board to establish.	(H) Committee on Transportation (S) Committee on Transportation	(H) Assigned Transportation sub: 1	02/14/08
SB 570 - Saslaw - High-occupancy toll (HOT) lanes; revises procedures for enforcing violations.	(H) Committee on Transportation (S) Committee on Transportation	(S) Bill text as passed Senate and House (SB570ER)	02/25/08
SB 597 - Norment - Simulcast horse racing; Racing Commission authorizes wagering thereon & allocates proceeds.	(H) Committee on Finance (S) Committee on Finance	(H) Assigned Finance sub: 3	02/19/08

SB 644 - Ticer - Pedestrians and drivers; sets out responsibilities at marked and unmarked crosswalks.	(H) Committee on Transportation (S) Committee on Transportation	(H) Assigned Transportation sub: 2	02/20/08
SB 713 - Saslaw - Motor fuels tax; rate increase.	(H) Committee on Finance (S) Committee on Finance	(H) Tabled in Finance (14-Y 6-N)	02/25/08
SB 728 - Saslaw - Licensed motor vehicle dealers; prohibits collecting additional license & registration fees.	(H) Committee on Transportation (S) Committee on Finance	(H) Referred to Committee on Transportation	02/13/08
SB 729 - Saslaw - Retail Sales & Use Tax; Northern Virginia Transportation Authority authorized to impose.	(H) Committee on Rules (S) Committee on Finance	(H) Referred to Committee on Rules	02/25/08
SJ 122 - Colgan - Rapid transit network, regional; joint subcommittee to study feasibility of creating.	(H) Committee on Rules (S) Committee on Rules	(H) Referred to Committee on Rules	02/14/08
SJ 230 - Petersen - Commending R. Scott Silverthorne.		(S) Laid on Clerk's Desk	02/26/08

Email complete list (include message below, if desired): rick@nvtdc.org

089144293

SENATE JOINT RESOLUTION NO. 230

Offered February 26, 2008

Commending R. Scott Silverthorne.-----
Patrons-- Petersen; Delegate: Bulova

WHEREAS, R. Scott Silverthorne will retire in 2008 after serving with distinction for nine terms as a member of the Fairfax City Council; and

WHEREAS, a native of the City of Fairfax, Scott Silverthorne graduated from Radford University with a degree in business administration in 1988 and serves as the vice president of government affairs for MasterCard Worldwide, one of the nation's premier payment card brands; and

WHEREAS, the youngest child of former Mayor Frederick W. Silverthorne, Scott Silverthorne has played an active role on many issues in the Fairfax community, including enhancing public services, upgrading schools and public facilities, as well as supporting the revitalization of historic Fairfax; and

WHEREAS, a knowledgeable and hardworking councilman since 1990, Scott Silverthorne was the lead sponsor of the City of Fairfax's successful open-space referendum, which created a dedicated funding source for preservation of open space within the city's six square miles, preserving more than 44 acres of open space for future generations to enjoy; and

WHEREAS, over the years, Scott Silverthorne has generously given his time and expertise to many civic organizations on the local and regional level, including as a member of the Northern Virginia Transportation Commission, the Northern Virginia Regional Commission, and the Virginia Municipal League; as a member of the board of the Fairfax County Chamber of Commerce; and as co-chair of the City of Fairfax's successful bicentennial celebration; and

WHEREAS, dedicated to the prosperity and economic development of Northern Virginia and the welfare of all of its citizens, Scott Silverthorne has been a hardworking and effective leader and a tireless supporter of the City of Fairfax; now, therefore, be it

RESOLVED by the Senate, the House of Delegates concurring, That the General Assembly commend R. Scott Silverthorne on his outstanding leadership as a member of the Fairfax City Council; and, be it

RESOLVED FURTHER, That the Clerk of the Senate prepare a copy of this resolution for presentation to R. Scott Silverthorne as an expression of the General Assembly's gratitude for his many achievements and best wishes for success in all of his future endeavors.

Legislative Information System

Virginia Transit ISSUES

News from the Virginia Transit Association—The Voice of Public Transportation in Virginia

Summary of House and Senate Budget Amendments February 17, 2008

Identical Budget Amendments, House and Senate

- Reduced DRPT Revenue Forecast by (21,425,492) over the biennium based on declining revenues in the Transportation Trust Fund and recordation taxes.

FY08-09	FY09-10
(12,860,018)	(8,565,476)
- Dulles Rail Sound Walls to be constructed in accord with the provisions of the Memorandum of Agreement signed by VDOT and MWAA “from the beginning of the DATRC and Route 12 in McLean, including the ramp connecting the DATRC with Route 123 abutting the Hallerest townhouse subdivision”

Senate Budget Amendments

- Funds TransDominion Express Authority “off the top” of Public Transportation for the expenses and compensation as proposed in SB121

FY09	FY10
\$5,520	\$5,520

Directs DRPT to give consideration to prioritizing funds from the Commonwealth Mass Transit Fund:

- \$20M from the Commonwealth Mass Transit fund for the acquisition of right of way owned by Norfolk Southern Corporation located between Newtown Rd. and the Oceanfront to be used only as part of a public transportation corridor project in the city of Virginia Beach
- Up to 1.2M for the acquisition of two hybrid trolley vehicles by the City of Alexandria for service between the Potomac waterfront and King St. Metro Station.
- Up to \$750,000 for ADA compliant accessibility improvement to transit stations in the City of Alexandria.
- Up to \$7M for HRT for i) construction costs related to a Southside transit operating facility, and ii) up to four hybrid shuttle busses
- Language: CSX and Passenger Rail

Requires the CTB to approve a plan between CSX and DRPT addressing heat restrictions and other factors impacting passenger rail service on the I-95 Corridor. Pursuant to this amendment, CSX is ineligible for any additional funding for the I-95 Rail Corridor improvements until such time as the Statewide Rail Plan is approved by the CTB

Senate Transportation Revenue Amendments

- Adds gas tax revenue of \$147.2 M generated by SB 713 [Adds 1 cent per year for 5 years to the gas tax to fund the Highway Maintenance and Operating Fund relieving pressure on the Transportation Trust Fund indirectly benefiting transit]
- Pays back \$180 M in General Funds that was directed as General Fund surplus to transportation in 2007, HB3202

House Budget Amendments

- Replaces Captured General funds for Transportation \$180 Million in General Funds to Bond Transportation capital in FY09. The introduced budget deferred use of these General funds until 2010. The administration indicated there would be no delay in any transit or road projects.
- DRPT Revenue Adjustment- Tax Incentive (52,920) over the biennium to fund HB 1388 Sales Tax Exemption on computer equipment related to economic development projects
- Dulles Rail Language: The Secretary of Transportation is hereby directed to re-solicit competitive proposals for design-build of the Dulles Corridor Metrorail Project and ensure that such solicitation includes the potential to utilize multi-phase design-build options as well as addressing the other recommendations of the U.S. Department of Transportation's Office of Inspector General in his report on the project issued July 27, 2007. Such changes shall include the consideration of enhanced project management, value engineering and project phasing. Prior to the issuance of such solicitation, the Secretary of Transportation shall provide to the Chairmen of the House and Senate Transportation Committees, the House Appropriations Committee and the Senate Finance Committees an enumeration of the proposed changes to the solicitation as well as a response to the criticisms included in the report from the Office of the Inspector General.”
- Language- Design Build clarifies that projects being developed under local design-build provisions as well as those developed under state design-build provisions are eligible to receive grants from the Transportation Partnership Opportunity Fund (Administration proposal)

Agenda Item #8

TO: Chairman Euille and NVTC Commissioners
FROM: Rick Taube and Adam McGavock
DATE: February 28, 2008
SUBJECT: Metro Items

A. 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. Additional materials are attached, including a copy of NVTC's letter to FTA Administrator Simpson in support of the project.

B. Recent Metrorail Ridership in Virginia

The attached tables show Metrorail 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 increases than it was during the first six months of FY 2008. NVTC staff will continue to track and report ridership to observe if this unusual trend persists.





NVTC Northern Virginia Transportation Commission



February 7, 2008

Chairman
Hon. David F. Snyder

Vice Chairman
Hon. William D. Euille

Secretary/Treasurer
Hon. Christopher Zimmerman

Commissioners:

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

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

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

City of Fairfax
Hon. Scott Silverthorne

City of Falls Church
Hon. David F. Snyder

Loudoun County
Hon. Eugene Delgaudio

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

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

Executive Director
Richard K. Taube

Honorable James S. Simpson
Administrator
Federal Transit Administration
US Department of Transportation
1200 New Jersey Avenue S.E.
Washington D.C. 20590

Dear Administrator Simpson:

The Northern Virginia Transportation Commission is adding its unanimous voice to those expressions you are receiving in support of the Dulles Rail Project from many other elected officials and government agencies. We are all responding to your letter of January 24, 2008 to Virginia's Governor Kaine. As shown in the attached resolution, NVTC urges you to act to permit timely federal funding for the Dulles Rail Project at the requested level of \$900 million.

I will not reiterate here the sound arguments in favor of federal funding for this project already provided to you from these other sources, some of which are listed in our resolution. Suffice it to say that this project truly enjoys widespread bi-partisan support from business, government and the public. We trust that your concerns will be fully addressed by the project sponsors. While the project may be costly, its benefits as properly measured are clearly far in excess of those costs and the project's financial plan is realistic and affordable with the appropriate federal \$900 million share.

If NVTC's board members or staff can be helpful to you in any way in evaluating the pending approval request, please do not hesitate to call on us.

Sincerely,

William Euille
Chairman

cc: Hon. Tim Kaine
Hon. John Warner
Hon. Jim Webb
Hon. Tom Davis
Hon. Jim Moran
Hon. Frank Wolf
Hon. Mary Peters



RESOLUTION #2098

SUBJECT: Request for Federal Funding of the Dulles Rail Project.

WHEREAS: The Northern Virginia Transportation Commission (NVTC) was created in 1964 by the Virginia General Assembly in part to plan for and fund the transit system of the Washington Metropolitan Area Transit Authority (WMATA);

WHEREAS: NVTC appoints Virginia's members of WMATA's Board of Directors under the terms of WMATA's Interstate Compact;

WHEREAS: Since its creation, NVTC has followed closely the evolution of studies and proposals to extend rail service to Dulles International Airport along the Dulles Access Road corridor through Tysons Corner and has been instrumental in evaluating many of those efforts, culminating in the current proposal now under consideration by the Federal Transit Administration (FTA);

WHEREAS: NVTC has examined a letter from FTA to Virginia's Governor Kaine dated January 24, 2008 in which Administrator James Simpson expresses "serious concerns whether it would be appropriate to continue further investment of Federal New Starts funds in this project....;" and

WHEREAS: NVTC has also examined letters of response from the Fairfax County Board of Supervisors, Northern Virginia Regional Commission, and Northern Virginia Transportation Authority, among others.

NOW, THEREFORE BE IT RESOLVED that the Northern Virginia Transportation Commission expresses its utmost support for timely federal funding of the Dulles Rail Project at the requested level of \$900 million;

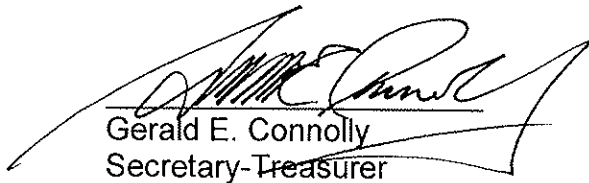
BE IT FURTHER RESOLVED that NVTC endorses and associates itself with the reasons for this support expressed in the letters of response from the elected officials and agencies listed above; and



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

BE, IT FURTHER RESOLVED that NVTC particularly wishes to emphasize the project management skills of the Metropolitan Washington Airports Authority; the traffic congestion relief to be provided by the project; the regional connectivity to Dulles Airport and federal facilities; the enhanced emergency relief capability so clearly demonstrated by WMATA on September 11, 2001; the economic development stimulus which, contrary to the implications in Mr. Simpson's letter, is a very positive consideration; the overwhelming public support documented by repeated public opinion polls; the air quality benefits; the significant non-federal funding share of about 80% and the cap on federal funding at \$900 million thereby mitigating federal risk; and the absolute commitment to maintain WMATA as a premier public transit system as evidenced by over three decades of strong financial commitments and by Northern Virginia's recent actions to provide \$50 million annually of additional guaranteed funding.

Approved this 7th day of February, 2008.



Gerald E. Connolly
Secretary-Treasurer



William Euille
Chairman



January 31, 2008

Mr. James E. Bennett
President and Chief Executive Officer
Metropolitan Washington Airports Authority
1 Aviation Circle
Washington, DC 20001-6000

Dear Mr. Bennett:

I am writing to express and reaffirm Metro's strong support for the Dulles Corridor Metrorail Project. This is a critical project in an important economic and transportation corridor in the National Capital Region and as you are aware, the Metro Board has adopted several resolutions in support of this project.

Metro has been involved in this project for nearly a decade and was responsible for preparing the initial environmental documentation for this project which led to approval of the Locally Preferred Alternative (the rail extension). Metro has continued to participate with the Commonwealth and the Metropolitan Washington Airports Authority (MWAA) in the preliminary engineering phase of the project and in other subsequent activities that led up to the MWAA request to FTA for approval to enter into final design.

The Metro Board has approved the financial plan for the Dulles Phase I project and Metro can operate this extension upon its completion and acceptance into the Metrorail regional system. The Metro Board also authorized me to execute the Intergovernmental Agreement (IGA) with MWAA which incorporates, and thereby indicates, our acceptance of the project management plan, MWAA-Metro relationships, and other conditions involved in the final design, construction and acceptance phases of this project. This agreement was executed on September 17, 2007 and the last remaining detail which involved the "Right-of-Entry" conditions was executed on January 16, 2008. These arrangements are similar to ones that have been used successfully elsewhere in the United States. We are satisfied that these agreements protect Metro's interests from a liability and warranty standpoint. In addition, we

Washington
Metropolitan Area
Transit Authority

400 5th Street, NE
Washington, DC 20002
202655-1200

By: Margaret
Lynch, Executive Vice
President, Operations
and
Maintenance

A Division of Caltrans
Maryland and Virginia
Transit Authority

Mr. James E. Bennett
Page 2

expect similar arrangements to be used in future transit expansions in this region.

It is my understanding that recent and routine staff-to-staff communication with your staff on the need to resolve certain technical issues is being interpreted as a serious problem. I want to clarify that these are routine technical issues that at this time do not rise to the level of significance that is being attached to it by the FTA or the media. We are committed to working in mutual cooperation with you and your staff to seek their resolution consistent with the requirements of the MWAA-Metro IGA and the supporting Metro Board resolutions.

As you know, I and the Metro Board have placed a very high priority on safety and improving the reliability of our system. Since coming to Metro in January 2007, we have initiated several actions to improve safety. Metro's capital needs must be addressed in a timely manner to provide the safe and reliable service that our riders expect.

The issues regarding reliability and associated capital needs are not new. These were identified as far back as 1998, then in 2002, and a 2005 Blue Ribbon Panel Report identified nearly \$6 billion in capital needs for the period FY2008-2015. The Metro Matters agreement executed between Metro and its funding partners funded a \$3.3 billion program for the period FY2005-FY2010.

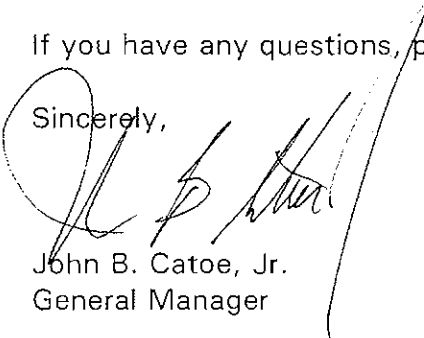
Towards meeting these needs, legislative initiatives have been introduced in the United States Congress. The legislatures of Maryland and Virginia and the Council of the District of Columbia have already approved funding measures to match federal funds and provide capital funding. We look forward to securing a reliable stream of federal funding for our critical capital needs. The Metrorail and Metrobus systems represent a major infrastructure asset in the National Capital Region and I am confident that our funding partners, including the federal government, will ensure that our capital funding needs will be met in a timely manner.

Mr. James E. Bennett
Page 3

I trust that this letter places Metro's issues in proper context and will help in advancing the Dulles Corridor Metrorail Project.

If you have any questions, please do not hesitate to contact me.

Sincerely,



John B. Catoe, Jr.
General Manager

cc: The Honorable Tim Kaine
The Honorable John W. Warner
The Honorable James Webb
The Honorable Thomas M. Davis
The Honorable James P. Moran
The Honorable Frank R. Wolf
Pierce Homer, Virginia Secretary of Transportation
James S. Simpson, Administrator, FTA
Metro Board of Directors

Close to Home Piece for Washington Post

Let's all close our eyes and imagine what the region would look like if, 40 years ago, government officials had not had the vision and determination to fund and build Metrorail. I think you'd have to agree, things would be bleak. But they saw the need, they committed the resources, and we enjoy the benefits.

Today, we're faced with the same choice. We're faced with looking into a crystal ball at the long-term view and doing something today, so that we can reap the benefits tomorrow. This region is going to grow. To ensure that growth is both sustainable and productive, we have to invest in transit. Now. Expanding Metrorail to Dulles is an essential investment in the future health of the region. More important, the region's second largest employment center—Tysons Corner—is currently not served by Metrorail.

Employment in the Dulles corridor is expected to increase 63 percent over the next 20 years, the population in Loudoun County is expected to grow 150 percent, and the number of passengers using Dulles International Airport will double. We have a chance now, to connect those communities by rail with the rest of the region served by Metrorail. Imagine the opportunity available to people throughout the region if the extension is built to Tysons Corner and then to Dulles compared to what would likely occur if the extension is not built. In which community would you rather live?

Metro is a regional toolbox teaming with ways in which it benefits both those who chose to ride and those who chose to drive. As was demonstrated on September 11, 2001, Metrorail is an essential regional tool for providing emergency evacuation. It is a tool for helping to reduce greenhouse gas emissions. It is a tool for removing 580,000 cars from the roads each weekday and eliminating the need for 1,400 highway lane miles. It is a tool that reduces congestion on the region's highways. And it is a tool that gets half of the Federal government's workforce to and from the office every weekday. A rail extension to Dulles will do that and more!

We can take actions today that will deliver a brighter future. So, why shouldn't we? Metro has the capability to run the extension. It would only represent a 3 to 4 percent increase in our operational budget. So, that shouldn't be a reason not to fund the extension. Once the extension is built, it will be brand new, so the near term capital costs shouldn't stop us, either.

Of course, it isn't news to anyone that Metro needs money to fund its current capital needs, and Metro's regional partners understand that. In fact we are currently in the middle of a \$3 billion capital improvement program, and will be considering the initial proposal for the follow-up program later this year. The federal government is also aware of this need and a congressional committee has already taken action to authorize \$1.5 billion dollars of federal money for capital improvements at Metro over a 10-year period. When Congress takes final action and that money is appropriated, our regional partners will match those capital funds, giving us an additional \$3 billion for capital needs. So, that's not something that should stop the extension.

Having the Metropolitan Washington Airports Authority build the extension and then turn it over to Metro to run isn't unprecedented. Similar models have been used elsewhere in the United States.

Expanding rail to Tysons Corner and then Dulles is a large project. It will cost money, and it won't get cheaper over time. Imagine those two futures again. Which would you choose—the one with a Dulles extension or the one without? I can't find a compelling reason to choose a

future without the extension. I am confident that all entities engaged in this project will resolve the differences so that the vision of building this project for the National Capital Region can move forward.

John B. Catoe, Jr.
General Manager
Washington Metropolitan Area Transit Authority (Metro)

Average Weekday AM Peak Boardings, First Six Months of FY06, FY07, FY08, January 07 vs. January 08

STATION	Average Daily AM Peak Boardings, First Six Months		% Change in AM Peak Boardings First Six Months		% Change Jan 07 vs. Jan 08
	FY2008	FY2007	FY2007-2008	FY2006-07	
BALLSTON	4,598	4,587	0.24%	0.30%	6.88%
BRADDOCK ROAD	2,306	2,270	1.56%	0.55%	6.66%
CLARENDON	1,681	1,606	4.65%	4.72%	8.59%
COURT HOUSE	3,218	3,031	6.17%	-6.33%	9.52%
CRYSTAL CITY	3,704	3,608	2.67%	-0.34%	11.42%
DUNN LORING	2,999	2,904	3.25%	3.07%	7.42%
EAST FALLS CHURCH	2,586	2,522	2.50%	0.44%	6.45%
EISENHOWER AVENUE	475	477	-0.35%	3.58%	11.57%
FRANCONIA-SPRINGFLD	6,508	6,597	-1.35%	-1.52%	5.26%
HUNTINGTON	6,148	6,082	1.08%	0.20%	9.52%
KING STREET	2,338	2,223	5.17%	-9.26%	9.40%
NATIONAL AIRPORT	799	793	0.82%	-7.56%	-7.22%
PENTAGON	6,805	6,542	4.02%	4.11%	10.25%
PENTAGON CITY	4,901	4,837	1.32%	0.76%	6.22%
ROSSLYN	4,307	4,170	3.29%	-1.79%	10.71%
VAN DORN STREET	2,293	2,296	-0.09%	-0.12%	10.01%
VIENNA	9,388	8,998	4.33%	-1.57%	9.60%
VIRGINIA SQUARE-GMU	1,764	1,557	13.26%	1.50%	12.63%
WEST FALLS CHURCH	6,258	5,934	5.47%	-1.17%	9.25%



January Average Weekday AM Peak Boardings, 2008 vs. 2007 vs. 2006 vs. 2005

STATION	2008 AM Peak Boardings	Compared With		2007	2005-2006	2006-2007	2007-2008
		2005	2006				
BALLSTON	4,741	-111	-11	305	-100	-316	305
BRADDOCK ROAD	2,385	96	96	149	0	-53	149
CLARENDON	1,796	347	155	142	192	13	142
COURT HOUSE	3,325	161	83	289	78	-206	289
CRYSTAL CITY	3,757	250	170	385	80	-215	385
DUNN LORING	3,010	167	161	208	6	-47	208
EAST FALLS CHURCH	2,608	67	0	158	67	-158	158
EISENHOWER AVENUE	482	7	51	50	-44	1	50
FRANCONIA-SPRINGFLD	6,764	220	-102	338	322	-440	338
HUNTINGTON	6,444	488	206	560	282	-354	560
KING STREET	2,700	320	282	232	38	50	232
NATIONAL AIRPORT	643	-34	-40	-50	6	10	-50
PENTAGON	7,096	965	549	660	416	-111	660
PENTAGON CITY	5,072	370	92	297	278	-205	297
ROSSLYN	4,321	203	188	418	15	-230	418
VAN DORN STREET	2,329	201	129	212	72	-83	212
VIENNA	9,566	518	247	838	271	-591	838
VIRGINIA SQUARE-GMU	1,801	290	235	202	55	33	202
WEST FALLS CHURCH	6,426	679	155	544	524	-389	544

Average Weekday AM Peak Boardings, First Six Months of FY06, FY07, FY08

STATION	Average Daily AM Peak Boardings, First Six Months			Change in AM Peak Boardings First Six Months		
	FY2008	FY2007	FY2006	FY2007-2008	FY2006-07	FY2006-08
BALLSTON	4,598	4,587	4,574	11	14	25
BRADDOCK ROAD	2,306	2,270	2,258	36	13	48
CLARENDON	1,681	1,606	1,534	75	72	147
COURT HOUSE	3,218	3,031	3,236	187	-205	-18
CRYSTAL CITY	3,704	3,608	3,620	96	-12	84
DUNN LORING	2,999	2,904	2,818	94	87	181
EAST FALLS CHURCH	2,586	2,522	2,511	63	11	74
EISENHOWER AVENUE	475	477	460	-2	17	15
FRANCONIA-SPRINGFLD	6,508	6,597	6,699	-89	-102	-191
HUNTINGTON	6,148	6,082	6,070	66	12	78
KING STREET	2,338	2,223	2,450	115	-227	-112
NATIONAL AIRPORT	799	793	857	7	-65	-58
PENTAGON	6,805	6,542	6,284	263	258	521
PENTAGON CITY	4,901	4,837	4,800	64	37	101
ROSSLYN	4,307	4,170	4,246	137	-76	61
VAN DORN STREET	2,293	2,296	2,298	-2	-3	-5
VIENNA	9,388	8,998	9,142	390	-144	246
VIRGINIA SQUARE-GMU	1,764	1,557	1,534	207	23	230
WEST FALLS CHURCH	6,258	5,934	6,004	324	-70	254



Local

Experts say new fare increases may reduce Metro's ridership

Dena Levitz, The Examiner

2008-01-07 08:00:00.0

Current rank: # 131 of 12,023

WASHINGTON -

The Metro fare increase that took effect Sunday is likely to drag a small but significant percentage of riders away from public transit, with some taking to the region's roads and increasing traffic there, experts told The Examiner.

But high gas prices will prevent a larger number of local residents from making the switch, they added.

John Townsend, spokesman for AAA Mid-Atlantic, said his agency estimates the higher prices will translate to about 5 percent of Metro customers backing off from transit.

That's close to industry data provided by the Center for Urban Transportation Research. Steve Polzin, director of research, said for every 1 percent increase in fares, there tends to be a .3 percent plummet in ridership. The basic Metro fare rose more than 20 percent on Sunday, which would translate to a decrease in riders of roughly 6 percent under the center's formula.

Metro marked its first rate increase since 2004 and the fourth since 1993. Minimum rush-hour fares soared 30 cents to \$1.35, while the maximum fares went up 60 cents to \$4.50.

Polzin said whether customers begin driving instead of taking the train will depend on a range of factors from the price of gasoline to their satisfaction with the system in the past. And the total effect won't be evident for some time.

"The quality of service will be important in coming months. People might be more tolerant of a fare hike if they see officials putting more energy into giving them more for their money," he said. "We'll see some people drive instead, but others will bum rides with friends, skip going to places they otherwise would. The effect is a lot more nuanced."

Townsend said AAA expects some residents to change jobs if their company doesn't provide complimentary or discounted SmarTrip cards.

"Those aged 24-35 are most directly affected," he said. "They're more likely to take Metro because of their youth, yet they're also more price-sensitive. That's the population to watch."

Ben Ross, vice president of Action Committee for Transit, which represents almost 8,000 Metro riders, said he's outraged by the price increases, especially since gas taxes haven't gone up at the same time.

He expects the biggest outcry from the outer suburbs.

"There won't be much of a shift for people driving into work in D.C., because there are only so many parking spaces," Ross said.

dlevitz@dce Examiner.com

Examiner

NVTC

Northern Virginia Transportation Commission

Agenda Item #9

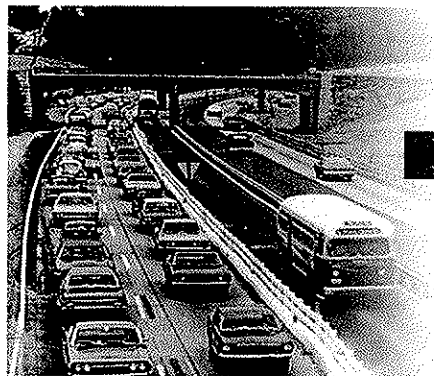
TO: Chairman Euille and NVTC Commissioners
FROM: Greg McFarland and Rick Taube
DATE: February 28, 2008
SUBJECT: Status of Regional Light Rail Studies/Projects

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.



4350 N. Fairfax Drive • Suite 720 • Arlington, Virginia 22203
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NVTC

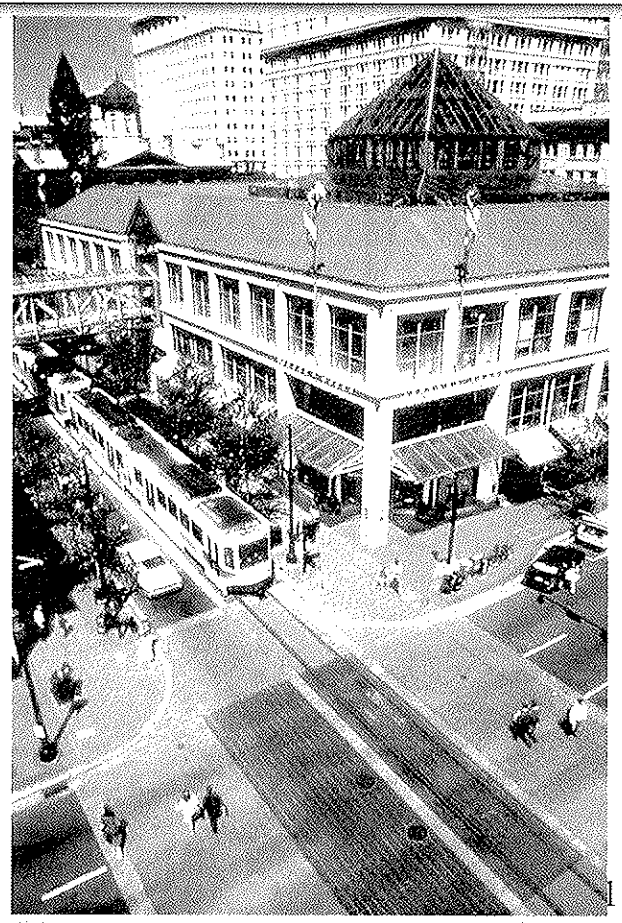
Northern Virginia Transportation Commission



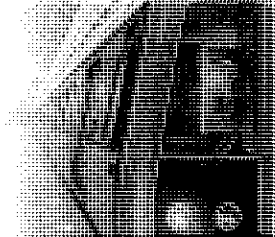
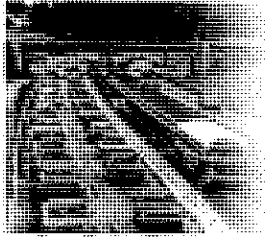
Thinking Outside the Car Since 1964

Light Rail Studies and Plans in Northern Virginia

Presented by
Greg McFarland
NVTC



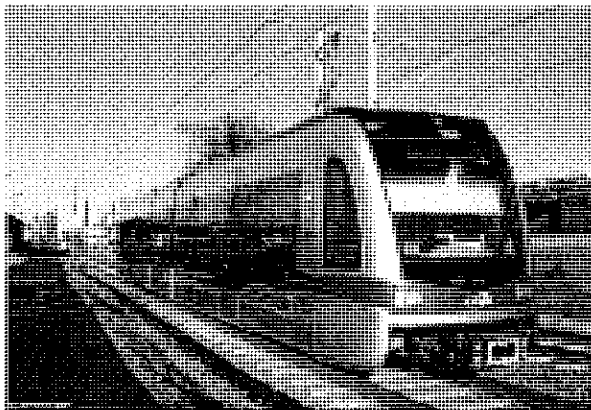
Picture:
Light Rail in
Portland, OR



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."

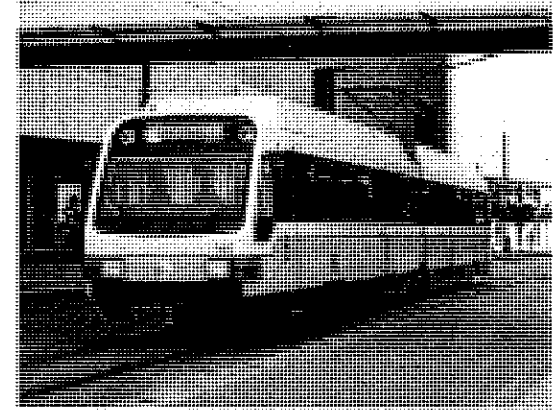
From the American Public Transportation Association's *Glossary of Transit Terminology*.



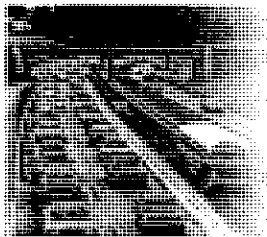
Charlotte, NC



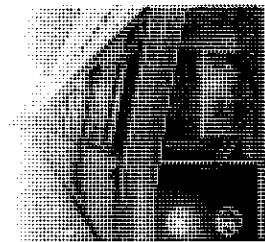
Houston, TX



Dallas, TX

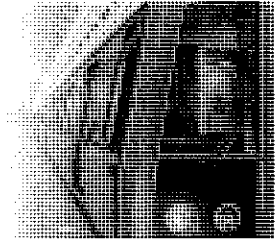
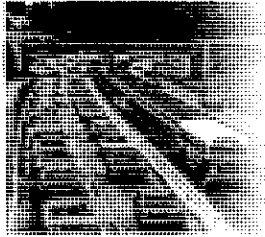


Light Rail Studies and Plans in Northern Virginia



Light Rail and BRT: Strengths

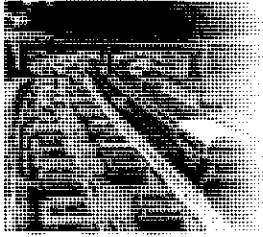
Variable	Light Rail	BRT
Land Use and Land Development	X	
Image	X	
Initial Capital Cost		X
Operating Cost	X	
Headway or Frequency		X
Rider Capacity	X	
Implementation Time		X
Flexibility		X



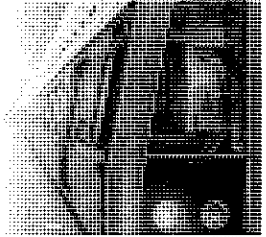
Status of Studies and Plans

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

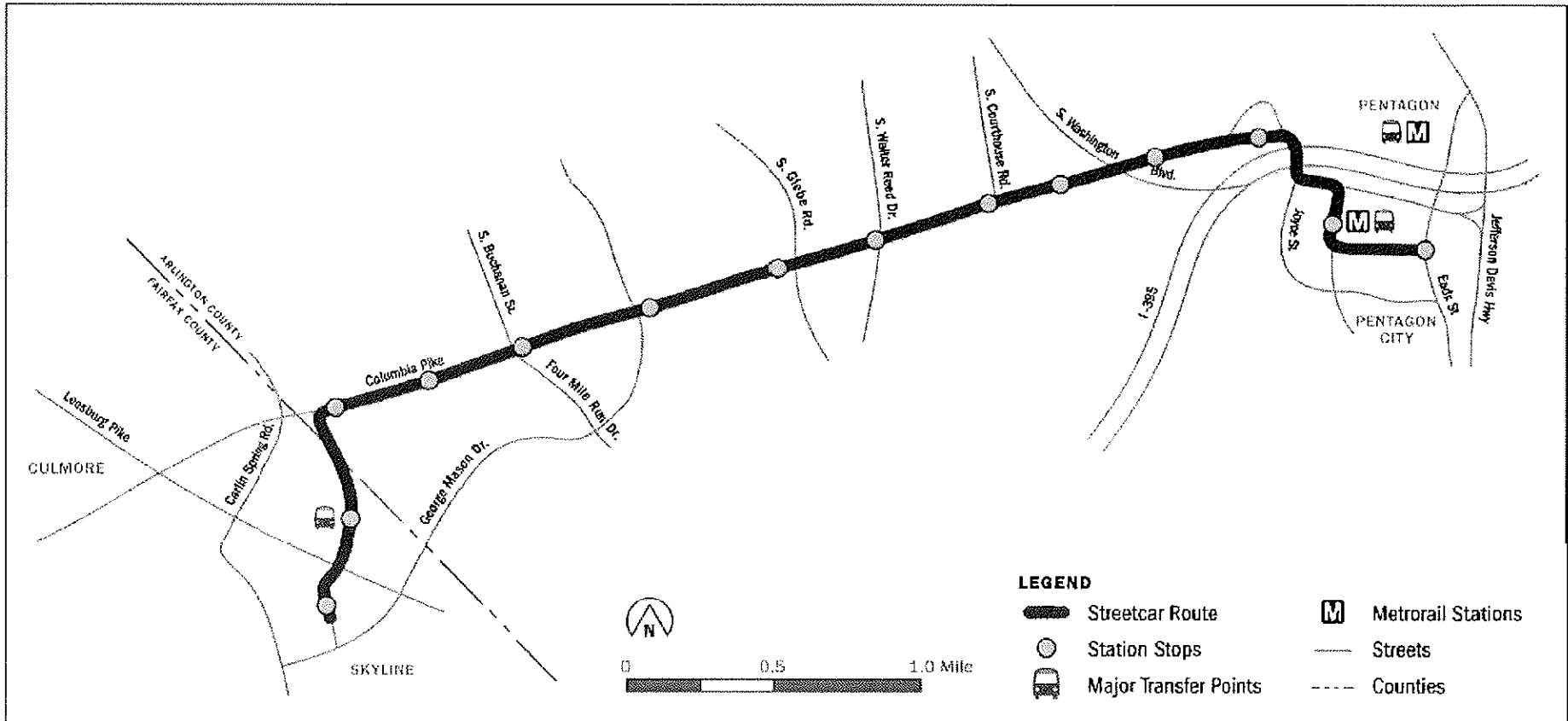
* NVTA has authorized funding of \$11.2M in FY09 and \$25.7M in FY10.

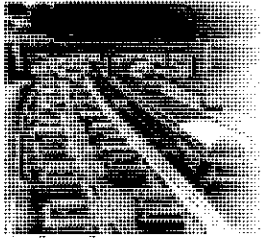


Light Rail Studies and Plans in Northern Virginia

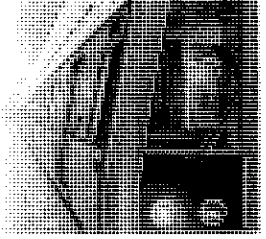


Columbia Pike Streetcar Project





Light Rail Studies and Plans in Northern Virginia



Columbia Pike Streetcar Project

Cost: \$160 million

Headways: Constant 6-minute headways all day. Supplemented by Metrobus during peak periods.

Funding: \$37 million from NVTAA

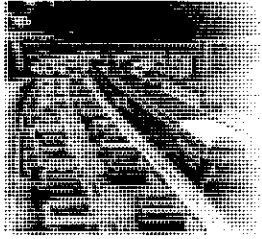
Operator: Not decided. Could be WMATA or contractor.

Overhead Wires: Most likely. Could be hidden 3rd rail technology.

Stops at Curb or Median: Generally, curbside 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.

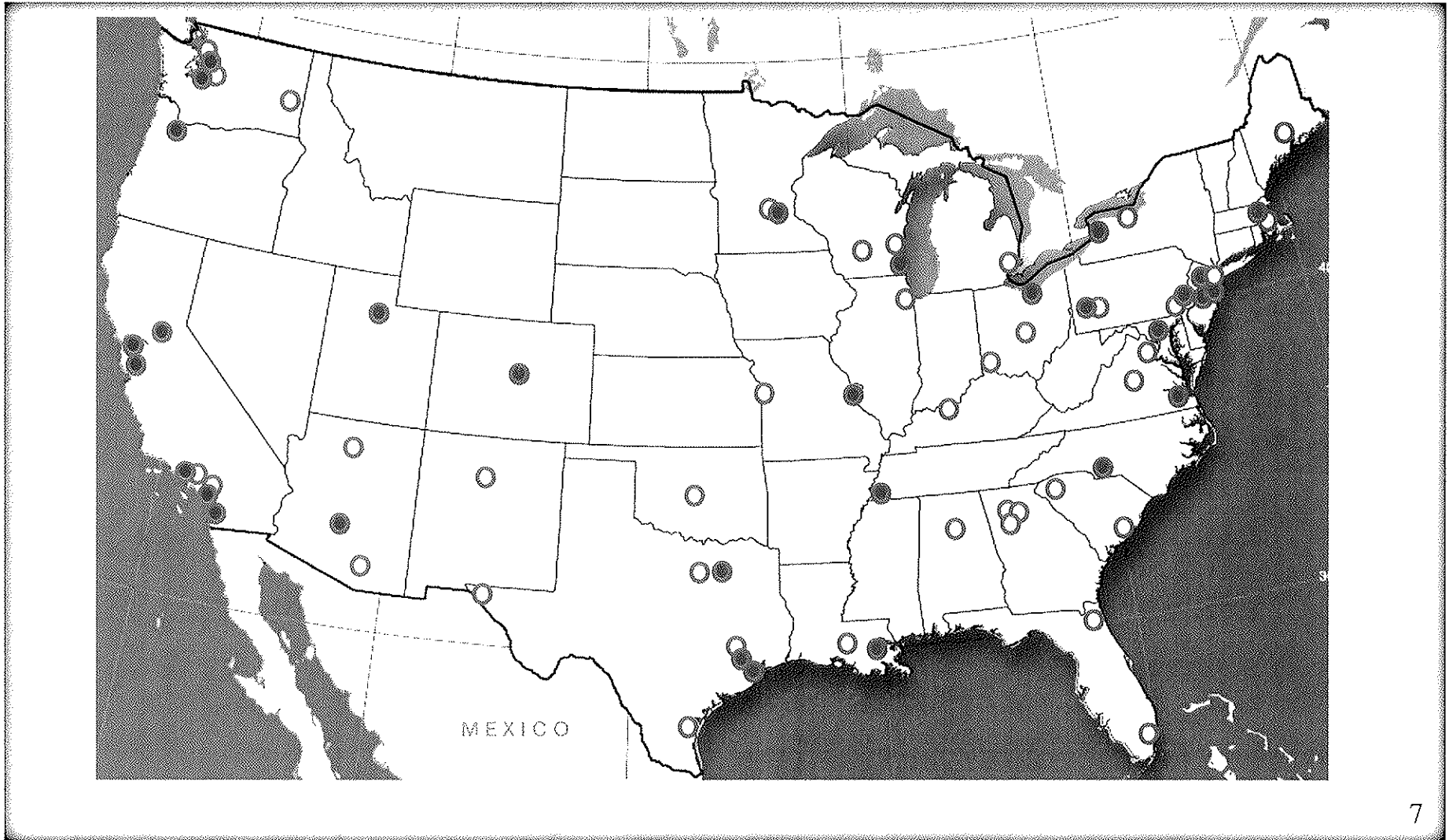
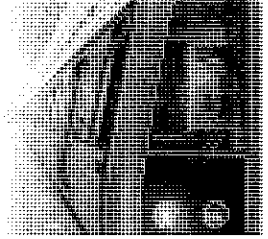
Project Website: www.piketranst.com



Light Rail Studies and Plans in Northern Virginia

Light Rail: Where Does it Exist Now? ●

Where is it Proposed? ○



THE DEBATE

The light rail concept grew out of the renovation 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 America 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 ambience³.

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

THE DEBATE

TABLE 1: COMPARISON OF CHARACTERISTICS OF REGULAR BUS, BRT AND LRT MODES

Characteristics	Regular Bus (RB)	Bus Rapid Transit (BRT)	Light Rail Transit (LRT)
System components			
Way category	Mixed traffic	Partially separated ways (mixed traffic)	Partially separated ways (exclusive ways, mixed traffic)
Support	Road	Road	Rail
Guidance	Steered	Steered	Guided
Propulsion	ICE*	ICE*(Dual)	Electric
Vehicle /Train control	Visual	Visual	Visual / Signal / Fail-safe
Max. TU size & capacity	Single vehicle – 120	Single vehicle – 180	1-4 car trains 4x180 = 720
Lines / Operational elements			
Lines	many	few	few
Headways on each line	long / medium	short	short
Stop spacings [meters]	80-250	200-400	250-600
Transfers	few	some / many	many
System characteristics			
Investment costs / km	low	moderate / high	high / very high
Operating costs / space	medium	medium	low
Operation in tunnel	no	no	yes
Service in pedestrian zones	variable	difficult	attractive
System image	moderate	good	excellent
Impact on land use and city livability	none	some	strong
Passenger attraction	variable	good	excellent

*ICE - internal combustion engine

vehicles operating on urban streets.

This systems approach in planning bus services, supported by the very successful systems in Ottawa, Curitiba⁷ 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 useful⁸. 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.

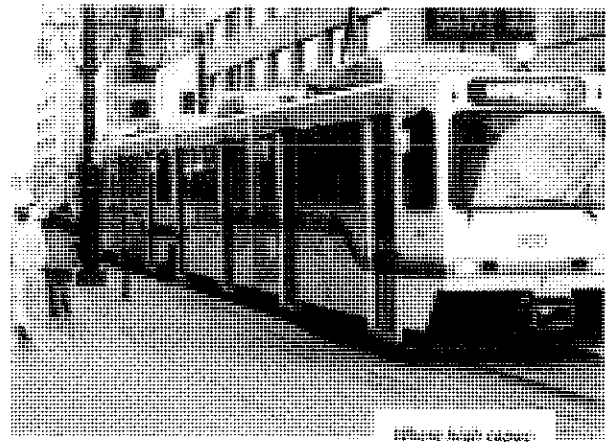
For applications on heavily used trunk lines, LRT represents a higher-investment/higher performance transit system than BRT. In addition to comfortable,

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.

References

- ¹ Vuchic, Vukan R. 1972, Light Rail Transit - System Description and Evaluation; Report to U.S.D.O.T.
- ² Vuchic, Vukan R. and Shinya Kikuchi, 1994, The Bus Transit System: Its Underutilized Potential; report to F.T.A., DOT, Washington, DC.
- ³ Girnau, G., A. Müller-Hellmann & F. Biennemann, 2000, Stadtbahnen in Deutschland; Alba Fachverlag, Düsseldorf.
- ⁴ Withur Smith & Associates, 1970, The Potential for Bus Rapid Transit.
- ⁵ RATP, 1977, Autobus en Site Propre (Bus on Separate ROW); Paris; 104 pages.
- ⁶ Müller-Hellmann, A., M. Schmidt & R. Pütz, 1999, Line Service Buses; VDV & Alba Fachverlag, Düsseldorf.
- ⁷ Rabinovitch, Jonas & Josef Leitman, 1996, Urban Planning in Curitiba; Scientific American, March, pp. 26-33.
- ⁸ Hondius, Harry, 1995, A State of the Art of bus, hybrid bus, trolleybus and Intermediate systems; Public Transport International #6, pp. 24-31; UITP, Brussels.
- ⁹ Special Edition: BRT, 2002; Journal of Public Transportation, vol. 5, Nr. 2.
- ¹⁰ Vuchic, Vukan R., 2000, A Comparison of Light Rail Transit with Bus Semirapid Transit; 5th UITP Light Rail



Conference, Melbourne; UITP, Brussels.

¹¹ Vuchic, Vukan R. 2005, Urban Transit Operations, Planning and Economics; John Wiley & Sons, Hoboken, NJ.

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

Send your questions and comments to:
Vuchic@seas.upenn.edu copy to
editor@uitp.com

Columbia Pike / Leesburg Pike Transit Study – Phase 2

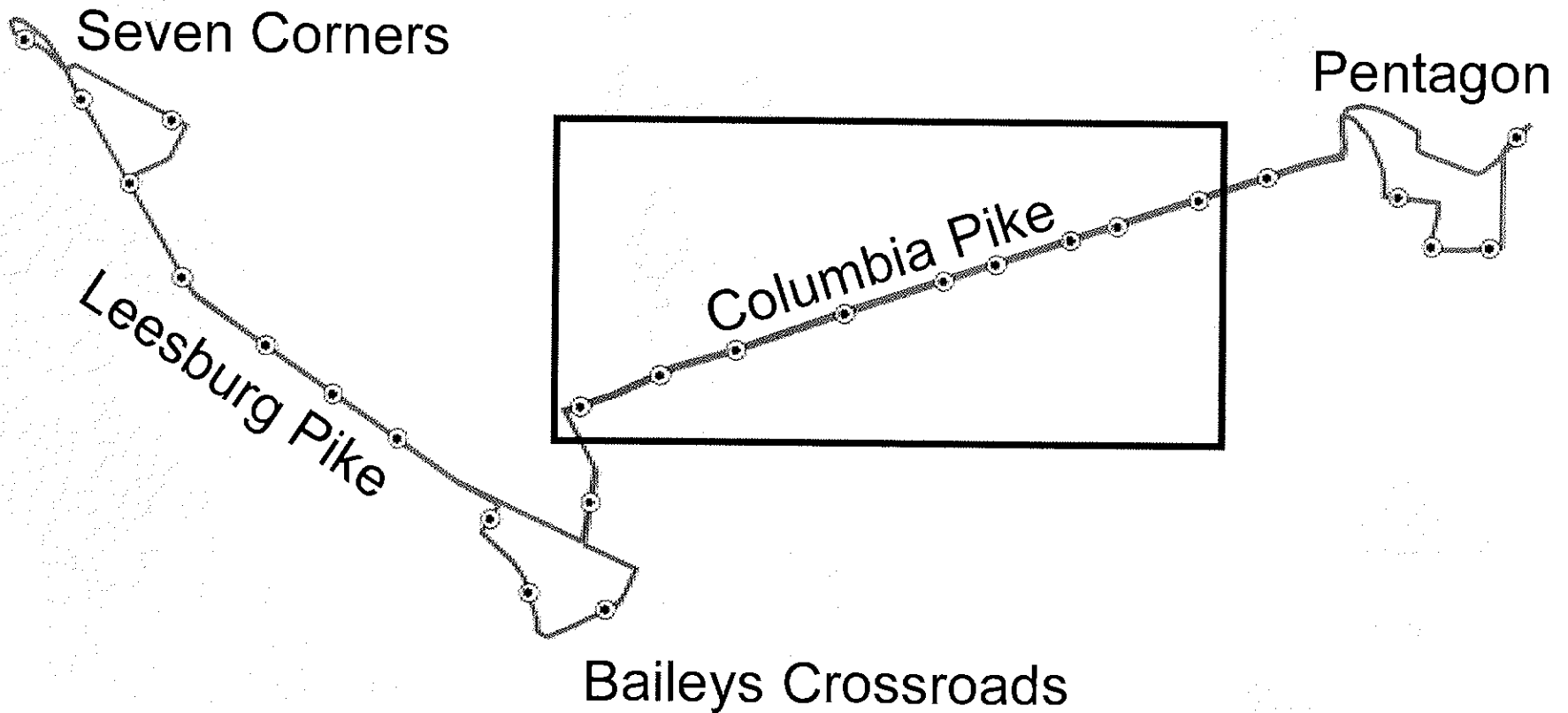
Prepared for Arlington and Fairfax Counties

By **PARSONS**

A Member Firm of Capital Transit Consultants

Under Contract to WMATA

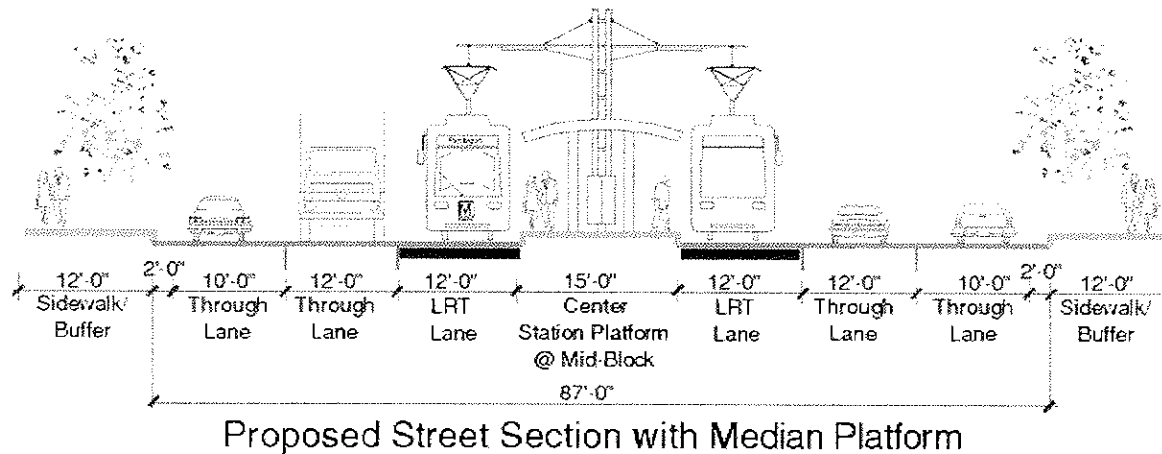
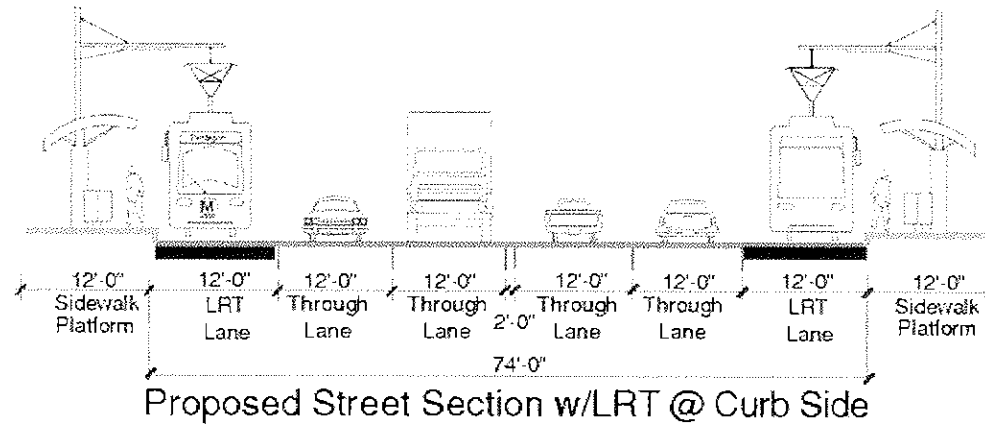
TRANSITWAY ALIGNMENT



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



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 additional 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
<p>Curbside vs. Median</p>	<p>Curbside: 15% lower travel times than Median</p>	<p>Median: 5% more riders than Curbside</p>	<p>Median: 12% less costly than Curbside</p>
<p>LRT vs. BRT</p>	<p>No significant difference between LRT and BRT</p>	<p>LRT: 10% more riders than BRT</p>	<p>BRT: 67% less costly than LRT</p>



Agenda Item #10

TO: Chairman Euille and NVTC Commissioners
FROM: Rick Taube
DATE: February 28, 2009
SUBJECT: National Transportation Studies and Research

**A. National Surface Transportation Policy and Revenue Study Commission:
Transportation for Tomorrow.**

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. A complete copy is available from NVTC staff or go to www.transportationfortomorrow.org. USDOT personnel staffed the commission which had a dozen board members. NVTC's executive director was appointed to serve on a Blue Ribbon Advisory Committee of industry experts (see attachment).

The commission concluded that \$225 billion must be invested annually over the next 50 years in nationwide transportation improvements. Less than 40 percent of that amount is being spent today (\$85 billion). Transit and intercity passenger rail should be a priority. Benefit-cost analysis and performance-based outcomes should guide those investments. For transit, investments from the current base of \$13 billion annually would have to reach as high as \$32 billion annually (in \$2006) by 2020 to raise overall transit performance to a rating of "good." Ridership would grow to 17 million from 9 billion currently. By 2055, average annual transit investments would need to reach \$46 billion, with ridership of up to 71 billion.

For intercity passenger rail, new investments of \$7.4 billion annually are needed in the short term and \$10.6 billion in the mid-term to increase annual passenger miles from 5.5 billion currently to 8.2 billion in the short term and 26.9 billion in the mid term.



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

The commission believes 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.

Rather than the current modal structure, 108 distinct federal investment programs should be consolidated into 10 areas:

1. Asset management;
2. Freight;
3. Congestion relief;
4. Safety;
5. Access for small cities and rural areas;
6. Intercity passenger rail;
7. Environmental stewardship;
8. Energy security;
9. Federal lands;
10. Research and development.

Also, a new permanent National Surface Transportation Commission (NASTRAC) should be established to implement a national strategic plan.

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 remain an important component until better alternatives are found over the next 20 years. The level of the federal fuel 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.

In a minority report, the USDOT Secretary 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 its 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 oppose NASTRAC. There is too great an emphasis on intercity passenger rail. Finally, in a submission to the Wall Street Journal Secretary Peters objects to the unprecedented federal tax on transit and passenger rail trips.

Several excerpts are attached for your information. Page 5-8 displays the nationwide shares of transit revenues by source. Fuel taxes at all levels of government contribute 15.1% of the total of \$40.6 billion collected for transit in 2005. General funds yielded 15.6%. The largest source was fares (28.4%).

Federal options to raise more surface transportation funds are shown on pages 5-20 and 21. For example, a 10-cent gas tax increase in 2010 with indexing to the CPI would yield \$203 billion cumulative by 2017. A three percent sales tax on gasoline in 2010 would yield \$98 billion by 2017.

As Congress is unlikely to enact the recommended 40-cent gas tax the commission may not have the last word on the subject. Another group created by Congress, the National Surface Transportation Infrastructure Financing Commission, is due to report in early 2009. As Congress prepares for the next multi-year reauthorization of the surface transportation program, these recommendations will be weighed. It is likely that prompt action will be required, however, to keep the Highway Trust Fund solvent.

B. National Surface Transportation Infrastructure Financing Commission's Interim Report.

Also created by SAFETEA-LU, this 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. The full interim report is available at <http://financecommision.dot.gov>.

The finance commission has 15 members, including state and local elected officials, transit and finance executives, among others. The commission believes the U.S. transportation system is in crisis. Its members cite in particular a problem very familiar here in Virginia: maintenance costs are competing with necessary expansion of the system. Also, system performance is deteriorating. For example, from 1980 to 2005, automobile VMT grew 94 percent, truck VMT grew 105 percent and highway lane-miles grew 3.5 percent. During that time, total hours of delay in urban areas grew 425 percent, delay per traveler grew 171 percent, congestion costs grew 382 percent, fuel wasted grew 480 percent, and highway CO₂ emissions grew 37 percent.

The commission cites research that lists current user fee revenue per VMT at 3-cents, compared to costs during congested conditions of 10 to 29-cents per VMT. Transit recovers about 20 to 70 percent of its operating costs from user fees (fares).

C. Oregon's Mileage Fee Concept and Road User Fee Pilot Program

The Oregon DOT has published a report dated November, 2007, describing 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.

As described in item #10A above, the NTPRSC had doubts about how quickly this method could be proven to be a worthy substitute for the traditional gas tax. Oregon's DOT does point to the need for future testing before full implementation as well as cooperation with the automobile industry to build devices into new cars. It could take up to a decade before full implementation could occur.

In April, 2006 the demonstration began after five years of preparation. A total of 285 volunteered vehicles participated, with two Portland service stations serving as revenue collection centers. Participants paid the mileage fees at the pump instead of the usual gas tax. After the year-long demonstration of replacing the gas tax with the mileage fees, 91% of the participants said they would agree to continue paying the mileage fees in lieu of the gas tax if the program were extended statewide.

The fees were assessed based on geographic zones (in Oregon, outside Oregon) as well as based on time of day (peak, non-peak) to serve as congestion charges. The fees produced a 22% decline in driving during peak periods. 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 mile.

Based on the demonstration, ODOT estimated that it would cost \$33 million to start to implement the program statewide, with annual maintenance costs of \$1.6 million. Within 20 years, annual revenue would be \$67 million (compared to current gas tax annual revenues of \$400 million), because the new method would be gradually phased in.

D. Tax Foundation Ranking of Virginia's Tax Burden

Excerpts are attached showing Virginia's nationwide ranking in several tax categories. For example, Virginia's "freedom day" for 2007 (on which average taxpayers earned enough to cover annual tax liabilities) was April 30th, which is 17th best among the 50 states. For state and local property tax collections per capita for FY 2005, Virginia ranked 20th, with \$1,109.

Data also show state corporate and personal income tax rates for each state. Given graduated rates and various standard and personal deductions, no rankings are given.

Tax rates as of December 31, 2006 are shown for sales (25 states are higher than Virginia), gasoline (42 states are higher), cigarettes (45 states are higher), spirits (33 states are higher), wine (five states are higher) and beer (17 states are higher).

Finally, 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% to 10.2% over that period, with a rank of 33 through 42 among states. The federal tax burden in Virginia ranged from 18.9% to 23.6% with a state rank of 15 through 28. The combined burden ranged from 27.9% to 33.7%, with a rank of 16 through 37. 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.

E. State Greenhouse Gas Emissions: Comparison and Analysis.

The Congressional Research Service has published an analysis dated December 5, 2007 (excerpts are attached). Among the key findings are:

- CO₂ accounts for 80% of GHG emissions;
- 98% of CO₂ comes from energy use;
- 28% of energy use is due to transportation.
- 64% of transportation energy use is due to personal travel by auto, light truck or motorcycle (and hence 14% of GHG emissions and 18% of CO₂);
- The 10 highest GHG emission states emit 50% of the U.S. total;
- Virginia is 16th;

- In major urban areas, CO₂ emissions are lowest in high-density downtown regions with public transit;
- According to APTA, taking transit to work saves 4,800 pounds of CO₂ per person per year.

F. Guaranteed Ride Home Research

The Journal of Public Transportation (Vol. 10, No.4, 2007) contains a research paper on the characteristics, utilization and cost of Guaranteed Ride Home programs around the US. The research is by William Menczer, a Federal Transit Administration officer. Excerpts are attached.

A comparative table lists 57 programs in 26 states, including the MWCOG program for the Washington D.C. metropolitan region. With over 27,000 registered uses, the MWCOG program is 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% which is 10th highest). MWCOG's cost per member of \$6.18 is fifth highest. Data are from FY 2005.

The nationwide average cost per claim is \$36.95 and the average percentage use rate is 4.57.

G. Are Driverless Pods the Future?

In the attached article, personal rapid transit vehicles are described that 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. Wait times will be a maximum of 12 seconds with top speeds of 25 miles per hour. Multiple pick-up and drop off locations will be served with non-stop trips. The pods are powered with batteries. Customers use a touch screen to select destinations.

H. Advocates: Pushing for Changes in Transit

The attached article describes how transit agencies can cooperate with advocates to work for mutually beneficial improvements. NVTC's Kala Quintana is quoted extensively on the subjects of empowering advocacy groups, effective outreach and transparent policy making.

I. Growing Cooler: The Evidence on Urban Development and Climate Change

At a policy forum on January 22, 2008 sponsored by APTA and others, strategies to reduce Greenhouse Gas (GHG) emissions were presented. In a presentation by Steve Winkleman, Reid Ewing and Dan Chen, it was asserted that the U.S. and the rest of the world must cut GHG 60-80% below 1990 levels by 2050, and 30% by 2030, in order to stabilize climate. Currently, CO₂ emissions are 20% above 1990 levels with transportation accountable for a third of U.S. CO₂ emissions. Stingent new auto fleet fuel economy and clean fuel standards will be counteracted by VMT growth. Only by shifting 60% of new growth to new compact development patterns can VMT be reduced (by about 4% by 2030) resulting in a reduction of 85 million metric tons of CO₂. Cumulative full cost savings would be \$260 billion by 2030 from such a VMT reduction.

Other researchers believe a 25% VMT reduction could be achieved by adding mileage-based auto insurance, improved transit and stricter parking measures. For example, a 2007 study by ICF for APTA calculated 29 VMT per household per day for those using public transit versus 45 VMT per household per day for those that did not. Auctioning rights to pollute ("allowances") could generate \$1 billion annually for improved transit. The next federal transportation reauthorization bill must address the need for VMT reduction.

A lengthy report provides documentation for those land use recommendations. It is available from NVTC staff or go to: <http://sgusa.convio.net/site/DocServer/GrowingCooler9-18-07small.pdf?DocID=4061>

Additional material from the conference is available at http://www.apta.com/government_affairs/policy/greenhouse/winkleman.pdf.

J. 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. Initially it will cover New Jersey to North Carolina and eventually Maine to Florida, using satellites to beam data to/from state DOT's for dissemination to the public via internet, mobile alerts and road signs.

Other methods (in addition to satellites) are being tested in other markets, such as scanning cell phone data or toll transponders to identify traffic speeds. Refer to the attached Wall Street Journal article for more information.

K. BART Tries Pay-By-Phone System

In the attached article, BART in the San Francisco Bay area is testing a system-wide cell 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.

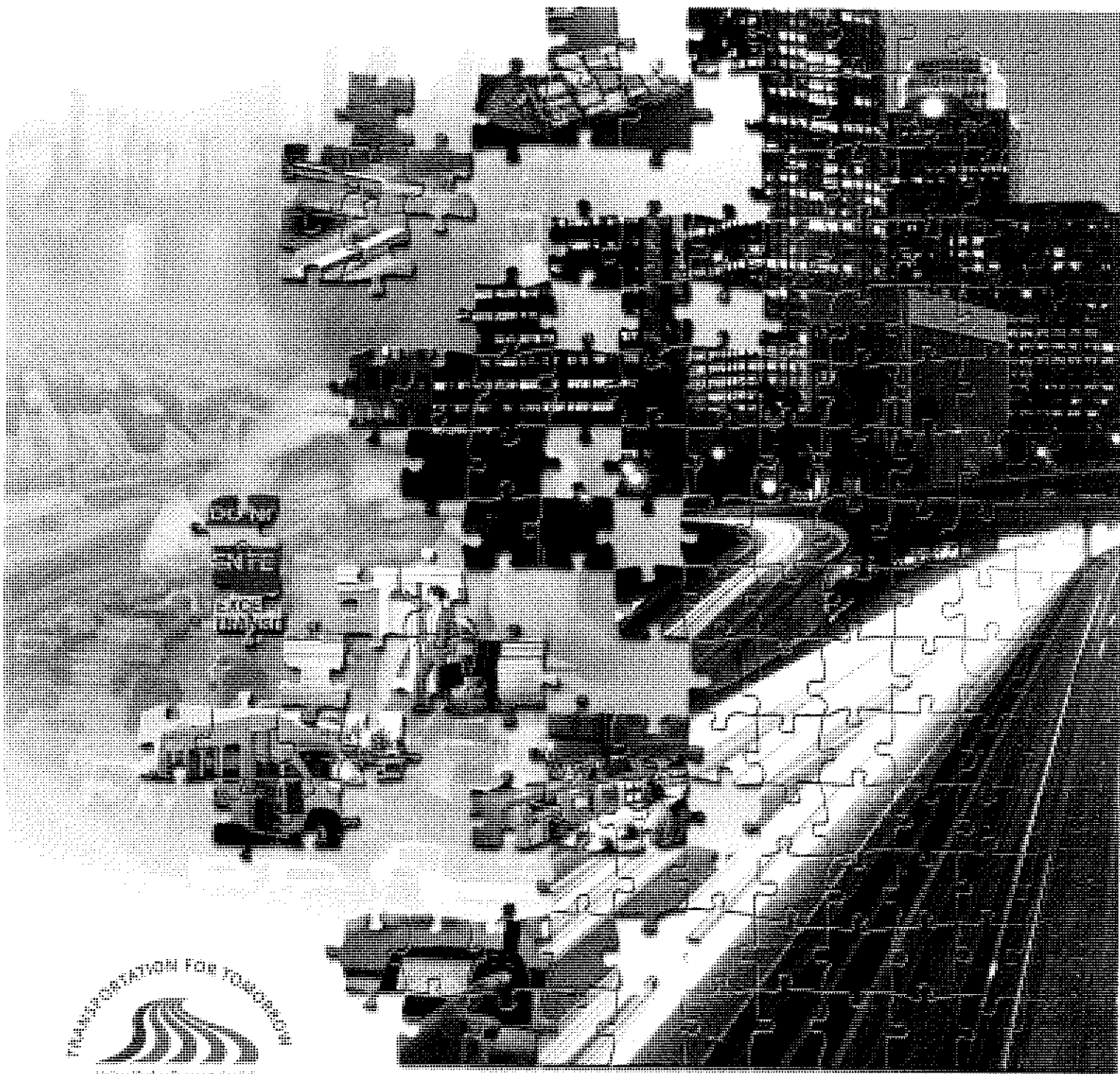
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Report of the
**National Surface Transportation Policy
and Revenue Study Commission**

Transportation for Tomorrow

December 2007





their highway systems. Nationwide fuel taxes accounted for about 56 percent of total State highway user revenues, excluding tolls, in 2005; but, for individual States, that percentage ranged from 28 percent in Vermont to 98 percent in South Dakota.

Transit

Unlike highways where the bulk of funding comes from Federal and State sources, most transit funding is local. Federal funds accounted for 17 percent of total transit funding in 2005. About 80 percent of the Federal revenues were from gasoline taxes deposited in the Transit Account of the Highway Trust Fund. Since 1997, 2.86 cents per gallon have been deposited to the Transit Account of the HTF; the remainder came from general funds. State funds represented 20 percent of total transit funding in 2005; but, unlike the Federal Government, only a small portion of State transit funding was from gasoline and other

highway user taxes. Almost all State funds for transit were from either special purpose taxes or State general funds. Local funds accounted for over 60 percent of total transit funding in 2005. Over 45 percent of those funds came from fares and other user fees, 25 percent from special purpose taxes, and the remainder from local general funds. Exhibit 5-8 shows the revenues and their sources.

Exhibit 5-9 shows the growth in transit revenues from Federal, State, and local governments, and fares and miscellaneous transit agency revenues from 1993 to 2005. As with highway revenues, the relative shares of transit revenues have not changed substantially over the 12-year period. Federal revenues have accounted for between 15 and 19 percent of total revenues over the period, State revenues between 18 and 21 percent, local revenues between 18 and 22 percent, and transit agency fares and miscellaneous revenues between 40 and 48 percent of the total.

Exhibit 5-8. 2005 revenues used for transit (by collecting agencies) in millions and percent

Source	Federal		State		Local		Fares	
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent
Fuel Tax	\$5,484	13.5	\$459	1.1	\$183	0.5	\$6,141	15.1
Income Tax			\$292	0.7	\$91	0.2	\$383	0.9
Sales Tax			\$2,401	5.9	\$4,571	11.3	\$6,979	17.2
Property Tax					\$565	1.4	\$565	1.4
Other Specialized Taxes			\$994	2.4	\$1,030	2.5	\$2,027	5.0
Other Public Funds			\$1,832	4.5	\$4,889	12.0	\$6,725	16.6
General Fund	\$1,371	3.4	\$2,219	5.5	\$2,688	6.6	\$6,278	15.5
Fares					\$11,528	28.4	\$11,528	28.4
Total	\$7,855	19.4	\$6,135	15.2	\$16,644	41.5	\$41,205	100.0

This exhibit shows 2005 transit revenues by level of government and source of funds.

Source: National Transit Database.

Exhibit 5-17. Revenue generating estimates for different funding mechanisms

Short-Term Funding Mechanisms	Estimated Revenue Generation 2010	Estimated Revenue Generation 2017	
Federal Revenue Options to Increase Highway Trust Fund Revenues			
Index Federal fuel taxes retroactive to 1993 to capture full loss due to inflation	\$19.4 billion	\$31.7 billion	
Capture half of the loss due to inflation since 1993	\$9.6 billion	\$19 billion	
Index Federal fuel taxes starting in 2010	\$0.8 billion	\$7.6 billion	
Implement motor fuel sales taxes at the Federal level	\$10.8 billion	\$14.0 billion	
Reinstitute Federal light duty vehicle sales tax on new vehicles	\$15 billion	\$20.4 billion	
Index Heavy Vehicle Use Tax (HVUT) retroactive to 1997	\$2.1 billion	\$3.7 billion	
Index HVUT starting in 2010	\$30 million	\$374.3 million	
Eliminate exemptions to HTF starting in 2008	\$1.2 billion	\$1.3 billion	
Recapture interest on HTF balances starting in 2008	\$0.5 billion	\$0.5 billion	
Other Federal Revenue Options			
Authorize tax credit bonds (modeled after the Senate-proposed "Build America Bonds" - assumes \$5 billion in net proceeds per year)	\$5 billion, General Fund supported	\$5 billion	
Utilize 5 to 10 percent of current Customs duties for port and intermodal improvements	\$1.7 billion at 5 percent \$3.3 billion at 10 percent	\$2.2 billion at 5 percent \$4.5 billion at 10 percent	
Authorize freight/ intermodal investment tax credits (assumes \$500 million annual limit on monetization of 20-year tax credit streams)	\$1.2 billion	\$1.2 billion	
Container fees	\$1.7 billion	\$2.7 billion	
State Revenue Options			
Index state motor fuel taxes	\$1.4 billion	\$6.5 billion	
Increase state motor fuel taxes to catch up for inflation losses since 2000	\$6.6 billion	\$8.6 billion	
Implement motor fuel sales taxes	\$8.9 billion	\$11.6 billion	
Raise motor vehicle registration fees to keep up with inflation	\$1.8 billion	\$6.4 billion	
Use vehicle sales tax for transportation	\$6.2 billion	\$8.4 billion	
Portion of state sales tax dedicated to transportation	\$9.0 billion	\$12.0 billion	
Increase tolling/pricing revenues (above current 5 percent per year increase)	\$0.2 billion	\$2.4 billion	
VM'1' fees (future); transition from short-term toll/pricing innovation			
Local Revenue Options			
Increase use of specialized dedicated local taxes, e.g., local option taxes, impact fees - Highway	\$3.5 billion	\$11.6 billion	
Increase use of specialized dedicated local taxes, e.g., local option taxes, impact fees, miscellaneous transit fees - Transit	\$1.8 billion	\$6.0 billion	

This table identifies the additional revenues that could be generated from a set of alternative funding mechanisms.

Source: 2006 NCHRP Report, Future Financing Options to Meet Highway and Transit Needs.

	Average Annual Revenue 2010 to 2017	Revenue Generation Cumulative 2007 to 2017	Comments
	\$25.3 billion	\$202.6 billion	Would result in 10 cent gas tax increase in 2010 with indexing to CPI thereafter.
	\$14.1 billion	\$113 billion	Would result in 5 cent gas tax increase in 2010 with indexing to CPI thereafter.
	\$4.0 billion	\$32.3 billion	Index fuel tax rates to CPI starting in 2010; first year of next reauthorization cycle.
	\$12.3 billion	\$98.4 billion	Assume 3 percent sales tax on motor fuels, starting in 2010.
	\$17.6 billion	\$140.8 billion	Seven percent rate phased out in 1971. Assume tax is reinstated in 2010 at 3 percent.
	\$2.9 billion	\$21.3 billion	Has been fixed at maximum of \$550 since 1984; assume indexing retroactive to 1997 to capture one-half loss due to inflation.
	\$200 million	\$1.5 billion	Assume indexing to CPI implemented in 2010.
	\$1.2 billion	\$12.3 billion	As proposed in President's 2006 budget, shift exemptions to general fund.
	\$0.5 billion	\$5.0 billion	Depends on HTF balances; estimates assume minimal balances through next reauthorization cycle.
	\$5 billion	\$55 billion	Debt-oriented financing technique that leverages a Federal tax subsidy to generate new transportation funding.
	\$1.9 billion at 5 percent \$3.9 billion at 10 percent	\$20.0 billion at 5 percent \$40.1 billion at 10 percent	These funds would be set aside for port and intermodal purposes; 30 percent assumed to offset highway needs, such as intermodal connectors.
	\$1.2 billion	\$13.2 billion	Modeled after the Graves proposal. Only 15 percent of ITCs are estimated to fund highway or transit needs such as highway-rail grade crossings.
	\$2.2 billion	\$17.5 billion	Start in 2010; applied on all import and export containers.
	\$3.8 billion	\$31.9 billion	If all states indexed fuel taxes by 2010.
	\$7.6 billion	\$70.0 billion	If all states were to catch up for inflation losses by 2010, results in average 5.2 cent increase.
	\$10.1 billion	\$94.3 billion	Three percent assumed dedicated to transportation.
	\$4.0 billion	\$33.4 billion	If all states were to raise in concert with inflation starting in 2007.
	\$7.2 billion	\$66.6 billion	If all states who have sales tax dedicate at least 3 percent of vehicle sales tax to transportation.
	\$10.5 billion	\$108.8 billion	Assume one-half percent dedication to highway and/or transit.
	\$1.1 billion	\$8.9 billion	Estimate based on aggressive use of tolling and pricing opportunities in SAFETEA-LU.
			High potential but widespread deployment assumed after 2015.
	\$7.2 billion	\$63.4 billion	Assume more aggressive growth rate of last 10 years continues.
	\$3.7 billion	\$32.8 billion	Assume more aggressive growth rate of last 10 years continues.

Exhibit 5-20. Evaluation of potential transportation revenue sources against generally accepted evaluation criteria

	Revenue Adequacy	Stability/Predictability	Responsiveness to Inflation	Flexibility	Appropriateness of Dedication	Compliance Costs	Administrative Costs	Equity by Vehicle Class	Equity by Income Group	Equity by Geography	Relationship to Economic Efficiency	Point of Taxation and Incidence	Evasion Potential	Ease of Implementation	Average
Fuel Tax															
Indexed Fuel Tax															
Motor Fuel Sales Tax															
Value Added Tax															
Registration Fee															
Personal Property Tax															
Vehicle Sales Tax															
Traditional Tolls															
Tolling New Lanes															
Tolling Existing Lanes															
VMT Fees															
Indexed VMT Fees															
Congestion Pricing															
Local Option Sales Tax															
Impact Fees															
Innovative Finance*															
Public-Private Partnerships*															
Container Fees															
Customs Duties															

* Assumes repayment from tolls

Legend: Excellent Very Good Good Not Good Poor Very Poor

This chart provides a subjective evaluation of a series of alternative revenue sources against a set of criteria.

Source: Commission Staff analysis.

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National Surface Transportation Infrastructure Financing Commission Releases Interim Report

Washington, D.C. (February 1, 2008) – The nation’s surface transportation system is in a “physical and financial crisis” because current revenue is insufficient to maintain and improve this country’s highways, public transportation systems and intermodal connectors, according to an interim report released today by the National Surface Transportation Infrastructure Financing Commission (the “Financing Commission”).

The Financing Commission makes several preliminary observations:

- Transportation system demands are outpacing required investment;
- Maintenance costs are competing with necessary expansion of the system;
- The fuel tax, which has been the key federal funding source for our system, is no longer sufficient at current rates;
- More direct user charges should be explored; and
- We need not only more investment in our system, but more intelligent investment complemented by better operation of the system.

The report says the country’s transportation system requires a significant infusion of money to build and better maintain the highways, transit systems and intermodal facilities needed to keep up with economic and population growth. The Financing Commission’s task is to recommend to the federal government how it should fund its transportation programs in the coming decades. This interim report lays out how the Financing Commission perceives the current problems with transportation funding, and how it will analyze options and reach recommendations.

The Financing Commission’s report finds that relying principally on the federal fuel tax “may not be a sustainable strategy in the long run” because as fuel economy continues to rise, “the fuel taxes that are the backbone of the federal transportation revenues will continue to shrink relative to use and needs of the system.”

The Financing Commission’s report also states that inadequate fuel tax revenues and the high maintenance costs of our aging transportation system are forcing state and local governments to forgo or postpone needed capacity enhancements. The report states that “if we are to remain competitive in a global economy, we must thoroughly re-assess the current approach to funding surface transportation infrastructure.” As a result, the Financing Commission will examine a broad array of existing and potential funding mechanisms, including direct user charges and other financing options that may augment current revenues and encourage more efficient use of system capacity.

The Financing Commission strongly encourages feedback and invites comment on this interim report and its proposed metrics for evaluating various funding and financing options in order to help develop constructive and specific recommendations that will support the nation’s future transportation needs. The Financing Commission is expected to release its final report with recommendations near the end of 2008.

Full Interim Report Online

The National Surface Transportation Infrastructure Financing Commission's interim report, *The Path Forward: Funding and Financing Our Surface Transportation System*, is available online at <http://financecommission.dot.gov>.

About the Financing Commission

Section 11142 of SAFETEA-LU established the National Surface Transportation Infrastructure Financing Commission and charged it with analyzing future highway and transit needs and the finances of the Highway Trust Fund and making recommendations regarding alternative approaches to financing surface transportation infrastructure.

In addition to the Financing Commission, Congress established in section 1909 of SAFETEA-LU the National Surface Transportation Policy and Revenue Study Commission (the "Policy Commission"), which just released its final report on January 15, 2008. The Policy Commission was charged with studying the current condition and future needs of the surface transportation system and offering recommendations for a new vision, goals, policies and programs to guide the future federal role. Over the next year the Financing Commission will craft specific recommendations for funding and financing the future federal role based on the work of the Policy Commission as well as that of other industry stakeholders and transportation experts.

As provided by statute, the Financing Commission has 15 members with broad experience in finance, government, industry, law and public policy. It is subject to the Federal Advisory Committee Act and all of its meetings are open to the public.

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To submit comments on this interim report or related matters to the Commission, please send them directly to:

Jack Wells, Commission Staff Director / Designated Federal Official,
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Virginia
State-Local Tax Burden Compared to U.S. Average
(1970-2007)

Year	State				U.S. Average				
	State-Local Tax Burden	State Rank (1 is highest)	Federal Tax Burden	State Rank (1 is highest)	Total Tax Burden*	State Rank (1 is highest)	Average State-Local Tax Burden	Average Federal Tax Burden	Total Tax Burden*
1970	9.0%	35	20.2%	16	29.2%	35	10.0%	19.9%	29.9%
1971	8.8%	41	19.1%	15	27.9%	35	10.2%	19.0%	29.2%
1972	9.2%	40	19.9%	18	29.0%	33	10.6%	19.8%	30.3%
1973	9.2%	33	20.3%	15	29.5%	27	10.3%	20.1%	30.4%
1974	9.2%	34	20.8%	22	30.0%	33	10.3%	20.7%	31.0%
1975	9.2%	36	18.9%	27	28.2%	33	10.3%	19.1%	29.4%
1976	9.2%	34	19.5%	29	28.7%	35	10.4%	19.7%	30.1%
1977	9.3%	34	19.7%	28	29.0%	35	10.4%	20.0%	30.4%
1978	9.1%	33	20.0%	30	29.1%	33	9.9%	20.4%	30.4%
1979	8.8%	35	20.3%	34	29.1%	37	9.5%	20.9%	30.4%
1980	8.7%	36	20.4%	34	29.2%	40	9.5%	21.2%	30.7%
1981	8.8%	35	21.4%	29	30.2%	36	9.4%	21.9%	31.3%
1982	9.1%	35	20.7%	23	29.7%	34	9.8%	20.9%	30.7%
1983	9.0%	36	19.7%	22	28.7%	33	9.8%	19.8%	29.7%
1984	8.9%	36	19.3%	25	28.2%	35	9.8%	19.6%	29.4%
1985	9.0%	38	19.6%	23	28.6%	32	9.9%	19.9%	29.8%
1986	9.2%	37	19.5%	20	28.7%	31	10.1%	19.9%	29.9%
1987	9.5%	39	20.3%	21	29.7%	30	10.3%	20.7%	31.0%
1988	9.6%	35	20.1%	26	29.7%	32	10.3%	20.5%	30.7%
1989	9.6%	36	20.4%	23	30.0%	29	10.3%	20.7%	31.0%
1990	9.7%	35	20.3%	21	30.0%	31	10.3%	20.5%	30.8%
1991	9.7%	36	20.0%	24	29.7%	31	10.6%	20.1%	30.7%
1992	9.6%	41	19.8%	21	29.4%	34	10.6%	19.8%	30.5%
1993	9.5%	44	20.0%	27	29.4%	35	10.5%	20.1%	30.7%
1994	9.6%	41	20.3%	28	29.9%	36	10.6%	20.6%	31.2%
1995	9.7%	42	20.7%	27	30.4%	37	10.5%	21.0%	31.6%
1996	9.7%	39	21.3%	22	31.0%	31	10.5%	21.5%	32.0%
1997	9.7%	38	21.7%	27	31.4%	30	10.4%	22.1%	32.5%
1998	10.0%	36	22.9%	14	32.9%	19	10.5%	22.7%	33.2%
1999	9.9%	34	23.0%	14	33.0%	18	10.5%	22.9%	33.3%
2000	10.1%	33	23.6%	14	33.7%	17	10.5%	23.5%	34.0%
2001	9.9%	37	22.6%	13	32.5%	18	10.5%	22.5%	33.0%
2002	9.7%	38	20.4%	12	30.0%	18	10.3%	19.9%	30.3%
2003	9.7%	37	19.6%	12	29.3%	18	10.4%	19.1%	29.5%
2004	9.9%	36	19.7%	13	29.6%	18	10.6%	19.1%	29.7%
2005	10.2%	33	21.1%	13	31.3%	18	10.9%	20.6%	31.5%
2006	10.1%	32	22.2%	11	32.4%	16	10.8%	21.5%	32.3%
2007	10.2%	33	22.7%	11	32.9%	17	11.0%	21.7%	32.7%

* May not add to total due to rounding.

Source: Tax Foundation calculations based on data from the Bureau of Economic Analysis, Department of Commerce

State Sales, Gasoline, Cigarette, and Alcohol Tax Rates by State

As of December 31, 2006

(2006's noteworthy changes in bold italics)

State	Table					
	Sales Tax (Percent)	Gasoline Tax (Per Gallon)	Cigarette Tax (Per Pack)	Spirits Tax (Per Gallon)	Wine Tax (Per Gallon)	Beer Tax (Per Gallon)
Alabama	4	\$0.18	\$0.425	\$14.78 (b)	\$1.70	\$0.53
Alaska	None	\$0.08	\$1.80	\$12.80	\$2.50	\$1.07
Arizona	5.6	\$0.19 (m)	\$2.00	\$3.00	\$0.84	\$0.16
Arkansas	6	\$0.215	\$0.59	\$2.58	\$0.77	\$0.24
California	6.25	\$0.192 (m)	\$0.87	\$3.30	\$0.20	\$0.20
Colorado	2.9	\$0.22	\$0.84	\$2.28	\$0.32	\$0.08
Connecticut	6	\$0.25	\$1.51	\$4.50	\$0.60	\$0.19
Delaware	None	\$0.23	\$0.55	\$3.75	\$0.97	\$0.16
Florida	6	\$0.149 (c)	\$0.339	\$6.50	\$2.25	\$0.48
Georgia	4	\$0.075	\$0.37	\$3.79	\$1.51	\$0.48
Hawaii	4	\$0.16	\$1.60 (n)	\$5.98	\$1.38	\$0.93
Idaho	6	\$0.25	\$0.57	\$8.86 (b)	\$0.45	\$0.15
Illinois	6.25	\$0.19	\$0.98	\$4.50	\$0.73	\$0.19
Indiana	6	\$0.18	\$0.555	\$2.68	\$0.47	\$0.12
Iowa	5	\$0.22 (m)	\$0.36	\$10.79 (b)	\$1.75	\$0.19
Kansas	5.3	\$0.25 (m)	\$0.79	\$2.50	\$0.30	\$0.18
Kentucky	6	\$0.185	\$0.30	\$1.94	\$0.50	\$0.08
Louisiana	4	\$0.20	\$0.36	\$2.50	\$0.11	\$0.32
Maine	5	\$0.268 (a,m)	\$2.00	\$4.56 (b)	\$0.60	\$0.35
Maryland	5	\$0.235	\$1.00	\$1.50	\$0.40	\$0.09
Massachusetts	5	\$0.235 (m)	\$1.51	\$4.05	\$0.55	\$0.11
Michigan	6	\$0.19875 (m)	\$2.00	\$10.53 (b)	\$0.51	\$0.20
Minnesota	6.5	\$0.20	\$1.493 (h)	\$5.08	\$0.35	\$0.15
Mississippi	7	\$0.184 (m)	\$0.18	\$6.34 (b)	(i)	\$0.43
Missouri	4.225	\$0.17	\$0.17	\$2.00	\$0.36	\$0.06
Montana	None	\$0.2775 (m)	\$1.70	\$7.56 (b)	\$1.06	\$0.14
Nebraska	5.5	\$0.28 (a,m)	\$0.64	\$3.75	\$0.95	\$0.29
Nevada	6.5	\$0.238 (m)	\$0.80	\$3.60	\$0.70	\$0.16
New Hampshire	None	\$0.196 (m)	\$0.80	\$0.00 (b)	(i)	\$0.30
New Jersey	7	\$0.145 (d)	\$2.575	\$4.40	\$0.70	\$0.12
New Mexico	5	\$0.18 (m)	\$0.91	\$6.06	\$1.70	\$0.41
New York	4	\$0.3865 (e)	\$1.50	\$6.44	\$0.19	\$0.11
N. Carolina	4.25 (k,g)	\$0.302 (a)	\$0.35	\$8.98 (b)	\$0.79	\$0.53
N. Dakota	5	\$0.23	\$0.44	\$2.50	\$0.50	\$0.16
Ohio	5.5	\$0.28	\$1.25	\$8.40 (b)	\$0.32	\$0.18
Oklahoma	4.5	\$0.17 (m)	\$1.03	\$5.56	\$0.72	\$0.40
Oregon	None	\$0.24	\$1.18	\$18.52 (b)	\$0.67	\$0.08
Penn.	6	\$0.323(f,m)	\$1.35	\$6.54 (b)	(i)	\$0.08
Rhode Island	7	\$0.31 (m)	\$2.46	\$3.75	\$0.60	\$0.11
S. Carolina	5 (l)	\$0.168 (m)	\$0.07	\$4.97	\$1.08	\$0.77
S. Dakota	4	\$0.24 (m)	\$1.53	\$3.93	\$0.93	\$0.27

Tennessee	7	\$0.214 (m)	\$0.20	\$4.46	\$1.27	\$0.14
Texas	6.25	\$0.20	\$1.41	\$2.40	\$0.20	\$0.20
Utah	4.75	\$0.245	\$0.695	\$9.66 (b)	(i)	\$0.41
Vermont	6	\$0.20 (m)	\$1.79 (o)	\$0.38 (b)	\$0.55	\$0.27
Virginia	4	\$0.175	\$0.30	\$14.54 (b)	\$1.51	\$0.26
Washington	6.5	\$0.34 (p)	\$2.025	\$21.30 (b)	\$0.88	\$0.26
West Virginia	6	\$0.315 (j)	\$0.55	\$1.70 (b)	\$1.00	\$0.18
Wisconsin	5	\$0.329 (a,m)	\$0.77	\$3.25	\$0.25	\$0.06
Wyoming	4	\$0.14	\$0.60	\$0.00 (b)	(i)	\$0.02
D.C.	5.75	\$0.20	\$1.00	\$1.50	\$0.30	\$0.09

Note: Bold, Italics indicate notable tax changes during 2006.

(a) The gas tax is indexed for inflation in Maine, Nebraska, North Carolina, and Wisconsin. Nebraska's indexed rate is revised quarterly. North Carolina's indexed rate is revised every six months. Wisconsin's indexed rate is revised every April

(b) States where the state government controls all sales. Excise tax rate is calculated using methodology designed by the Distilled Spirits Council of the United States (DISCUS).

(c) Includes 10.9 cents per gallon sales tax and 4 cents per gallon excise tax.

(d) Includes 4 cents per gallon Petroleum Products Gross Receipts Tax

(e) Includes 8 cents per gallon excise tax, 14.75 cents per gallon pre-paid sales tax and 15.9 cents per gallon Petroleum

(f) Includes 19.2 cents per gallon oil company franchise tax and 12 cents per gallon excise tax.

(g) Tax decrease.

(h) Includes a 75 cents per pack tax for health care costs.

(i) Products are subject to ad valorem mark-up and excise taxes. Only license state volume-based tax rates are shown.

Some control states also levy volume-based taxes in addition to their percentage ad valorem taxes.

(j) Includes a 11 cent per gallon wholesale tax. Rate is variable. Increased to 11 cents per gallon from 6.5 cpg 1/1/07.

(k) Rate will fall to 4 percent on July 1, 2007.

(l) Rate will increase to 6 percent on July 1, 2007.

(m) Additional cents per gallon taxes added this year that were not included in previous years' tables.

(n) Hawaii will continue to increase its tax \$.20 each Sept. 30 until Sept. 30, 2011 when the tax will reach \$2.60.

(o) Increases another \$.20 on July 1, 2007.

(p) Was \$.28 per gallon. Will increase to \$.36 per gallon July 1, 2007, \$.375 July 1, 2008.

Source: State Revenue Departments; Commerce Clearing House; American Petroleum Institute; Orzechowski and Walker; Distilled Spirits Council of the United States (DISCUS)

State and Local Property Tax Collections Per Capita
Fiscal Year 2005

State	Collections Per Capita	Rank
U.S. Total	\$1,132	-
Alabama	\$394	50
Alaska	\$1,345	12
Arizona	\$861	35
Arkansas	\$422	49
California	\$942	32
Colorado	\$1,059	23
Connecticut	\$2,044	2
Delaware	\$577	43
Florida	\$1,148	17
Georgia	\$899	33
Hawaii	\$643	42
Idaho	\$807	37
Illinois	\$1,464	10
Indiana	\$1,219	15
Iowa	\$1,114	19
Kansas	\$1,125	18
Kentucky	\$538	46
Louisiana	\$539	45
Maine	\$1,632	8
Maryland	\$1,001	27
Massachusetts	\$1,607	9
Michigan	\$1,279	14
Minnesota	\$1,024	26
Mississippi	\$676	40
Missouri	\$810	36
Montana	\$1,067	22
Nebraska	\$1,195	16
Nevada	\$962	30
New Hampshire	\$2,028	3
New Jersey	\$2,206	1
New Mexico	\$448	48
New York	\$1,768	4
North Carolina	\$744	38
North Dakota	\$977	29
Ohio	\$1,044	25
Oklahoma	\$485	47
Oregon	\$979	28
Pennsylvania	\$1,079	21
Rhode Island	\$1,695	7
South Carolina	\$880	34
South Dakota	\$942	31
Tennessee	\$654	41
Texas	\$1,320	13
Utah	\$720	39
Vermont	\$1,697	6
Virginia	\$1,109	20
Washington	\$1,055	24
West Virginia	\$556	44
Wisconsin	\$1,410	11
Wyoming	\$1,751	5
D.C.	\$1,951	-

Source: Tax Foundation, Census Bureau

State Individual Income Tax Rates

Local Rates Excluded

As of December 31, 2006 (except where noted)

(2006's noteworthy changes in bold italics)

State	Federal Deduct- ibility	Marginal Rates and Tax Brackets for Single Filers (a)	Standard Deduction		Personal Exemptions (b)	
			Single	Joint	Single	Dependents
Alabama	Yes (t)	2% > \$0 4% > \$500 5% > \$3K	\$2,000	\$4,000	\$1,500	\$300
Alaska	No	None	n.a.	n.a.	n.a.	n.a.
Arizona	No	2.73% > \$0 3.04% > \$10K 3.55% > \$25K 4.48% > \$50K 4.79% > \$150K	\$4,247 (r)	\$8,494 (r)	\$2,100	\$2,300
Arkansas	No	1% > \$0 2.5% > \$3,600 3.5% > \$7,200 4.5% > \$10,800 6% > \$18,000 7% > \$30,100 (k) (r) (y)	\$2,000	\$4,000	\$22 (c)	\$ 22 (c)
California	No	1.0 > \$0 2% > \$6,622 4% > \$15,698 6% > \$24,776 8% > \$34,394 9.3% > \$43,467 10.3% > \$1,000,000 (r) (y)	\$3,410 (r)	\$ 6,820 (r)	\$ 91 (c)(r)	\$ 285 (c)(r)
Colorado	No	4.63% of federal taxable income.	n.a.	n.a.	n.a.	n.a.
Conn.	No	3.0% > \$0 5.0% > \$10K	n.a.	n.a.	\$12,625 (e)	\$0
Delaware	No	2.2% > \$2K 3.9% > \$5K 4.8% > \$10K 5.2% > \$20K 5.55% > \$25K 5.95% > \$60K (y)	\$3,250	\$6,500	\$110 (c)	\$110 (c)
Florida	No	None	n.a.	n.a.	n.a.	n.a.

Georgia	No	1% > \$0 2% > \$750 3% > \$2,250 4% > \$3,750 5% > \$5,250 6% > \$7K (y)	\$2,300	\$3,000	\$2,700	\$3,000
Hawaii	No	1.4% > \$0 3.2% > \$2K 5.5% > \$4K 6.4% > \$8K 6.8% > \$12K 7.2% > \$16K 7.6% > \$20K 7.9% > \$30K 8.25% > \$40K	\$1,500	\$1,900	\$1,040	\$1,040
Idaho	No	1.6% > \$0 3.6% > \$1,198 4.1% > \$2,396 5.1% > \$3,594 6.1% > \$4,793 7.1% > \$5,991 7.4% > \$8,986 7.8% > \$23,963 (r)	\$5,150 (s)	\$10,300 (s)	\$3,300 (s) (g)	\$3,300 (s) (g)
Illinois	No	3% of federal adjusted gross income with modification.	n.a.	n.a.	\$2,000	\$2,000
Indiana	No	3.4% of federal adjusted gross income with modification.	n.a.	n.a.	\$1,000	\$1,000 (i)
Iowa	Yes	0.36% > \$0 0.72% > \$1,300 2.43% > \$2,600 4.5% > \$5,200 6.12% > \$11,700 6.48% > \$19,500 6.8% > \$26,000 7.92% > \$39,000 8.98% > \$58,500 (r) (y)	\$1,650 (r)	\$4,060 (r)	\$40 (c)	\$40 (c)

Kansas	No	3.5% > \$0 6.25% > \$15K 6.45% > \$30K	\$3,000	\$6,000	\$2,250	\$2,250
Kentucky	No	2% > \$0 3% > \$3K 4% > \$4K 5% > \$5K 5.8% > \$8K 6% > \$75K (y)	\$1,970 (r)	\$1,970 (r)	\$ 20 (c)	\$ 20 (c)
Louisiana	Yes	2% > \$0 4% > \$12,500 6% > \$25,000	n.a.	n.a.	\$ 4,500 (l)	\$1,000
Maine	No	2% > \$0 4.5% > \$4,450 7% > \$9,100 8.5% > \$18,250 (r)	\$5,150 (r)	\$8,600 (r)	\$2,850	\$2,850
Maryland	No	2% > \$0 3% > \$1K 4% > \$2K 4.75% > \$3K (y)	\$2,000 (m)	\$4,000 (m)	\$2,400	\$2,400
Mass.	No	5.3% and 12% (f)	n.a.	n.a.	\$3,850	\$1,000
Michigan	No	3.9% of federal adjusted gross income with modification.	n.a.	n.a.	\$3,300 (s)	\$3,300 (s) (v)
Minnesota	No	5.35% > \$0 7.05% > \$21,510 7.85% > \$67,360 (r) (y)	\$5,150 (s)	\$10,300 (s)	\$ 3,300 (s)	\$ 3,300 (s)
Mississippi	No	3% > \$0 4% > \$5K 5% > \$10K (y)	\$2,300	\$4,600	\$6,000	\$1,500

Missouri	Yes (u) (t)	1.5% > \$0 2% > \$1K 2.5% > \$2K 3% > \$3K 3.5% > \$4K 4% > \$5K 4.5% > \$6K 5% > \$7K 5.5% > \$8K 6% > \$9K (y)	\$5,150 (s)	\$10,300 (s)	\$2,100	\$1,200
Montana	Yes (w)	1% > \$0 2% > \$2,400 3% > \$4,300 4% > \$6,500 5% > \$8,800 6% > \$11,300 6.9% > \$14,500 (r) (y)	\$3,710 (r)	\$7,420 (r)	\$1,980 (r)	\$1,980 (r)
Nebraska	No	2.56% > \$0 3.57% > \$2,400 5.12% > \$17,500 6.84% > \$27K (x) (y)	\$5,130 (r)	\$8,580 (r)	\$106 (c)(n)	\$ 106 (c)(n)
Nevada	No	None	n.a.	n.a.	n.a.	n.a.
New Hampshire	No	5% > \$0 (h)	\$2,400	\$4,800	n.a.	n.a.
New Jersey	No	1.4% > \$0 1.75% > \$20K 3.5% > \$35K 5.525% > \$40K 6.37% > \$75K 8.97% > \$500K (y)	n.a.	n.a.	\$1,000	\$1,500
New Mexico	No	1.7% > \$0 3.2% > \$5,500 4.7% > \$11K 5.3% > \$16K (y)	\$5,150 (s)	\$10,300 (s)	\$3,300 (s)	\$3,300 (s)
New York	No	4% > \$0 4.5% > \$8K 5.25% > \$11K 5.9% > \$13K 6.85% > \$20K	\$7,500	\$15,000	n.a.	\$1,000
North Carolina	No	6% > \$0 7% > \$12,750	\$3,000	\$6,000	\$ 1,300 (o) (r)	\$ 1,300 (o) (r)

		7.75% > \$60K 8.25% > \$120K (y) (dd)				
North Dakota	No	2.1% > \$0 3.92% > \$30,650 4.34% > \$74,200 5.04% > \$154,800 5.54% > \$336,550 (r) (y)	\$5,150 (s)	\$10,300 (s)	\$3,300 (s)	\$3,300 (s)
Ohio	No	0.681% > \$0 1.361% > \$5K 2.722% > \$10K 3.403% > \$15K 4.083% > \$20K 4.764% > \$40K 5.444% > \$80K 6.32% > \$100K 6.87% > \$200K (y)	n.a.	n.a.	\$1,400 (g) (r)	\$1,400 (g) (r)
Oklahoma	No (d)	0.5% > \$0 1% > \$1K 2% > \$2,500 3% > \$3,750 4% > \$4,900 5% > \$7,200 6.25% > \$8,700 (y)	\$2,000	\$3,000	\$1,000	\$1,000
Oregon	Yes (z)	5% > \$0 7% > \$2,750 9% > \$6,850 (r)	\$1,840 (r)	\$3,685 (r)	\$159 (c)(r)	\$159 (c)(r)
Penn.	No	3.07% > \$0	n.a.	n.a.	n.a.	n.a.
Rhode Island	No	3.75% > \$0 7% > \$30,600 7.75% > \$74,200 9% > \$154,800 9.9% > \$336,550 (y) (aa)	\$5,150 (s)	\$8,600 (s)	\$3,300 (s)	\$3,300 (s)
South Carolina	No	2.5% > \$0 3% > \$2,570 4% > \$5,140 5% > \$7,710 6% > \$10,280	\$5,150 (s)	\$10,300 (s)	\$3,300 (s)	\$3,300 (s)

		7% > \$12,850 (r) (y)				
South Dakota	No	None	n.a.	n.a.	n.a.	n.a.
Tenn.	No	6% > \$0 (h)	n.a.	n.a.	\$1,250	n.a.
Texas	No	None	n.a.	n.a.	n.a.	n.a.
Utah	Yes (bb)	2.3% > \$0 3.3% > \$1,000 4.2% > \$2,000 5.2% > \$3,000 6% > \$4,000 6.98% > \$5,500 (cc)	\$5,150 (s)	\$10,300 (s)	\$2,475 (q)	\$2,475 (q)
Vermont	No	3.6% > \$0 7.2% > \$30,650 8.5% > \$74,200 9% > \$154,800 9.5% > \$336,550 (r) (y)	\$5,150 (s)	\$10,300 (s)	\$3,300 (s)	\$3,300 (s)
Virginia	No	2% > \$0 3% > \$3K 5% > \$5K 5.75% > \$17K (y)	\$3,000	\$6,000	\$900	\$900
Wash.	No	None	n.a.	n.a.	n.a.	n.a.
West Virginia	No	3% > \$0 4% > \$10K 4.5% > \$25K 6% > \$40K 6.5% > \$60K (y)	n.a.	n.a.	\$2,000	\$2,000
Wisconsin	No	4.60% > \$0 6.15% > \$9,160 6.50% > \$18,320 6.75% > \$137,410 (r) (y)	\$8,460 (j)	\$15,240 (j)	\$700	\$700
Wyoming	No	None	n.a.	n.a.	n.a.	n.a.
D.C.	No	4.5% > \$0 7% > \$10K 8.7% > \$40K (y)	\$2,500	\$2,500	\$1,500	\$1,500

Note: Bold, Italics indicate notable tax changes.

(a) Applies to single taxpayers and married people filing separately. Most states double brackets for married filing joint.

(b) Married-joint filers generally receive double the single exemption.

(c) Tax Credit.

(d) Federal deductibility repealed.

- (e) Maximum equals \$12,625. Value decreases as income increases and phases completely out at \$37,250 for a single taxpayer. A credit is also offered that is equal to a percentage of tax owed and decreases as income increases. Phases completely out at \$55,000.
- (f) The 12% rate applies to short-term capital gains, long- and short-term capital gains on collectibles and pre-1996 installment sales classified as capital gain income for Massachusetts purposes. Taxpayers have the choice of paying an optional higher rate of 5.85%.
- (g) Taxpayers receive a \$20 tax credit per exemption in addition to the normal exemption amount. Called the Grocery Credit in Idaho.
- (h) Applies to interest and dividend income only.
- (i) Additional \$1,500 dependent child exemption.
- (j) Deduction phases out to zero for single filers at \$82,500 and joint filers at \$94,175.
- (k) Rates apply to regular tax table. A special tax table is available for low-income taxpayers that reduces their tax payments.
- (l) Standard deduction and personal exemptions are combined: \$4,500 for single and married filing separately; \$9,000 married filing jointly and head of household.
- (m) The standard deduction is 15 percent of income with a minimum of \$1,500 and a cap of \$2,000 for single filers, married filing separately filers and dependent filers earning more than \$13,333. The standard deduction is capped at \$4,000 for married filing jointly filers, head of households filers and qualifying widowers earning more than \$26,667.
- (n) The \$106 personal exemption credit no longer phases out for filers with higher adjusted gross incomes.
- (o) Exemptions are based on federal Adjusted Gross Income (AGI) and are adjusted according to income and filing status. Taxpayer's filing single with AGI less than \$60,000 receive \$800 per exemption, if they earn over \$60,000 they get \$1,300 per exemption. Taxpayers married filing jointly with AGI under \$100,000 get \$1,600 per exemption and \$2,600 for AGI over \$100,000.
- (q) Three-fourths federal exemption.
- (r) Indexed for Inflation.
- (s) Deductions and exemptions tied to federal tax system. Federal deductions and exemptions are indexed for inflation.
- (t) Residents should deduct the federal income tax liability as shown on their 2006 federal income tax return.
- (u) If you checked Box A, B, D, E, F, or G on Line 9, your federal tax deduction is limited to \$5,000. If you checked Box C on Line 9, your federal tax deduction is limited to \$10,000.
- (v) Additional \$600 exemption per dependent under 18 years old.
- (w) Available only if itemizing deductions.
- (x) If adjusted gross income is \$150,500 or more (\$75,250 if married filing separate), Nebraska itemized deductions are reduced and marginal tax rates are phased out.
- (y) Brackets are not double for married taxpayers. California's \$1,000,000 bracket not doubled. New Jersey adds additional bracket for married taxpayers in addition to not doubling all brackets.
- (z) Deduction limited to no more than \$5,000.
- (aa) Taxpayers calculate tax under an 8% flat tax system as well and pay the lesser of the liability under the flat tax or the traditional system.
- (bb) Half of federal income tax deductible.
- (cc) In 2007 an optional 5.35% flat tax will be available.
- (dd) North Carolina will finally allow the expiration of the temporary increase of its top income tax rate as of January 1, 2008 when the top rate will return to 7.75 percent.

Source: Tax Foundation and state tax forms and instructions.

State Corporate Income Tax Rates

As of December 31, 2006

(2006's noteworthy changes in bold italics)

State	Tax Rates and Brackets	Special Rates or Notes
Alabama	6.50%	Federal deductibility
Alaska	1.0% > \$0 2.0 > 10K 3.0 > 20K 4.0 > 30K 5.0 > 40K 6.0 > 50K 7.0 > 60K 8.0 > 70K 9.0 > 80K 9.4 > 90K	
Arizona	6.968%	Minimum tax is \$50.
Arkansas	1.0% > \$0 2.0 > 3K 3.0 > 6K 5.0 > 11K 6.0 > 25K 6.5 > 100K	
California	8.84%	Minimum tax is \$800. 10.84% on financial institutions. The tax rate on S-Corporations is 1.5% (3.5% for financial S-Corporations).
Colorado	4.63%	
Connecticut	7.50%	20% surcharge for 2006. Pay higher of income tax or tax on capital (3.5 mills- \$1,000,000 maximum).
Delaware	8.70%	
Florida	5.50%	If paid federal AMT, must pay FL higher of Corp. Inc. Tax or 3.3% alternative minimum rate.
Georgia	6.00%	
Hawaii	4.4% > \$0 5.4 > 25K 6.4 > 100K	4% capital gains rate
Idaho	7.60%	Minimum tax is \$20.
Illinois	7.30%	Includes 2.5% income replacement tax. 1.5% for S-Corps.
Indiana	8.50%	
Iowa	6.0% > \$0 8.0 > 25K	50% federal deductibility

	10.0 > 100K 12.0 > 250K	
Kansas	4% > \$0 7.35 > 50K	3.35% surtax over \$50,000
Kentucky	4.% > \$0 5.0 > 50K 7.0 > 100K	Corporations pay the largest of the Corporate Income Tax, a gross receipts tax computed on either in-state sales or gross profits, or a minimum tax of \$175.
Louisiana	4.0 > \$0 5.0 > 25K 6.0 > 50K 7.0 > 100K 8.0 > 200K	Federal deductibility
Maine	3.5% > \$0 7.93 > 25K 8.33 > 75K 8.93 > 250K	
Maryland	7.00%	
Massachusetts	9.50%	Additional tax of \$2.60 per \$1,000 on taxable tangible property (or net worth allocable to state, for intangible property corporations); minimum tax of \$456. 10.5% on financial institutions.
Michigan	1.90%	Modified VAT applies to gross receipts, called the Single Business Tax (SBT). Must file if gross receipts over \$350K. The SBT will be repealed as of December 31, 2007. Michigan lawmakers are currently debating plans to replace the SBT.
Minnesota	9.8%	5.8% alternative minimum tax rate. A minimum tax is levied based on Minnesota property, payroll and sales.
Mississippi	3.0% > \$0 4.0 > 5K 5.0 > 10K	Franchise tax of \$2.50 per \$1,000 with minimum tax of \$25
Missouri	6.25%	7% on financial institutions; 50% of federal tax deductible.

Montana	6.75%	7% for corporations filing under a water's edge election. Minimum tax is \$50.
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Nebraska	5.58% > \$0 7.81 > 50K
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Nevada	None
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New Hampshire	8.5% > \$50K 9.25% > 150K	Its two corporate taxes – the Business Profits Tax (BPT) and the Business Enterprise Tax (BET) – have different rates and bases. The BPT rate is 8.5% on gross income over \$50K. The BET rate is either 0.75% on gross income over \$150K, or 0.75% on total compensation paid out, including dividends and interest, over \$75K, making 9.25% the top rate a corporation may face.
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New Jersey	6.5% > \$0 7.5% > \$50K 9.0% > \$100K	The minimum tax is \$500. An Alternative Minimum Assessment based on Gross Receipts applies if greater than corporate franchise tax for out-of-state companies with New Jersey sales. Companies with income greater than \$100K pay 9% on all income, companies with income greater than \$50K but less than \$100K pay 7.5 % on all income and companies with income under \$50K pay 6.5%. 4% surtax for 2006.
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New Mexico	4.8% > \$0 6.4% > 500K 7.6 % > 1,000,000
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New York	7.50%	Tax rates for small business taxpayers: The tax rate on entire net income (ENI) for a small business taxpayer with ENI of \$290,000 is 6.5% for tax years beginning after January 1, 2005.
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North Carolina	6.90%
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North Dakota	2.6% > \$0 4.1% > 3K 5.6% > 8K 6.4% > 20K 7.0% > 30K	7% for financial institutions; minimum tax is \$50.
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Ohio	5.1% > \$0	<i>A Value Added-style tax, the Corporate</i>
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	8.5% > 50K	Activities Tax (CAT) was instituted in 2005. It will be phased in through 2010 while the Corporate Franchise Tax (Ohio corporate income tax) is phased out. The rate in 2006 is 40% of .26%, or .104%. For tax year 2006 Ohio companies owe 60% of Corporate Franchise Tax liability.
Oklahoma	6.00%	
Oregon	6.60%	
Pennsylvania	9.99%	Imposes a capital stock and franchise tax of 0.489% on taxable income over \$ 125K.
Rhode Island	9.00%	Nine percent (9%) of net income apportioned to Rhode Island; or an annual franchise tax on authorized capital stock at the rate of \$2.50 for each \$10,000.00 or fractional part thereof minimum of \$500, whichever amount shall yield the greatest tax.
South Carolina	5.00%	4.5% for banks; 6% for savings and loans.
South Dakota	None	6%-0.25% on a bank's net income. Minimum tax is \$200 per location (banks).
Tennessee	6.50%	
Texas	4.50%	Rate is on net taxable earned surplus but has been repealed as of January 1, 2007 and replaced with a gross receipts tax called the Texas Margins Tax that levies a 1% tax on the gross receipts of all Texas companies.
Utah	5.00%	Minimum tax is \$100.
Vermont	6.0% > \$0 7% > 10K 8.75% > 25K 8.9% > 250K	Minimum tax is \$250.
Virginia	6.00%	
Washington	None	Gross receipts tax called Business & Occupation (B&O) Tax.
West Virginia	9.00%	Business franchise tax of .7% of taxable capital, or a minimum of \$50.
Wisconsin	7.90%	
Wyoming	None	

District of Columbia 9.975%

Minimum tax is \$100. Includes 5% surtax. Ball park gross receipts tax levied on gross receipts over \$5 million at varying rates.

Note: Bold Italics indicate noteworthy tax changes during 2006.

Sources: Tax Foundation and each state's tax forms and instructions



Table 1. Scope of GRH Research

State	Name of GRH Provider	Cost per Claim	Cost per Member	Usage Rate	Annual Ride Limit	Total Registered Users	Total Cost of Claims
AL	Regional Planning Commission of Greater Birmingham	\$82.20	\$.82	1%	3	1,000	\$822
AZ	City of Phoenix Public Transit Department	\$27.32	\$1.01	.04%	2	1,239	\$1,257
AZ	City of Tucson	\$23.38	\$.19	.8%	4	251	\$47
CA	Alameda County	\$89.90	\$2.51	2.79%	6	3,724	\$9,350
CA	Contra Costa County	\$68.46	\$13.16	19.23%	6	2,746	\$36,145
CA	Association of Monterey Bay Area Governments ¹	0	0	0	6	133	\$0
CA	Sacramento TMA	\$40.48	\$.11	28%	6	42,770	\$4,857
CA	San Diego Association of Governments	\$50.48	\$4.98	9.87%	4	2,330	\$11,611
CA	City of San Francisco	\$14.58	\$.02	.17%	3	3,500	\$87
CA	Santa Clara Valley Transportation Authority	\$56.40	\$.09	.16%	Unlimited	9,216	\$846
CA	San Mateo County Transit District	\$95.33	\$1.79	1.88%	Unlimited	160	\$286
CA	Santa Cruz Area TMA	\$36.90	\$.41	1.1%	2	4,500	\$1,845
CA	City of Santa Rosa Parking and Transit	\$20.91	\$.21	.99%	4	1,511	\$314
CA	Ventura County Transportation Commission	\$114.08	\$1.68	1.47%	24	9,667	\$16,200
CO	Denver Regional Transportation District	\$35.85	\$1.73	4.84%	Unlimited	72,851	\$126,307
CT	Hartford Ridesharing Company	\$34.42	\$2.10	6.1%	2	1,326	\$2,788
DC	Metropolitan Washington Council of Governments	\$57.19	\$6.18	10.8%	4	27,071	\$167,236
DE	Delaware TMA	\$52.13	\$.29	.56%	4	2,671	\$782
FL	South Florida Commuter Services-Miami	\$48.65	\$5.52	11.34%	6	17,001	\$93,803
FL	Central Florida Regional Transportation Authority (Orlando)	\$55.51	\$.85	1.5%	4	393	\$333
FL	Volusia County Public Transit System (South Daytona) ²	0	0	0	4	63	\$0
FL	Hillsborough Area Regional Transit Authority	\$29.92	\$7.90	26.40%	8	1,951	\$15,407
GA	Atlanta Regional Council	\$44.37	\$6.76	15.24%	5	12,561	\$84,931
KY	Transit Authority of Northern Kentucky (Fort Wright)	0 ³	0	17.50%	4	200	\$0

Guaranteed Ride Home Programs

State	Name of GRH Provider	Cost per Claim	Cost per Member	Usage Rate	Annual Ride Limit	Total Registered Users	Total Cost of Claims
KY	Transit Authority of Northern Kentucky (Fort Wright)	0	0	17.50%	4	200	\$0
KY	Kentucky and Indiana Regional Planning and Development Agency (Louisville)	\$39.20	\$.17	.43%	4	465	\$78
MA	Artery Business Committee TMA (Boston)	\$46.90	\$2.10	4.48%	12	1,852	\$3,893
MA	MASCO Commuter Works (Boston)	\$109.73	\$4.11	3.74%	5	294	\$1,207
MI	Interurban Transit Partnership (Grand Rapids)	0	0	0	4	15	\$0
MN	Metro Commuter Services (Minneapolis)	\$10.50	\$2.65	25.20%	4	19,353	\$51,232
MO	Citizens for Modern Transit (Saint Louis)	\$32.05	\$.05	.15%	4	6,772	\$321
MO	Kansas City Area Transportation Authority	\$23.73	\$.13	.57%	4	3,000	\$403
NM	City of Albuquerque Ride Marketing Division	\$18.80	\$.20	1.07%	5	469	\$94
NV	Regional Transportation Commission of Southern Nevada (Las Vegas)	\$26.49	\$.02	.06%	2	11,600	\$185
NY	Niagara Frontier Transportation Authority (Buffalo)	\$21.78	\$1.40	6.44%	6	979	\$1,372
NY	Rochester Genesec Regional Transit Authority	\$25	\$.25	1%	6	400	\$100
NY	Central New York Regional Transportation Authority (Syracuse)	0	0	0	Unlimited	205	\$0
OH	Ohio, Kentucky, Indiana Council of Governments (Cincinnati)	\$25.93	\$.09	.33%	4	1,200	\$104
OH	Greater Cleveland Regional Transit Authority	\$22.03	\$.59	2.67%	4	750	\$441
OH	Mid Ohio Regional Planning Commission (Columbus)	\$31.17	\$.06	.2%	4	12,296	\$748
OK	Central Oklahoma Transportation and Parking Authority (Oklahoma City)	\$30	\$3.75	12.50%	4	8	\$30
OK	Metro Tulsa Transit Authority	0	0	6.67%	24	75	\$0
OR	Lane Transit District (Eugene)	\$15	\$.15	1.01%	4	198	\$30
TX	Capital Metropolitan Transportation Authority (Austin)	\$23.28	\$1.23	5.26%	4	152	\$186
TX	Dallas Area Rapid Transit	\$31.16	\$.11	.36%	8	15,432	\$1,745

Table 1. Scope of GRH Research (cont'd.)

TX	Dallas Area Rapid Transit	\$31.16	\$1.11	.36%	8	15,432	\$1,745
TX	Fort Worth Transportation Authority	\$51.10	\$15.78	30.87%	8	298	\$4,701
TX	Metro Transit of Harris County (Houston)	\$27.16	\$1.13	4.17%	3	11,454	\$12,983
TX	Alamo Area Council of Governments (San Antonio) ⁵	0	0	0	4	2	\$0
UT	Utah Transit Authority	\$35.25	\$1.06	.18%	6	61,600	\$3,842
VA	Greater Richmond Transit Company	\$15.35	\$4.01	26.11%	Unlimited	540	\$2,164
WA	Kitsap Transit (Bremerton)	\$29.41	\$1.75	5.93%	Unlimited	4,398	\$7,675
WA	King County Department of Transportation, Metro Transit Division (Seattle)	\$39.59	\$1.60	4.04%	8	140,904	\$225,596
WA	Pierce County Transportation Benefit Area Authority (Tacoma)	\$30.83	\$1.02	.06%	6	9620	\$185
WA	Clark County Public Transportation Benefit Area Authority (Vancouver)	\$61.66	\$1.09	.15%	6	4,621	\$432
WI	Metro Transit System (Madison)	\$14.40	\$1.04	7.22%	3	194	\$202
WI	Milwaukee County Transit System	\$25.91	\$1.26	.98%	4	3,150	\$803

¹ Rides are provided by transit agency road supervisors. Costs are not captured.

² No claims for the fiscal year ending September 30, 2005.

³ No claims for the fiscal year ending March 31, 2005

⁴ No taxi claims for the fiscal year ending June 30, 2005; all rides provided by authority supervisor.

⁵ No claims for the fiscal year ending October 31, 2005; only two commuters are registered in this program that requires a \$15 annual fee.

⁶ No taxi claims for the fiscal year ending June 30, 2005; all rides provided by authority supervisor.

⁷ No claims for the fiscal year ending October 31, 2005; only two commuters are registered in this program that requires a \$15 annual fee.



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Are driverless pods the future?

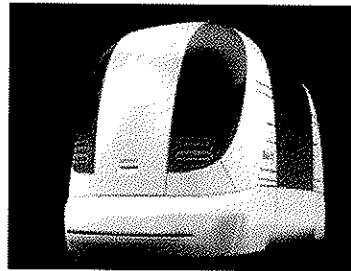
By Lucy Rodgers
BBC News

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Building work begins on the new transport system

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There are no drivers, no rails, no timetables and no emissions. But, most importantly for passengers, there are no queues.



Personal rapid transport vehicles travel at 25mph

Welcome to the world's first personal rapid transport system (PRT).

But while these low-energy, driverless pod-shaped vehicles may look like something from sci-fi epic Bladerunner, they are about to become British transport reality.

In less than two years' time, after the opening of Heathrow's Terminal 5 in March 2008, a network of 18 of these four-seater capsules will be ferrying passengers to and from a business car park to the new terminal building.

Already under construction, the first phase of the airport's £25m PRT will use 3.8km (2.4 miles) of guideway - designated ground-level or raised path - to move people from car to check-in in just four minutes.

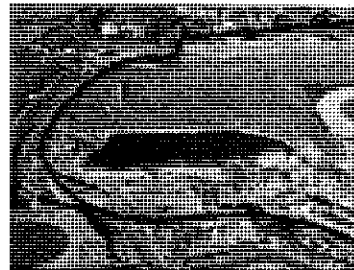
No wait

But the greatest selling point of the system for users is not its speed - set to a maximum 25mph (40kph) - but, instead, its promised convenience.

It appears to solve the often-encountered problems of mass public transit, including fixed timetabling - leading to long waiting times and queues, restricted routes and shared travel space.

With PRT, vehicles turn up on demand, can be programmed to go to any destination and accommodate just one group of travellers who already know each another.

According to Advanced Transport Systems (ATS), the Bristol-based company behind the Heathrow



See proposed route of Heathrow personal rapid transport system

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
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system, passengers will only have to wait a maximum of 12 seconds.  Enlarge Map

And, because the vehicles have their own designated paths, there will be no congestion and no traffic lights - in principle, a non-stop journey from A to B.

To those with more green concerns, the system also has the advantage of generating zero local emissions and being 70% more energy efficient than cars and 50% more than traditional buses.

"It offers a completely new form of public transport - one that will deliver a fast, efficient service to passengers and bring considerable environmental benefits, saving more than half of the fuel used by existing forms of public or private transport," says Mark Bullock, managing director of Heathrow Airport.

So, how does the system work?

The cars, powered by a battery pack, follow dedicated 1.5m-wide guideways using laser sensors embedded in the vehicles.

Passengers board at designated points - not unlike bus stops or taxi ranks - where vehicles are waiting or can be called within seconds.

Expansion

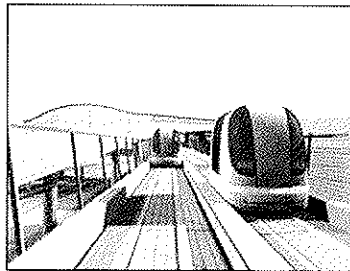
Once on board, travellers use a touch screen to select a destination. A central control system responds by allocating the vehicle the required path and passengers are taken non-stop via the best-available route.

This, ATS says, is "a new approach to travel. This is transport for a sustainable future."

If the first-ever public test of the technology at Terminal 5 goes well, Heathrow plans to expand its use across the airport.

But it doesn't stop there. There are already indications that the capsules will be embraced elsewhere in Britain and the world.

In the Northamptonshire town of Daventry, councillors are considering proposals for a PRT system of up to 100 vehicles to help transport its growing population, which is expected to increase from 23,000 to 40,000 by 2021.



The cars can be caught at designated points

And a number of other countries, including some Gulf states, are also looking at similar systems.

However, although PRT seems to be an ideal transport solution, critics claim it has limited applications, especially in big cities due to the required network of guideways. Some also say its efficiency has yet to be tested.

City dynamics

But, those behind the Heathrow project acknowledge PRT, a concept which has been around since at least the 1950s, has its limits. They say it will not compete with mass transit systems in large cities, such as the London Underground, but will instead complement them.

Richard Teychenne, of ATS, says it will work particularly well in the suburbs, linking areas together - such as transporting people between residential areas, or from rail stations and out of town car parks directly to shops and offices.

"It could really change the dynamic of a city," he says.

Another advantage of the capsules, he claims, is safety.

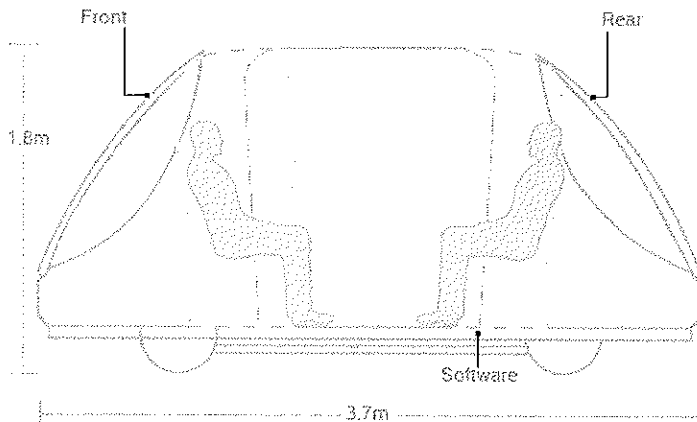
CCTV can be in operation in every vehicle and passengers no longer have to share public transport with other unknown people. This could offer obvious advantages to women as well as children travelling to school, he says.

When all its features are digested, PRT may sound like public transport too good to be true, and it remains to be seen whether it can deliver on its promises.

Mr Teychenne admits the rollout does depend in how things at Terminal 5 go, and all international eyes will be on the west London airport in 2009.

"Heathrow is setting a marker for the world," he adds.

PERSONAL RAPID TRANSPORT SYSTEM



Length - 3.7m (12ft)
 Width - 1.4m (5ft)
 Height - 1.8m (6ft)
 Payload - 500kg (0.5 tons)
 Average speed - 40km/h (25mph)
 Passenger presses destination button at station
 Software in vehicle linked to central computer which controls it

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ADVOCATES: *Pushing for* **Changes** *in* **Transit**

Though at times adversarial in the past, transit advocates and their corresponding transit agencies are beginning to realize that the relationship doesn't always have to be tedious and combative.

By Alex Roman, Senior Editor



While they may be constant thorns in each other's sides, the relationship between transit agencies and transit advocates is vital to the growth of transportation services in almost any area.

By working cohesively, each can possibly achieve their goals and set up new programs that stem from an open dialogue. Sometimes, however, the relationship can be combative and tedious, with neither agency nor advocate willing to take a step toward each other for direction.

Today, many agencies are enjoying a somewhat symbiotic relationship with their advocates, although both will readily admit that it isn't always smooth sailing.

What advocates do

Transit advocates push for changes to their local or national transportation services. These changes can range from adding new or expanding existing routes, to pushing for better paratransit services or increased

funding. Their tactics for gaining public support is generally achieved through outreach.

"We view public education as our major avenue to create social change," says Gene Russianoff staff attorney for the **New York Public Interest Research Group Straphangers Campaign**. Russianoff explains that this education comes in the form of Web organizing, including mass emails and newsletters, and putting up ads in subways — designed to build public support for important capital programs that the **New York City Metropolitan Transportation Authority (NYCMTA)** may have up for vote.

Being in a larger city also enables the Straphangers to do much of their work through the media, which Russianoff feels is the most important aspect for advocating change.

"If a tree falls in the forest, does anyone hear it? Well, if your issue hasn't been in the newspapers or on TV or radio, does anyone know about it?" he asks matter of factly.

Southern California's **The Transit Coalition** has been successful by organizing communities to get behind a program that is in their best interest.

"Our strategy is figuring out what buttons to push and how we have to push those buttons," explains Bart Reed, executive director for the coalition. "Sometimes the strategy for adding bus services is to get a huge turnout from the public." Reed says that his advocacy group achieves this by attending and speaking at neighborhood council meetings. "Sometimes when an agency gets enough testimony, whether positive or negative, they will respond," he says.

Like brothers and sisters

With both the agency and advocate pushing for changes and improvements you'd think that they'd frequently be on the same page, however, each has an agenda that can contrast with the other. At the forefront of that clash is the fact that agencies have to operate within their budget with the

funding they have available, while advocates, many of which ride the system daily, push for changes that will improve the rider experience.

"I've talked to transit bureaucrats that are willing to accept whatever loaf is thrown their way and that doesn't have to be," says Russianoff about the differences between advocate and agency. "You make your own bed. If you just say we can't do much about it, we'll all just have to live with what we have."

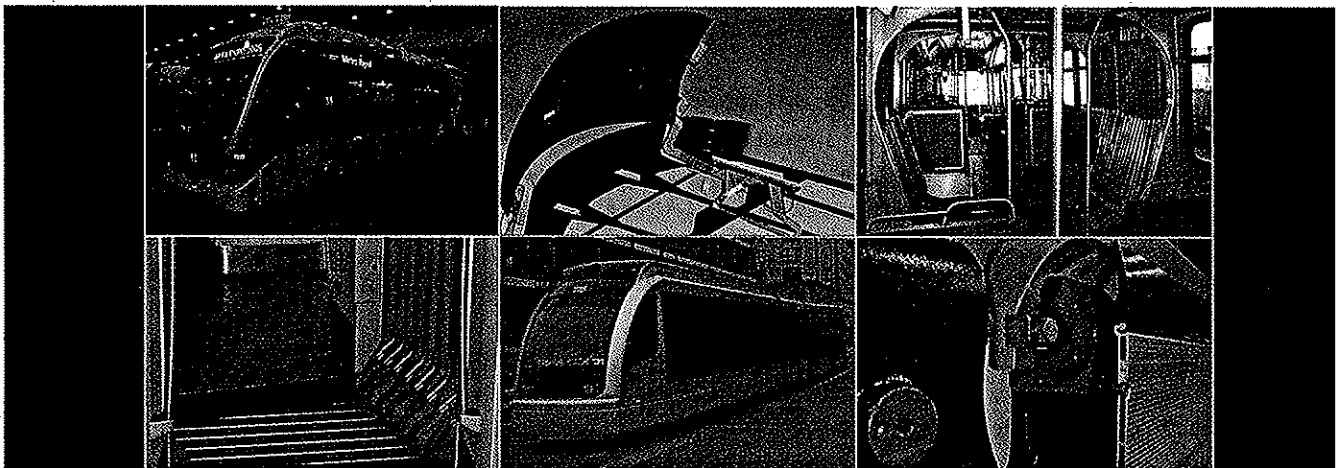
For the most part, the relationship between the two entities in New York is good, explains NYCMTA's Deputy Director of Media Relations Jeremy Soffin. "It's a healthy give and take, and it's led to a lot of good things, even though we can't always satisfy what they are asking for and we don't always agree with what they are looking to do."

Soffin continues by saying that many in the agency have roots in transit advocacy so they understand the role that advocates must play, even when pushing the envelope.

"As you might expect, there are times things get a little tense when we don't see eye to eye, especially when things play out in the media," Soffin says. "But we certainly appreciate that we're both pushing for the same thing in the end, which is more investments and improvements in the transit system."

Jim Howell, advocate for the Association of Oregon Rail and Transit Advocates (AORTA), and former service planner for Portland's TriMet explains that his advocacy group is able to push the envelope a bit further since it is a volunteer group. "Because of that, we don't really have to worry about where our funding is coming from," he laughs. "So we can push it a bit further, but we don't have any real big battles, we just don't always agree with each other."

Howell adds that no matter how adversarial the relationship may become transit advocates are primarily supportive of all of its agency's efforts to improve services. →



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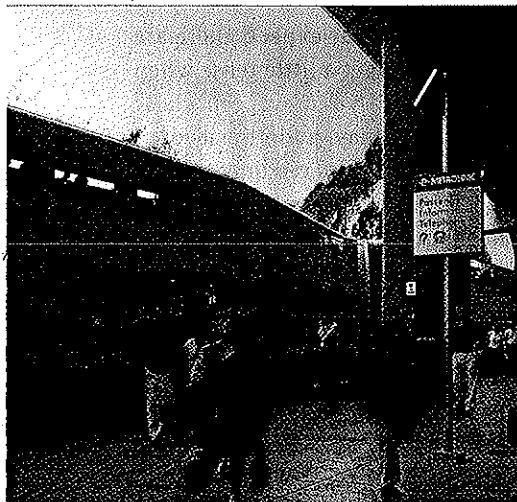


Photo courtesy of Metrolink

A push for increased Metrolink service to Los Angeles led by The Transit Coalition is quickly gaining public support.

Summing up the relationship between agency and advocate, Jeff Bechdel, new business specialist for Miami-Dade Transit says it best; "Do we see eye to eye on every issue," he asks, "No. But not even everybody in their organization or ours sees eye to eye on every issue either."

Best way to work together

Many admit that there hasn't always been a particular effort made by agencies to reach out to their local advocates for advice. Advocates, such as Howell and Russianoff, say that there are plenty of programs and ideas that their groups have pushed for years that fell on deaf ears, but eventually became realities.

Realizing that the best advice about the system probably comes from people who are "on the front lines," many agencies are making a stronger effort to open the lines of communication with advocates, and thus, establish a more open rapport.

"When Eliot Sander was named head of the MTA, one of the priorities became doing a better job of reaching out to a number of constituencies," explains Soffin. The MTA has done this by setting up regular meetings with a number of advisory groups from the civic and academic communities, as well as advocates, to improve

communication so the agency can hear directly what their concerns and priorities are.

This type of communication seems to be the single-most important aspect for agencies in improving and maintaining a good relationship with its advocates says Kala Quintana, director of public outreach for the Northern Virginia Transportation Commission (NVTC).

"Empowering them is important," she explains. "The idea is to never exclude these groups. Always bring them to the table early and often and listen to them carefully, because they do have an impact on how a project, initiative or transportation improvement moves forward."

Quintana explains that the NVTC keeps distribution lists and sends out emails to inform advocates of future meetings, including the agenda of what will be discussed, and will often call advocate groups to inform them of possible changes or legislation that



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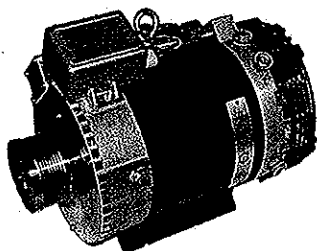
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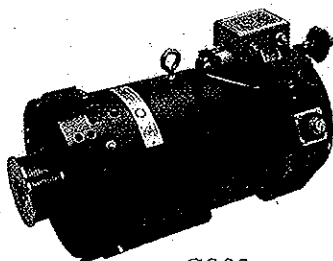
OEM - 2 yr, 3 yr (C703) / Unlimited Mileage
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C703
28V / 330A



C803
28V / 500A

Both models equipped for existing saddle mount brackets.

they may not be pleased with. "Maintaining 100% transparency is incredibly important," she adds.

Cooperative success

The fruits of the joint labors when advocate and agency work together often make both look good.

In New York, the Straphangers have a long list of successes, their most recent being a push for a 14-day Metrocard, which the NYCTA will offer. They also pushed to ensure that in the case of a lost or stolen 30-day card, that the stored amount, if purchased via debit or credit card, would be transferable to a new card.

Past Straphanger achievements include the creation of independent transit safety and management monitors; the creation of unlimited ride passes; and the reconstruction of subway lines and stations that were scheduled for closure.

"The MTA certainly deserves the lion's share of credit for what they've

done, but I've spent hundreds of hours in legislators' offices, put up ads in subways and generally tried to organize citizen support for many programs, so I sleep well at night," says Russianoff.

AORTA's Howell explains that success can also take many years to achieve. "We were one of the original supporters of light rail back in the '70s when the agency wasn't interested," he says. "Finally, we got their attention and 10 years later they opened up the first light rail line."

The Transit Coalition also has several victories, says Bart Reed, all of which include the addition, saving or expansion of bus lines. "A couple of years ago, the agency was going to take a bus route and make it shorter," he says. "Instead of doing that, though, they actually made it seven-and-a-half miles longer to serve a corridor that had never been served before."

Its newest campaign — Metrolink Max — is pushing citizens to ask the

mayor of Los Angeles what it would cost to run Metrolink service seven-days-a-week, in 30-minute intervals from essentially the beach area of Orange County, Calif., to the valley area of Los Angeles.

"This is going to be our biggest campaign ever, and it's been interesting because we've had the most amount of public support because everybody likes Metrolink," says Reed.

Through estimates, Reed explains that his group believes it will only cost \$5 million a year for the expansion. The plan after determining cost would be to then push the mayor to realize that the public wants the service, so the agency would have to allocate the money.

If the plan goes through, it would be a win-win for the advocacy group, the transit agency, and, of course, the transportation customers that both are trying to please, proving that a good working relationship is always better than butting heads. M



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Rick Taube

From: Alfred Harf [aharf@omniride.com]
Sent: Wednesday, January 30, 2008 8:09 AM
To: Eric Marx; Joseph Swartz; Althea Evans; Doris Chism; Bill Leisen; dzehner@vre.org; Rick Taube; Adam McGavock
Subject: FYI

SFGate.com

BART tries pay-by-phone system

Ryan Kim, Chronicle Staff Writer
Wednesday, January 30, 2008

BART became the first transit agency in the country Tuesday to test a system-wide cell phone payment program that allows riders to pass through the gates with a wave of their handset.

The \$200,000 pilot project, which will be tested by about 230 riders for the next four months, utilizes a wireless chip that lets people pay by passing their phone over a wireless reader. BART has been using the contact-free technology in its EZ Rider pilot program, which allows riders to pay at the turnstiles by waving a plastic card that has a wireless chip.

The latest test puts a similar chip inside a phone, eliminating the need for additional cards. BART is also working with Jack in the Box so trial participants can pay for food with their cell phones as well.

"This becomes a credit-debit card," said BART Director James Fang, holding up a cell phone. "This becomes more convenient than carrying a bunch of cards in your wallet."

Participants will be using Sprint and Boost mobile phones that have been outfitted with the chip. As with the EZ Rider program, which began a year and a half ago, users can load up to \$48 on the chip from a credit or debit card account by visiting BART's Web site.

When they approach a turnstile, they just place the phone within 4 centimeters of a circular reader on top of the gate. The turnstile deducts the fare from the chip and the rider passes through.

When the BART phone account hits \$10, it automatically reloads by pulling money from the user's credit card or debit account. Jack in the Box customers can also load money on a separate phone account at restaurants and pay for their food by placing the phone next to a reader at the counter.

This type of technology, called near field communication, has been in wide use in Asia. The near field communication chip is able to transfer information when it comes within a short distance from a reader. Credit card companies like MasterCard are distributing millions of credit cards embedded with near field chips that can be used at thousands of McDonald's, 7-Eleven and Noah's

Bagels locations. New York's transit system tested a similar system to BART's last year on one of its subway lines.

If the BART trial goes well, Fang said the same chip used by BART riders could be linked with other smart-card supporting retailers and transit agencies. Fang said the phone payment service could also provide an environmental boost for BART, helping it trim the amount of paper it uses for tickets. BART currently creates 32 million tickets a year.

Backers of the technology say phone payments are not only convenient but safe. Users must open the program on their cell phone, which will enable payments for the next two minutes. If the phone is lost, it can be disabled by the carrier. And the most anyone can lose at one time is \$48.

BART officials will evaluate the program after the test period, but don't have a timeline for making the service permanent.

BART rider Nathaniel Hawkes, 35, of Oakland said that while the idea sounds interesting, he's not prepared to buy another phone to enable the service.

"Right now, it's not so much of an inconvenience to visit the ticket machines," he said.

But Jantje Boichel, 39, a San Francisco software programmer, said he's open to the idea of paying with his phone if it can make his life more convenient.

"It makes sense because you always have your cell phone with you," said Boichel.

E-mail Ryan Kim at rkim@sfgchronicle.com.

<http://sfgate.com/cgi-bin/article.cgi?f=/c/a/2008/01/30/BUPEUODJN.DTL>

This article appeared on page **C - 1** of the San Francisco Chronicle

J

TRAVEL

I-95 Panel Plans Satellite Traffic-Report Network

By CHRISTOPHER CONKEY

In one of the biggest rollouts yet for technology designed to help motorists avoid traffic jams, the I-95 Corridor Coalition will announce plans today to disseminate real-time data on traffic flows and accidents along the East Coast using a satellite network by Inrix Inc.

The rollout this summer will cover 2,500 miles, including many major roads and a continuous stretch of heavily congested Interstate Highway 95 between New Jersey and North Carolina. Coverage may extend to every major road to Florida from Maine. The deal marks a big step in a broader effort to help motorists steer around traffic tie-ups.

Traffic congestion in major U.S. cities costs \$78 billion in lost hours and wasted gasoline, according to a study last year by the Texas Transportation Institute.

Under the agreement, Inrix, of Kirkland, Wash., will beam real-time data to transportation departments on traffic speeds, with incident reports and other data about traffic flows. This will allow the government agencies to offer up-to-the-minute information via the Internet, mobile alerts and road signs.

Inrix plans to offer expanded data on traffic flows in the I-95 corridor to vendors of navigation services and products such as TomTom International BV, Garmin Ltd., and Clear Channel Communications Inc.'s Total Traffic Network.

Transportation departments generally rely on investments they have made in road sensors, cameras and

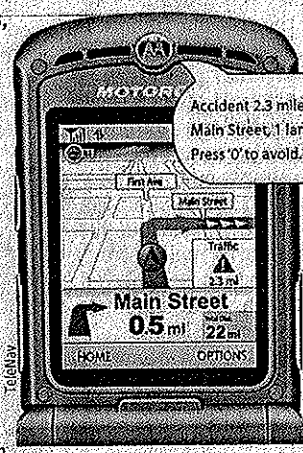
first-hand reports, which usually only cover small stretches of road and produce spotty, unreliable data. The result is "511" phone channels, road signs or Web sites that may have incomplete, untimely or useless information.

"The coverage isn't great," said William Stoecker, a spokesman for the 16-state I-95 coalition. "There are gaps."

The system operated by Inrix, which is emerging as a dominant player in high-tech traffic data, relies heavily on signals from Global Positioning System, or GPS, transponders on trucks, taxis, delivery vans and other regular highway users.

"We're really excited about this opportunity," said Jo Ann Oerter, an engineer with the North Carolina Department of Transportation. "It will enable us to be proactive."

Ms. Oerter estimates that her department only gets regular traffic data for 1% of the roads in the state, and little to no information is provided to the public about conditions in the Charlotte area. With real-time data on I-95 and other roads, she says, the state can offer motorists mobile alerts and timely road-sign information. The state's emergency response will be



INRIX relies heavily on vehicle-mounted GPS transponders.

more efficient, she said.

"We'll be able to see where traffic is building and work

within our system to say these are routes you should avoid," she said, adding that her department plans to expand coverage throughout the state.

While this deal is an endorsement of the satellite-based model championed by Inrix, the technology wars will

go on. Other companies, including TomTom, an Inrix customer, are testing real-time traffic systems relying on anonymous cellphone data. Houston and some other municipalities are getting data from scanners that read toll transponders to determine traffic speeds.

The I-95 coalition's move to coordinate across state and bureaucratic lines reflects a cooperative trend being encouraged by federal regulators. The U.S. Department of Transportation is examining a Dallas-area team and seven other "pioneer" sites that are testing ways to give consumers real-time data on various transportation options, including highway, rail and mass transit.

"If you can give people the right information about all travel options and routes, they can make the best decision," said Christopher Poe, a researcher at the Texas Transportation Institute.

IHG to Franchising Unit... WJS D-5 (1/29/08)

NVTC

Northern Virginia Transportation Commission

Agenda Item #11

TO: Chairman Euille and NVTC Commissioners
FROM: Scott Kalkwarf and Colethia Quarles
DATE: February 28, 2008
SUBJECT: NVTC Financial Items for January, 2008

NVTC's financial reports are attached for January, 2008 for your information.



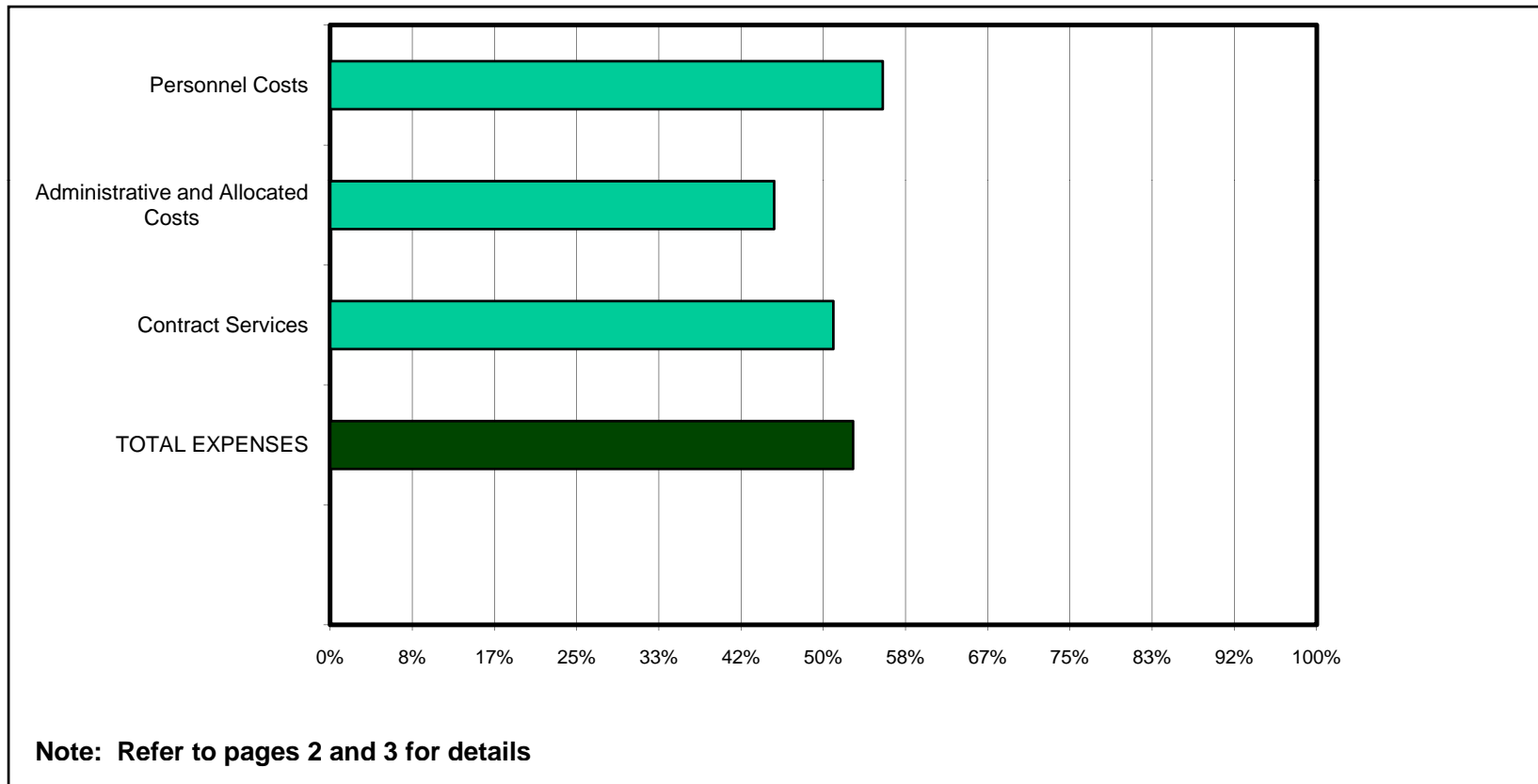
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Northern Virginia Transportation Commission

Financial Reports

January, 2008

Percentage of FY 2008 NVTC Administrative Budget Used
January, 2008
(Target 58.33% or less)



NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
January, 2008

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<u>Personnel Costs</u>					
Salaries	\$ 71,435.35	\$ 407,873.29	\$ 701,400.00	\$ 293,526.71	41.8%
Temporary Employee Services	-	-	1,000.00	1,000.00	100.0%
Total Personnel Costs	71,435.35	407,873.29	702,400.00	294,526.71	41.9%
<u>Benefits</u>					
Employer's Contributions:					
FICA	4,232.68	25,571.09	48,900.00	23,328.91	47.7%
Group Health Insurance	4,856.51	25,655.28	65,750.00	40,094.72	61.0%
Retirement	4,716.00	30,426.00	56,200.00	25,774.00	45.9%
Workmans & Unemployment Compensation	1,338.86	3,179.75	3,400.00	220.25	6.5%
Life Insurance	262.55	1,868.07	3,750.00	1,881.93	50.2%
Long Term Disability Insurance	-	1,542.83	4,450.00	2,907.17	65.3%
Total Benefit Costs	15,406.60	88,243.02	182,450.00	94,206.98	51.6%
<u>Administrative Costs</u>					
Commissioners Per Diem	900.00	7,150.00	18,400.00	11,250.00	61.1%
<i>Rents:</i>					
Office Rent	14,675.91	101,970.87	184,950.00	82,979.13	44.9%
Parking	630.00	5,518.00	11,900.00	6,382.00	53.6%
<i>Insurance:</i>					
Public Official Bonds	400.00	2,563.00	4,400.00	1,837.00	41.8%
Liability and Property	-	850.00	2,600.00	1,750.00	67.3%
		1,713.00	1,800.00	87.00	4.8%
<i>Travel:</i>					
Conference Registration	-	3,181.46	16,200.00	13,018.54	80.4%
Conference Travel	-	-	2,000.00	2,000.00	100.0%
Local Meetings & Related Expenses	-	524.24	4,500.00	3,975.76	88.4%
Training & Professional Development	-	1,962.22	6,200.00	4,237.78	68.4%
		695.00	3,500.00	2,805.00	80.1%
<i>Communication:</i>					
Postage	565.83	5,263.42	11,600.00	6,336.58	54.6%
Telephone - LD	63.04	1,620.85	4,600.00	2,979.15	64.8%
Telephone - Local	82.02	599.01	1,200.00	600.99	50.1%
	420.77	3,043.56	5,800.00	2,756.44	47.5%
<i>Publications & Supplies</i>					
Office Supplies	389.02	7,597.39	23,800.00	16,202.61	68.1%
Duplication	-	1,294.72	4,500.00	3,205.28	71.2%
Public Information	389.02	5,802.67	9,300.00	3,497.33	37.6%
	-	500.00	10,000.00	9,500.00	95.0%

NORTHERN VIRGINIA TRANSPORTATION COMMISSION
G&A BUDGET VARIANCE REPORT
January, 2008

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	729.45	2,355.84	25,650.00	23,294.16	90.8%
Furniture and Equipment	-	-	12,650.00	12,650.00	100.0%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computers	729.45	2,355.84	12,000.00	9,644.16	80.4%
<i>Other General and Administrative</i>	311.16	2,626.33	6,800.00	4,173.67	61.4%
Subscriptions	-	-	400.00	400.00	100.0%
Memberships	-	966.00	1,700.00	734.00	43.2%
Fees and Miscellaneous	236.16	1,585.33	2,900.00	1,314.67	45.3%
Advertising (Personnel/Procurement)	75.00	75.00	1,800.00	1,725.00	95.8%
40th Anniversary	-	-	-	-	0
Total Administrative Costs	<u>17,971.37</u>	<u>132,708.31</u>	<u>291,800.00</u>	<u>159,091.69</u>	<u>54.5%</u>
	<u>Contracting Services</u>				
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	<u>-</u>	<u>11,225.00</u>	<u>21,700.00</u>	<u>10,475.00</u>	<u>48.3%</u>
 Total Gross G&A Expenses	<u><u>\$ 104,813.32</u></u>	<u><u>\$ 640,049.62</u></u>	<u><u>\$ 1,198,350.00</u></u>	<u><u>\$ 558,300.38</u></u>	<u><u>46.6%</u></u>

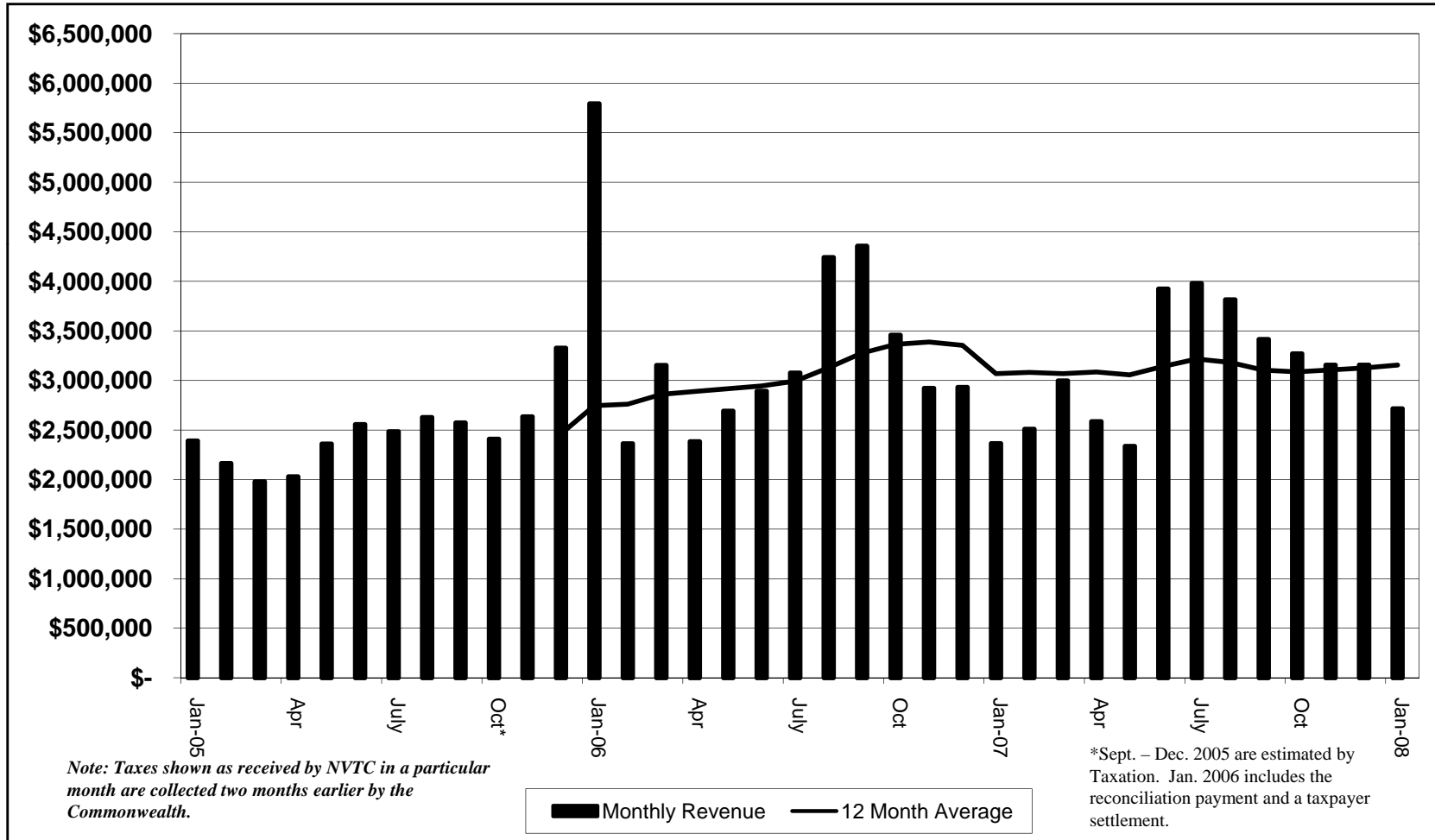
**NVTC
RECEIPTS and DISBURSEMENTS
January, 2008**

<u>Date</u>	<u>Payer/ Payee</u>	<u>Purpose</u>	<u>Wachovia (Checking)</u>	<u>Wachovia (Savings)</u>	<u>VA LGIP</u>	
					<u>G&A / Project</u>	<u>Trusts</u>
RECEIPTS						
2	City of Alexandria	G&A contribution		\$ 9,874.50		
2	Arlington County	G&A contribution		15,913.25		
2	PRTC	Expense reimbursement		100.00		
2	Staff	Expense reimbursement		3.51		
2	DRPT	Code Red grant receipt			318,811.00	
2	Loudoun County	G&A contribution			5,205.25	
10	City of Fairfax	G&A contribution		3,428.50		
11	DRPT	Code Red grant receipt			32,900.00	
17	Dept. of Taxation	Motor Vehicle Fuels Sales tax receipt				2,715,694.40
17	DRPT	FTM/Admin grant receipts				6,824,710.00
17	VRE	Staff support		6,837.63		
31	Banks	January interest	-	735.29	2,220.77	378,381.15
			<u>-</u>	<u>735.29</u>	<u>2,220.77</u>	<u>378,381.15</u>
			<u>-</u>	<u>36,892.68</u>	<u>359,137.02</u>	<u>9,918,785.55</u>
DISBURSEMENTS						
1-31	Various	NVTC project and administration	(155,872.90)			
2	Stantec	Consulting - bus data	(23,011.13)			
2	VRT	Code red costs incurred	(927.31)			
2	WMATA	Code red costs incurred			(312,440.00)	
2	Arlington County	Code red costs incurred			(5,443.00)	
2	Loudoun County	Other operating				(5,205.25)
2	WMATA	Bus operating				(9,769,477.00)
2	WMATA	Paratransit operating				(1,667,920.00)
2	WMATA	Rail operating				(8,292,173.00)
2	WMATA	Metro Matters				(2,758,486.00)
2	WMATA	Beyond Metro Matters				(173,000.00)
2	WMATA	Debt service				(1,853,125.00)
11	MCV	Consulting - code red	32,900.40			
25	Stantec	Consulting - bus data	(40,583.91)			
28	Arlington County	Other capital				(1,122,417.00)
31	Wachovia Bank	January service fees	(53.90)			
			<u>(187,548.75)</u>	<u>-</u>	<u>(317,883.00)</u>	<u>(25,641,803.25)</u>
TRANSFERS						
2	Transfer	From LGIP to checking	55,000.00		(55,000.00)	
2	Transfer	From LGIP to LGIP (bus data)			23,011.13	(23,011.13)
11	Transfer	From LGIP to checking	45,000.00		(45,000.00)	
18	Transfer	From savings to checking	35,000.00	(35,000.00)		
24	Transfer	From LGIP to LGIP (bus data)			40,583.91	(40,583.91)
24	Transfer	From LGIP to checking	50,000.00		(50,000.00)	
			<u>185,000.00</u>	<u>(35,000.00)</u>	<u>(86,404.96)</u>	<u>(63,595.04)</u>
NET INCREASE (DECREASE) FOR MONTH			<u>\$ (2,548.75)</u>	<u>\$ 1,892.68</u>	<u>\$ (45,150.94)</u>	<u>\$ (15,786,612.74)</u>

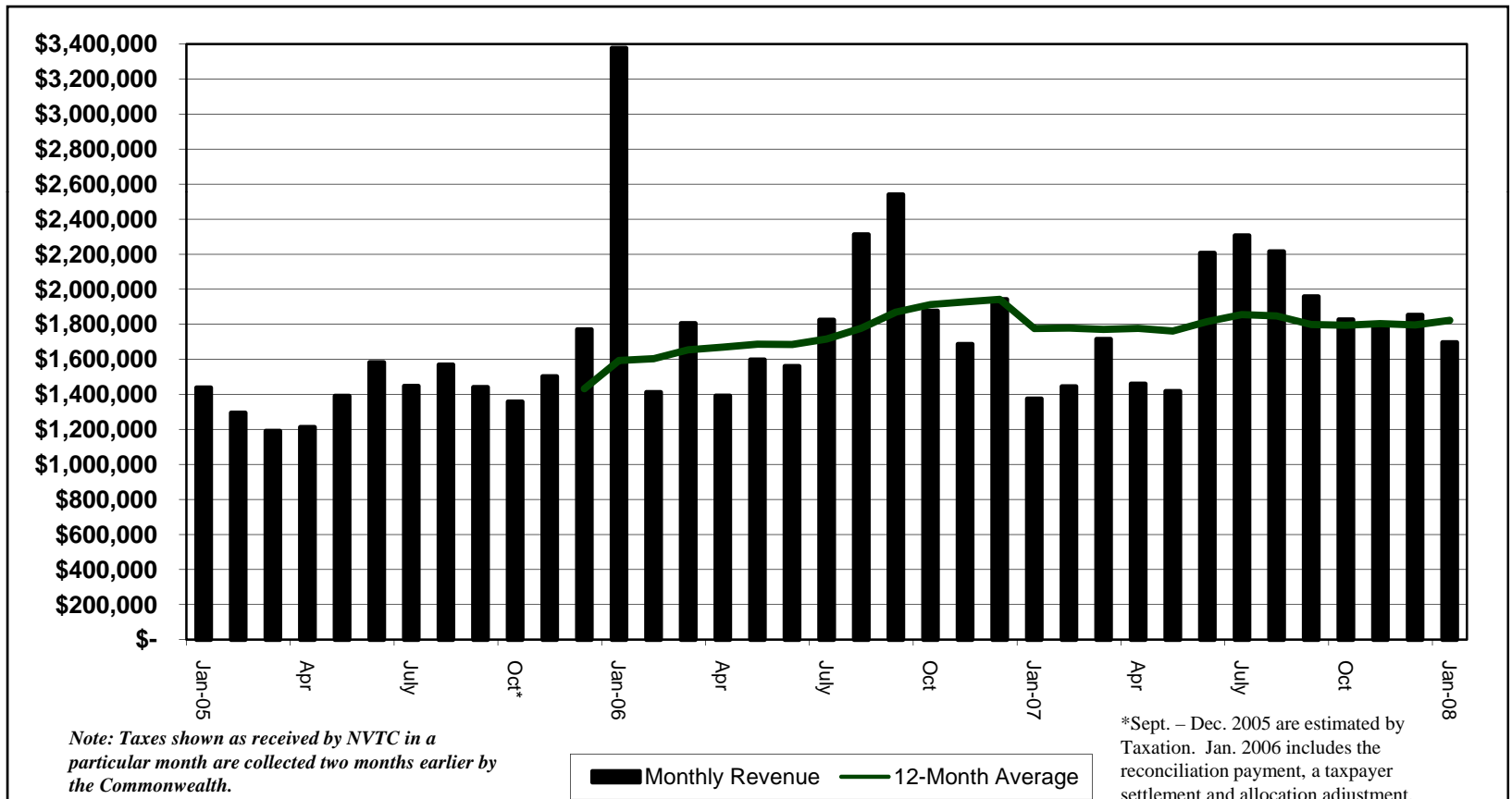
**NVTC
INVESTMENT REPORT
January, 2008**

<u>Type</u>	<u>Rate</u>	<u>Balance 12/31/2007</u>	<u>Increase (Decrease)</u>	<u>Balance 1/31/2008</u>	<u>NVTC G&A/Project</u>	<u>Jurisdictions Trust Fund</u>	<u>Loudoun Trust Fund</u>
<u>Cash Deposits</u>							
Wachovia: NVTC Checking	N/A	\$ 12,348.49	\$ (2,548.75)	\$ 9,799.74	\$ 9,799.74	\$ -	\$ -
Wachovia: NVTC Savings	3.09%	271,782.85	1,892.68	273,675.53	273,675.53	-	-
<u>Investments - State Pool</u>							
Nations Bank - LGIP	4.55%	118,199,721.35	(15,831,763.68)	102,367,957.67	554,352.62	69,154,262.25	32,659,342.80
		<u>\$ 118,483,852.69</u>	<u>\$ (15,877,570.69)</u>	<u>\$ 102,651,432.94</u>	<u>\$ 837,827.89</u>	<u>\$ 69,154,262.25</u>	<u>\$ 32,659,342.80</u>

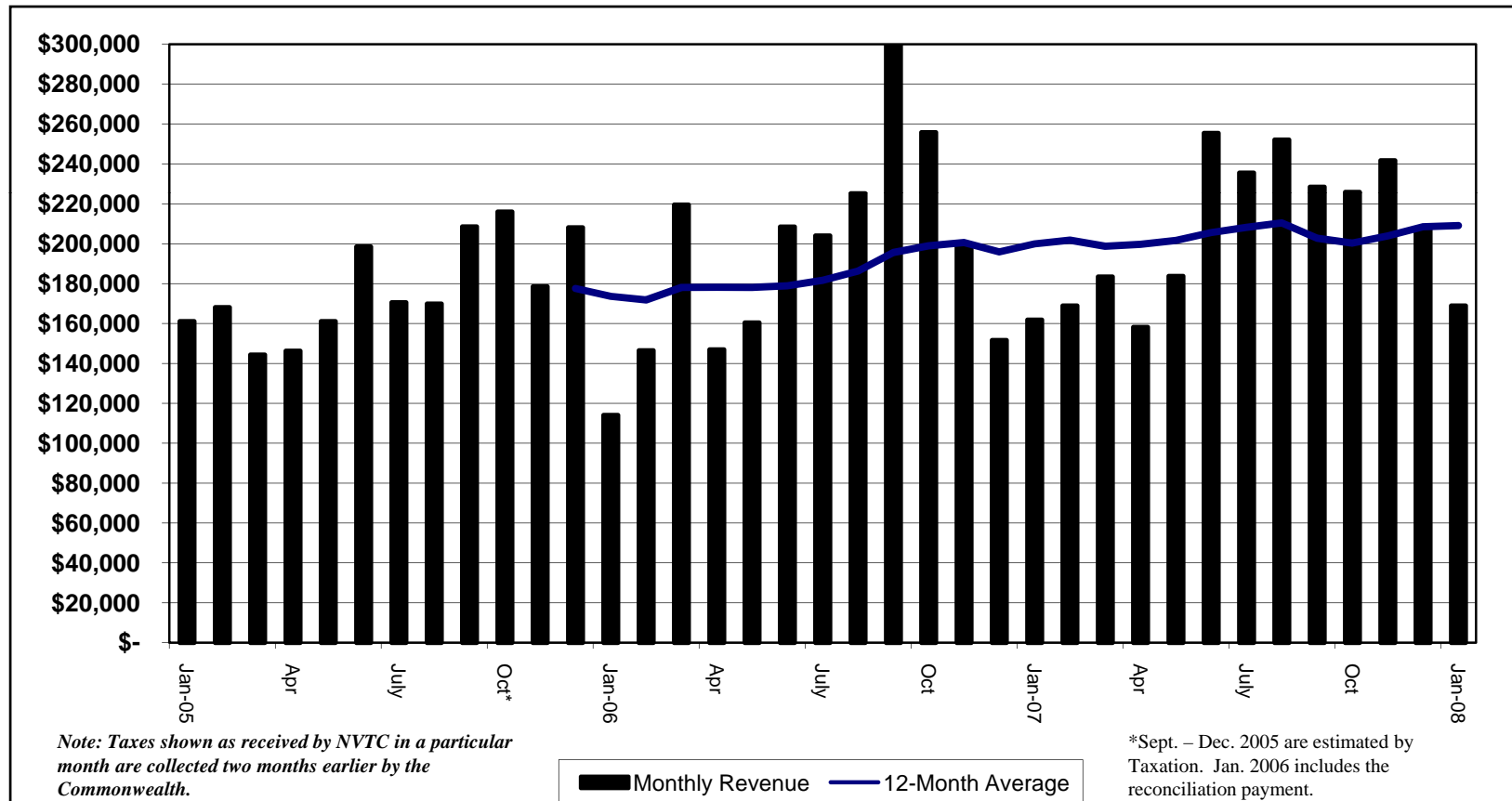
NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2005-2008



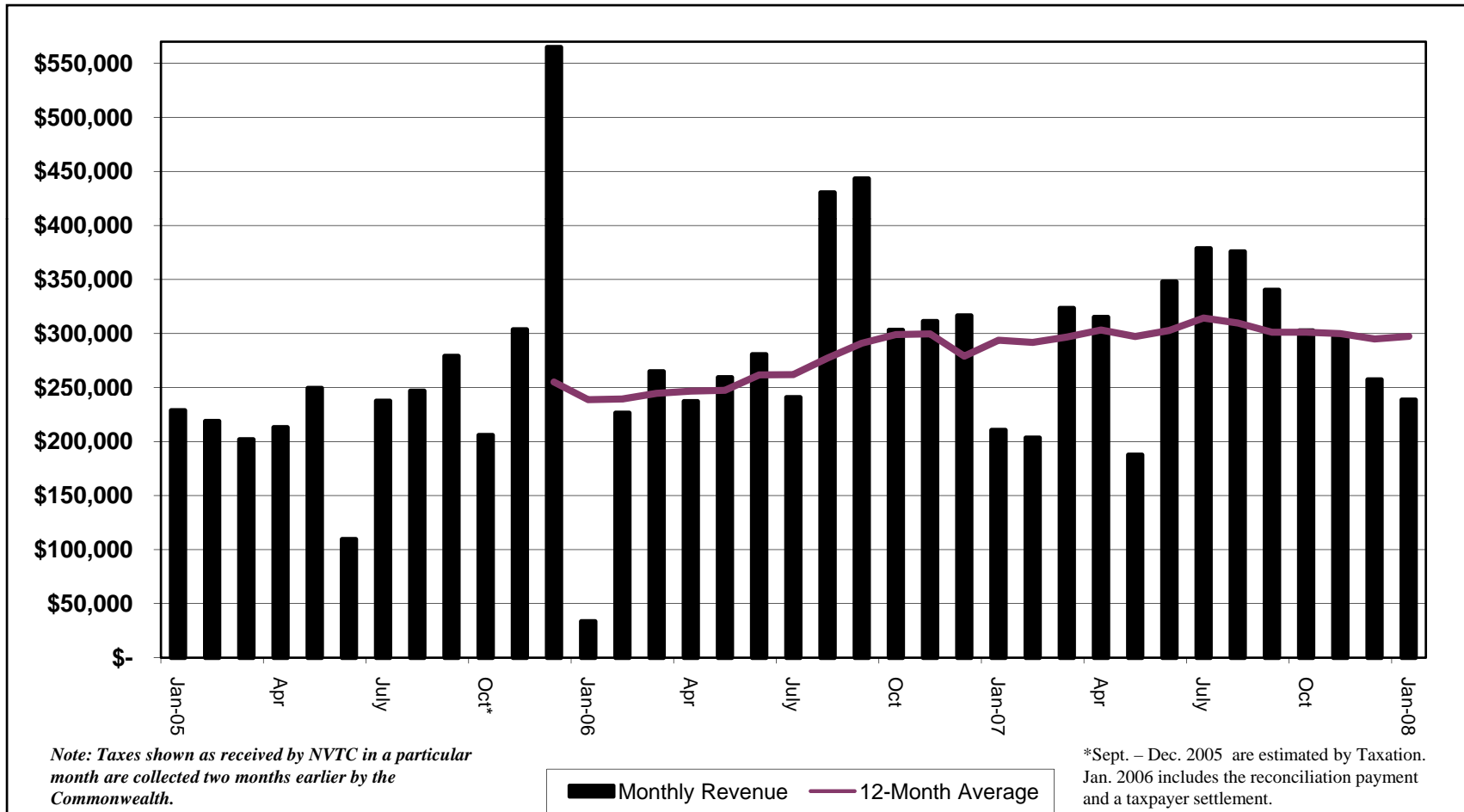
NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2005-2008



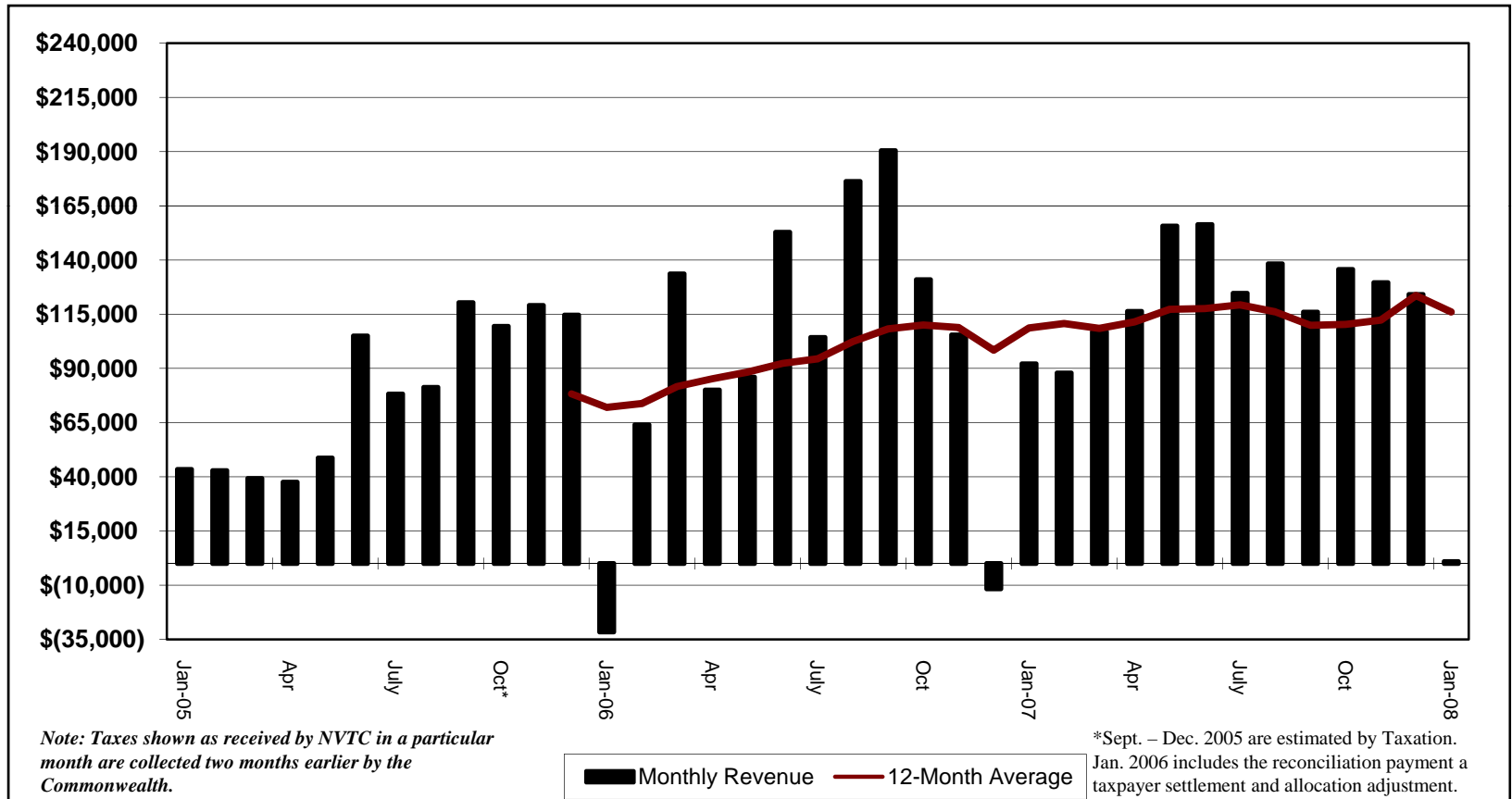
NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2005-2008



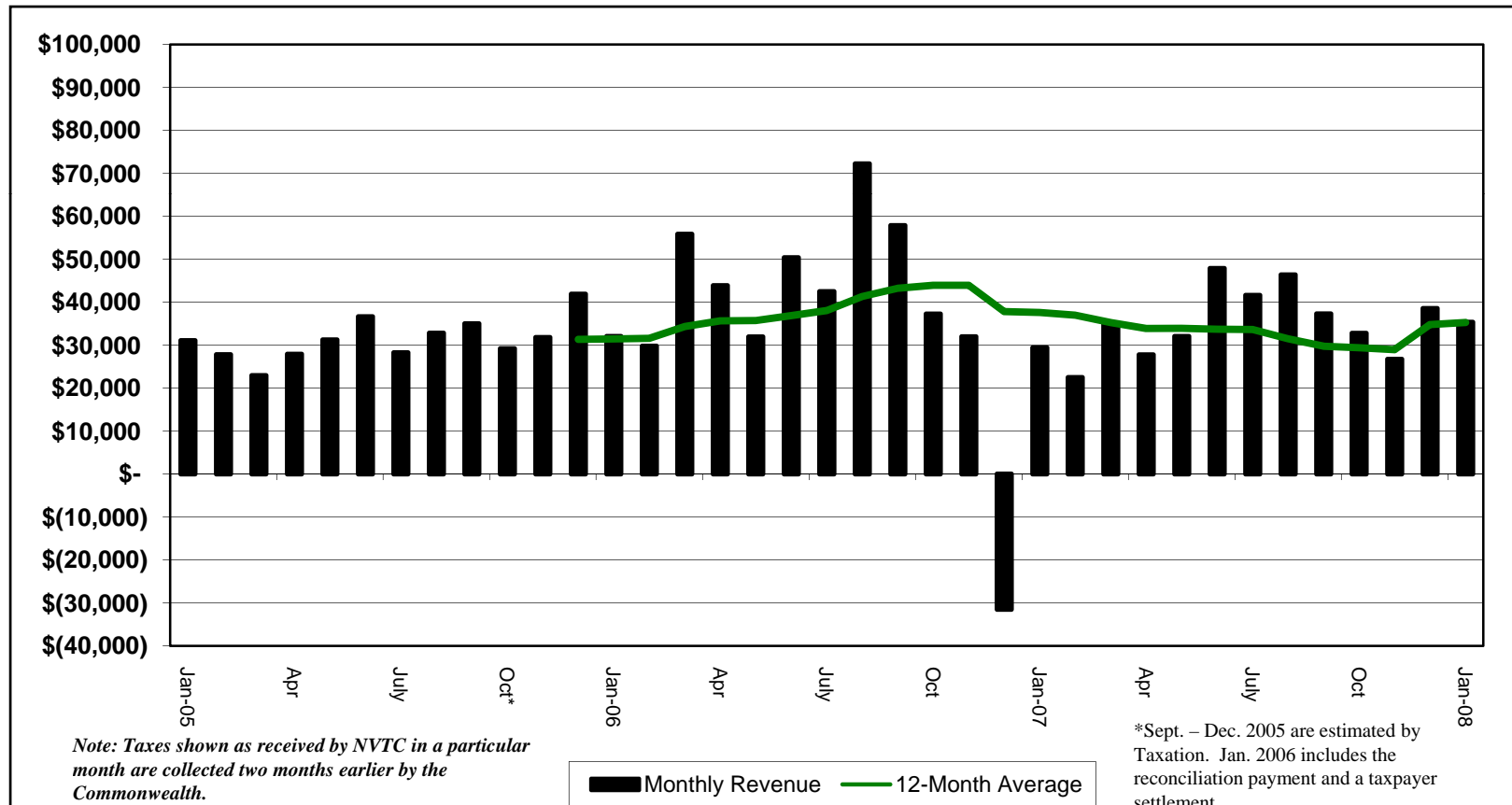
NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2005-2008



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



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



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

