



**NVTC COMMISSION MEETING**

**THURSDAY, MAY 1, 2008**

**NVTC CONFERENCE ROOM**

**8:00 P.M.**

**AGENDA**

**Note:** A buffet supper will be provided for attendees.

**1. Minutes of the NVTC Meeting of April 3, 2008.**

Recommended Action: Approval.

**2. VRE Items.**

- A.** Report from VRE's Operations Board and Chief Executive Officer—Information Item.
- B.** Authorization to Modify VRE's Fares—Action Item/ Resolution #2102.
- C.** Contract for Insurance Brokerage Services—Action Item/ Resolution #2103.
- D.** Locomotive Fuel Supply at Broad Run Yard – Action Item/ Resolution #2104.
- E.** Locomotive Fuel Supply at Crossroads Yard—Action Item/ Resolution #2105.
- F.** Contract for Second Platform at Woodbridge— Action Item/ Resolution #2106.



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**3. Commonwealth Transportation Board's Public Hearing on its Six-Year Improvement Program.**

The hearing will be held at the Northern Virginia Community College's Annandale campus at 7:30 p.m. on May 14, 2008.

Recommended Action: Authorize Chairman Euille or his designee to present a statement on behalf of NVTC.

**4. Memorandum of Understanding with the Virginia Department of Taxation.**

An agreement is provided that allows NVTC to review proposed major taxpayer settlements.

Recommended Action: Authorize NVTC's executive director to sign the MOU.

**5. Legislative Items.**

- A. State
- B. Federal

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

**6. I-95/395 Hot Lanes Project.**

The status of the project in general and the bus-only lane study in particular will be reviewed.

Recommended Action: Authorize a letter to Secretary Homer again requesting access to the bus-only lane study.

**7. Metro Items.**

- A. Status of Dulles Rail Project.
- B. Monthly Ridership at Virginia's Metrorail Stations.
- C. Buses Operating on Shoulder Lanes.
- D. Metrorail Capacity Needs.

Information Item.

**8. Regional Transportation Items**

- A. Virginia Transit Association Spring Meeting in Crystal City.
- B. TPB's Report on a Regional Value Pricing (Toll Road) System.
- C. 21<sup>st</sup> Century Transportation Challenges.
- D. Effects of Climate Change on US Transportation.
- E. 40 years in the Future (as of 1968).
- F. Costs of Deteriorating Urban Pavement.
- G. The Financial Burden of Traffic Accidents.
- H. Bike to Work Day.

Information Item.

**9. NVTC Financial Items for March, 2008.**

Information Item.

# NVTC

Northern Virginia Transportation Commission

## AGENDA ITEM #1

### MINUTES NVTC COMMISSION MEETING – APRIL 3, 2008 NVTC CONFERENCE ROOM – ARLINGTON, VIRGINIA

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

#### **Members Present**

David Albo  
Charles Badger  
Sharon Bulova  
Kelly Burk  
Gerald Connolly  
William D. Euille  
Jay Fisette  
Catherine Hudgins  
Mary Hynes  
Jeffrey McKay  
Thomas Rust  
David F. Snyder  
Mary Margaret Whipple  
Christopher Zimmerman

#### **Members Absent**

Adam Ebbin  
Pat Herrity  
Joe May  
Paul Smedberg  
Scott Silverthorne

#### **Staff Present**

Rhonda Gilchrest  
Scott Kalkwarf  
Greg McFarland  
Adam McGavock  
Kala Quintana  
Elizabeth Rodgers  
Jennifer Straub (VRE)  
Rick Taube  
Dale Zehner (VRE)



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### Minutes of the March 6, 2008 NVTC Meeting

On a motion by Mr. Zimmerman and a second by Mrs. Hudgins, the commission unanimously approved the minutes. The vote in favor was cast by commissioners Albo, Badger, Bulova, Euille, Fisette, Hudgins, Hynes, McKay, Whipple and Zimmerman. Mr. Snyder abstained.

By unanimous consent, commissioners agreed to send a card to former NVTC Commissioner Kate Hanley and her family during this difficult time. A card was passed around for commissioners to sign.

### Award of NVTC Audit Contract

Mr. Taube stated that in response to a RFP, three firms submitted proposals. A selection team from NVTC, PRTC, VRE and DRPT reviewed the proposals, conducted interviews and ranked the firms. The commission is asked to authorize NVTC's executive director to negotiate and execute a contract with the top-ranked firm, PBGH LLP. The price for the FY 2008 audit should not exceed \$20,500.

Mr. Taube explained that of the two finalists, PBGH's proposal has a lower price and since they are NVTC's current auditors, they are very familiar with the number of hours likely to be required. If negotiations cannot be completed with PBGH, the executive director will initiate negotiations with the second-ranked firm, etc., until a satisfactory contract is completed. Funding for the FY 2008 audit is available in NVTC's approved budget. The remaining years are subject to appropriation. The VRE Operations Board will be asked to authorize a separate contract for VRE with this firm. The procurement is also open to NVTA if it chooses to act.

Mr. Connolly arrived at 8:11 P.M.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Albo, Badger, Bulova, Connolly, Euille, Fisette, Hudgins, Hynes, McKay, Snyder, Whipple and Zimmerman.

## VRE Items

Report from the VRE Operations Board and Chief Executive Officer. Mr. Zehner reported that the cumulative ridership for this fiscal year compared to last year has increased 4.4 percent to 14,392 average daily trips. There are now 98,259 more passenger trips than there were a year ago. On-time performance is hovering in the 88 percent range, which is close to the 90 percent target range. The average length of all delays in February is the lowest that it has been in the last year, with an average delay of 16 minutes.

Mr. Zehner reported that Meet the Management events are scheduled for all stations, beginning this week at Union Station and ending in August at the Lorton Station. VRE staff and railroad officials will attend these events to talk to passengers.

Contract for Emergency Environmental Services for Cherry Hill Third Track. Mrs. Bulova reported that the VRE Operations Board recommends commission approval of Resolution #2101, which would authorize VRE's Chief Executive Officer to award a contract to STV/RWA for engineering and environmental services for VRE's Cherry Hill third track project. The amount of the contract would not exceed \$1,961,709, including contingency.

Mrs. Bulova stated that following a bid procurement process, VRE received three proposals. After award of contract and notice to proceed about 15 months will be required to complete this work. Funding is being provided from a Rail Enhancement Fund grant from DRPT.

Mrs. Bulova moved, with a second by Mr. Connolly, to approve Resolution #2101. The vote in favor was cast by Albo, Badger, Bulova, Connolly, Euille, Fisette, Hudgins, Hynes, McKay, Snyder, Whipple and Zimmerman. (A copy of the resolution is attached.)

## NVTC's Senior Transportation Study (Phase II)

Mr. Taube introduced Steve Markenson and Kevin Pullis from WB&A Market Research, NVTC's consultants for the study. NVTC received a \$150,000 grant from DRPT for this phase of the study to improve use of fixed-route transit by seniors. Mr. Taube gave a PowerPoint presentation explaining the study, including the training of seniors and follow-up survey results.

Delegate Rust arrived at 8:23 P.M. and joined the discussion.

Mr. Taube stated that for all transit systems the percentage of transit trips taken by persons 65 years or older is very modest (less than four percent). The desire is to increase that percentage, especially since the share of population of 65 years and older is growing substantially in this region. Mr. Connolly asked if the low percentage is also a function of seniors not commuting. Mr. Taube stated that it is part of it, but they also are not using transit in general (only two percent of all trips by seniors). Phase II was to provide training and boost confidence of seniors to use transit more often.

Mr. Taube stated that NVTC staff regards the demonstration as successful in a number of ways. First, the costs fall at the low end of the typical range of travel training programs. Replicating the NVTC approach would now be even less costly given the lessons learned and training materials developed. The Bus Bingo game and individual training trips worked really well.

Mr. Taube stated that participants enjoyed and valued the program; they felt more confident in using transit after training and actually substantially increased their use of transit after training. They also took more overall trips after training, which suggests reduced risk of social isolation.

Mr. Zimmerman moved, with a second by Mr. Connolly, to authorize staff to continue to receive comments on the draft report for the next three weeks and then to publish the final report on NVTC's website.

Mrs. Bulova asked if the travel trainers from Pennsylvania had comments about this region's transit systems. Mr. Taube replied that the trainers' comments are summarized in the report. There was an intense one-week training session that they went through to learn all about the many transit systems in the region. They learned the distances covered by transit especially from Loudoun County to the core, were greater than they anticipated.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Albo, Badger, Bulova, Connolly, Euille, Fisette, Hudgins, Hynes, McKay, Rust, Snyder, Whipple and Zimmerman.

Mrs. Burk arrived at 8:35 P.M.

## Legislative Items

NVTA Principles. Mr. Taube stated that commissioners were provided with a draft copy of NVTA's "The Eight Principles," which will be presented to NVTA at its next meeting. It is a list of principles that NVTA will use to guide it in assessing proposed solutions to new legislation to respond to the Supreme Court's ruling against part of HB3202. In response to a question from Mr. Connolly, Tom Biesiadny of Fairfax County staff, stated that these eight principles are based on the principles NVTA adopted last year. They have been updated, include a few additions and are consistent with already endorsed principles by NVTA.

Mr. Connolly moved, with a second by Mr. Zimmerman, to have NVTC adopt the same principles.

Mr. Zimmerman stated that it is implicit in the motion that references to "NVTA" will be changed to "NVTC" to reflect that it is NVTC that is endorsing the principles.

Mr. Snyder stated that he supports the motion, but in regards to principle #6, he stated that for the record, he is not happy with the share of the formula Northern Virginia receives because it is not based on reality, need or logic. Chairman Euille observed that many of Mr. Snyder's colleagues would agree with him.

The commission then voted on the motion and it passed. The vote in favor was cast by commissioners Albo, Bulova, Burk, Connolly, Euille, Fisette, Hudgins, Hynes, McKay, Rust, Snyder, Whipple and Zimmerman. Mr. Badger abstained.

Transportation Funding in Virginia. Chairman Euille introduced Pierce Homer, the commonwealth's Secretary of Transportation. Secretary Homer stated that he spent the morning with a Hampton Roads delegation and would like to give the same presentation to NVTC.

In response to Mr. Connolly, Secretary Homer stated that every one-cent of gas tax raises \$52 million in revenue. North Carolina has one of the higher gas tax rates, but the cost of gasoline there is similar to the cost of gas purchased in Virginia. A one-percent increase of the sales tax would generate \$1 billion. Mr. Connolly stated that Virginia's gas tax rate has not changed since 1986.

Delegate Rust stated that it is a difficult problem to fix statewide because the rural areas are not in favor of any change because they are getting all their maintenance funds. He asked if there is any way to change the Code so that the first obligation is to construction costs. Secretary Homer stated that the appropriations act would need to be changed; however, it is important to keep up maintenance, especially for bridges. He stated that there needs to be a balance.



Secretary Homer stated that beginning in FY2016 the commonwealth will not be able to match federal dollars. It may seem like a long time before that starts to happen, but if a state cannot show the ability to match federal funds in future years, the state is not in a good place. Next year there will be substantial deficits in federal funding. Mr. Connolly observed that the reauthorization bill is up for vote next year and the hearings are happening now. If the commonwealth does not solve its problems in time for the actual reauthorization the state could be damaged and at the least at a distinct disadvantage. There will be much competition from state to state for those funds. Delegate Albo stated that it's a problem right now if the state cannot match future federal dollars. Mr. Connolly stated that members of the General Assembly need to understand these federal implications because there are real stakes involved and real dollars that the state could lose. Mr. Zimmerman stated that it could also bump projects in the CLRP because of not being able to match federal dollars.

Secretary Homer stated that the highway maintenance deficit will have a major impact on future funding. Mr. Snyder asked if the commonwealth has a proposed solution. Secretary Homer stated that the governor is working diligently with local elected officials from Hampton Roads and Northern Virginia, along with the four caucuses. If there is going to be a solution, there will need to be a mix of regional and state components. There seems to be an acknowledgement from a majority of General Assembly members that there is a problem and it needs to be fixed. The hurdle is to get other members from rural parts of the state to understand that they have a stake in Northern Virginia's transportation funding. Chairman Euille agreed and stated that Northern Virginia is the economic engine of the commonwealth and the rest of Virginia needs to understand this.

Senator Whipple observed that it is clearly the maintenance fund that is lacking and needs to be rebuilt. If a statewide tax is dedicated to the maintenance fund, it would not have components for other modes of transit. However, if the funds went to the Transportation Trust Fund, then there would be a share for transit. Delegate Albo stated that the way it is now, even if the economy takes a turn for the better, there will always be a maintenance deficit.

In response to a question from Mr. Zimmerman, Delegate Albo stated that other General Assembly members from other parts of the state are only looking at what their jurisdictions need, not for the benefit of the entire commonwealth. Mr. Connolly stated that with the Supreme Court ruling NVTVA lost its ability to take on debt and cannot issue bonds. It is a real loss to the region (about \$1.7 billion of lost investments). The bond problem cannot be fixed unless the commonwealth agrees to incur the debt and issue bonds, which does not seem likely.

Senator Whipple left the meeting at 9:13 P.M. and did not return.

## I-95/395 HOT Lanes

Commissioners were provided with a copy of a memorandum from the HOT Lanes Transit Advisory Committee responding to a recent Washington Post article (“Toll-Lane Revenue Proposal Gets a Rewrite in Richmond” March 23, 2008) asserting that the state has reduced the amount of transit service and improvements that will be funded as part of the HOT Lanes project, and shifted the funding to the southern part of the corridor. The memo clarifies some points contained in the article and provides a more complete picture of the transit improvements included in the TIP and CLRP for this corridor.

Chairman Euille noted that even though there have been discussions, the revised plan does not address all the issues, such as safety and design issues. Mr. Connolly stated that the Post article suggested that Richmond was doing a “bait and switch” by paring back the transit component of putting more money into the southern portion of the facility. He asked Secretary Homer to comment on the article.

Secretary Homer stated that, first of all, it is not a Richmond-only study. Local staffs collaborated on the study and, therefore, it is a product of the region. Secondly, the potential revenue generated (\$195 million) has not changed. There may be fewer buses purchased but there will be more bus service hours. In regards to the shift from north to south, he does not understand where that came from. The Post article describes it as a done deal, but actually it won't be decided for several years and it will be decided by NVTA, FAMPO and the TPB.

Mr. Zimmerman stated that it is clear that the Post writer wrote the article before talking to anyone. However, there are still continuing concerns, specifically regarding the information the localities keep asking to be provided. Some requests were made over a year ago, including the traffic projections for Eads Street and Shirlington, as well as modeling of a bus-only lane option. Secretary Homer responded that the bus-only modeling is complete and the results should be distributed next week. He believes the study shows that operating a bus-only lane would produce less toll revenue so there would be no concession payment to support transit service in the corridor. Mr. Zimmerman suggested that if that is so, it seems to confirm fears that without a bus-only lane, levels of service on the HOT Lanes will deteriorate compared to the current HOV Lanes.

Mrs. Hudgins observed that the Post article resonated with a lot of people. The discussion of transit use got lost. The HOT Lanes project no longer looks like a project that will enhance transit, but remains a project that merely becomes an expansion of capacity to hopefully generate revenue. Secretary Homer stated that the article created that attitude, but he stated that it is important to remember that the genesis of the project was what is the best way to provide transit services in the corridor. If VRE capacity in Fredericksburg takes traffic off I-95, then it is a good thing. Mrs. Hudgins stated she understands this, but asked how much congestion will be relieved as cars come further north. Mr. Connolly agreed that if investing in VRE in Fredericksburg

takes cars off the road it is a good thing. However, the privatization of a public facility requires a very compelling value proposition. HOT Lanes on the Beltway makes sense and meets the test of a value proposition. It will add capacity, be self-financed, done in existing right-of-way, enhance transit, and is a new facility. The I-95 HOT Lanes proposal is more problematic because it would be taking over an existing facility that was paid for by taxpayers. That should raise the threshold of a value proposition. The Post article erodes public confidence of what is being done in the corridor.

Mr. Snyder stated that with the Supreme Court ruling against NVTA, \$13 million in projects that would have benefited his jurisdiction were lost. He asked that local and state officials work to aggressively solve the issue. NVTC should disseminate the just adopted eight principles. Ms. Quintana reported that NVTA is also beginning an aggressive campaign beginning April 14<sup>th</sup>.

Delegate Albo stated that the replacement bill for HB 3202 has already been written. The problem is that Senator Saslaw has drawn a line and stated that it won't pass unless the regional plans (Northern Virginia and Hampton Roads) are linked with a statewide component. The governor also seems to want them both tied together. Delegate Albo stated that it is holding the regional plans hostage to force a statewide tax increase. He stated that there does need to be a statewide solution, but it shouldn't be linked to a regional plan. Delegate Rust agreed and stated that people need to stop drawing lines in the sand.

Mr. Connolly stated that he sympathizes with Delegates Albo and Rust, but in fairness to Senator Saslaw, the senator has always been consistent calling for a statewide solution. It is not unreasonable to look at the whole picture. There have been many lines drawn in the sand. Both political parties need to work together to solve the problem and look at the needs of the entire commonwealth. There are rural counties along the I-81 corridor who are becoming concerned about the deterioration of that corridor and the need for more investment. He believes that there is a growing coalition of concerned legislators who believe that there needs to be a statewide solution. It is no longer just a Northern Virginia and Hampton Roads issue. There are different dynamics in place now.

Chairman Eulle observed that most local governments will be adopting their budgets May 1<sup>st</sup>. Jurisdictions dealing with unfunded local needs can result in a deterioration of regionalism. Mr. Zimmerman added that TPB is preparing to knock out unfunded projects in the CLRP.

Mr. Zimmerman left the meeting at 9:45 P.M.

### NVTC's Ride Free Program

Mr. Taube reported that the Northern Virginia bus systems are ready to implement the revised Ride Free Program for the upcoming ozone season starting May 1<sup>st</sup>. On March 12, 2008 the EPA revised the Air Quality Index. As a result, when ozone levels reach 0.075 ppm it will be considered Code Orange air quality. Last year the level for Code Orange was 0.084 ppm. The Code Red air quality standard has also changed from 0.104 ppm to 0.095 ppm. For summer 2008, the Ride Free budget includes \$1.5 million for 20 forecast Code Orange/Red days. Since the EPA revision, the budget would essentially need to double to offer free rides as originally planned.

Mr. Taube stated that as a result of these changes, the Jurisdictional and Agency Coordinating Committee (JACC) of NVTA discussed this program and options for the summer. Given the transportation funding situation in Northern Virginia the option of securing additional funding is not feasible. JACC members agreed the best option for this program is to continue offering free rides on forecast Code Red days only and eliminate the free rides on forecast Code Orange days. A subsequent meeting of transit systems operators and marketing staff held on April 2<sup>nd</sup> confirmed this recommendation.

Mr. Taube announced that the kick-off event is scheduled for April 30, 2008. It will feature free bus rides all day. Additional marketing components for the summer 2008 season include a mass mail out to over 2,000 Northern Virginia employers; interior bus advertisements; a redesigned website, banner advertisements on local media and jurisdictional websites; and media releases.

Mr. Connolly expressed his concern that this program is just subsidizing riders who would normally ride the bus. Mr. Taube responded that since not all bus drivers record passenger counts, it is hard to accurately measure the program's success. On-board surveys show that four percent of the bus riders on Ride Free days changed their commuting behavior from driving automobiles because of the program. This does not seem like a lot, but it results in 80,000 diverted trips from automobiles per ozone season. It is a reasonably cost effective way to reduce ozone when one looks at the cost of reduced pollution (about \$1 per pound).

In response to a question from Mrs. Bulova, Ms. Rodgers stated that the budget for the program this summer is estimated at \$1.5 million. Mr. Taube stated that it is not expected that all the budgeted funds will be used this summer.

### Status of Regional Light Rail Studies/Projects

Mr. McFarland gave a presentation on Light Rail projects in the region, including local studies of the Route 7 corridor, Route 28 from Manassas to Dulles Airport, and Columbia Pike. The Columbia Pike project is about to begin the EIS phase, but there is a problem because NVTA funds were to be used. Mr. Connolly stated that the Columbia Pike project is furthest along in the process and is a collaborative effort between Arlington and Fairfax counties. Mrs. Hudgins stated that the Route 28 project has potential since it would interconnect with the Metrorail extension to Dulles.

### Metro Items

Update on WMATA's Capital Needs. Mr. Taube stated that WMATA has urgent unfunded capital needs; local governments cannot pay for all of them. Mrs. Hudgins stated that there is a deficit for the long-term future. Metro Matters continues to 2011 and it's already 2008. What happens beyond 2011 is much more frightening. Mr. Connolly observed that if the economy continues to deteriorate the problem is compounded because of Fairfax County's bonded indebtedness and its limited ability to incur additional debt.

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.

Recent Metrorail Ridership in Virginia. Metrorail ridership at Virginia stations is very strong in FY 2008 through February compared to FY 2007. Even after the sharp increase in fares imposed beginning on January 6, 2008, ridership is up substantially. Mrs. Hudgins announced that Metro hit a "home run" on the opening day of the Nationals' new stadium. Mr. Connolly stated it was impressive.

### Other Local Transit News

Chairman Euille announced that the new Alexandria King Street trolley runs free seven days a week. Restaurants and retailers already have seen an increase in business. Also, a river taxi is now running between Alexandria and the National Harbor. A round-trip ticket costs \$14.

Adjournment

Mr. Connolly moved, with a second by Mrs. Bulova, to adjourn the meeting. The vote to adjourn was unanimous. Chairman Euille adjourned the meeting at 10:14 P.M.

Approved this 1st day of May, 2008.

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William D. Euille  
Chairman

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Gerald E. Connolly  
Secretary-Treasurer



**RESOLUTION #2101**

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

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

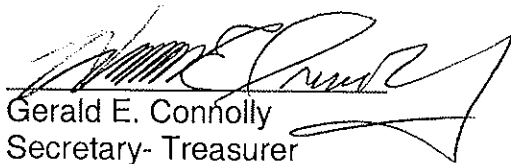
**WHEREAS:** An RFP was issued on December 20, 2007 to develop various design options, identify potentially affected environments, define the general scope of work, and formulate a project cost estimate and schedule; and

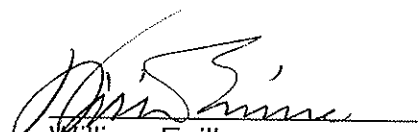
**WHEREAS:** On February 15, 2008, three proposals were received and reviewed, with the most responsive being STV/ RWA.

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

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

Approved this 3<sup>rd</sup> day of April, 2008.

  
Gerald E. Connolly  
Secretary- Treasurer

  
William Euille  
Chairman



# NVTC

Northern Virginia Transportation Commission

## Agenda Item #2

**TO:** Chairman Euille and NVTC Commissioners  
**FROM:** Rick Taube  
**DATE:** April 24, 2008  
**SUBJECT:** VRE Items

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- A. Report from the VRE Operations Board and Chief Executive Officer—Information Item.
- B. Authorization to Modify VRE's Fares— Action Item/ Resolution #2102.
- C. Contract for Insurance Brokerage Services—Action Item/ Resolution #2103.
- D. Locomotive Fuel Supply at Broad Run Yard—Action Item/ Resolution #2104.
- E. Locomotive Fuel Supply at Crossroads Yard—Action Item/ Resolution #2105.
- F. Contract for Second Platform at Woodbridge— Action Item/ Resolution #2106.



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Item #2A

Report from the VRE Operations Board and CEO

Attached for your information are minutes from the meeting of the VRE Operations Board held on April 18, 2008. Also attached are ridership and on-time performance reports.



# CHIEF EXECUTIVE OFFICER'S REPORT

April 2008

## MONTHLY DELAY SUMMARY

	December 07	January 08	February 08	March 08
<b>System wide</b>				
Total delays	75	86	84	75
Average length of delay (mins.)	19.4	20	16	16
Number over 30 minutes	12	13	9	6
Days with Heat Restrictions/Total days	0/20	0/21	0/20	0/21
On-Time Performance	86.5%	85.9%	85.5%	87.7%
<b>Fredericksburg Line</b>				
Total delays	36	51	42	31
Average length of delay (mins.)	17.4	20	16	18
Number over 30 minutes	5	8	3	4
On-Time Performance	85.6%	81.3%	83.8%	88.6%
<b>Manassas Line</b>				
Total delays	39	35	42	44
Average length of delay (mins.)	21.2	20	16	15
Number over 30 minutes	7	5	6	2
On-Time Performance	87.2%	89.6%	86.9%	86.9%

## SYSTEM RIDERSHIP

Ridership in March 2008 increased 5.7% when compared to March 2007. This represents the ninth consecutive month of growth. More importantly is that the cumulative ridership for this fiscal year has climbed to 14,446 average daily trips and represents a 4% increase from last fiscal year. This is the highest that it's been since the end of FY 2006. There are now 810 more passenger trips than there were a year ago.

## SYSTEM ON TIME PERFORMANCE

The system wide on-time performance was 87.7% in March with an on-time performance of 88.6% on the Fredericksburg Line and 86.9% on the Manassas Line. In addition, only four delays of the total 75 delays for March were due to mechanical issues. Our changes in mechanical procedures are definitely having a positive impact. The largest cause of delays for the past four months has been train interference between VRE, CSX and Amtrak trains. We continue to work closely with both CSX and Amtrak to reduce these delays. However, with a congested railroad and an increase in Amtrak and CSX trains, anytime a train is "out of slot" delays can ripple back to the following trains.

## **MEET THE MANAGEMENT**

Meet the Management events were held at Union Station on April 2<sup>nd</sup> and L'Enfant on April 9<sup>th</sup>. Representatives from Norfolk Southern were at the L'Enfant station to answer questions along with VRE management. Representatives from CSX will be at the Crystal City station on April 16<sup>th</sup>. Amtrak management will also attend the April Meet the Management events.

The remaining schedule for April is as follows:

April 16	Crystal City	3:45 pm to 7:00 pm
April 23	Alexandria	3:45 pm to 7:15 pm
April 30	Franconia-Springfield	4:00 pm to 7:15 pm

In May, we will begin at the origination stations in the mornings. The first one will be at Fredericksburg on May 14<sup>th</sup>.

## **CUSTOMER SERVICE SURVEY**

The annual Customer Service Survey will be held on May 7<sup>th</sup>. VRE and PRTC staff will ride all trains and administer the survey. This survey is very helpful in determining the opinion of our customers and serves as a report card on VRE service.

## **CSX TRACK RESURFACING PROJECT**

CSX is working on resurfacing certain sections of railroad in the Washington, DC area. Resurfacing includes realigning and leveling the tracks and is commonly done after tie replacement work, as was completed by CSX last year, to ensure that the tracks remain true with the passage of time. CSX will be working from Fredericksburg to Featherstone, which is just south of Woodbridge. Once crews have completed that section of track, they will go further north, from just south of Alexandria to just south of the Crystal City station.

All of the work is scheduled outside of VRE service hours -- from about 9:00am to 3:30pm. The work is expected to be finished in April and VRE will keep riders posted of any delays due to the resurfacing. So far, delays have been minimal.

## **UPDATE ON CAPITAL PROJECTS**

**Gainesville Haymarket MIS** -- Negotiations have been completed, the grant agreement has been finalized with DRPT, and work will begin this month.

**Cherry Hill Station & Track Improvements** -- A recommendation for award occurred at the March Operations Board meeting. We are nearing finalization of the grant agreement with DRPT in order for the work to begin this month.

**Manassas City and Burke Centre Parking Garages** – March construction on the Manassas garage consisted primarily of precast erection which is approximately 50% complete. Ribbon-cutting ceremonies are being planned for the Manassas Garage on June 26<sup>th</sup> at 11:00am and the Burke Centre Garage on June 28<sup>th</sup> at 1:00pm. Invitations will be mailed out for both ceremonies in May 2008.

#### **NEXT DELIVERY OF NEW RAIL CARS**

The next five new Gallery cars will be delivered to Ivy City on April 17<sup>th</sup>. They will then be transferred to Broad Run on the 18<sup>th</sup>. They will be tested on the 19<sup>th</sup> and 20<sup>th</sup> and be ready for service on Monday, April 21<sup>st</sup>.

#### **CSX DISPATCHERS MOVING TO BALTIMORE**

CSX has informed us that the CSX employees who dispatch VRE trains will move to Baltimore and start dispatching on June 21, 2008. We have advocated the move for a number of years. With dispatchers in Baltimore, we anticipate that they will become more familiar with the VRE territory. Ultimately, this change should result in improved on-time performance for all trains.

#### **VRE SPONSORING COUNCIL FOR EXCELLENCE IN GOVERNMENT (CEG) SENIOR FELLOWS**

A group of six federal employees selected for the CEG Senior Fellows Program on Leadership have selected VRE as a case study. The group will be reviewing VRE's outreach initiatives with the goal of making recommendations for improvement or developing new ideas which VRE could initiate. In the year long program, the group travels around the county and visits leading companies for novel ideas and creative programs. The group's goal is to independently perform in-depth research and benchmarking of other rail organizations. The group works at no cost for VRE.

#### **VRE WINS TMCA COMPASS AWARD FOR MARKETING**

VRE recently received the news that our Fall Advertising Campaign was awarded a Compass Award for Merit from the Transportation Marketing & Communications Association. Our marketing strategy has been judged against the best in marketing and communications among transportation and logistics organizations throughout North America and is considered to be among the "best of the best." The award will be presented at the TMCA awards banquet on June 3<sup>rd</sup> in Jacksonville, Florida. Our print ads will also be featured in this year's TMCA's "Best Practices in Transportation Marketing" guide.

## **BRING YOUR CHILD TO WORK DAY**

Thursday, April 24<sup>th</sup> is "Bring Your Child to Work Day". For the tenth consecutive year, VRE will once again support the program by allowing school age children who are going to work with their parents or guardians to ride for free that day. Our hope is that the kids will have a first-hand look at the advantages of mass transit and become future train commuters.

**MONTHLY PERFORMANCE MEASURES – MARCH 2008**

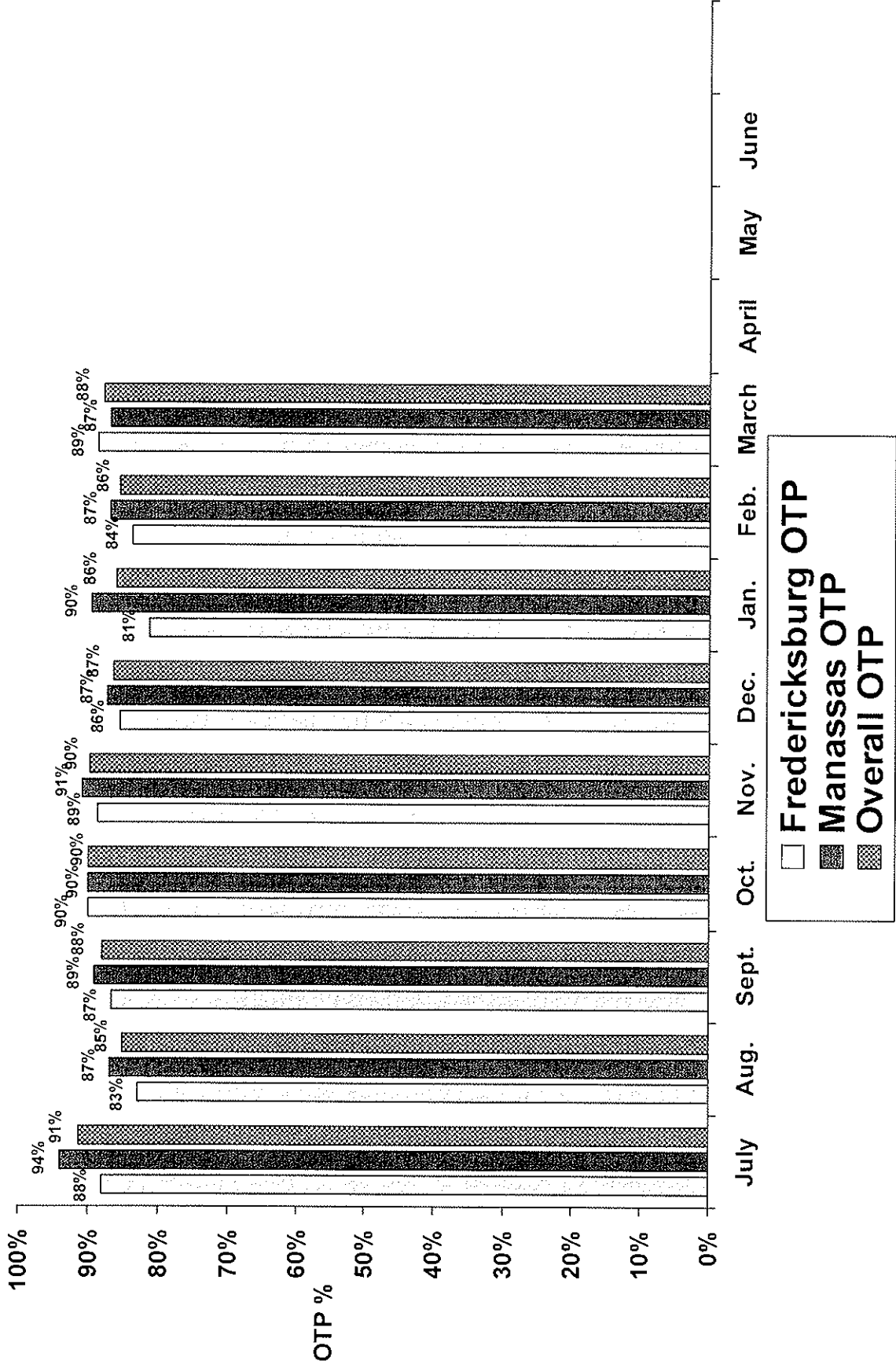
<b>MONTHLY ON-TIME PERFORMANCE</b>	<b>ON-TIME PERCENTAGE</b>
March Fredericksburg OTP Average	88.6%
March Manassas OTP Average	86.9%
<b>VRE MARCH OVERALL OTP AVERAGE</b>	<b>87.7%</b>

<b>RIDERSHIP YEAR TO DATE</b>	<b>RIDERSHIP</b>
VRE FY 2008 Passenger Totals	2,657,990
VRE FY 2007 Passenger Totals	2,556,943
<b>PERCENTAGE CHANGE</b>	<b>4.0%</b>

<b>RIDERSHIP MONTH TO MONTH COMPARISON</b>	
<b>DESCRIPTION</b>	<b>MONTHLY RIDERSHIP</b>
MARCH 2008	312,098
MARCH 2007	309,310
<b>PERCENTAGE CHANGE</b>	<b>5.7% NORMALIZED</b>
<b>SERVICE DAYS (CURRENT/PRIOR)</b>	<b>21/22</b>

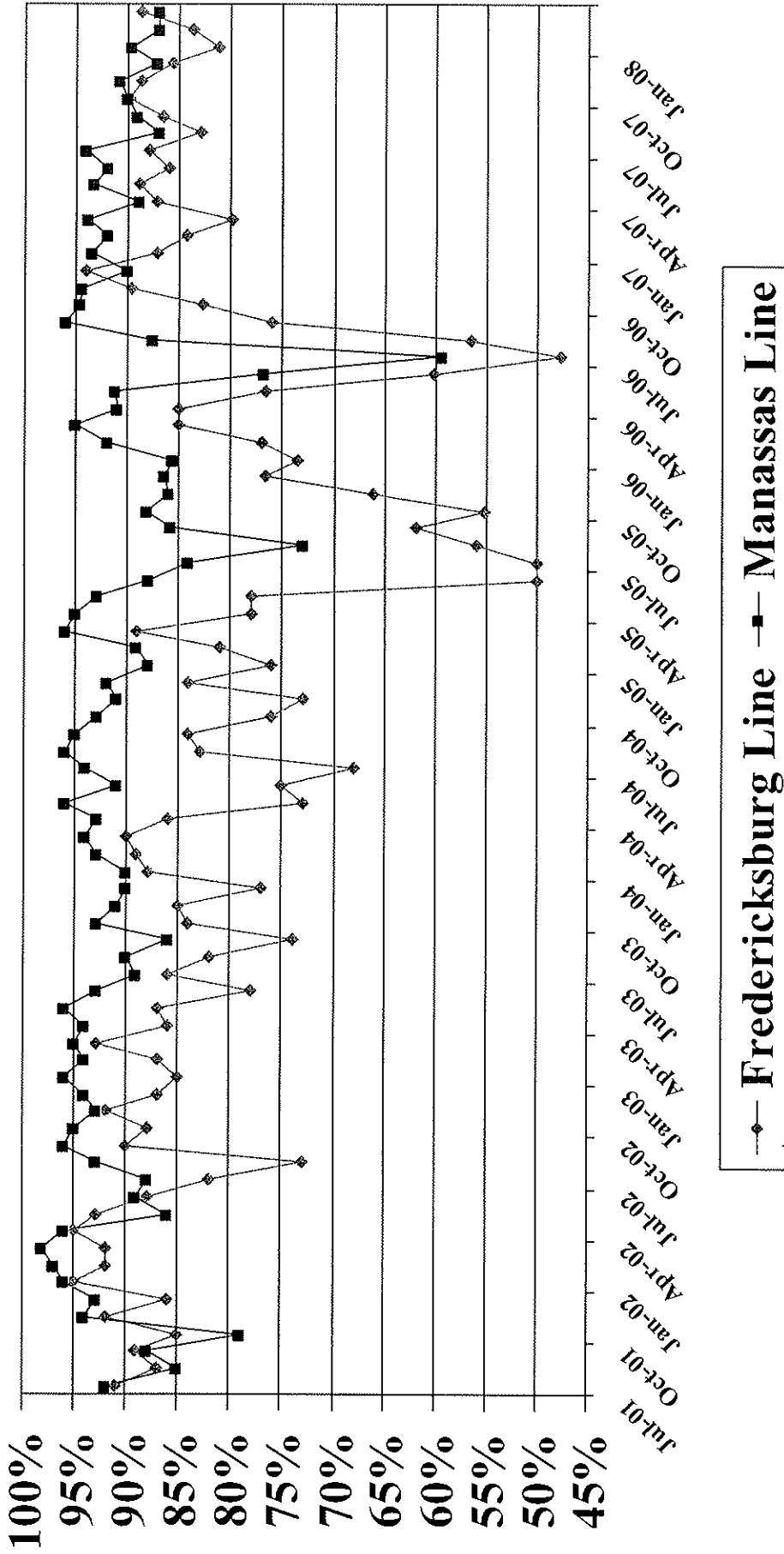
# Average On-Time Performance

## FY-2008



# On-Time Performance

July 2001 – March 2008





# Monthly Ridership and OTP: March 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	3,455	3,564	7,019	88%	3,956	4,087	8,043	92%	15,062	90%
4	3,639	3,778	7,417	94%	3,969	4,217	8,186	92%	15,603	93%
5	3,594	3,513	7,107	89%	4,207	4,288	8,495	54%	15,602	62%
6	3,539	3,825	7,364	100%	3,947	4,244	8,191	100%	15,555	100%
7	3,036	2,985	6,021	88%	3,749	3,822	7,571	100%	13,592	93%
8										
9										
10	3,567	3,409	6,976	81%	4,184	4,006	8,190	92%	15,166	86%
11	3,633	3,584	7,217	88%	4,191	4,199	8,390	77%	15,607	83%
12	3,589	3,653	7,242	94%	4,172	4,133	8,305	100%	15,547	97%
13	3,604	3,449	7,053	81%	3,945	4,241	8,186	92%	15,239	86%
14	3,018	3,042	6,060	63%	3,610	3,617	7,227	85%	13,287	72%
15										
16										
17	3,400	3,381	6,781	88%	3,867	4,110	7,977	89%	14,758	86%
18	3,306	3,390	6,696	94%	4,150	4,321	8,471	100%	15,167	97%
19	3,379	3,545	6,924	94%	4,135	4,067	8,202	100%	15,126	97%
20	3,204	3,342	6,546	100%	3,888	4,146	8,034	92%	14,580	97%
21	2,946	2,638	5,584	100%	3,412	3,745	7,157	100%	12,741	100%
22										
23										
24	3,420	3,453	6,873	100%	3,619	3,981	7,600	100%	14,473	100%
25	3,511	3,619	7,130	94%	3,944	4,021	7,965	100%	15,095	97%
26	3,510	3,614	7,124	88%	3,852	3,952	7,804	92%	14,928	90%
27	3,381	3,447	6,828	100%	3,957	4,226	8,183	100%	15,011	100%
28	3,163	2,943	6,106	69%	3,679	4,033	7,712	46%	13,818	59%
29										
30										
31	3,461	3,481	6,942	56%	3,873	4,134	8,007	62%	14,949	59%
	71,355	71,555	143,010	87%	82,306	85,590	167,896	89%	310,906	88%
Adjusted total: 143,057										
Adjusted Total: 169,041 Adjusted Total: 312,098										

# of Service Days:	21	Total Trips This Month:	312,098
Manassas Daily Avg. Trips:	6,810	Prior Total FY-2008:	2,345,892
Fred'burg Daily Avg. Trips:	7,995	Total Trips FY-2008:	2,657,990
Total Avg. Daily Trips:	14,805	Total Prior Years:	36,969,773
		Grand Total:	39,627,763

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



## FINANCIAL STATISTICS FOR MARCH 2008

Copies of the March 2008 Operating Budget Report are attached.

Fare income for the month of March 2008 was \$48,109 above the budget – a favorable variance of 2.67%. The cumulative variance for the year is 1.26% or \$199,157 above the budget. This positive variance is generally in line with current projections and reflects the anticipated gradual increase in ridership. Revenue in the first nine months of FY 2008 is up 9.9% over FY 2007.

A summary of the financial results (unaudited) as of March 2008 follows. Detail on the major revenue and expense categories are provided in the attached Operating Budget Report.

Measures		Goal	Actual	Trend
Operating Ratio		55%	64%	↑
<b>Budgeted Revenue</b>	61,499,872			
Budgeted Revenue YTD	48,078,362			
Actual Revenue YTD	46,974,562			
Cumulative Variance	(1,103,800)		(1,103,800)	↓
Percent Collected FY 07 YTD		78.18%	76.38%	
<b>Budgeted Expenses</b>	61,499,872			
Budgeted Expenses YTD	44,236,074			
Operating Expenses YTD	44,640,893			
Cumulative Variance	(404,819)		(404,819)	↓
Percent Collected FY 07 YTD		71.93%	72.59%	
<b>Net Income (Loss) from Operations</b>			(1,508,619)	↓

These figures are preliminary and unaudited.

**VIRGINIA RAILWAY EXPRESS**  
**FY 2008 OPERATING BUDGET REPORT**  
 March 2008

	<u>CURR. MO. ACTUAL</u>	<u>CURR. MO. BUDGET</u>	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>YTD VARIANCE \$</u>	<u>%</u>	<u>TOTAL FY08 BUDGET</u>
<b>OPERATING REVENUE</b>							
Passenger Ticket Revenue	1,847,393	1,799,284	16,049,993	15,850,836	199,157	1.3%	21,334,369
Equipment Rental and Other	275,672	43,330	367,437	228,888	138,549	60.5%	513,775
<b>Subtotal Operating Revenue</b>	<b>2,123,065</b>	<b>1,842,615</b>	<b>16,417,430</b>	<b>16,079,724</b>	<b>337,706</b>	<b>2.1%</b>	<b>21,848,144</b>
Jurisdictional Subsidy (1)	-	-	12,836,166	12,836,166	-	0.0%	12,836,166
Federal/State Subsidy	1,616,690	3,383,747	17,385,435	19,004,972	(1,619,537)	-8.5%	26,605,562
Appropriation from Reserve	-	-	-	-	-	0.0%	-
Interest Income	114,207	17,500	335,531	157,500	178,031	113.0%	210,000
<b>Total Operating Revenue</b>	<b>3,853,962</b>	<b>5,243,861</b>	<b>46,974,562</b>	<b>48,078,362</b>	<b>(1,103,800)</b>	<b>-2.3%</b>	<b>61,499,872</b>
<b>OPERATING EXPENSES</b>							
Departmental Operating Expenses	3,551,248	3,672,593	31,419,488	30,824,829	(594,659)	-1.9%	43,866,359
Debt Service	825,211	917,448	8,142,647	8,203,139	60,492	0.7%	12,409,373
Insurance	(105,000)	-	5,055,000	5,160,000	105,000	2.0%	5,160,000
Other Non-Departmental Expenses	6,000	5,345	23,758	48,105	24,347	50.6%	64,140
<b>Total Operating Expenses</b>	<b>4,277,459</b>	<b>4,595,386</b>	<b>44,640,893</b>	<b>44,236,074</b>	<b>(404,819)</b>	<b>-0.9%</b>	<b>61,499,872</b>
<b>NET INCOME (LOSS) FROM OPERATIONS</b>	<b>(423,497)</b>	<b>648,476</b>	<b>2,333,669</b>	<b>3,842,288</b>	<b>(1,508,619)</b>		<b>0</b>
<b>CALCULATED OPERATING RATIO</b>							
						<b>64%</b>	

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



# Virginia Railway Express Operations Board

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Web Site: <http://www.vre.org> • E-Mail: [gotrains@vre.org](mailto:gotrains@vre.org)

## AGENDA ITEM 9-A INFORMATION ITEM

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

**FROM: DALE ZEHNER**

**DATE: APRIL 18, 2008**

**RE: FY 2008 YEAR-END FINANCIAL PROJECTION**

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Each month, the VRE Operations Board receives financial information in summary form that shows year-to-date actual to budgeted fare revenue, grant revenue and operating expenses. In December of each year, a revised budget for the year is prepared, based on the most current information as of that date. In December of 2007, the amended FY 2008 budget was presented to the Operations Board.

The information below is a projection of year-end revenue and expenses for FY 2008 and the implications of this projection on FY 2009.

### **YEAR-END PROJECTION**

The results of operations at year-end are anticipated to be a loss of \$2 million. Major causes are as follows:

- Diesel fuel costs are estimated to be nearly \$4.4 million, an increase of \$462,000 from the revised budget.
- Yard electricity costs are expected to be higher than budget by \$160,000.
- The recent Amtrak contract settlement requires lump sum payments in FY 2008 and FY 2009 along with salary increases and other changes. We estimate these additional costs to be \$500,000 in FY 2008 and \$1 million in FY 2009.
- Repairs and maintenance costs are expected to be \$590,000 over the amount budgeted. A major factor was \$350,000 for repairing a locomotive that caught fire; we are pursuing insurance reimbursement for this loss. However, the deductible on our property insurance is \$250,000.
- Revenue from federal and state grants is less than the amount budgeted by \$3.1 million. A large part of this amount is matched by less than budgeted grant-

funded expenses, including equipment lease costs and debt service on the 50 railcar project. In addition, older state grants with lower percentage match reimbursements had to be used for a part of the year. On the positive side, this will leave higher percentage match funds available for other purposes.

- Savings of approximately \$675,000 in administrative costs and \$140,000 in insurance costs and additional estimated fare revenue increase of \$300,000 have provided a partial offset to the higher costs described above.

The chart below summarizes actual to budget data by major category:

<b>FY08 Year End Operating Budget Projection (in millions)</b>				
<b>Description</b>	<b>Revised Budget</b>	<b>Current Estimate</b>	<b>Variance</b>	<b>% Chg</b>
Fare Revenue	21.3	21.6	0.3	1.3%
Local Subsidy (1)	12.8	12.8	-	0.0%
Grant Revenue	26.6	23.2	(3.4)	-14.7%
Other Revenue	0.7	0.9	0.2	20.0%
<b>Total Revenue</b>	<b>61.5</b>	<b>58.5</b>	<b>(3.0)</b>	<b>-5.1%</b>
Operating Expenses	49.0	49.2	(0.2)	-0.3%
Debt Service and Other	12.5	11.3	1.2	10.4%
<b>Total Expenses</b>	<b>61.5</b>	<b>60.5</b>	<b>1.0</b>	<b>1.7%</b>
<b>Net Income (loss)</b>	<b>-</b>	<b>(2.0)</b>	<b>(2.0)</b>	

(1) The local subsidy amount shown here is the amount needed for operations; total subsidy is \$13.4M.

The source of funds for this net shortfall will have to come from VRE's operating reserve.

### **IMPLICATIONS FOR FY 2009**

Many of the higher costs in FY 2008 have implications for FY 2009 as outlined below:

- As of April 17, average fuel costs are expected to be \$3.36 per gallon in FY 2009, compared to the budgeted amount of \$2.38 per gallon, for a total shortfall of \$1.9 million. Fuel projections are very volatile and the amounts change daily. Earlier in April, the FY 2009 projection was \$3.14 per gallon. We will continue to revise our projections.
- As noted above, Amtrak costs are expected to be \$1 million over budget as the result of contract settlement costs. This preliminary estimate will be revised when we receive detailed cost information from Amtrak.

However, we believe that for FY 2009, these higher costs may be substantially offset by higher grant and fare revenue. DRPT has released their draft funding plan for operating and capital assistance in FY 2009. The formula assistance is higher than VRE's budgeted amount by approximately \$1 million and capital assistance by about \$1.4 million. We are still reviewing these numbers. In addition, based on our current ridership levels, we expect fare revenue to be higher than budgeted.

We will provide updated estimates for FY 2009 as we receive more information.



# MINUTES

## VRE OPERATIONS BOARD MEETING PRTC HEADQUARTERS – PRINCE WILLIAM COUNTY, VIRGINIA APRIL 18, 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

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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
Paul Milde (PRTC)	Stafford County
George H. Schwartz (PRTC)	Stafford County

MEMBERS ABSENT	JURISDICTION
Marvin J. Dixon (PRTC)	City of Fredericksburg
Frank C. Jones (PRTC)	City of Manassas Park
Kevin Page	DRPT
Paul Smedberg (NVTC)	City of Alexandria
Doug Waldron (PRTC)	City of Manassas
Christopher Zimmerman (NVTC)	Arlington County

ALTERNATES PRESENT	JURISDICTION
Matthew Kelly (PRTC)	City of Fredericksburg

ALTERNATES ABSENT	JURISDICTION
Marc Aveni (PRTC)	City of Manassas
Jay Fisetite (NVTC)	Arlington County
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	
Donna Boxer – VRE	April Maguigad – VRE
George Billmyer – citizen	Betsy Massie – PRTC staff
John Duque – VRE	Sirel Mouchantaf – VRE
Anna Gotthardt – VRE	Peyton Onks – Sup. Herrity's office
Kelly Hannon – Free Lance-Star	Dick Peacock -- citizen
Al Harf – PRTC staff	Mark Roeber – VRE
Steve Hennessee – DRPT	Brett Shorter – VRE
Ann King – VRE	Jennifer Straub – VRE
Mike Lake – Fairfax County	Rick Taube – NVTC staff
Bob Leibbrandt – Prince William County	Sarah Woolfenden – Stafford County
Steve Maclsaac – VRE counsel	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.

[Ms. Caddigan arrived at 9:36 A.M.]

### Approval of the Agenda – 3

Chairman Jenkins noted that Board Members were provided with a new blue copy of the revised agenda, which includes the addition of Item #8H “Operations Board Member’s Discussion Item.”

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

### Minutes of the March 21, 2008, VRE Operations Board Meeting – 4

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

### Chairman’s Comments – 5

Chairman Jenkins announced that the ribbon cutting ceremonies for the two new parking facilities have been scheduled. The ribbon cutting ceremony for the new Manassas parking garage will be held on June 26<sup>th</sup> at 11:00 A.M. and the Burke Centre parking facility will be dedicated on June 28<sup>th</sup> at 1:00 P.M. Invitations will be mailed mid-May and the public is invited to attend. This additional free parking is expected to positively impact ridership.

Chairman Jenkins also stated that the fifth set of new railcars were delivered on April 17<sup>th</sup> and will undergo testing over the weekend. They should be in service by next Tuesday and will be added on Trains #322/332 and #333 on the Manassas Line. He stated that this project is running on-time and within budget, with another five railcars to be delivered next month. VRE now has 25 of the 50 railcars.

### Chief Executive Officer’s Report – 6

Mr. Zehner reported that ridership continues to climb as compared to last year at this time. VRE has a cumulative increase of four percent compared to last year. He attributes the gain to the new railcars being delivered and put into service each month as well as the improved on-time performance. In March, on-time performance was 88.6 percent on the Fredericksburg Line and 86.9 percent on the Manassas Line, for a system wide average of 87.7 percent. Only four of the delays were due to mechanical

issues. Most of the delays were congestion delays, with an average delay of 10 minutes. With a congested rail corridor and an increase in Amtrak and CSX trains, anytime a train is “out of slot” delays can ripple back to the following trains. Most of the delays happen in the afternoon.

Mr. Zehner reported that VRE has leased and received two overhauled locomotives, which should go into service next week. A third unit will arrive next week. This will help minimize any locomotive issues or problems.

Mr. Zehner reviewed VRE’s operation and security concerns during the Pope’s recent visit. VRE asked the federal government to help with security at L’Enfant Station, Union Station and Alexandria. Also, all the jurisdictions responded with additional help at their individual stations. It all ran very smoothly.

Mr. Milde stated that he is pleased to see that on-time performance on the Fredericksburg Line has improved.

#### VRE Riders’ and Public Comment – 7

George Billmyer stated that ridership on the Manassas Line is still slightly down, although it has been improving throughout the month of April. There seems to be an imbalance of where the new railcars have been placed. The Fredericksburg Line has six train sets and only one set is made up of older equipment. The Manassas Line has five train sets with four sets made up of older equipment.

Mr. Billmyer provided some details about a new commuter rail service (“The Frontrunner”) starting up in Utah, commenting that this railroad knew how to get funding. They are doing some unique things, including using the Union Pacific right-of-way. Thirty-eight of the forty-six mile system will involve their own separate track and then will tie into the Union Pacific track for six miles. They are planning for the future by building station platforms to accommodate 10-car train sets, although they are only starting with three-car train sets. They are planning on all day service on weekdays and weekends.

Mr. Billmyer reported that Washington, D.C. is now the most congested city in the country, beating out Los Angeles. People want service all the time. VRE needs more funding to be able to provide additional service. The first thing the new start in Salt Lake City did was hire a full-time lobbyist to obtain federal funding. It is his understanding that their start-up costs were \$581 million and the Full Funding Grant agreement provided \$489 million. The Norfolk Light Rail Line also received \$127 million. Having separate tracks is an important component to a successful rail system. Freight growth will continue to expand in the future.

Ms. Bulova requested more details about the Salt Lake City rail system and specifically the funding arrangements. Chairman Jenkins asked Mr. Billmyer to get together with Mr. Zehner to pass along more details about this system.

Dick Peacock stated that he does not understand why people keep driving their automobiles when VRE provides such good service. Using VRE will save people money. It costs approximately 50-cents per mile to drive a medium-size automobile according to AAA (when gas was at \$2.25). VRE needs to educate the public about these costs. He is pleased to see that the new parking garage is being built in Manassas. He expressed his concern that some of the existing parking will be phased out. Mr. Zehner responded that the 60 spaces in the ABC lot will be taken away, but these spaces are not being utilized very much now.

Mr. Peacock stated that the Broad Run parking lot is at capacity. There is a mega church a mile away with ample parking. He suggested VRE making arrangements with the church to have parking available there and run a shuttle to the station. He also speculated that if the new Manassas parking facility fills up in the future, there is the Portsmouth bus lot, which is currently only at 20 percent capacity. VRE could run a shuttle from that lot to Manassas if needed.

Mr. Peacock stated that the public probably does not understand that the gas tax hasn't been changed since 1986. If people knew that, they would probably be understanding of a tax increase. Also, there is a problem with the existing gas tax because it is based on pennies per gallon and it should be based on the percentage of the value being taxed. Chairman Jenkins encouraged the public to express their concerns to the Governor and state legislators, who need to come up with a solution to the region's traffic congestion, since the Supreme Court ruled against HB 3202.

#### Authorization to Modify VRE's Fares – 8A

Mr. Zehner explained that the VRE Operations Board is being asked to recommend that the Commissions authorize him to amend VRE's tariff to increase fares by three percent beginning on June 30, 2008, without any change to the current ticket discount structure; to revise the official tariff to include past amendments; and initiate the fare indexing policy as part of the FY 2010 budget process. Resolution #8A-04-2008 would accomplish this.

Mr. Zehner stated that a three percent fare increase will generate about \$630,000 annually. He reported that VRE solicited public comment via e-mail, public hearings, letters and faxes between February 6 and March 14, 2008. Eighty-six e-mails were received and 19 people attended the public hearings. After reviewing the comments, VRE is recommending that fares be increased by three percent. Reduced fares for seniors and persons with disabilities have also been recalculated per federal requirements. Since the tariff has not been updated since 2003, the Board is being asked to officially adopt the revised tariff so that past Board adopted changes can be officially integrated into the document. All changes have been previously approved by the Operations Board and include things such as changing the Free Ride Certificates (FRC) program from 30 minutes to 60 minutes and changing the Step-Up policy.

Mr. Zehner explained that future fare increases would be based on the Six-Year Plan that is required by the Master Agreement and provided as part of the annual budget

process. The fare increase would be adjusted year-to-year as part of the budget process. The Six-Year Plan takes into consideration service and ridership levels, capital requirements, federal and state funding levels, and anticipated increases in various cost components. As such, it provides a comprehensive snap-shot of future funding needs and estimates the future fare revenue necessary to achieve financial stability.

Ms. Bulova stated that if the riders understand why there are fare increases (higher fuel costs), they will support it. She observed that there were very few comments on the fare indexing and she asked if VRE included detailed information about it at the public hearings. She stated that it is important to continue to communicate with riders about what the fare indexing would mean. Mr. Zehner responded that detailed information was provided at the public hearings. He stated that VRE staff will work to put this information on VRE's website so passengers can have access to it.

Ms. Bulova expressed her appreciation on how VRE develops its fare policy. She expressed her opinion that Metro makes the mistake of waiting to adjust fares until it results in a large increase, which angers riders.

Mr. Milde stated that a problem that is becoming prevalent in Stafford County is the rest of the people paying the two-percent gas tax are demanding that VRE charge appropriate fares. He stated that he wants to make sure that the Operations Board is voting to approve a fare indexing policy. Chairman Jenkins replied that the Board is being asked to approve such a policy and would be incorporated into VRE's tariff documents, which is a public document.

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

#### Authorization to Award Contract for Insurance Brokerage Services – 8B

Mr. Zehner reported that the Operations Board is being asked to recommend that the Commissions authorize VRE's CEO to enter into a three year contract, with two additional one-year options, with Aon Risk Services, or the next responsive and responsible proposer, for the provision of insurance brokerage services. The total contract value will not exceed \$908,600 over the five-year period. Resolution #8B-04-2008 would accomplish this.

Mr. Zehner explained that the Division of Risk Management (DRM) has been responsible for procuring insurance coverage for VRE, as an adjunct to their duties under the Commuter Rail Operations Liability Insurance Plan. In 2003, DRM entered into an agreement with Marsh USA, Inc. for brokerage services for a five-year contract period ending June 30, 2008. During recent negotiations on changes and clarification to the Insurance Plan, VRE and DRM agreed that this function could be more efficiently handled by VRE.

Mr. Zehner stated that following a procurement process, VRE received four proposals and they were evaluated by a selection committee composed of staff from VRE, DRM and the Prince William County Division of Risk Management.

Mr. Milde asked if \$908,600 is more or less what VRE has been paying for these services. Mr. Zehner stated that DRM had the brokerage contract last year. Ms. Boxer stated that the brokerage fees last year were actually less, but the issue is to look at the whole picture because VRE pays for insurance and brokerage fees, which is about \$4 million annually. Mr. Zehner clarified that the cost of the insurance and brokerage fees does not go to the Operations Board or Commissions, because it goes directly to DRM.

Mr. Kelly moved, with a second by Ms. Bulova, to approve Resolution #8B-04-2008. The vote in favor was cast by Board Members Bulova, Caddigan, Covington, Herrity, Jenkins, Kelly, Milde, and Schwartz.

#### Authorization to Award a Contract for Auditing Services – 8C

Mr. Zehner stated that Resolution #8C-04-2008 provides authorization for the CEO to award a contract to PBGH LLP for auditing services for three years with options to extend for up to four additional years, in two-year increments, in an amount not to exceed \$347,525 over the seven-year period. NVTC has also entered into a contract with PBGH for auditing services.

Mr. Covington moved, with a second by Mr. Herrity, to approve the resolution. The vote in favor was cast by Board Members Bulova, Caddigan, Covington, Herrity, Jenkins, Kelly, Milde, and Schwartz.

#### Authorization to Purchase an Air Compressor System for the Crossroads Yard – 8D

Mr. Zehner reported that the VRE Operations Board is being asked to authorize the CEO to purchase an air compressor system for the Crossroads Yard from Kaeser Compressors, Inc., of Fredericksburg, Virginia in an amount not to exceed \$70,000. Resolution #8D-04-2008 would approve this contract.

Mr. Zehner explained that VRE is currently building an engine house and train washer at the Crossroad Yard as part of the yard expansion project. Construction of the maintenance facility component of the project includes installation of yard air, which is required for operation of the train air brake system. VRE determined that direct purchase of the materials would be less expensive than purchasing them through a contractor. VRE priced the equipment through eVa, the state procurement program. As this purchase is being made using federal funds, eVa allowed use of both federal and state procurement terms and conditions.

Mr. Kelly moved to approve Resolution #8D-04-2008. Ms. Caddigan seconded the motion. The vote in favor was cast by Board Members Bulova, Caddigan, Covington, Herrity, Jenkins, Kelly, Milde, and Schwartz.

Authorization to Increase Contract Amount and Exercise Final Option Year for Locomotive Fuel Supply at the Broad Run Yard – 8E

Mr. Zehner reported that the VRE Operations Board is being asked to recommend that the Commissions authorize VRE's CEO to amend the existing contract ending July 5, 2008, with Mifco Heating Oil of Manassas, Virginia for the delivery of diesel fuel to the Broad Run Yard by \$250,000, for an annual authorization not to exceed \$1,850,000. The Commissions would also be asked to authorize VRE's CEO to exercise the final option year of the contract, ending July 5, 2009, in an amount not to exceed \$2,300,000. Resolution #8E-04-2008 would accomplish this.

In response to a question from Chairman Jenkins, Mr. Zehner explained that the contract extension is being requested because VRE wants to continue to purchase fixed fuel delivery contracts, which have saved VRE about \$350,000 this past year. To do that, the contract needs to be in place.

Mr. Covington observed that the total cost of fuel for the Fredericksburg Line is almost double compared to the Manassas Line. Mr. Zehner explained that the Fredericksburg Line is a much longer corridor than the Manassas Line.

Mr. Kelly moved, with a second by Mr. Schwartz, to approve Resolution #8E-04-2008. The vote in favor was cast by Board Members Bulova, Caddigan, Covington, Herrity, Jenkins, Kelly, Milde, and Schwartz.

Authorization to Increase Contract Amount and Exercise Final Option Year for Locomotive Fuel Supply at the Crossroads Yard – 8F

Mr. Zehner stated that the Board is also being asked to amend the existing contract with Quarles Petroleum Company of Fredericksburg, Virginia for the delivery of diesel fuel to the Crossroads Yard. Resolution #8F-04-2008 would authorize the VRE CEO to amend the existing contract, ending October 3, 2008, by \$850,000 for an annual authorization not to exceed \$3 million.

Ms. Bulova moved, with a second by Mr. Kelly, to approve Resolution #48G-04-2008. The vote in favor was cast by Board Members Bulova, Caddigan, Covington, Herrity, Jenkins, Kelly, Milde, and Schwartz.

Authorization to Award a Contract for the Construction of a Second Platform at the Woodbridge Station – 8G

Mr. Zehner reported that the VRE Operations Board is being asked to recommend that the Commissions authorize him to enter into a contract with Costello Construction of Columbia, Maryland for the construction of a second platform at the Woodridge Station in the amount of \$3,517,000, plus a 10 percent contingency, for a total amount not to exceed \$3,868,700. The VRE Board is also being asked to recommend that the

Commissions authorize him to execute any related documents necessary to implement the project. Resolution #8G-04-2008 would accomplish this.

Mr. Zehner stated that this contract gets the project going. It will provide for the building of the second platform and a pedestrian overpass. It will not construct the Kiss-n-Ride, the Rt. 1/Rt. 123 interchange, or the track work.

Ms. Caddigan moved, with a second by Mr. Schwartz, to approve Resolution #8G-04-2008.

Mr. Milde stated that it is his understanding that the funds have been allocated for this project, but asked if that meant that the funds have been set aside since 2003. Mr. Zehner stated that it is being funded from federal grants matched with state and local funds. In response to a question from Mr. Milde, Ms Caddigan stated that the local match is coming from Prince William County. Mr. Milde stated that it is worth noting that VRE's policy back in 2003 was that the entire financial obligation was borne by the entire Operations Board and not just the jurisdiction benefitting from the improvements. Mr. Zehner clarified that any type of railroad work (track, platform or station) comes to the Operations Board for approval, as well as any match. If it is parking related or a station outside the platform, it is generally a jurisdictional responsibility. Mr. Milde noted that it is not a policy change then after all.

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

#### Operations Board Member's Discussion Item – 8H

Mr. Herrity explained that during his initial meeting with VRE staff, Mr. Zehner indicated that VRE had looked into Wi-Fi service on VRE, but since there were black holes in the service area and consistent coverage could not be obtained the length of the railroad corridor, VRE stopped pursuing it. Mr. Herrity stated that he represents the Clifton area, where a black hole is located, and they are trying to resolve the issue. Mr. Herrity would like to have VRE revisit the issue of providing Wi-Fi service on the trains to attract new riders and keep existing riders. Chairman Jenkins stated that staff should evaluate whether this could be included in the strategic plan. Staff could then return to the Board at the appropriate time to make a recommendation. He stated that passengers have inquired about VRE providing Wi-Fi service.

In response to a question from Ms. Bulova, Mr. Herrity stated that it is important to have complete reliable coverage, otherwise riders will be upset if coverage is lost. Mr. Zehner stated that Clifton and Stafford areas have black holes, but he will work with these localities. Mr. Covington offered his help given he represents a section of that corridor. Chairman Jenkins further directed staff to work with the jurisdictions on this issue.

Mr. Herrity moved, with a second by Mr. Covington, to direct staff to evaluate Wi-Fi service on both VRE lines and to work with jurisdictions to fill in the black holes. The

vote in favor was cast by Board Members Bulova, Caddigan, Covington, Herrity, Jenkins, Kelly, Milde, and Schwartz.

#### FY 2008 Year-End Financial Projection – 9A

Mr. Zehner asked Ms. Boxer to give a presentation on the FY 2008 year-end financial projection. Ms. Boxer explained that each month the VRE Operations Board receives financial information in summary form that shows year-to-date actual to budgeted fare revenue, grant revenue and operating expenses. The results of operations at year-end are anticipated to be a loss of \$2 million for FY 2008. She reviewed some of the major causes which are due to increased diesel costs, higher yard electricity costs, higher repair and maintenance costs, lump sum payments resulting from Amtrak negotiations, and grant revenues that are less than the amount budgeted. Savings in administrative and insurance costs, as well as an estimated fare revenue increase have provided a partial offset to the higher costs described above. She stated that the source of funds for the net shortfall will come from the operating reserve fund, which will bring it from \$6 million to \$4 million. Chairman Jenkins stated that the bottom line is that VRE has enough money to cover the shortage, but it does not leave much to carryover.

Mr. Harf stated that the impact of the Amtrak settlement to VRE is a very small part of a very large settlement and he asked if the settlement, which applies to the mainstream Amtrak operation, is a resolved issue. He asked if VRE staff is satisfied that there is not any load sharing that is being passed on by the contractor to VRE. In response, Mr. Zehner stated that VRE staff has not seen the full Amtrak settlement document, but will look at it closely when it is available. It is a very detailed document.

#### Adjournment

On a motion by Ms. Bulova, and a second by Ms. Caddigan, the Board unanimously voted to adjourn. Chairman Jenkins adjourned the meeting at 10:42 A.M.

Approved this 16<sup>th</sup> day of May, 2008.

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JOHN D. JENKINS  
Chairman

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PAUL MILDE  
Secretary



**CERTIFICATION**

This certification hereby acknowledges that the minutes for the April 18, 2008 Virginia Railway Express Operations Board Meeting have been recorded to the best of my ability.

*Rhonda Gilchrest*

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Rhonda Gilchrest

Item #2BAuthorization to Modify VRE's Fares

The VRE Operations Board recommends approval of Resolution #2102. This resolution authorizes VRE's Chief Executive Officer to amend VRE's tariff to increase fares by an average of three percent on June 30, 2008. This will yield \$630,000 in additional revenue each year. The current ticket discount structure will remain unchanged (i.e., an eight percent discount for 10-trip tickets compared to single trip tickets). Also, the resolution authorizes VRE's CEO to initiate a fare indexing policy beginning with VRE's FY 2010 budget process.

**RESOLUTION #2102**

**SUBJECT:** Contract for Second Platform at Woodbridge.

**WHEREAS:** The Woodbridge second platform and Kiss and Ride project has been under design since early 2002; and

**WHEREAS:** On March 7, 2008 six bids were received and the lowest bidder was \_\_\_\_\_.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to enter into a contract with \_\_\_\_\_ for the construction of a second platform at the Woodbridge Station in the amount of \$ \_\_\_\_\_, with a contingency of \$ \_\_\_\_\_, for a total amount not to exceed \$ \_\_\_\_\_.

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

Approved this 3<sup>rd</sup> day of April, 2008.

\_\_\_\_\_  
William Euille  
Chairman

\_\_\_\_\_  
Gerald E. Connolly  
Secretary-Treasurer





# Virginia Railway Express Operations Board

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## AGENDA ITEM 8-A ACTION ITEM

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

**FROM: DALE ZEHNER**

**DATE: APRIL 18, 2008**

**RE: AUTHORIZATION TO MODIFY VRE'S FARES**

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### RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to amend VRE's tariff to increase fares by 3% beginning on June 30, 2008, without any change to the current ticket discount structure. The VRE Operations Board is also being asked to recommend that the Commissions authorize the Chief Executive Officer to revise the official tariff to include past amendments and initiate the fare indexing policy as part of the FY 2010 budget process.

### BACKGROUND:

During the FY 2009 budget process, the VRE Operations Board authorized a fare increase of up to 3% to offset increases in fuel, insurance, and maintenance costs. VRE staff subsequently proposed an across the board increase of up to 3% without any change to the current ticket discount structure. On January 18, 2008, VRE received authorization to conduct public hearings in Washington, D.C. and other locations on both lines.

VRE solicited public comment via e-mail, public hearings, letters and faxes. The comment period began on February 6 and concluded on March 14, 2008. Eighty-six e-mails were received during the process and 19 people attended the public hearings. In addition to comments regarding the change in fares, passengers also took the opportunity to relay opinions regarding on-time performance, the

discount on ten trip tickets, FRC distribution, and adding more service/capacity. A summary of the comments received is shown below:

Summary of Comments	Number of Comments
Positive comments on proposed increased fare	24
Negative comments on proposed increased fare	68
Commented that the need to increase fares was understandable	13
On-time performance needs to improve	17
Opposed to the fare indexing proposal	5
VRE needs to improve overall service	12

Note: Summary of comments totals more than number of comments as in some cases, more than one topic was addressed.

After reviewing the comments, VRE is recommending that fares be increased 3%. Reduced fares for seniors and persons with disabilities have also been recalculated per federal requirements. Revised fare tables are attached along with the revised tariff. As the tariff has not been updated since 2003, the Operations Board is being asked to officially adopt the revised tariff so that past Board adopted changes can be officially integrated into the document. All changes have been previously approved by the Operations Board and include things such as changing the FRC program from 30 minutes to 60 minutes and changing the Step-Up policy.

A change is not being recommended to the existing ticket discount structure. Currently, VRE offers an 8% discount on the Ten-Trip ticket as compared to the Single-Ride ticket. While not as substantial as the discount for a Monthly Ticket (34%), VRE staff feels that it is competitive. VRE has found that several other transit systems, including SEPTA, NJ Transit and Metro North, offer no discount on a ten-trip ticket compared to a single trip ticket, on a per mile basis.

Finally, as part of this process, comments were solicited on the fare indexing proposal. As the comments were minimal (5), VRE staff is recommending that the following policy be implemented as part of the FY 2010 budget. Specific recommendations would be worked through the CAO Task Force and presented to the Operations Board next year.

#### Fare Indexing Policy

Future fare increases would be based on the Six-Year Plan that is required by the Master Agreement and provided as part of the annual budget process. The fare increase would be adjusted year-to-year as part of the budget process. The six-year plan takes into consideration service and ridership levels, capital

requirements, federal and state funding levels, and anticipated increases in various cost components. As such, it provides a comprehensive snap-shot of future funding needs and estimates the future fare revenue necessary to achieve financial stability.

Based on these discussions, VRE recommends the following approach to fare indexing:

1. As part of the annual budget process, develop a calculation of the average annual increase needed in fare and subsidy funds over a six year period, beginning in FY 2010.
2. Provide information on historical increases to relevant standard indices including the Association of American Railroads (AAR) QMPW Index and the Bureau of Labor Statistics (BLS) Consumer Price Index – All Urban Consumers, U.S. Transportation only and U.S. All Items.
3. If a fare increase for the proposed budget year is recommended, it will be within the general range of the Six-Year Plan average annual increase, with the following considerations:
  - a. The impact of fare increases on ridership and total fare revenue
  - b. The pros and cons of annual vs. biannual fare increases
  - c. The extent to which year to year variability can be managed by adjusting annual subsidy levels
  - d. Other special circumstances

### **FISCAL IMPACT:**

Funding for the marketing of the proposed changes is included in the FY 2009 operating budget. It is anticipated that the marketing costs will be about \$10,000, and that the fare changes will generate \$630,000 in additional fare revenue in FY 2009.

**PASSENGER TARIFF  
of the  
VIRGINIA RAILWAY EXPRESS**

Revenue Rules, Regulations and Fares  
Governing Operation of the  
Manassas Line and Fredericksburg Line  
Service Routes

EFFECTIVE DATE: July 1, 1995  
REVISED: May 17, 1996  
REVISED: August 22, 1997  
REVISED: December 19, 1997  
REVISED: November 21, 2003  
REVISED: June 29, 2008

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## 1.0 DEFINITIONS

- 01.01.00 BASE FARE – Established at \$4.70, the Single-ride, full fare for travel within one inner fare zone. Because all VRE fares are rounded up to the nearest \$.05, the cost of one Single-ride, full fare journey between Union Station (Zone 1) and L’Enfant (Zone 1) is \$4.70.
- 01.02.00 CONTINUOUS TRAVEL – Travel on a single train or the minimum number of trains headed in one direction necessary for the passenger to reach his or her final destination.
- 01.03.00 DISCOUNTED FARE – A fare offered for travel between any particular pairing of origin and destination fare zones which is reduced from the full fare for equivalent travel.
- 01.04.00 EXPULSION FROM TRAIN SERVICE – VRE, at its discretion, may ban individuals from using the service. Reasons for banning include, but are not limited to: threats or inappropriate behavior against train personnel or passengers on board, more than one fare evasion summons in a calendar year, bringing a banned substance onto the train, or flagrant violation of VRE rules that either endanger the individual or others. Banned individuals would be provided with a banning notice detailing the reason and the length of the expulsion. Once banned, individuals found using the service could be reported to the appropriate authorities as a trespasser and prosecuted as such.
- 01.05.00 FARE-EXEMPT PASSENGER – Any passenger who, in lieu of a ticket, has a VRE authorized fare exempt pass or a specially issued ticket from VRE. Fare-exempt passengers include and are limited to 1) train and engine crew members engaged in or traveling to and/or from a VRE work assignment; 2) maintenance of equipment employees engaged in or traveling to and/or from a VRE work assignment; 3) transportation, maintenance and claims supervisors engaged in or traveling to and/or from a VRE work assignment; 4) commissioners and staff from the Commissions and the VRE Operations Group engaged in or traveling to and/or from a VRE work assignment; 5) representatives from the freight railroads engaged in inspection of the VRE operation; 6) uniformed federal, state and local law enforcement officers; 7) non-uniformed federal state and local law enforcement officers who are part of VRE’s Undercover Security Program; 8) children six years old and under accompanied by a fare paying adult; 9) an attendant accompanying a disabled passenger with certification of the requirement for an attendant; 10) trainers of service animals for persons with disabilities when engaged in training activities.
- 01.06.00 FARE EVASION – As provided in Section 18.2-160.1 Virginia code the failure, refusal or inability of a Non Fare-Exempt passenger to display a valid ticket on board a VRE train when requested to do so by Train Service Personnel, VRE authorized personnel, or law enforcement officers.
- 01.07.00 FARE ZONE – A numbered, geographical region of a service route used to determine fares for travel to stations falling within that region. VRE fare zones are concentric from Union Station with Zone 1 encompassing the stations falling within the District of Columbia. Zone 2 begins at Crystal City. Zones 2 – 9 are segmented at approximately 7-mile increments.

- 01.07.01 INNER FARE ZONE – Includes Fare Zones 1 and 2.
- 01.07.02 OUTER FARE ZONE – Includes Fare Zones 3, 4, 5, 6, 7, 8 and 9.
- 01.07.03 DESTINATION FARE ZONE – The Fare Zone indicated on the face of a passenger's ticket at which the passenger is required to disembark.
- 01.07.04 ORIGINATION FARE ZONE – The Fare Zone that applies to the station where a passenger boards.
- 01.08.00 FARE ZONE INCREMENT – Established at \$.55, the amount added to the base fare for each additional fare zone traveled (i.e., cost of one, full fare journey between Crystal City (Zone 2) and Union Station (Zone 1) is \$4.70 (Base Fare) plus \$.55 (one Fare Zone Increment) = \$5.25, rounded up to the nearest \$.05 = \$5.25).
- 01.09.00 FULL FARE – The basic cost of a Single-ride fare for travel between any origin and destination.
- 01.010.00 NON-REVENUE TRAINS (Dead-heads) – Scheduled and non-scheduled train movements required for transportation of equipment to maintenance, layover and turnaround facilities. These trains are not available to the public.
- 01.011.00 NON FARE-EXEMPT PASSENGER – Any passenger required to present a valid ticket for transportation on a VRE train. Fare-exempt passengers are not included in this category.
- 01.012.00 OVER-RIDE – When a passenger boards or disembarks at a station beyond the zone indicated on his or her ticket.
- 01.013.00 OUTER FARE ZONE DISCOUNT – Applied to ticket prices for travel between stations in Outer Fare Zones (Fare Zone 3, 4, 5, 6, 7, 8 and 9), regardless of trip length. The Outer Fare Zone Discount is equal to four (4) times the Fare Zone Increment currently in effect.
- 01.014.00 PERSONS WITH DISABILITIES – Persons with physical or mental impairments that substantially limit one or more of the major life activities as defined by American With Disabilities Act.
- 01.015.00 REVENUE TRAIN SERVICE – Train service available to the public for which passengers are required to purchase tickets for transportation.
- 01.016.00 SENIOR CITIZENS – Persons age 65 or older.
- 01.017.00 SERVICE ROUTE – The station stops and connecting track found on the Fredericksburg and the Manassas Line. Attached to this document is a diagram showing the VRE station stops.
  - 01.017.01 FREDERICKSBURG LINE – The line that runs between Fredericksburg and Washington Union Station. Stations include: Fredericksburg, Leeland Road, Brooke, Quantico, Rippon, Woodbridge, Lorton, Franconia/Springfield, Alexandria, Crystal City, L'Enfant and Union Station.
  - 01.017.02 MANASSAS LINE – The line that runs between Broad Run (Manassas) and Washington Union Station. Stations include: Broad Run/Airport, Manassas, Manassas Park, Burke Centre, Rolling Road, Backlick Road, Alexandria, Crystal City, L'Enfant and Union Station.

- 01.018.00 SERVICE TIMETABLE – Scheduled times at which VRE train service operates.
- 01.018.01 SERVICE DAY – A day during which commuter service is operated.
- 01.019.00 SPECIAL TRAIN – Train service provided for tourist excursions and/or chartered travel. At the discretion of VRE, fares may or may not be charged.
- 01.020.00 STOP-OVER – Interruption of a trip by a passenger where he or she disembarks at a station prior to his or her final destination station with the intention to continue his or her travel on another train to his or her final destination station.
- 01.021.00 TICKET – Proof of payment for transportation, subject to validation, that has specific information printed on authorized VRE ticket stock.
- 01.022.00 TRANSIT LINK CARD (TLC) – A joint fare card good for travel on both VRE and Metro for one calendar month.
- 01.023.00 UNDER-RIDE – When a passenger boards or disembarks at a station within the zones indicated on his or her ticket.
- 01.024.00 VALIDATION OF TICKETS – The activity required which makes a ticket valid for transportation on VRE. Free Ride Certificates, Single-Ride, Round-Trip and Ten-Trip tickets must be date and time stamped at any VRE ticket machine located at a VRE station entrance area no more than 60 minutes prior to boarding. The ticket must be inserted into the ticket vending machine (TVM) in the manner indicated on the ticket and on the validation machine. Single-Ride, Round-Trip and Ten-Trip tickets must be validated once for each passenger using the ticket on a particular train. Five-Day Passes must be validated once prior to travel. To validate a monthly or TLC ticket, a passenger must sign the ticket in the space provided. Amtrak Step-Up tickets do not require validation.
- 01.025.00 RAILCAR VESTIBULE – The entrance area at the end or center of a railcar between the enclosed passenger compartment and the exterior loading door.
- 01.026.00 TRAIN SERVICE PERSONNEL – Conductors, Assistant Conductors, Engineers and Managers engaged in VRE work assignments.
- 01.027.00 VRE AUTHORIZED PERSONNEL - Persons employed by VRE or AMTRAK that are engaged in official VRE business.
- 01.028.00 VIRGINIA RAILWAY EXPRESS – The commuter rail service owned and operated by the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission.
- 01.029.00 VRE – Abbreviation for “Virginia Railway Express.”
- 01.030.00 YOUTH – Persons age 7-21 years.

## 2.0 CLASSES OF TICKETS

- 02.01.00 SINGLE-RIDE/ROUND-TRIP TICKET – Full-fare ticket good for Single-Ride or Round-Trip between points of origin and destination located within and between the Fare Zone pairing indicated on the face of the ticket. Ticket must be validated once for each person using the ticket each way. Tickets expire 1 year from purchase date.
- 02.02.00 TEN-TRIP TICKET – Multiple ride ticket good for ten (10) individual single-rides between points of origin and destination located within and between the Fare Zone pairing indicated on the face of the ticket. More than one passenger may travel on the ticket. Ticket must be validated once for each person using the ticket. Cost equals the price of ten (10) Single-Ride tickets for the same zone pairing, minus 8 percent. Ten-Trip ticket prices are rounded to the nearest \$.10. Tickets expire 1 year from purchase date.
- 02.03.00 FIVE-DAY PASS – Multiple ride ticket good for unlimited travel for five (5) consecutive VRE service days from activation between the points of origin and destination located within and between the Fare Zone pairing indicated on the face of the ticket. Only one passenger at a time can travel on the pass. Cost equals the price of ten (10) Single-ride tickets for the same zone pairing, minus 20 percent. Five day pass prices are rounded up to the nearest \$.05. Passes not validated expire 1 year from purchase date.
- 02.04.00 TRANSIT LINK CARD (TLC) – A joint VRE/MMATA fare card that allows unlimited travel on VRE and Metrorail for one calendar month. A TLC pass is valid on VRE through the end of the first operating, non-holiday business day of the month after the month indicated on the back of the ticket. Tickets are priced between Zone 1 and the passenger's origination zone plus \$80.00 for the Metrorail fare.
- 02.05.00 MONTHLY TICKET – Multiple ride ticket good for unlimited travel between points of origin and destination located within and between the Fare Zone pairing indicated on the face of the ticket for the calendar month and year indicated on the face of the ticket. A monthly ticket is valid through the end of the first operating, non-holiday business day of the month after the month indicated on the back of the ticket. Only the passenger whose signature appears on the back of the ticket may travel on it. Cost equals the price of forty-two (42) Single-Ride tickets for the same zone pairing, minus 34%. Monthly ticket prices are rounded to the nearest \$.10.
- 02.06.00 AMTRAK STEP-UP TICKET – An upgrade ticket that must be used in conjunction with multi-ride VRE tickets (Monthly, TLC, Ten-Trip, or Five-Day) for one-way travel on select Amtrak trains. Only one passenger allowed per Step-up ticket. No validation is required of the Step-Up ticket. It is collected when Amtrak conductor checks primary VRE ticket for validation. Cost is \$10.00. Tickets expire 1 year from purchase date.

- 02.07.00 SENIOR CITIZENS TICKET – A discounted Single-ride, Round-trip, Five-day, Ten-trip or Monthly ticket, sold at a rate of 50% (rounded down the nearest \$.05) off the full fare. These tickets are good only on regularly scheduled VRE operated trains and are available to senior citizens age 65 and older at the time of the ticket purchase. Discounted fare tickets are available at all VRE ticket vendors. Seniors can prove eligibility with any valid photo ID that shows their birth date. ID must be carried on train and produced for Train Personnel upon request. Tickets expire 1 year from purchase date, except Monthly tickets which are valid for the calendar month indicated on the face of the ticket.
- 02.08.00 PERSONS WITH DISABILITIES TICKET – A discounted Single-ride, Round-trip, Five-Day, Ten-Trip or Monthly ticket, sold at a rate of 50% (rounded down to the nearest \$.05) off the full fare. These tickets are good only on regularly scheduled VRE operated trains and are available to persons with disabilities. Discounted fare tickets are available at all VRE ticket vendors. Identification for passengers with disabilities shall consist of a disabled identification card issued by the Washington Metropolitan Area Transit Authority (WMATA), Veteran’s Administration or a Medicaid card. ID must be carried on train and produced for Train Personnel upon request. Tickets expire 1 year from purchase date, except Monthly tickets which are valid for the calendar month indicated on the face of the ticket.
- 02.09.00 YOUTH FARE TICKET – A discounted Single-ride, Round-trip, Five-Day, Ten-Trip, or Monthly ticket, sold at a rate of 50% (rounded down to the nearest \$.05) off the full fare, to persons age 7-21. These tickets are good only on regularly scheduled VRE operated trains. Discounted fare tickets are available at all VRE ticket vendors. Identification for youth passengers shall consist of a valid ID or birth certificate. Parents may purchase tickets for children with proper identification for the parent and for the child. ID must be carried on train and produced for Train Personnel upon request. Tickets expire 1 year from purchase date, except Monthly tickets which are valid for the calendar month indicated on the face of the ticket.
- 02.010.00 GROUP TICKETS – Discounted special tickets issued to groups of ten (10) or more fare-paying passengers traveling together. Group tickets can be used only on the day and on the particular trains for which they are requested. Cost of tickets sold under a group discount equals the Single-Ride fare price minus 50 percent and rounded up to the nearest \$.05. Group ticket sales do not qualify for VRE’s “Free Ride Certificate” program. These tickets can only be sold through the VRE office and must be requested at least two (2) weeks prior to travel date.
- 02.011.00 FREE RIDE CERTIFICATE – Promotional ticket valid on any VRE revenue service train for one (1) one-way trip between any two stations on the VRE system. Ticket must be validated prior to use in the ticket validation machine on the station platform. Free ride certificates will expire on the date printed on the ticket.



### 3.0 PURCHASING OF TICKETS

- 03.01.00 NO ON-BOARD TICKET SALES – Tickets will not be sold on-board VRE trains at any time. Passengers are required to purchase and validate tickets prior to boarding trains.
- 03.02.00 TICKET VENDING MACHINES – Full fare Single-Ride, Round-Trip, Ten-Trip, Amtrak Step-Up, Five-Day, and Monthly tickets, can be purchased at ticket vending machines located in station entrance areas at all VRE stations. All ticket vending machines accept Visa, MasterCard, Discover, American Express and bank debit cards only. No cash or coin is accepted by or contained in the machines. Single-Ride, Round-Trip, Five-Day, Ten-Trip, and Amtrak Step-Up tickets can be purchased at any time. Monthly tickets for a particular calendar month will be sold from the tenth (10<sup>th</sup>) calendar day of the previous month through the ninth (9<sup>th</sup>) calendar day of the effective month.
- 03.03.00 AUTHORIZED VENDORS – Single-Ride, Round-Trip, Ten-Trip, Five-Day, Monthly, TLC, Amtrak Step-Up and discounted tickets are available for purchase from authorized locations. Single-Ride, Round-Trip, Five-Day, Ten-Trip, and Amtrak Step-Up tickets can be purchased at any time. Monthly and TLC tickets for a particular calendar month will be sold from the tenth (10<sup>th</sup>) calendar day of the previous month through the ninth (9<sup>th</sup>) calendar day of the effective month. All vendors will accept cash, Metrocheks and credit and debit cards. At their option and expense, vendors may accept checks for ticket purchases. Single-Ride, Round-Trip, Five-Day, Ten-Trip, TLC and Monthly ticket sales at VRE authorized vendor locations can be purchased for any Fare Zone combination.
- 03.04.00 TICKETS BY MAIL AND VIA THE WEB – Single-Ride, Round-Trip, Five-Day, Ten-Trip, TLC and Monthly tickets can be purchased by mail and via the web. Single-Ride, Round-Trip, Five-Day, and Ten-Trip tickets can be purchased any time. TLC and Monthly tickets for a particular calendar month will be sold from the tenth (10<sup>th</sup>) calendar day of the previous month through the ninth (9<sup>th</sup>) calendar day of the effective month. Payment can be in the form of a personal check, cashier's check, money order, or through submission of a valid MasterCard, Visa, American Express, and Discover account number. Unused government and certified employer-issued vouchers (Metrocheks) will be accepted with mail orders as full or partial payment for tickets purchased. Ticket by mail requests must be submitted to:

Commuter Direct  
PO Box 12176  
Arlington VA 22219  
Phone: (703) 228-RIDE  
<http://www.commuterdirect.com>

- 03.05.00 GROUP TICKET PURCHASE – Requests for group tickets must be submitted in writing to:

Virginia Railway Express  
1500 King St., Suite 202  
Alexandria, VA 22314-2730  
Attn: Group Ticket Sales

Requests for group tickets may also be faxed (if a credit card is used) to (703) 684-1313. Requests must include: number of people in the group; desired travel date; and stations and specific trains to be used for travel. Requests must be received by VRE at least two weeks prior to the desired travel date. Granting of Group Ticket requests will be at the discretion of VRE management. Payment in full must accompany the request and can be made by personal, corporate or government check, MasterCard, Visa, Discover or American Express. VRE will only pay for first class U.S. postage and handling.

- 03.06.00 ACCEPTANCE OF “METROCHEK” EMPLOYER SUBSIDIES – Region wide “Metrochek” employer transit subsidy vouchers will be accepted by VRE vendors as full or partial payment. “Metrochek” will be accepted for purchase of VRE tickets of equal or greater value. If the use of Metrochek results in overpayment, no change can be given. VRE only accepts only unused Metrocheks and partially used Metrocheks will not be honored.

#### **4.0 ON-BOARD INSPECTION, FARE EVASION AND PENALTIES**

- 04.01.00 REQUIRED POSSESSION OF VALID TICKET – Pursuant to Sec. 18.2-160.1 Virginia Code Annotated, all Non Fare-Exempt Passengers are required to purchase and validate a ticket prior to boarding a VRE train and be in possession of a valid ticket at all times when on-board a VRE train.
- 04.02.00 DISPLAY AND PRESENTATION OF TICKETS – Passengers must be prepared to present a ticket when requested to do so by Train Service Personnel. If a passenger is traveling on a Single-Ride, Round-Trip or Ten-Trip ticket in the physical possession of another passenger on the same train, he or she must stay in the immediate proximity of that passenger for the duration of travel. Only one passenger at a time may travel on a Monthly, TLC, or Five-Day ticket.
- 04.03.00 INSPECTION OF TICKETS – Train Service Personnel will inspect tickets randomly and at various locations to verify that passengers are in possession of valid tickets. Tickets inspections are at the discretion of the conductor.
- 04.04.00 REQUIREMENT TO PRODUCE IDENTIFICATION – Non Fare-Exempt Passengers who refuse or who are unable to produce a valid ticket will be asked by Train Service Personnel to produce (for the purpose of issuing a summons) valid personal identification, including name and

current address. Passengers who cannot or will not produce personal identification when requested to do so are subject to being evicted from the train at the next station stop or being remanded to the custody of the proper authorities.

04.05.00 FARE EVASION PENALTIES – Pursuant to the Sec. 18.2-160.1 Virginia Code Annotated, Non Fare-Exempt Passengers without a valid ticket are subject to a fine of not less than \$150.00 plus court costs. Train Service Personnel are empowered by law to act as conservators of the peace and shall issue a summons to a passenger observed in the act of fare evasion.

04.06.00 ADJUDICATION OF SUMMONSES – The Commonwealth’s Attorney for the City of Alexandria shall prosecute Summonses issued by Train Service Personnel for fare evasion offenses. Summonses shall be adjudicated according to the policies and procedures dictated by the General District Court, and, upon appeal, by the Circuit Court.

04.07.00 MONTHLY TICKET VIOLATION GRACE PERIOD – A passenger who is issued a summons by Train Service Personnel may, with discretion of the Commonwealth Attorney, have the summons waived if they are able to supply proof that he or she is the owner of a valid Monthly ticket or TLC pass purchased prior to the issuance of the summons. Upon issuing the summons, Train Service Personnel shall inquire as to whether the summons recipient claims to own a valid Monthly ticket or TLC pass at the time the summons was issued, but does not have it in his or her possession. If the response is affirmative, the recipient shall be issued instructions on how to supply evidence of ownership in order to have the summons waived. Evidence of ownership submitted shall include a photocopy of the passenger’s Monthly ticket or TLC pass valid for the date and train cited on the summons and mention of the place, method and approximate time of purchase. Proof must be submitted by the passenger via certified mail or in person within three business days of the receipt of the summons by the passenger to:

Virginia Railway Express  
1500 King St., Suite 202  
Alexandria, VA 22314-2730

VRE will review the proof and may examine its records of sales to assist in that determination and may recommend to the Commonwealth Attorney that the summons be waived.

## 5.0 GENERAL TICKET AND TRAVEL REGULATIONS

05.01.00 EXPIRATION OF TICKETS –Single-Ride, Round-Trip, Five-Day, Ten-Trip, and Amtrak Step-Up tickets shall expire 1 year from purchase and any remaining value shall not be refundable. Monthly tickets and TLC passes shall expire and be deemed invalid at 11:59 PM on the first operating, non-holiday business day of the month after the last day of the calendar month and year indicated on the face of the ticket.

05.02.00 TICKET REFUNDS – Single-Ride, Round-Trip, Five-Day, Ten-Trip, and Amtrak Step-Up tickets are not refundable, unless a Single-Ride or Ten-Trip ticket is mistakenly purchased with the same origin and destination fare zones from a Ticket Vending Machine (TVM). In that event, the tickets may be returned unused for a full refund at face value. Monthly tickets and TLC passes (VRE portion only) will be refunded at a redemption value determined by the calendar day of the effective month or the preceding month that the ticket is presented or postmarked for refund:

- Before effective month begins...100%
- Service days 1-13: Monthly ticket purchase price minus two Single-ride full fares applicable to the origin and destination zone pairing for each service day operated prior to presentation of the ticket for refund
- Remainder of effective month...0%
- After the effective month...0%

Refund requests must be submitted with the actual ticket in question by certified mail or in person to:

Virginia Railway Express  
Attn: Ticket Refunds  
1500 King St., Suite 202  
Alexandria, VA 22314-2730

Refunds for tickets paid for by cash, check or debit card will be issued by check. Refunds for tickets purchased by credit card will be issued through a credit to the credit card account on which the ticket was purchased. Cash refunds of tickets purchased in whole or part with Metrocheks is not permitted. VRE reserves the right to refuse refunds that it deems, at its sole reasonable discretion, unfounded or fraudulent. The VRE Chief Executive Officer may, at his or her sole reasonable discretion, grant a ticket refund in whole or part under conditions that do not satisfy the criteria above if, in his or her judgment, extenuating circumstances are present to justify a refund in the interest of good customer relations.

- 05.03.00 SERVICE DISRUPTION "FREE RIDE CERTIFICATE" – A VRE passenger is entitled to receive a "Free Ride Certificate" ("FRC") for service disruptions which:
- 1) Cause the passenger on the train to arrive at his or her destination station 60 or more minutes behind schedule according to the conductor's watch. All passengers from the 60 minute late station forward are then eligible for the free ride certificate;  
**OR**
  - 2) Requires a VRE passenger waiting on a station platform with a validated Single-Ride, Round Trip, Five-Day, Ten-Trip, TLC or Monthly ticket to subsequently seek another method of transportation when no transportation is provided by VRE;  
**OR**
  - 3) The passenger is travelling on a train which is annulled;  
**OR**
  - 4) The passenger is bypassed by a train scheduled to stop at his or her station.

The crew of the delayed train will distribute "Free Ride Certificates" once the train has been declared 60 minutes late.

Passengers are responsible for requesting their FRC from one of the conductors at the time of the delay. FRC requests submitted when on-board distribution took place will not be honored. If a passenger was inconvenienced by a late, annulled, or bypassed train and did not receive a FRC on a subsequent trip, then the passenger must mail or fax a copy of their VALIDATED ticket to VRE with a FRC request form found at <http://www.vre.org/programs/freeride.htm> indicating what train the passenger was on and his or her mailing address to:

Virginia Railway Express  
1500 King Street, Suite 202  
Alexandria, VA 22314  
fax: 703/684-1313

A FRC will be sent out within 7-10 working days. VRE reserves the right to deny any request.

- 05.04.00 TRANSFERABILITY OF TICKETS – Single-Ride, Round-Trip, Five-Day, Amtrak Step-Up, and Ten-Trip tickets are transferable to persons other than the purchaser. Monthly and TLC tickets are not transferable and shall be only for the personal use of the individual whose signature appears on the back of the ticket.
- 05.05.00 ALTERATIONS, ERASURES AND FORFEITURES – A ticket may be confiscated by Train Service Personnel if, in the reasonable judgment of such personnel, the ticket has been altered or counterfeited in any manner, or if a passenger refuses to or cannot identify himself or herself as the individual whose signature appears on a Monthly ticket in his or her possession. Persons who have their tickets confiscated are subject

to a Fare Evasion summons. Confiscated tickets are not subject to refund.

05.06.00 LOST, STOLEN OR DESTROYED TICKETS – VRE is not responsible for lost, stolen, misplaced or destroyed tickets and is not obligated to replace or refund such tickets. VRE will make every reasonable effort to reunite passengers with lost tickets that fall into the possession of VRE. VRE will, at its discretion, provide replacement for lost, stolen or destroyed Monthly and TLC tickets.

- Passengers are eligible for two replacement Monthly or TLC tickets during any twelve-month period, but must file a lost ticket report with VRE no less than 2 business days prior to requesting a replacement Monthly/TLC ticket. They also must be able to provide VRE with proof of purchase of a monthly ticket; the location, date and approximate time of purchase; and the method of payment used to purchase the ticket before a replacement ticket will be issued. Only the VRE portion of TLC tickets will be replaced.

05.07.00 STOP OVERTS – Stopovers are permitted when using Single-Ride, Round-Trip and Ten-Trip tickets as long as the journey progresses in a single, continuous direction and is completed in the same day. Monthly and TLC tickets are valid for unlimited travel on VRE revenue train service during the calendar month indicated on the face of the ticket, between the fare zones indicated on the face of the ticket, and stopovers are permitted.

05.08.00 WEEKEND AND HOLIDAY SERVICE – VRE will not normally operate service on Saturdays or Sundays, or on the following holidays: New Year's Day, Martin Luther King, Jr. Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Veterans' Day, Thanksgiving Day and Christmas Day. Special "S" schedule service may be offered on the Friday after Thanksgiving. If service is provided, regular fares will prevail unless otherwise specified by VRE.

05.09.00 METROCHEK REIMBURSEMENTS – VRE will provide Metrochek reimbursements to VRE riders who purchase their tickets at a Ticket Vending Machine. In order to receive reimbursement, riders must:

- 1) Purchase their ticket with a credit card
- 2) Mail their Metrocheks to VRE with a Metrochek Reimbursement Form, which can be found on the VRE website
- 3) Provide proof of purchase by sending in either the used ticket or a receipt for the ticket that was purchased.

Reimbursement will be provided as a credit to the credit card that was used for the transaction.

## **6.0 VRE AND CONTRACT CARRIER RIGHTS RESERVED**

- 06.01.00      RESPONSIBILITY OF VRE AND CONTRACT CARRIERS – Neither VRE, National Railroad Passenger Corporation (AMTRAK), CSX Transportation nor Norfolk Southern Railway, VRE’s contract carriers, assume financial responsibility for inconvenience, damage or expense resulting from errors or omissions in timetables, delayed or missed trains, missed stops, cancelled trains, failure to make connections or shortages of equipment and seats. The time of arrival at or departure from any point in VRE’s published timetables is the schedule that its operators endeavor to maintain, but it is not guaranteed and connections are not guaranteed. The above parties also assume no financial responsibility for loss or damage of passenger property at VRE facilities or on VRE trains.
- 06.02.00      REFUSAL OF PASSAGE – Train Service Personnel may refuse a person passage on a VRE train if 1) he or she is in possession of explosives, firearms, dangerous weapons, flammable material or any other dangerous item or material; 2) he or she is apparently under the influence of drugs or alcohol; 3) his or her conduct or behavior is disorderly and disturbing to other passengers; 4) he or she is incapable of properly caring for himself or herself; or 5) civil actions are pending against him or her by VRE for fare evasion enforcement costs.
- 06.03.00      SEATING – VRE does not guarantee to provide a seat to a passenger by virtue of their having purchased a ticket for passage. VRE reserves full control and discretion as to seating of passengers and the right to change such seating should it be deemed necessary at any time during the trip, provided that seating arrangements will be made without regard to race, color, sex, religion, sexual orientation, disability, national origin or age.
- 06.04.00      SCHEDULE REVISIONS – VRE reserves the right to modify Service Timetables without notice, but will attempt to give due public notice when and where possible.
- 06.05.00      STOPS – Trains shall be required to make stops only as provided by the Service Timetable established by VRE, except in the case of service disruptions such as track conditions, weather conditions or other conditions beyond VRE’s control or where for reasons of safety an alternate stopping place is required.
- 06.06.00      TRANSFERRING OF PASSENGERS – VRE reserves the right whenever circumstances require to transfer passengers from one train to another and to substitute bus or Metrorail service for train service.

## **7.0 BAGGAGE AND PARCELS**

- 07.01.00      PERMITTED ITEMS – Passengers traveling on VRE trains shall be limited to luggage, parcels or objects which they can carry on and off VRE trains and which will not, in the judgment of Train Service Personnel, cause inconvenience to or unsafe conditions for other passengers.

- 07.02.00 CHECKED BAGGAGE SERVICE – There is no checked baggage service on VRE trains.
- 07.03.00 UNATTENDED BAGS – Bags that are left unattended can be viewed as security concerns. As such, they may be confiscated and not returned.

## **8.0 SMOKING POLICY FOR TRAINS AND PREMISES**

- 08.01.00 NO SMOKING ON VRE TRAINS – Smoking of pipes, cigarettes, cigars or any other objects is prohibited on VRE trains at all times.
- 08.02.00 NO SMOKING AT INDOOR VRE STATION FACILITIES – Smoking of pipes, cigarettes, cigars or any other objects is prohibited at indoor VRE station facilities at all times.
- 08.03.00 NO SMOKING IN DESIGNATED NO SMOKING AREAS AT VRE STATION FACILITIES – Smoking of pipes, cigarettes, cigars or any other object is prohibited in areas posted as No Smoking areas at all VRE stations at all times. Smoking areas are generally designated as the 100 most northern feet of the platform.

## **9.0 FOOD AND BEVERAGES**

- 09.01.00 PERMITTED ITEMS – Consumption of food and non-alcoholic beverages is permitted on VRE trains. Alcoholic beverages are not permitted on VRE trains or station platforms.
- 09.02.00 DISPOSAL OF REFUSE – Passengers are required to properly dispose of all wrappers, containers, refuse and unwanted reading materials which they bring on a train in receptacles located on the train or at their destination station.

## **10.0 ANIMALS AND PETS**

- 010.01.00 SERVICE ANIMALS FOR PERSONS WITH DISABILITIES – Properly trained guide and hearing dogs will be permitted if the animal is on a leash or harness. Other classes of trained service animals are also permitted if they are properly restrained. Service animals may not occupy a seat.
- 010.02.00 PETS AND OTHER ANIMALS – Small pets not classified as guide and hearing dogs and service animals for persons with disabilities may be transported on trains, providing they are non-odoriferous and not otherwise objectionable. They must be in a closed, well-ventilated container and cannot occupy a seat.



## **11.0 USE OF RADIOS AND OTHER AUDIO DEVICES**

011.01.00 USE OF RADIOS AND OTHER AUDIO DEVICES – All radios, tape players, CD players, portable televisions and other audio devices must be used with a headset and the volume must be kept low such that other passengers are not disturbed. Cell phone use is permitted, but may not be used in a manner that disturbs other passengers unnecessarily.

## **12.0 OBSERVANCE OF INSTRUCTIONS ISSUED BY TRAIN SERVICE AND EMERGENCY PERSONNEL**

012.01.00 OBSERVANCE OF INSTRUCTIONS ISSUED BY TRAIN SERVICE AND EMERGENCY PERSONNEL – All persons are required to abide by the instructions issued by Train Service and Emergency Personnel while on-board VRE trains, at VRE facilities and on railroad property.

## **13.0 BOARDING AND DETRAINING REGULATIONS**

013.01.00 BOARDING AND DETRAINING MOVING TRAINS – No passenger shall attempt to board or get off a VRE train when it is in motion.

## **14.0 STATIONS AND FACILITIES**

014.01.00 NO LOITERING OR TRESPASSING – Entry into VRE stations and/or premises is reserved to those individuals with the immediate intent to use the commuter rail service provided by VRE and to authorized personnel, agents and invitees of VRE, National Railroad Passenger Corporation, CSX Transportation and Norfolk Southern Railway.

014.02.00 POSTING OF BILLS – No person shall distribute, place or post handbills, signs, notices or any other form of written or printed material on or within any facility or platform of VRE. Nothing in this Section shall prohibit the posting of signs, notices and official information by VRE.

014.03.00 CONTRAVENTION OF INSTRUCTIONS – No person shall disobey official instructions or directions indicated on any sign or posting erected at or on a VRE facility or vehicle.

014.04.00 SALE OF MERCHANDISE AND SOLICITING – No person shall attempt to sell any merchandise, article or other item or solicit members of the public for any purpose at any VRE facility or platform, or on-board any VRE train without the written permission of VRE.

014.05.00 LITTERING AND TRASH DISPOSAL – All persons shall dispose of trash and unwanted reading materials in proper receptacles at VRE facilities. Littering and dumping at VRE facilities is not permitted and may be fined as local ordinances permit.

## **15.0 ACCESSIBILITY FOR PERSONS WITH DISABILITIES**

015.01.00 ACCESS TO STATIONS AND FACILITIES BY PERSONS WITH DISABILITIES – All VRE stations and facilities shall be fully accessible to persons with disabilities in compliance with all Federal and Commonwealth of Virginia statutes.

015.02.00 ACCESS TO VRE TRAINS BY PERSONS WITH DISABILITIES – All trains operated by VRE in Revenue Train Service and Special Train Service shall be accessible to persons with disabilities in full compliance with Federal and Commonwealth of Virginia statutes. Each train shall provide at least one (1) car that is fully accessible to persons with disabilities. A fully accessible car shall be equipped with an accessible toilet (if a toilet is made available for public use). The car shall normally be positioned at the northernmost end of the train. Passengers in wheelchairs and others requiring boarding assistance from Train Service Personnel shall position themselves at the northernmost end of the station platform in the designated “Boarding Area for Persons with Disabilities.” Persons with disabilities not using wheelchairs and not requiring boarding assistance may access any car on a train which is opened for boarding. Persons with disabilities must be given priority access to seats marked as seating for wheelchair/persons with disabilities.

## **16.0 LOST AND FOUND**

016.01.00 RETRIEVAL OF LOST PROPERTY – For items lost or left on trains or at stations, reports may be made at [www.vre.org/feedback/lostitems.html](http://www.vre.org/feedback/lostitems.html) or passengers may call 703-684-1001 (TTY) 703-684-0551 for assistance.

VRE shall make every reasonable effort to assist passengers in the retrieval of lost or misplaced items, but is not responsible for such items.

## **17.0 BICYCLES**

017.01.00 BICYCLE TYPES PERMITTED – Only collapsible bicycles are permitted on VRE trains. These bicycles must be able to be safely stored in overhead luggage racks, under seats or in some other place that is not an inconvenience to passengers.

## **18.0 AMENDMENTS TO TARIFF**

018.01.00 AMENDMENTS TO TARIFF – Any special bulletin involving an adjustment to ticket pricing for promotional purposes and any formal amendment to the VRE Passenger Tariff shall be approved first by the VRE Operations Board and subsequently by the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission.

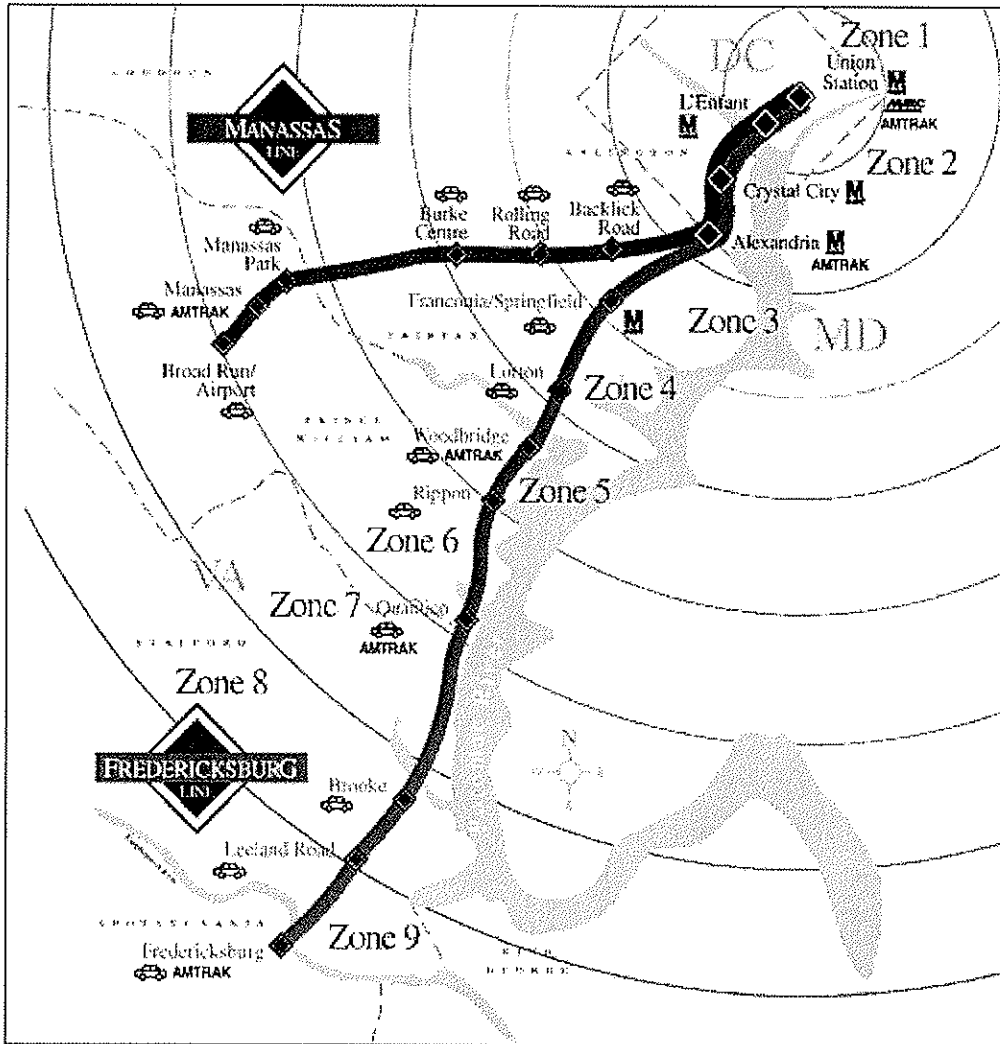
018.02.00 PUBLIC HEARINGS FOR PROPOSED TARIFF AMENDMENT – Any proposed amendment to the VRE Passenger Tariff involving an increase in fares or major reduction in service shall be open to public comment at a Public Hearing. A major reduction in service is defined as the elimination of a route and/or a change that reduces service hours by 25% or more. Formal public notice of the Public Hearing shall be issued no less than 30 days prior to the scheduled date of the Operations Board meeting at which the amendment will be voted on. Information collected at the public meetings will be collated and provided to the Operations Board prior to the vote. Information regarding the proposed change will be posted on VRE's website and comment will be received via email, public hearings, letters and faxes. At least one meeting will be held at a location on each line.

## **19.0 PUBLIC INSPECTIONS OF TARIFF**

019.01.00 AVAILABILITY OF TARIFF FOR PUBLIC INSPECTION – The official tariff of the VRE as approved by the VRE Operations Board, the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission, and any revisions or special bulletins thereto, shall be kept on file and available for public inspection between the hours of 9:00 AM and 5:00 PM, Monday through Friday except holidays, at the following address:

Virginia Railway Express  
1500 King Street, Suite 202  
Alexandria, VA 22314-2730

**APPENDIX I**  
**System Map with Fare Matrix**



**APPENDIX II**

**Full Fares  
Fredericksburg Line**

		Zone 1 Union Station L'Enfant	Zone 2 Crystal City Alexandria	Zone 3 Franconia/ Springfield	Zone 4 Lorton	Zone 5 Woodbridge Rippon	Zone 6 Quantico	Zone 7	Zone 8 Brooke Leeland Road
Zone 9 Fredericksburg	Single-Ride	\$ 9.10	\$ 8.55	\$ 5.80	\$ 5.25	\$ 4.70	\$ 4.15	\$ 3.60	\$ 3.05
	Ten-Trip	\$ 83.70	\$ 78.70	\$ 53.40	\$ 48.30	\$ 43.20	\$ 38.20	\$ 33.10	\$ 28.10
	Five-Day	\$ 72.80	\$ 68.40	\$ 46.40	\$ 42.00	\$ 37.60	\$ 33.20	\$ 28.80	\$ 24.40
	Monthly	\$ 252.30	\$ 237.00	\$ 160.80	\$ 145.50	\$ 130.30	\$ 115.00	\$ 99.80	\$ 84.50
Zone 8 Leeland Road Brooke	Single-Ride	\$ 8.55	\$ 8.00	\$ 5.25	\$ 4.70	\$ 4.15	\$ 3.60	\$ 3.05	\$ 2.50
	Ten-Trip	\$ 78.70	\$ 73.60	\$ 48.30	\$ 43.20	\$ 38.20	\$ 33.10	\$ 28.10	\$ 23.00
	Five-Day	\$ 68.40	\$ 64.00	\$ 42.00	\$ 37.60	\$ 33.20	\$ 28.80	\$ 24.40	\$ 20.00
	Monthly	\$ 237.00	\$ 221.80	\$ 145.50	\$ 130.30	\$ 115.00	\$ 99.80	\$ 84.50	\$ 69.30
Zone 7	Single-Ride	\$ 8.00	\$ 7.45	\$ 4.70	\$ 4.15	\$ 3.60	\$ 3.05		
	Ten-Trip	\$ 73.60	\$ 68.50	\$ 43.20	\$ 38.20	\$ 33.10	\$ 28.10		
	Five-Day	\$ 64.00	\$ 59.60	\$ 37.60	\$ 33.20	\$ 28.80	\$ 24.40		
	Monthly	\$ 221.80	\$ 206.50	\$ 130.30	\$ 115.00	\$ 99.80	\$ 84.50		
Zone 6 Quantico	Single-Ride	\$ 7.45	\$ 6.90	\$ 4.15	\$ 3.60	\$ 3.05			
	Ten-Trip	\$ 68.50	\$ 63.50	\$ 38.20	\$ 33.10	\$ 28.10			
	Five-Day	\$ 59.60	\$ 55.20	\$ 33.20	\$ 28.80	\$ 24.40			
	Monthly	\$ 206.50	\$ 191.30	\$ 115.00	\$ 99.80	\$ 84.50			
Zone 5 Rippon Woodbridge	Single-Ride	\$ 6.90	\$ 6.35	\$ 3.60	\$ 3.05	\$ 2.50			
	Ten-Trip	\$ 63.50	\$ 58.40	\$ 33.10	\$ 28.10	\$ 23.00			
	Five-Day	\$ 55.20	\$ 50.80	\$ 28.80	\$ 24.40	\$ 20.00			
	Monthly	\$ 191.30	\$ 176.00	\$ 99.80	\$ 84.50	\$ 69.30			
Zone 4 Lorton	Single-Ride	\$ 6.35	\$ 5.80	\$ 3.05					
	Ten-Trip	\$ 58.40	\$ 53.40	\$ 28.10					
	Five-Day	\$ 50.80	\$ 46.40	\$ 24.40					
	Monthly	\$ 176.00	\$ 160.80	\$ 84.50					
Zone 3 Franconia/ Springfield	Single-Ride	\$ 5.80	\$ 5.25						
	Ten-Trip	\$ 53.40	\$ 48.30						
	Five-Day	\$ 46.40	\$ 42.00						
	Monthly	\$ 160.80	\$ 145.50						
Zone 2 Alexandria Crystal City	Single-Ride	\$ 5.25	\$ 4.70						
	Ten-Trip	\$ 48.30	\$ 43.20						
	Five-Day	\$ 42.00	\$ 37.60						
	Monthly	\$ 145.50	\$ 130.30						
Zone 1 L'Enfant Union Station	Single-Ride	\$ 4.70							
	Ten-Trip	\$ 43.20							
	Five-Day	\$ 37.60							
	Monthly	\$ 130.30							

# Full Fares Manassas Line

		Zone 1 Union Station L'Enfant	Zone 2 Crystal City Alexandria	Zone 3 Backlick Road	Zone 4 Burke Centre Rolling Road	Zone 5	Zone 6 Broad Run Manassas Manassas Park
Zone 6	Single-Ride	\$ 7.45	\$ 6.90	\$ 4.15	\$ 3.60	\$ 3.05	\$ 2.50
Broad Run	Ten-Trip	\$ 68.50	\$ 63.50	\$ 38.20	\$ 33.10	\$ 28.10	\$ 23.00
Manassas	Five-Day	\$ 59.60	\$ 55.20	\$ 33.20	\$ 28.80	\$ 24.40	\$ 20.00
Manassas Park	Monthly	\$ 206.50	\$ 191.30	\$ 115.00	\$ 99.80	\$ 84.50	\$ 69.30
Zone 5	Single-Ride	\$ 6.90	\$ 6.35	\$ 3.60	\$ 3.05		
	Ten-Trip	\$ 63.50	\$ 58.40	\$ 33.10	\$ 28.10		
	Five-Day	\$ 55.20	\$ 50.80	\$ 28.80	\$ 24.40		
	Monthly	\$ 191.30	\$ 176.00	\$ 99.80	\$ 84.50		
Zone 4	Single-Ride	\$ 6.35	\$ 5.80	\$ 3.05	\$ 2.50		
Burke Centre	Ten-Trip	\$ 58.40	\$ 53.40	\$ 28.10	\$ 23.00		
Rolling Road	Five-Day	\$ 50.80	\$ 46.40	\$ 24.40	\$ 20.00		
	Monthly	\$ 176.00	\$ 160.80	\$ 84.50	\$ 69.30		
Zone 3	Single-Ride	\$ 5.80	\$ 5.25				
Backlick Road	Ten-Trip	\$ 53.40	\$ 48.30				
	Five-Day	\$ 46.40	\$ 42.00				
	Monthly	\$ 160.80	\$ 145.50				
Zone 2	Single-Ride	\$ 5.25	\$ 4.70				
Alexandria	Ten-Trip	\$ 48.30	\$ 43.20				
Crystal City	Five-Day	\$ 42.00	\$ 37.60				
	Monthly	\$ 145.50	\$ 130.30				
Zone 1	Single-Ride	\$ 4.70					
L'Enfant	Ten-Trip	\$ 43.20					
Union Station	Five-Day	\$ 37.60					
	Monthly	\$ 130.30					

**APPENDIX III**

**Discounted Fares  
Fredericksburg Line**

		Zone 1 Union Station L'Enfant	Zone 2 Crystal City Alexandria	Zone 3 Franco/ Sprgfid	Zone 4 Lorton	Zone 5 W-bridge Rippon	Zone 6 Quantico	Zone 7	Zone 8 Brooke Leeland Road
Zone 9 Fredericksburg	Single-Ride	\$ 4.55	\$ 4.25	\$ 2.90	\$ 2.60	\$ 2.35	\$ 2.05	\$ 1.80	\$ 1.50
	Ten-Trip	\$ 41.85	\$ 39.35	\$ 26.70	\$ 24.15	\$ 21.60	\$ 19.10	\$ 16.55	\$ 14.05
	Five-Day	\$ 36.40	\$ 34.20	\$ 23.20	\$ 21.00	\$ 18.80	\$ 16.60	\$ 14.40	\$ 12.20
	Monthly	\$ 126.15	\$ 118.50	\$ 80.40	\$ 72.75	\$ 65.15	\$ 57.50	\$ 49.90	\$ 42.25
Zone 8 Leeland Road Brooke	Single-Ride	\$ 4.25	\$ 4.00	\$ 2.60	\$ 2.35	\$ 2.05	\$ 1.80	\$ 1.50	\$ 1.25
	Ten-Trip	\$ 39.35	\$ 36.80	\$ 24.15	\$ 21.60	\$ 19.10	\$ 16.55	\$ 14.05	\$ 11.50
	Five-Day	\$ 34.20	\$ 32.00	\$ 21.00	\$ 18.80	\$ 16.60	\$ 14.40	\$ 12.20	\$ 10.00
	Monthly	\$ 118.50	\$ 110.90	\$ 72.75	\$ 65.15	\$ 57.50	\$ 49.90	\$ 42.25	\$ 34.65
Zone 7	Single-Ride	\$ 4.00	\$ 3.70	\$ 2.35	\$ 2.05	\$ 1.80	\$ 1.50		
	Ten-Trip	\$ 36.80	\$ 34.25	\$ 21.60	\$ 19.10	\$ 16.55	\$ 14.05		
	Five-Day	\$ 32.00	\$ 29.80	\$ 18.80	\$ 16.60	\$ 14.40	\$ 12.20		
	Monthly	\$ 110.90	\$ 103.25	\$ 65.15	\$ 57.50	\$ 49.90	\$ 42.25		
Zone 6 Quantico	Single-Ride	\$ 3.70	\$ 3.45	\$ 2.05	\$ 1.80	\$ 1.50			
	Ten-Trip	\$ 34.25	\$ 31.75	\$ 19.10	\$ 16.55	\$ 14.05			
	Five-Day	\$ 29.80	\$ 27.60	\$ 16.60	\$ 14.40	\$ 12.20			
	Monthly	\$ 103.25	\$ 95.65	\$ 57.50	\$ 49.90	\$ 42.25			
Zone 5 Rippon Woodbridge	Single-Ride	\$ 3.45	\$ 3.15	\$ 1.80	\$ 1.50	\$ 1.25			
	Ten-Trip	\$ 31.75	\$ 29.20	\$ 16.55	\$ 14.05	\$ 11.50			
	Five-Day	\$ 27.60	\$ 25.40	\$ 14.40	\$ 12.20	\$ 10.00			
	Monthly	\$ 95.65	\$ 88.00	\$ 49.90	\$ 42.25	\$ 34.65			
Zone 4 Lorton	Single-Ride	\$ 3.15	\$ 2.90	\$ 1.50					
	Ten-Trip	\$ 29.20	\$ 26.70	\$ 14.05					
	Five-Day	\$ 25.40	\$ 23.20	\$ 12.20					
	Monthly	\$ 88.00	\$ 80.40	\$ 42.25					
Zone 3 Franconia/ Springfield	Single-Ride	\$ 2.90	\$ 2.60						
	Ten-Trip	\$ 26.70	\$ 24.15						
	Five-Day	\$ 23.20	\$ 21.00						
	Monthly	\$ 80.40	\$ 72.75						
Zone 2 Alexandria Crystal City	Single-Ride	\$ 2.60	\$ 2.35						
	Ten-Trip	\$ 24.15	\$ 21.63						
	Five-Day	\$ 21.00	\$ 18.80						
	Monthly	\$ 72.75	\$ 65.15						
Zone 1 L'Enfant Union Station	Single-Ride	\$ 2.35							
	Ten-Trip	\$ 21.60							
	Five-Day	\$ 18.80							
	Monthly	\$ 65.15							

## Discounted Fares Manassas Line

		Zone 1 Union Station L'Enfant	Zone 2 Crystal City Alexandria	Zone 3 Backlick Road	Zone 4 Burke Centre Rolling Road	Zone 5	Zone 6 Broad Run Manassas Manassas Park
Zone 6	Single-Ride	\$ 3.70	\$ 3.45	\$ 2.05	\$ 1.80	\$ 1.50	\$ 1.25
Broad Run	Ten-Trip	\$ 34.25	\$ 31.75	\$ 19.10	\$ 16.55	\$ 14.05	\$ 11.50
Manassas	Five-Day	\$ 29.80	\$ 27.60	\$ 16.60	\$ 14.40	\$ 12.20	\$ 10.00
Manassas Park	Monthly	\$ 103.25	\$ 95.65	\$ 57.50	\$ 49.90	\$ 42.25	\$ 34.65
Zone 5	Single-Ride	\$ 3.45	\$ 3.15	\$ 1.80	\$ 1.50		
	Ten-Trip	\$ 31.75	\$ 29.20	\$ 16.55	\$ 14.05		
	Five-Day	\$ 27.60	\$ 25.40	\$ 14.40	\$ 12.20		
	Monthly	\$ 95.65	\$ 88.00	\$ 49.90	\$ 42.25		
Zone 4	Single-Ride	\$ 3.15	\$ 2.90	\$ 1.50	\$ 1.25		
Burke Centre	Ten-Trip	\$ 29.20	\$ 26.70	\$ 14.05	\$ 11.50		
Rolling Road	Five-Day	\$ 25.40	\$ 23.20	\$ 12.20	\$ 10.00		
	Monthly	\$ 88.00	\$ 80.40	\$ 42.25	\$ 34.65		
Zone 3	Single-Ride	\$ 2.90	\$ 2.60				
Backlick Road	Ten-Trip	\$ 26.70	\$ 24.15				
	Five-Day	\$ 23.20	\$ 21.00				
	Monthly	\$ 80.40	\$ 72.75				
Zone 2	Single-Ride	\$ 2.60	\$ 2.35				
Alexandria	Ten-Trip	\$ 24.15	\$ 21.63				
Crystal City	Five-Day	\$ 21.00	\$ 18.80				
	Monthly	\$ 72.75	\$ 65.15				
Zone 1	Single-Ride	\$ 2.35					
L'Enfant	Ten-Trip	\$ 21.60					
Union Station	Five-Day	\$ 18.80					
	Monthly	\$ 65.15					



Item #2CContract for Insurance Brokerage Services

The VRE Operations Board recommends approval of Resolution #2103. This resolution authorizes VRE's Chief Executive Officer to execute a three-year contract with Aon Risk Services for insurance brokerage services. Also, VRE's CEO is authorized to execute up to two additional one-year options. The total contract value for five years will not exceed \$908,600. VRE is taking over this procurement from the Virginia Division of Risk Management with the approval of DRM. The current brokerage contract expires on June 30, 2008.

**RESOLUTION #2103**

**SUBJECT:** Contract for Brokerage Services.

**WHEREAS:** The Virginia Division of Risk Management (DRM) has been responsible for procuring insurance coverage for the operation of the Virginia Railway Express, as part of their duties under the Commuter Rail Operations Liability Insurance Plan;

**WHEREAS:** VRE and DRM have agreed that this function could be more efficiently handled by VRE; and

**WHEREAS:** DRM's agreement with Marsh USA, Inc. expires on June 30, 2008.

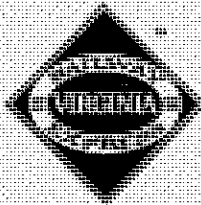
**NOW, THEREFORE, BE IT RESOLVED THAT** the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to enter into a three-year contract, with two additional one-year options, with Aon Risk Services for the provision of insurance brokerage services, with the total contract value not to exceed \$908,600 over the five-year period.

Approved this 1<sup>st</sup> day of May, 2008.

\_\_\_\_\_  
William Euille  
Chairman

\_\_\_\_\_  
Gerald E. Connolly  
Secretary-Treasurer





# Virginia Railway Express Operations Board

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

## AGENDA ITEM B-B ACTION ITEM

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

**FROM: DALE ZEHNER**

**DATE: APRIL 18, 2008**

**RE: AUTHORIZATION TO AWARD CONTRACT FOR INSURANCE  
BROKERAGE SERVICES**

### RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commission authorize the Chief Executive Officer to enter into a three year contract, with two additional one-year options, with Aon Risk Services, or the next responsive and responsible proposer, for the provision of insurance brokerage services. The total contract value will not exceed \$905,500 over the five-year period. Net fees may be less than this amount as the result of contract negotiations.

### BACKGROUND:

The state Division of Risk Management (DRM) has been responsible for procuring insurance coverage for the operation of the Virginia Railway Express, as an adjunct to their duties under the Commuter Rail Operations Liability Insurance Plan. In 2003, DRM entered into an agreement with Marsh USA, Inc. for brokerage services for a five year period ending June 30, 2008. 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.

On March 20, 2008, VRE issued a solicitation for insurance brokerage services and proposals were due on April 10, 2008. Four proposals were received and evaluated by a selection committee composed of staff from VRE, DRM and the Prince William County Division of Risk Management.

The contract with **Aon Risk Services** will commence for the year that begins July 1, 2008. **Aon** will arrange for all required property and liability insurance for VRE, make recommendations regarding the use of self-insurance, and serve as liaison between VRE, the state Division of Risk Management (DRM) and the insurers. **Aon is one of the largest transportation insurance brokers in the world and their clients include WMATA, MTA, and CSX Corporation.**

VRE is requesting authorization for the total five-year term of the contract, with the VRE CEO exercising the option years at his discretion.

**FISCAL IMPACT:**

The costs of insurance brokerage services are budgeted in the Insurance Trust Fund.

Item #2DLocomotive Fuel Supply at Broad Run Yard

The VRE Operations Board recommends approval of Resolution #2104. This resolution authorizes VRE's Chief Executive Officer to amend by \$250,000 the existing contract with Mifco Heating Oil of Manassas, Virginia for the current year. With the amendment the total contract value for the current year will be \$185,000. Also, the VRE CEO would be authorized to exercise now the final option year of the contract at a price not to exceed \$2,300,000.

Because the price paid for fuel and the amount of fuel used by VRE has risen, the previously approved maximum value of the current year of the contract would be exceeded without the amendment. Exercising the final option year—starting on July 1, 2008—now will allow longer term purchases of fuel that may reduce price volatility.

**RESOLUTION #2104**

- SUBJECT:** Locomotive Fuel Supply at Broad Run Yard.
- WHEREAS:** In May of 2007, the VRE Operations Board authorized execution of the third option year with Mifco Heating Oil in an amount not to exceed \$1,600,000;
- WHEREAS:** Current estimates place the projected expenditures on fuel beyond this authorization limit by the end of the contract year;
- WHEREAS:** This is attributable to both an increase in price and usage;
- WHEREAS:** An amendment to the current option year contract value is needed; and
- WHEREAS:** Exercising the fourth option year now will allow VRE to purchase fuel at a substantial cost savings.

**NOW, THEREFORE, BE IT RESOLVED THAT**, the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to amend the current year contract with Mifco Heating Oil of Manassas, Virginia for the delivery of diesel fuel to the Broad Run Yard by \$250,000, for an annual authorization not to exceed \$1,850,000; and

**BE IT FURTHER RESOLVED THAT** the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to exercise the final option year of the contract now in an amount not to exceed \$2,300,000.

Approved this 1<sup>st</sup> day of May, 2008.

\_\_\_\_\_  
William Euille  
Chairman

\_\_\_\_\_  
Gerald E. Connolly  
Secretary-Treasurer





# Virginia Railway Express Operations Board

1500 King Street • Suite 202 • Alexandria, Virginia 22314-2730 • (703) 684-1001 • FAX (703) 684-1313  
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## AGENDA ITEM 8-F ACTION ITEM

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

**FROM: DALE ZEHNER**

**DATE: APRIL 18, 2008**

**RE: AUTHORIZATION TO INCREASE CONTRACT AMOUNT AND  
EXERCISE FINAL OPTION YEAR FOR LOCOMOTIVE FUEL  
SUPPLY AT THE CROSSROADS YARD**

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### RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to amend the existing contract, ending October 4, 2008, with Quarles Petroleum Company of Fredericksburg, Virginia for the delivery of diesel fuel to the Crossroads Yard by \$850,000, for an annual authorization not to exceed \$3,000,000. The VRE Operations Board is also being asked to recommend that the Commissions authorize the Chief Executive Officer to exercise the final option year of the contract, ending October 4, 2009, in an amount not to exceed \$3,000,000.

### BACKGROUND:

In May of 2007, the VRE Operations Board authorized execution of the third option year to Quarles Petroleum Company in an amount not to exceed \$2,150,000. Due to both an increase in price and increase in usage, an amendment to the current option year contract value is needed.

During the last nine months, the price VRE paid for fuel rose from \$2.24 per gallon to \$2.80 per gallon, and is expected to go to \$3.20 per gallon, or more, by the end of this contract year. Without the purchase of fixed price contracts, this

price would have been considerably higher. To date, VRE has spent nearly \$1.1 million of the approved \$2.1 million for this contract.

The higher than projected level of expenditures can also be attributed to more fuel usage than in months past. This increase is attributable to the addition of cars needed to manage VRE's increasing ridership and changes to maintenance practices. At the time the contract was executed, usage was projected at 860,000 gallons for the year. Usage has been recalculated and is now estimated at 990,000 gallons for the year.

Finally, VRE staff is requesting permission to exercise the fourth and final option year of the contract early in order to allow for the purchase of fixed price contracts. Currently, these contracts can only be purchased through September, which is the end of the current option year. Exercising the fourth option year early will allow VRE's fuel consultant to purchase in larger blocks of time, which results in less fuel cost volatility. Estimated savings in FY 2008 from the purchase of fixed price contracts is estimated at \$350,000. VRE staff is recommending award in the amount of \$3 million, which assumes consumption of 933,000 gallons during the contract period. A projected decrease in the number of gallons consumed is due to maintenance and equipment changes which are programmed for the Crossroads yard following completion of the maintenance facility.

**FISCAL IMPACT:**

Funding will be provided by the FY 2008, FY 2009 and FY 2010 Operating budgets. For FY 2008, funding from the 2004 sale of the Mafersa cars, originally intended for the reserve fund, will be used. FY 2009 expenditures will be finalized when all budget factors are known, including the state budget.



Item #2ELocomotive Fuel Supply at Crossroads Yard

The VRE Operations Board recommends approval of Resolution #2105. This resolution authorizes VRE's Chief Executive Officer to amend the contract with Quarles Petroleum Company of Fredericksburg, Virginia by \$850,000 for the current year. With the amendment the contract value for the current year will increase to \$3,000,000. Also, the VRE CEO would be authorized to execute the final option year of the contract at a price not to exceed \$3,000,000.

The reasons for this action are the same as those stated in the previous item.

**RESOLUTION #2105**

- SUBJECT:** Locomotive Fuel Supply at Crossroads Yard.
- WHEREAS:** In May of 2007, the VRE Operations Board authorized execution of the third option year with Quarles Petroleum Company in an amount not to exceed \$2,150,000;
- WHEREAS:** Current estimates place the projected expenditures on fuel beyond this authorization limit by the end of the contract year;
- WHEREAS:** This is attributable to both an increase in price and usage;
- WHEREAS:** An amendment to the current option year contract value is needed; and
- WHEREAS:** Exercising the fourth option year now will allow VRE to purchase fuel at a cost savings.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to amend the current year contract with Quarles Petroleum Company of Fredericksburg, Virginia for the delivery of diesel fuel to the Crossroads Yard by \$850,000, for annual authorization not to exceed \$3,000,000; and

**NOW, THEREFORE, BE IT RESOLVED THAT** the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to exercise the final option year of the contract now in an amount not to exceed \$3,000,000.

Approved this 1<sup>st</sup> day of May, 2008.

\_\_\_\_\_  
William Euille  
Chairman

\_\_\_\_\_  
Gerald Connolly  
Secretary-Treasurer





# Virginia Railway Express Operations Board

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## AGENDA ITEM 8-E ACTION ITEM

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

**FROM: DALE ZEHNER**

**DATE: APRIL 18, 2008**

**RE: AUTHORIZATION TO INCREASE CONTRACT AMOUNT AND  
EXERCISE FINAL OPTION YEAR FOR LOCOMOTIVE FUEL  
SUPPLY AT THE BROAD RUN YARD**

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### RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to amend the existing contract, ending July 5, 2008, with Mifco Heating Oil of Manassas, Virginia for the delivery of diesel fuel to the Broad Run Yard by \$250,000, for an annual authorization not to exceed \$1,850,000. The VRE Operations Board is also being asked to recommend that the Commissions authorize the Chief Executive Officer to exercise the final option year of the contract, ending July 5, 2009, in an amount not to exceed \$2,300,000.

### BACKGROUND:

In May of 2007, the VRE Operations Board authorized execution of the third option year to Mifco Heating Oil in an amount not to exceed \$1,600,000. Due to both an increase in price and increase in usage, an amendment to the current option year contract value is needed.

During the last nine months, the price VRE paid for fuel rose from \$2.24 per gallon to \$2.80 per gallon, and is expected to go to \$3.00 per gallon, or more, by the end of this contract year. Without the purchase of fixed price contracts, this price would have been considerably higher. To date, VRE has spent nearly \$1.3

million of the approved \$1.6 million for this contract. The higher than projected level of expenditures can also be attributed to more fuel usage than in months past. This increase is attributable to the addition of cars needed to manage VRE's increasing ridership and changes to maintenance practices. At the time the contract was executed, usage was projected at 630,000 gallons for the year. Usage has been recalculated and is now estimated at 695,000 gallons for the year.

Finally, VRE staff is requesting permission to exercise the fourth and final option year of the contract early in order to allow for the purchase of fixed price contracts. Currently, the contracts can only be purchased through June, which is the end of the current option year. Exercising the fourth option year early will allow VRE's fuel consultant to purchase in larger blocks of time, which results in less fuel cost volatility. Savings in FY 2008 from the purchase of fixed price contracts is estimated at \$350,000. VRE staff is recommending award in the amount of \$2.3 million, which assumes consumption of 733,000 gallons during the contract period.

**FISCAL IMPACT:**

Funding will be provided by the FY 2008 and FY 2009 Operating budgets. For FY 2008, funding from the 2004 sale of the Mafersa cars, originally intended for the reserve fund, will be used. FY 2009 expenditures will be finalized when all budget factors are known, including the state budget.

Item #2FContract for Second Platform at Woodbridge

The VRE Operations Board recommends approval of Resolution #2106. This resolution authorizes VRE's Chief Executive Officer to enter into a contract and execute any related documents and with Costello Construction of Columbia, Maryland for construction of a second platform at the Woodbridge VRE station. The contract amount is \$3,868,700, including a 10 percent contingency.

Funding for this phase of the project is included in VRE's Capital Improvement Program from a FY 2003 federal grant.

**RESOLUTION #2106**

**SUBJECT:** Contract for Second Platform at Woodbridge.

**WHEREAS:** The Woodbridge second platform and Kiss and Ride project has been under design since early 2002; and

**WHEREAS:** On March 7, 2008 six bids were received and the lowest bidder was Costello Construction.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Northern Virginia Transportation Commission authorizes the VRE Chief Executive Officer to enter into a contract with Costello Construction for the construction of a second platform at the Woodbridge Station in the amount of \$ 3,517,000, with a contingency of \$ 351,700, for a total amount not to exceed \$3,868,700.

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

Approved this 1<sup>st</sup> day of May, 2008.

\_\_\_\_\_  
William Euille  
Chairman

\_\_\_\_\_  
Gerald E. Connolly  
Secretary-Treasurer





# Virginia Railway Express Operations Board

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

## AGENDA ITEM 8-G ACTION ITEM

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

**FROM: DALE ZEHNER**

**DATE: APRIL 18, 2008**

**RE: AUTHORIZATION TO AWARD A CONTRACT FOR THE  
CONSTRUCTION OF A SECOND PLATFORM AT THE WOODBRIDGE  
STATION**

---

### RECOMMENDATION:

The VRE Operations Board is being asked to recommend that the Commissions authorize the Chief Executive Officer to enter into a contract with Costello Construction of Columbia, Maryland for the construction of a second platform at the Woodbridge Station in the amount of \$3,517,000, plus a 10% contingency of \$351,700, for a total amount not to exceed \$3,868,700. The VRE Operations Board is also being asked to recommend that the Commissions authorize the Chief Executive Officer to execute any related documents necessary to implement the project.

### BACKGROUND:

The Woodbridge Second Platform and Kiss and Ride project has been under design since early 2002. The design was delayed due to several issues, including: land acquisition, coordination with CSX Transportation to allow shifting of tracks, and coordination with the Route 1/123 Interchange project underway by Prince William County.

The access points from the planned Kiss and Ride onto the new Route 123 ramp are still being finalized with Prince William County and VDOT. As such, the design of the Kiss and Ride cannot be finalized at this time, so VRE staff have pushed forward the design for the second platform portion of the project. Upon resolution of the Kiss and

Ride access issue, the design for the Kiss and Ride will be completed and a separate IFB will be released.

The Woodbridge Second Platform and Kiss and Ride project will construct a platform on the west side of the tracks along with an overhead pedestrian bridge connecting into the existing parking garage on the east side. At the November 2006 meeting, the Board authorized the issuance of an Invitation for Bids (IFB). On March 7, 2008 six bids were received and the lowest bidder was Costello Construction. The bid has been evaluated and is both responsive and within the engineer's estimate.

Upon authorization, a construction contract will be executed. Construction will be managed by VRE. Construction is expected to begin in April 2008 and be completed by spring of 2009. A separate agreement with CSX for track work and associated costs will be brought to the Operations Board in future months.

**FISCAL IMPACT:**

Funding for this project is included in VRE's Capital Improvement Program (CIP) as part of the Woodbridge Second Platform project. Funding is from a FY 2003 federal grant. The local match is provided for using state and local funds.



# NVTC

Northern Virginia Transportation Commission

## Agenda Item #3

**TO:** Chairman Euille and NVTC Commissioners

**FROM:** Rick Taube

**DATE :** April 24, 2008

**SUBJECT:** Commonwealth Transportation Board's Public Hearing on its Six-Year Improvement Program

---

CTB will conduct a hearing on May 14, 2008 at Northern Virginia Community College in the Ernst Cultural Center, 8333 Little River Turnpike in Annandale starting at 7:30 p.m. Parking is free in Student B lots 1-17. The hearing will be on the draft FY 2009-14 SYIP.

The commission is asked to authorize Chairman Euille or his designee to present the attached statement at the hearing.

Also attached are several tables that present the proposed FY 2009 funding for NVTC and VRE jurisdictions contained in the draft DRPT six-year improvement program. Among the highlights and issues are:

- \$137.8 million from all DRPT sources for NVTC jurisdictions (up from \$133.4 million in FY 2008);
- \$166.0 million from all DRPT sources for NVTC, VRE and PRTC jurisdictions (down from \$169.6 million in FY 2008);
- DRPT is taking off the top of most programs a 2.6 percent "project management fee" totaling about \$5 million statewide (\$2.7 million for NVTC);
- The overall state matching ratio for three principal sources of funding is 66 percent, but NVTC's portion is only 64 percent, meaning the rest of the state is receiving 72 percent (and the rest of the state outside of NVTC and PRTC combined is receiving 78 percent).
- One reason for this disparity is DRPT's decision to exclude WMATA's Metro Matters from the bond program (80 percent match) and instead fund it entirely from the formula program (50 percent match). The stated rationale is that to be eligible for bond funding an item must be linked directly to a specific asset with a significant useful life and funds cannot be used for debt service. Many components of Metro Matters would appear to meet this definition.



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- If NVTC's capital grants received the combined 66 percent matching ratio applicable to the entire state, NVTC's jurisdictions would receive \$2.3 million more state funding and VRE would receive \$1.5 million more.
- If the state were to achieve the 95 percent matching ratio target in state statutes (applied to all of its capital and operating programs), NVTC and VRE would receive \$127 million more. Statewide, the shortfall amount required to achieve the 95 percent ratio is \$191 million.
- DRPT is using past General Fund appropriations to offset \$5 million of NVTC's FY 2009 application. The GF appropriations have an 80 percent match which is helpful. However, NVTC allocates these funds using a different formula so some NVTC jurisdictions may gain and others lose depending on whether NVTC receives funds from the past GF appropriations or from the current DRPT capital program.
- The statewide operating assistance matching ratio is 43 percent while NVTC as a whole enjoys a 45 percent match and VRE a 54 percent match. However, these differences are entirely formula driven and are not due to DRPT's decision, with the exception of a local level of effort requirement.
- DRPT has decided to employ a requirement for maintaining the local level of effort. In the approved budget, the General Assembly called for a "maintenance of effort" provision but did not define it. DRPT has chosen pre-budget FY 2008 as the base, to be compared to the amounts shown in the pre-budget FY 2009 applications. To calculate the required local level of effort, DRPT subtracts a transit system's FY 2008 fare revenues from its total operating costs and then subtracts the FY 2008 state assistance for fuels, tires, maintenance and administration. The same calculation using FY 2009 pre-budget data must at least equal the FY 2008 calculation. If not, DRPT withholds enough state aid for FY 2009 until the two amounts are equal. For FY 2009, Loudoun County lost \$164,000 and Falls Church lost \$13,000 as a result. Given the changes that occur from the pre-budget estimates each January to the actual budgets adopted in April through June, and the differences between budgeted and actual expenditures each year, DRPT's method is subject to debate. A historical average of actual local expenditures and fares would provide a more defensible base. Also, should there not be a comparable requirement for the commonwealth to maintain its level of effort? Finally, this approach provides an incentive not to raise fares to replace local General Funds, because state aid will be reduced by doing so.

These and other issues are being discussed by local staff with DRPT. By the evening of NVTC's May 1<sup>st</sup> meeting, there may be some changes recommended to the attached CTB statement in order to highlight any remaining concerns.



# **Commonwealth Transportation Board**

## ***Public Hearing on Six-Year Transportation Plan***

May 14 , 2008

7:30 p.m.

Northern Virginia Community College  
Annandale Campus

Statement of William D. Euille, Chairman  
Northern Virginia Transportation Commission



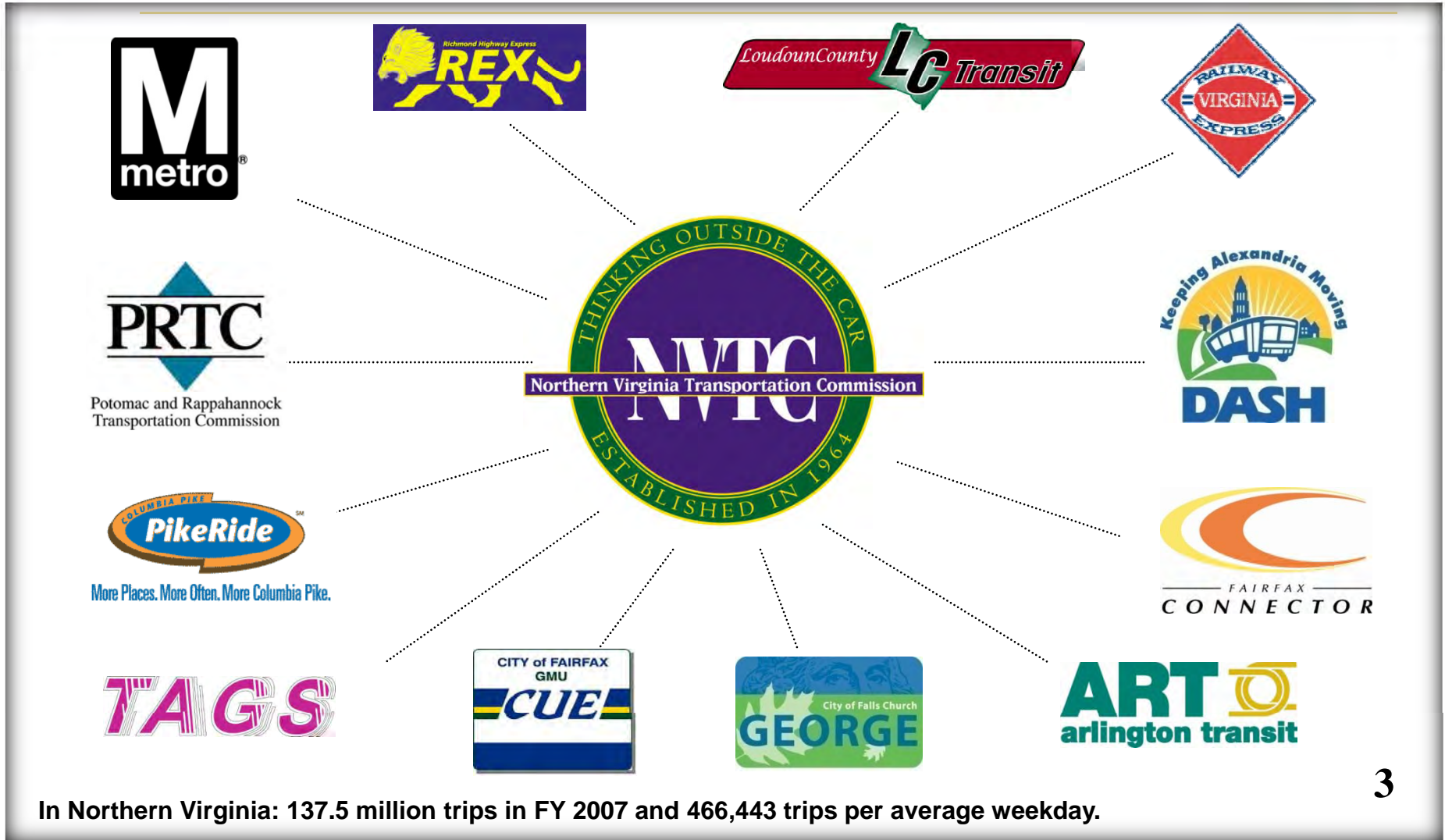
# Summary

- Transit is performing exceptionally well in Northern Virginia despite severe financial constraints.
- For continued success key transit investments are needed.
- In addition to funding, other transit challenges must be met.
- The Commonwealth Transportation Board should give top priority to this region's transportation needs and can help in several specific ways.





# Northern Virginia's Interconnected Transit Systems



In Northern Virginia: 137.5 million trips in FY 2007 and 466,443 trips per average weekday.



## Positive Regional Performance



Strong transit performance in Northern Virginia:

- 17.5% ridership growth here since 2002
- Metrorail is up 4 percent so far in FY 2008 and VRE is up 4.4 percent.
- 75% of Virginia's transit ridership is here
- Northern Virginia's 2.1 million residents took 65 transit trips per capita in FY 2007, while in NVTC's WMATA jurisdictions residents took 96 (the statewide average was 24).
- Transit and ridesharing carry two-thirds of commuters in our major corridors in peak periods.





## Other Benefits of Public Transit



- The Texas Transportation Institute's latest congestion report shows the Washington Metropolitan region saves about a half billion dollars of otherwise wasted time and fuel because of its investments in effective public transit. Using VDOT's own delay model the calculated savings from transit would be much greater.
- NVTC estimates annual fuel savings of 63.2 million gallons in Northern Virginia from transit use (273 gallons per transit user per year).
- Using a factor of 22 pounds of CO<sub>2</sub> saved each day per transit user calculated in a September, 2007 report for APTA by SAIC, transit in Northern Virginia saves over 2,500 tons of Greenhouse Gas Emissions per weekday.





# Local Level of Effort



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







# Needed Public Transit Investments



- Approved NVTA TransAction 2030 plan sets multimodal priorities.
- \$700 million more funding is needed each year (in 2005 dollars) for the next 23 years to implement the plan. New regional funds, forecast to yield about \$300 million, would have fallen far short and have now been revoked.
- Of a \$97 million reduction in statewide transit funding over the next six years, over \$71 million will be lost to Northern Virginia.
- Metro needs 340 new railcars, 275 new buses and many other enhancements costing \$3.0 billion over 10 years to keep the system in a state of good repair and achieve 50 percent eight-car trains and modest bus service enhancements.
- By 2011, WMATA and its member jurisdictions will need to agree on a new 10-year capital funding program of at least \$1 billion. 7



# Needed Public Transit Investments



- In the meantime, WMATA has urgent unfunded needs for safety, efficiency and proper maintenance amounting to \$0.5 billion over two years.
- WMATA lost \$50 million in annual regional funding in Northern Virginia.
- VRE needs locomotives (\$41 million), parking (\$30 million), platform extensions (\$20 million), etc. It lost \$25 million of annual regional funding.
- Other regional transit projects threatened by loss of funding:
  - Crystal City/Potomac Yard Transitway
  - Columbia Pike light rail
  - Richmond Highway transit in Fairfax and Prince William counties
  - Rail to Dulles (requires \$900 million federal contribution)
  - Metrorail station improvements



# Additional Public Transportation Challenges



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



# How CTB Can Help



1. For FY 2009 NVTC's jurisdictions would receive \$25 million more from DRPT's current funding sources than in FY 2008, but the absence of \$20 million in General Funds provided in FY 2008 trims the net gain substantially. CTB should ensure Northern Virginia receives its fair share of discretionary funding including new state bonds and flexed federal funds. In the draft FY 2009 program, NVTC jurisdictions are receiving \$2.3 million less than if the average state matching ratio of 66% applied. One reason is DRPT's decision to exclude all of WMATA's Metro Matters projects from bond funding (80% match) and instead use funds from the formula program (50% match). DRPT should make more of an effort in its discretionary programs to be equitable.
2. NVTC respectfully suggests that CTB revisit the need for DRPT to take 2.6 percent of most programs off the top for "project management." The result is a loss to the state's transit systems of about \$5 million that would otherwise be spent on buses and other vital capital improvements. Legitimate DRPT administrative costs should be paid from General Funds. Up to \$127 million would be needed to meet the state's statutory target of a 95 percent state matching ratio for NVTC's jurisdictions and VRE. The comparable figure statewide is up to \$191 million. Local budgets are under tremendous strain and every dollar counts.



# How CTB Can Help



3. NVTC questions DRPT's application of a local maintenance of effort provision. As currently applied it uses an arbitrary base year, compares pre-budget expenditure estimates that change considerably throughout the year and has a built in bias against fare increases as a means to reduce local General Fund expenditures in tight budget times. A historical average of actual local expenditures and fares is a better base. Given the forecast reduction of state transit aid over the next six years shouldn't there also be a maintenance of effort requirement for the commonwealth?
4. Facilitate the prompt issuance of state bonds (24% for rail and transit). Continue the statewide emphasis on multimodal planning, coordinated land use and transportation, telework and other forms of transportation demand management, air quality and safety and security.
5. Ensure the quality of transit and HOV service on the I-95/395 HOT Lanes is at least maintained and preferably improved if the project is implemented.
6. Actively encourage the Governor and General Assembly to provide sufficient state and regional funding to meet our transportation needs. Help us meet the challenge.



# In Closing



- NVTC appreciates the past support of Secretary Homer and DRPT Director Tucker and their staffs, as well as each member of the CTB.
- For more transit performance facts and links to each public transit system, visit NVTC's website at: [www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org)
- Questions?





# APPENDIX

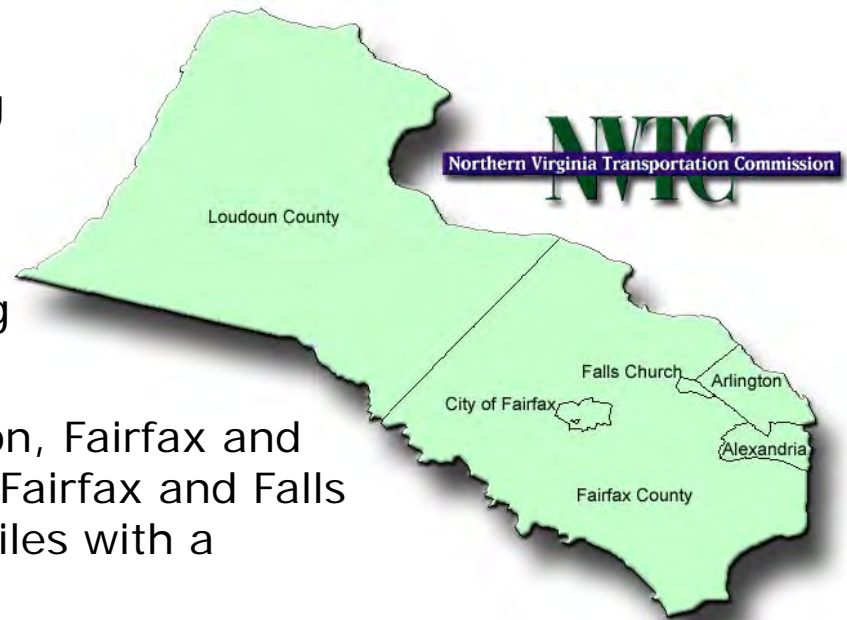




## NVTC is...



- A regional agency with the mission of managing traffic congestion, restoring clean air, boosting the economy and improving the quality of life for all of Northern Virginia's citizens through effective public transit and ridesharing networks.
- NVTC includes the counties of Arlington, Fairfax and Loudoun and the cities of Alexandria, Fairfax and Falls Church covering over 1,000 square miles with a population of 1.7 million.
- The agency manages over \$200 million of state and federal grant funds each year for public transit and serves as a forum for its board of 20 state and local elected officials to resolve issues involving public transit and ridesharing.
- For information about NVTC, please visit [www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org).







# Total Transit Ridership Growth NoVA FY 2002-2007

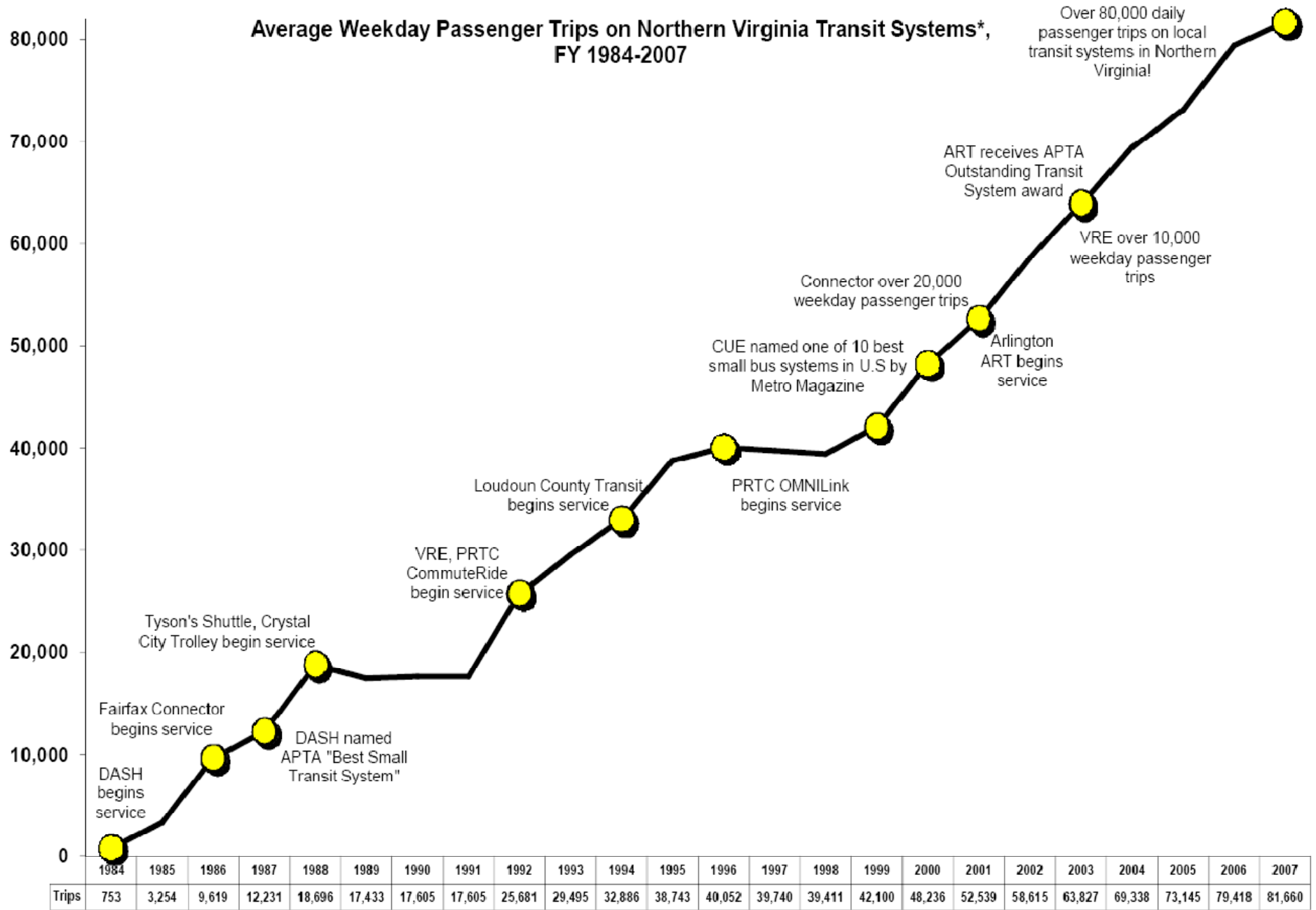


Transit Provider	FY 2002 Passenger Trips	FY 2003 Passenger Trips	FY 2004 Passenger Trips	FY 2005 Passenger Trips	FY 2006 Passenger Trips	FY 2007 Passenger Trips
Metrorail (Northern Virginia)	80,008,842	83,529,741	87,817,948	89,624,272	94,642,466	94,161,091
Mertrobus (Northern Virginia)	21,781,277	20,855,658	19,190,908	19,314,871	20,899,080	21,011,434
Fairfax Connector	6,831,313	7,595,138	7,990,825	8,474,143	9,529,056	9,717,392
Alexandria DASH Bus	2,736,719	2,986,631	3,131,284	3,323,021	3,556,486	3,743,449
Virginia Railway Express	2,735,025	3,179,957	3,645,434	3,745,382	3,640,000	3,453,561
PRTC OMNI Ride Bus	938,778	1,182,996	1,251,316	1,398,026	1,608,583	1,738,556
City of Fairfax CUE Bus	919,877	925,000	985,500	1,068,492	1,093,926	1,135,758
Arlington Transit	251,869	397,001	674,806	788,854	926,574	1,060,441
PRTC OMNI Link Bus	590,182	649,405	604,586	694,367	843,407	870,206
Loudoun County Transit	212,102	281,829	392,901	513,766	602,333	652,347
<b>Total</b>	<b>117,005,984</b>	<b>121,583,356</b>	<b>125,685,507</b>	<b>128,945,194</b>	<b>137,341,911</b>	<b>137,544,235</b>



■ Annual Transit Ridership in NoVA has Increased 17.5% since 2002

## Average Weekday Passenger Trips on Northern Virginia Transit Systems\*, FY 1984-2007



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



## Other Promising Developments



- Telework in the D.C. area has jumped to 19% from 13% in the past three years, according to a 2007 survey from MWCOC's Commuter Connections. The average is 1.5 days per week.
- Another 24% would work from home if their employers gave them the opportunity, representing 570,000 potential commuters off the roads.
- The same report showed 33% received Metrochecks (tax free employer-provided transit benefits of up to \$110 per month), including 76% of federal employees surveyed.



# DRPT Working Draft Six-Year Improvement Program FY 2009-2014

April 16, 2008

Chip Badger  
Chief Deputy, DRPT

# Topics

- ❑ **Rail and Public Transportation Funding Overview**
- ❑ **FY09 Rail Program**
- ❑ **FY09 Public Transportation Program**
  - New FTA program and provisions of the Appropriations Act
- ❑ **Rail and Public Transportation Working Draft SYIP**
  - Overview of the DRPT section of the SYIP

# Rail and Public Transportation Funding Overview

# Changes in the Six Year State Revenue Forecast for DRPT FY09 - FY14 (millions)

## Transit State Revenue Forecast Decreased by 8%

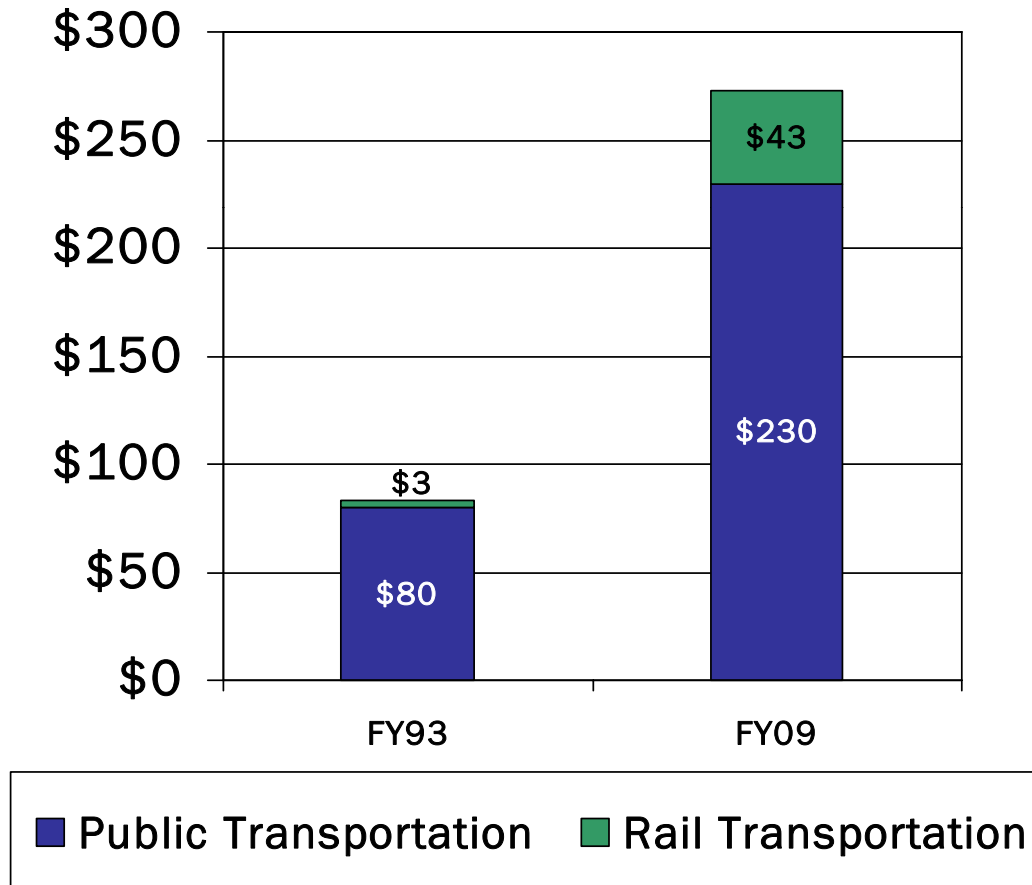
	2009	2010	2011	2012	2013	2014
<b>Public Transit Programs</b>						
FY08 – FY 13 Program	\$250	\$258	\$244	\$269	\$273	-
FY09 – FY14 Program	\$230	\$237	\$222	\$247	\$253	\$257
<b>Transit % Decrease</b>	<b>(8%)</b>	<b>(8%)</b>	<b>(9%)</b>	<b>(8%)</b>	<b>(7%)</b>	<b>N/A</b>
<b>Rail Programs</b>						
FY08 – FY 13 Program	\$43	\$43	\$40	\$45	\$46	-
FY09 – FY14 Program	\$43	\$43	\$40	\$45	\$46	\$47
<b>Rail % Decrease</b>	<b>(0%)</b>	<b>(0%)</b>	<b>(0%)</b>	<b>(0%)</b>	<b>(0%)</b>	<b>N/A</b>

April 16, 2008

# Rail and Public Transportation Funding

Rail and transit funding has increased by 229% since FY93

(in millions)



April 16, 2008



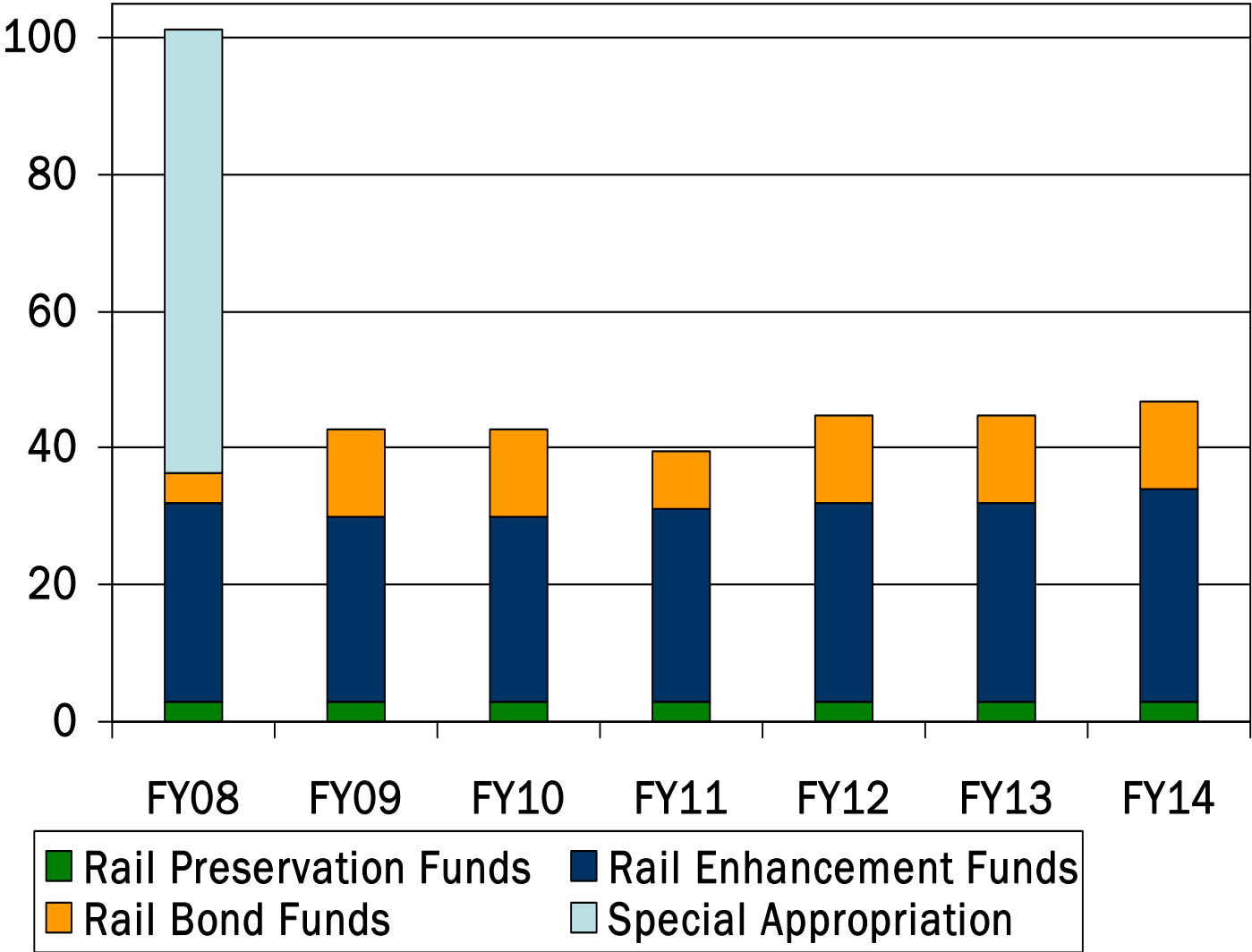
# FY09 Rail Program

# FY09 Proposed Rail Capital Projects

- ❑ Rail Enhancement Fund – \$26M
  - 15 projects
  
- ❑ Shortline Railway Preservation and Development Fund – \$3M
  - 13 projects
  
- ❑ Rail Capital Bond Projects – \$13M

# Rail Capital State Funding Outlook

(\$ in millions)



April 16, 2008

# FY09 Public Transportation Program

# DRPT Administrative Allocation

- 2008 Appropriations Act – Item 448. A.
  - *“The Commonwealth Transportation Board may allocate up to three percent of the funds appropriated in Item 449 and Item 450 to support costs of project development, project administration and project compliance incurred by the Department of Rail and Public Transportation in implementing rail, public transportation and congestion management grants and programs set out in §§ 58.1-638, 33.1-221.1:1.1 and 33.1-221.1:1.2, Code of Virginia.”*

	FY09 Revenue	2.6% Adjustment	FY09 Available
Mass Transit Trust & Recordation Tax Funds	\$165.6M	\$4.3M	\$161.3M
Rail Enhancement and Rail Preservation Funds	\$30.1M	\$0.8M	\$29.3M
DRPT Administrative Budget (HMO Funds)	\$5.0		

# FTA New Freedom Program

- The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities as they seek integration into the work force and full participation in society.

	FY08 Approp.	FY09 Grants
Virginia's Small Urban Appropriation	\$401K	\$128K
Virginia's Rural Appropriation	\$494K	\$359

- A second solicitation for FY09 New Freedom grant applications is being conducted this spring following the completion of regional coordination plans across the state.

# DRPT Paratransit Allocation

- ❑ 2008 Appropriations Act Item 449.A.2.
  - “Included in Human Service Transportation Programs is \$1,500,000 the first year and \$2,500,000 the second year from the Commonwealth Mass Transit Trust Fund. These allocations are designated for “paratransit” capital projects and enhanced transportation services for the elderly and disabled.”

	FY08 Allocation	FY09 Allocation	Increase
DRPT Paratransit Allocation	\$0.8M	\$1.5M	\$0.7M

- ❑ A second solicitation for FY09 Paratransit grant applications is being conducted this spring in conjunction with the FTA New Freedom Program.

# DRPT Maintenance of Effort

□ 2008 Appropriations Act– Item 449. E.

“..... *Beginning in the first year, the Director, Department of Rail and Public Transportation shall recommend, and the Board may consider, the establishment of a maintenance of effort requirement to ensure sustained local investment for public transportation operations.* .....

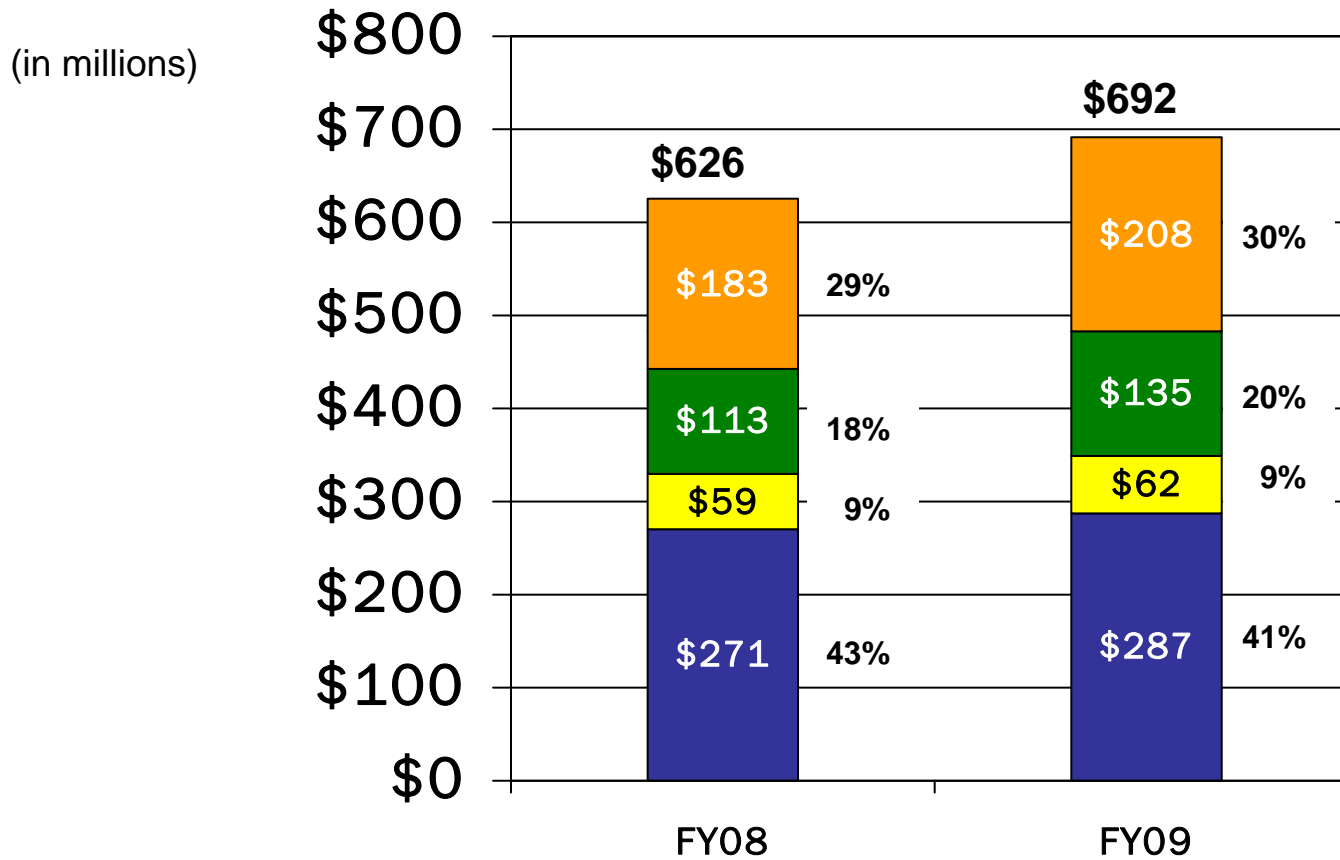


# Maintenance of Effort for FY09

## Operating Budgets for Sample Transit System

	Total	Operating Revenues	Federal Aid	State Aid	Local Aid
FY08	\$2,743,000	\$1,261,000	\$731,000	\$471,000	\$280,000
<hr/>					
FY09 Preliminary	\$3,097,000	\$1,500,000	\$811,000	\$551,000	\$235,000
FY09 Adjusted	\$3,097,000	\$1,500,000	\$811,000	\$506,000	\$280,000

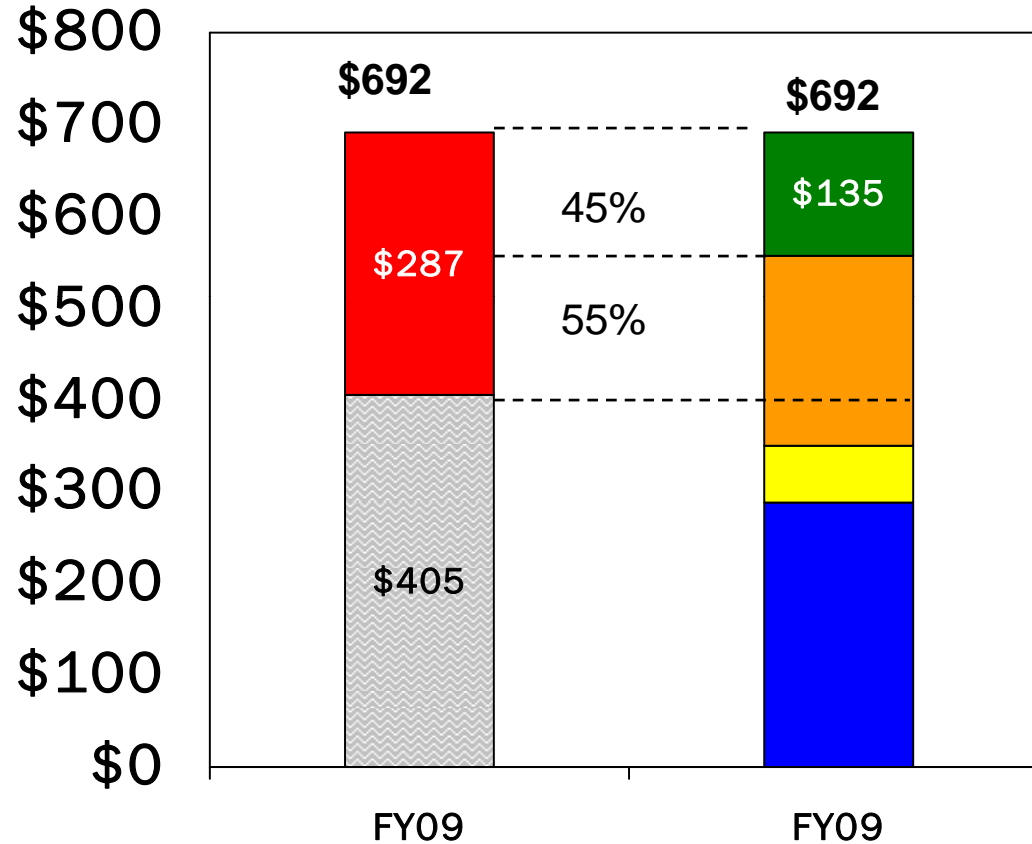
# Public Transportation Operating Funding



# Public Transportation Operating Funding

FY09 State Match for Eligible Expenses: 45% (42% in FY08)

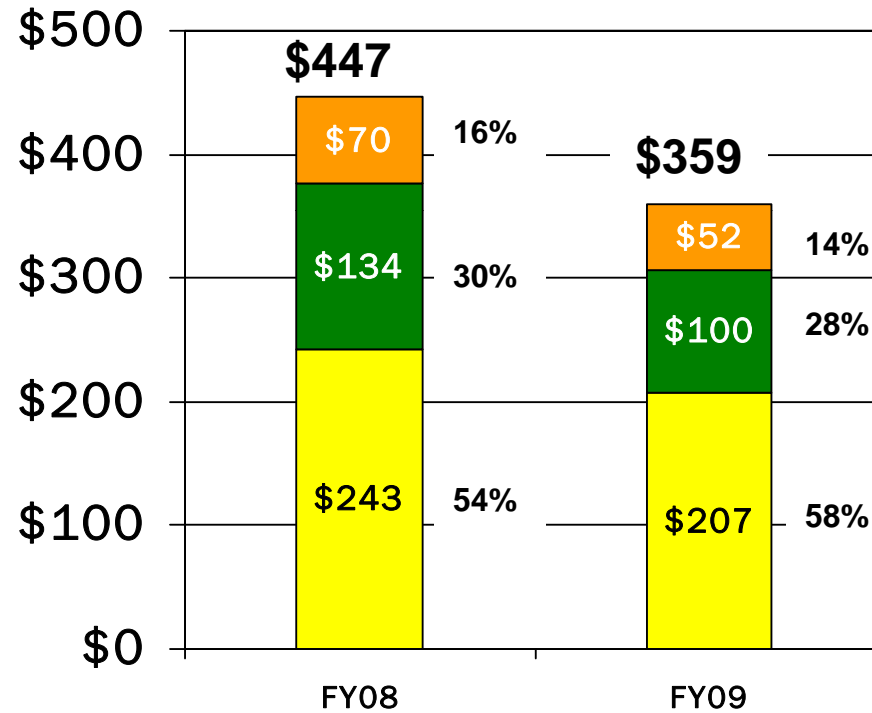
( in millions)



April 16, 2008

# Public Transportation Capital Funding

( in millions)

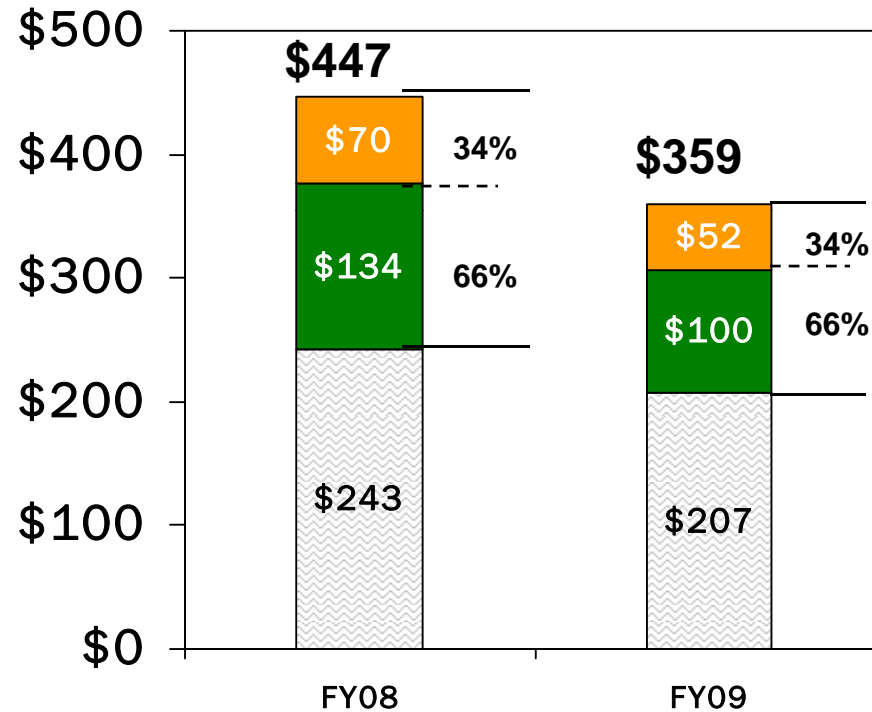


■ Federal Funds ■ State Funds ■ Local Funds

# Public Transportation Capital Funding

Blended FY09 State Match Ratio: 66% (66% in FY08)

(in millions)



■ Federal Funds ■ State Funds ■ Local Funds

# Public Transportation Capital Projects

## FY09 Overview (Millions)

WMATA Metro Matters and Debt Service	\$120
Hampton Roads Transit Capital including Light Rail	\$70
Construction or Improvements to 26 Facilities	\$61
VRE Capital and Debt Service	\$41
Other Transit Capital Expenses Statewide	\$29
Purchase of 140 Replacement Buses/Vans Statewide	\$24
Purchase of 45 Service Expansion Buses/Vans Statewide	<u>\$14</u>
<b>Total</b>	<b>\$359</b>

April 16, 2008

# Requirements for FY09 Bond Funding

## ❑ FY09 Capital Projects Funded With Bond Funds (\$60M)

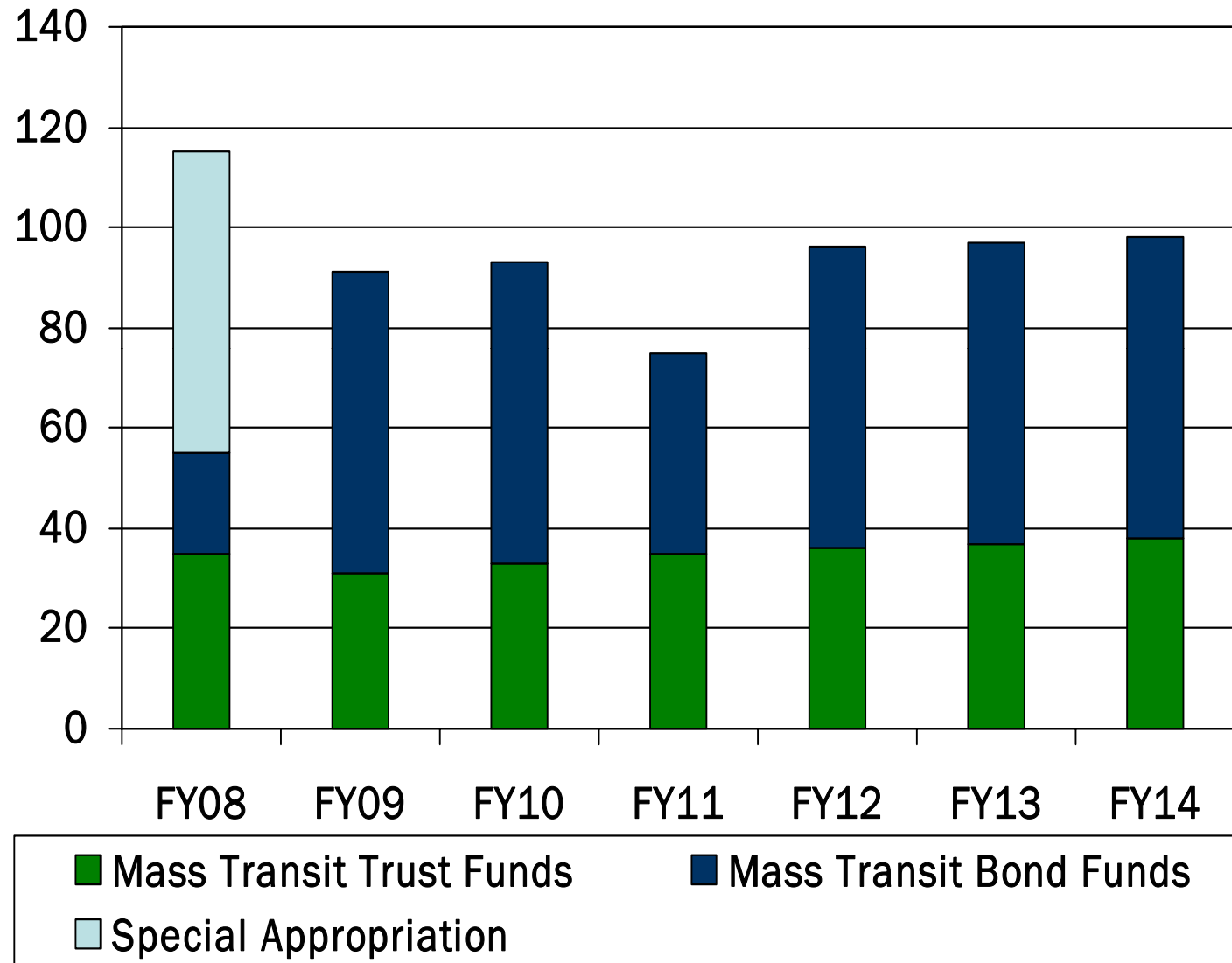
Replacement Buses, Expansion Buses, Bus Rehabilitation, Replacement Vans, Expansion Vans, Safety & Security Equipment, Service Vehicles, Bus Stop Shelters and Signs, Engineering/Design of Transit Facilities, Construction of Transit Facilities, Hampton Roads Light Rail Transit construction, Fare Collection Equipment, Transit Enhancements, ITS Systems

## ❑ FY09 Projects Funded With Mass Transit Trust Fund Capital (\$32M)

WMATA MetroMatters, All Debt Service, Shop and Office Equipment, ADP Hardware and Software, Preventative Maintenance, Miscellaneous Items, Bus Leases, Facility Leases, Spare Parts and Associated Capital Maintenance

# State Funding Outlook - Transit Capital

(\$ in millions)

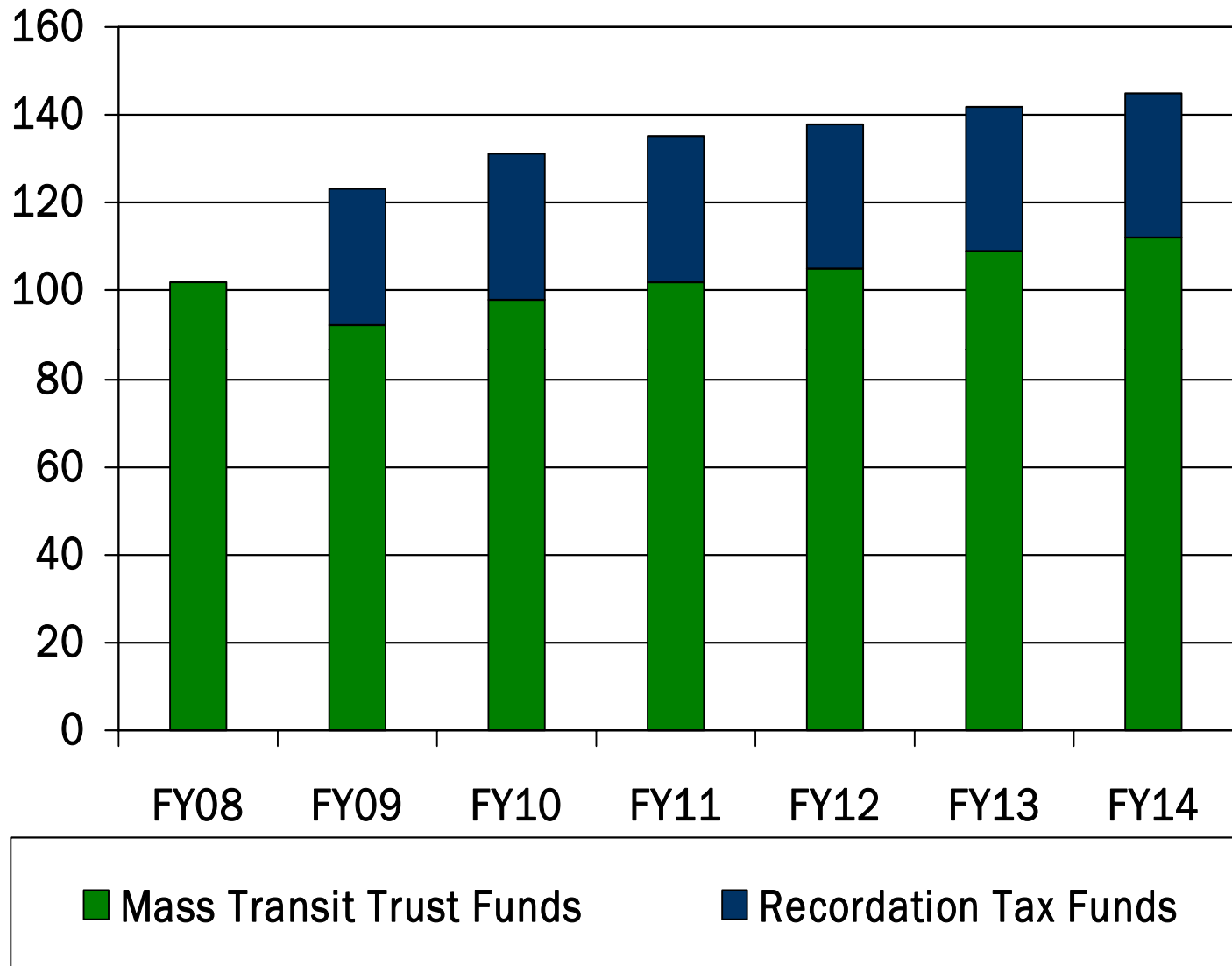


April 16, 2008



# State Funding Outlook - Transit Operating

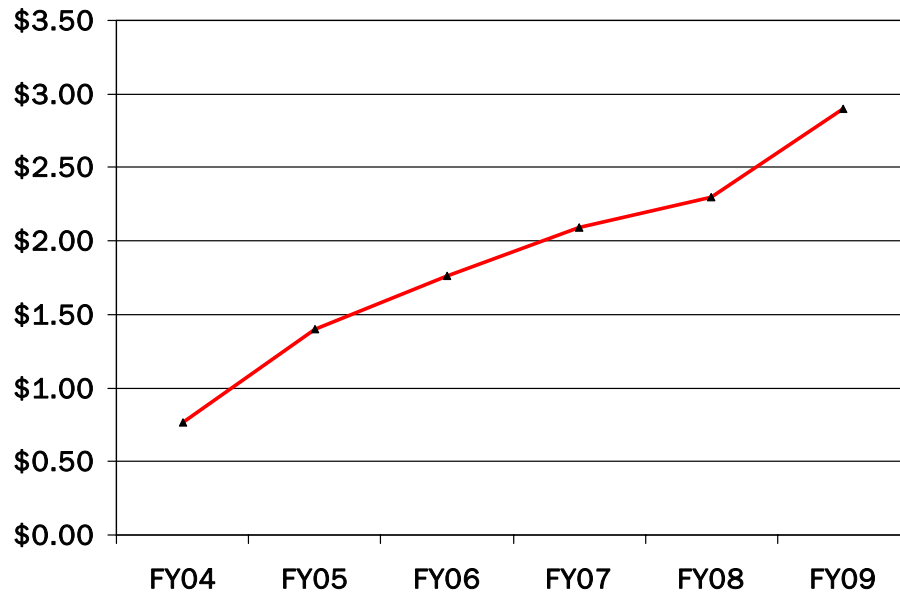
(\$ in millions)



April 16, 2008

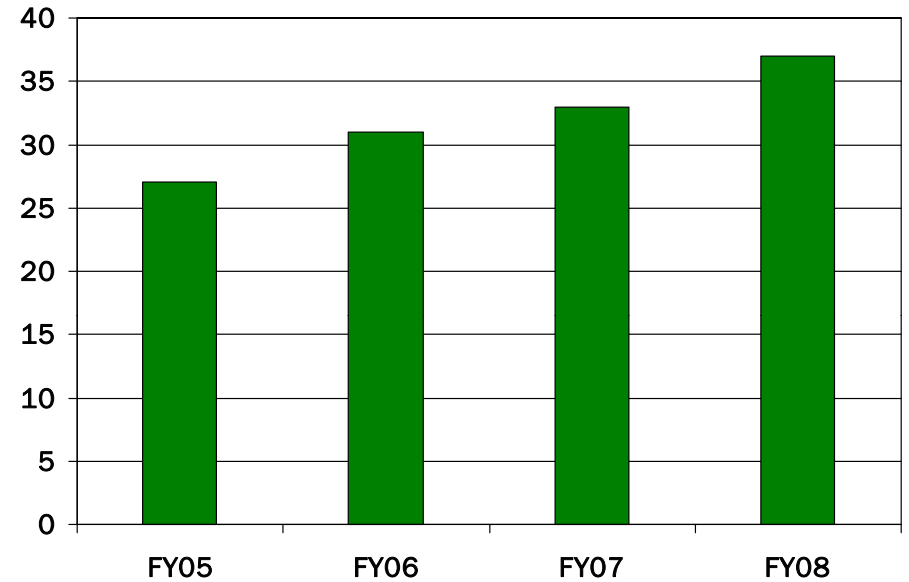
# Trends in Transit Operating Expenses

### Transit Diesel Fuel Prices



### Transit Health Insurance Costs

(\$ in millions)



April 16, 2008

# Rail and Public Transportation Six Year Improvement Program FY09 – FY14 Working Draft

## *Contents*

- ❑ FY09 Funding Summary
- ❑ FY09 Proposed Public Transportation Projects by District
- ❑ FY09 Proposed Public Transportation Projects by Program
- ❑ FY09 Proposed Rail Projects
- ❑ FY10 – FY14 Six Year Transit Capital Program

# Proposed FY09 Public Transportation Projects by District (example)

## Danville Transit System

### Operating Budget

<u>Expenses</u>	<u>Amount</u>	
Operating Expenses	1,174,557	
<u>Income</u>	<u>Amount</u>	<u>Fund Source</u>
Operating Revenues	257,000	Farebox & Other
Federal Aid	425,434	FTA Section 5307 Program
State Aid	196,205	State Formula Assistance
Local Funds	295,918	
Total	1,174,557	

### Capital Budget

<u>Capital Items</u>	<u>Cost</u>	<u>Federal Funds</u>	<u>Fund Source</u>
Preventive Maintenance (1)	25,000	20,000	Flexible STP Programmed / 2009
Purchase Replacement Bus < 30-ft (1)	90,000	72,000	FTA 5309 / 2009
Purchase Surveillance / Security Equipment (12)	10,200	8,160	FTA 5309 / 2009
Support Vehicles (1)	25,000	20,000	Flexible STP Programmed / 2009
Support Vehicles (1)	25,000	20,000	Flexible STP Programmed / 2009
Total Expense	175,200		
Total Federal Funds	140,160		
State MTF Capital	0		
State Paratransit Capital	0		
State Transportation Trust Fund Capital	20,040		
State Mass Transit Capital	8,000		
Local Funds	7,000		

# Improvements for the FY10 Program

- 2008 Appropriations Act – Item 449. E.
  - *“It is the intent of the Governor and General Assembly that the principles of local maintenance of effort, transit sustainability, public benefit, and asset management shall be incorporated into all public transportation programs for which funds are appropriated by the General Assembly and allocated by the Commonwealth Transportation Board.* Beginning in the first year, the Director, Department of Rail and Public Transportation shall recommend, and the Board may consider, the establishment of a maintenance of effort requirement to ensure sustained local investment for public transportation operations. In addition, the director shall examine and report to the Governor, the General Assembly, and the Commonwealth Transportation Board on the establishment and incorporation of all principles no later than June 30, 2009. *In the second year, the Commonwealth Transportation Board shall begin to incorporate such principles in the allocation of public transportation funding for FY 2010.*”



Virginia Department of Rail and Public Transportation

***The Smartest Distance Between Two Points***

**COMPARISON OF STATE FINANCIAL ASSISTANCE THROUGH DRPT  
FOR THE FY 2008 AND FY 2009 PROGRAMS  
(in millions)**

	FY08	FY09	Increase (Decrease)		NVTC			
			\$	%	FY08		FY09	
					\$	NVTC %	\$	NVTC %
<b>Available for State-wide Transit Allocations:</b>								
FTM/Admin (Formula) Subprogram of MTTF, plus Recordation Tax	\$ 102.3	\$ 125.4	\$ 23.1		\$ 64.0	62.5%	\$ 77.2	61.5%
Capital Assistance Subprogram of MTTF	34.8	32.5	(2.3)		24.0	68.9%	26.3	80.8%
Special Appropriation for Capital Assistance Subprogram	18.9	-	(18.9)		13.0	68.9%	-	
Mass Transit Capital Fund (Bond Funds)	20.0	60.0	40.0		10.2	50.8%	33.9	56.4%
Paratransit Assistance Program	0.8	1.5	0.7		-	0.0%	-	0.0%
Special Projects Subprogram of MTTF (Note A)	2.1	2.0	(0.1)		0.3	13.3%	0.2	10.9%
Transportation Efficiency Improvement Fund (Note A)	4.0	4.0	-		2.0	50.3%	0.3	7.4%
<b>Total Available for State-wide Transit Allocation</b>	<b>182.9</b>	<b>225.4</b>	<b>42.5</b>	<b>23.3%</b>	<b>113.4</b>	<b>62.0%</b>	<b>137.8</b>	<b>61.1%</b>
<b>Special Project Appropriations for Transit</b>								
Rail Rolling Stock - WMATA	20.0	-	(20.0)		20.0	100.0%	-	
Rail Rolling Stock - VRE	15.0	-	(15.0)		-	0.0%	-	
Rail Rolling Stock - HRT	10.0	-	(10.0)		-	0.0%	-	
Buses - HRT	6.1	-	(6.1)		-	0.0%	-	
<b>Total Special Project Appropriations for Transit</b>	<b>51.1</b>	<b>-</b>	<b>(51.1)</b>	<b>-</b>	<b>20.0</b>	<b>39.1%</b>	<b>-</b>	
<b>Total Transit Assistance</b>	<b>234.0</b>	<b>225.4</b>	<b>(8.6)</b>	<b>-3.7%</b>	<b>133.4</b>	<b>57.0%</b>	<b>137.8</b>	<b>61.1%</b>
<b>Other Financial Assistance</b>								
Rail Enhancement Fund (Note B)	23.5	26.0	2.5		-	0.0%	-	0.0%
Railway Preservation Fund (Note C)	3.0	3.3	0.3		-	0.0%	-	0.0%
Rail Bond Funds (Note C)	4.3	12.9	8.6		-	0.0%	-	0.0%
Special Project Appropriations - Rail Capital								
Norfolk Southern - I-81/I66 Rail (Note D)	40.0	-	(40.0)		-	0.0%	-	
CSX - Complete MOU projects & Richmond Impr. (Note E)	20.0	-	(20.0)		-	0.0%	-	
Norfolk Southern / CSX - Contingency for above projects	5.0	-	(5.0)		-	0.0%	-	
<b>Total Other Financial Assistance</b>	<b>95.8</b>	<b>42.2</b>	<b>(53.6)</b>	<b>-56.0%</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>0.0%</b>
<b>Total State Financial Assistance Available Through DRPT</b>	<b>\$ 329.8</b>	<b>\$ 267.6</b>	<b>\$ (62.2)</b>	<b>-18.9%</b>	<b>\$ 133.4</b>	<b>40.5%</b>	<b>\$ 137.8</b>	<b>51.5%</b>

**Notes**

- A. May include non-transit projects.
- B. Table reflects current year anticipated funding. Actual amount available and programed in FY09 includes an additional \$18.9M carryover from previous fiscal years, plus \$12.7M reprogramed from the Rail Bonds Fund, for total of \$57.6M.
- C. Table reflects current year anticipated funding. Includes projects for Culpeper, Richmond, Lynchburg, Staunton and Hampton Roads Districts.
- D. NOVA and Staunton Districts
- E. NOVA, Fredericksburg and Richmond Districts

\*NVTC includes all NVTC jurisdictions

**COMPARISON OF STATE FINANCIAL ASSISTANCE THROUGH DRPT  
FOR THE FY 2008 AND FY 2009 PROGRAMS  
(in millions)**

	FY08	FY09	Increase (Decrease)		NOVA			
					FY08		FY09	
			\$	%	\$	NOVA %	\$	NOVA %
<b>Available for State-wide Transit Allocations:</b>								
FTM/Admin (Formula) Subprogram of MTTF, plus Recordation Tax	\$ 102.3	\$ 125.4	\$ 23.1		\$ 75.4	73.7%	\$ 92.2	73.5%
Capital Assistance Subprogram of MTTF	34.8	32.5	(2.3)		29.5	84.8%	32.0	98.5%
Special Appropriation for Capital Assistance Subprogram	18.9	-	(18.9)		16.0	84.8%	-	
Mass Transit Capital Fund (Bond Funds)	20.0	60.0	40.0		11.2	55.8%	40.0	66.7%
Paratransit Assistance Program	0.8	1.5	0.7		-	0.0%	-	0.0%
Special Projects Subprogram of MTTF (Note A)	2.1	2.0	(0.1)		0.3	15.1%	0.3	12.8%
Transportation Efficiency Improvement Fund (Note A)	4.0	4.0	-		2.2	54.1%	0.3	7.4%
<b>Total Available for State-wide Transit Allocation</b>	<b>182.9</b>	<b>225.4</b>	<b>42.5</b>	<b>23.3%</b>	<b>134.6</b>	<b>73.6%</b>	<b>164.8</b>	<b>73.1%</b>
<b>Special Project Appropriations for Transit</b>								
Rail Rolling Stock - WMATA	20.0	-	(20.0)		20.0	100.0%	-	
Rail Rolling Stock - VRE	15.0	-	(15.0)		15.0	100.0%	-	
Rail Rolling Stock - HRT	10.0	-	(10.0)		-	0.0%	-	
Buses - HRT	6.1	-	(6.1)		-	0.0%	-	
<b>Total Special Project Appropriations for Transit</b>	<b>51.1</b>	<b>-</b>	<b>(51.1)</b>	<b>-</b>	<b>35.0</b>	<b>68.5%</b>	<b>-</b>	<b>-</b>
<b>Total Transit Assistance</b>	<b>234.0</b>	<b>225.4</b>	<b>(8.6)</b>	<b>-3.7%</b>	<b>169.6</b>	<b>72.5%</b>	<b>164.8</b>	<b>73.1%</b>
<b>Other Financial Assistance</b>								
Rail Enhancement Fund (Note B)	23.5	26.0	2.5		-	0.0%	1.2	4.8%
Railway Preservation Fund (Note C)	3.0	3.3	0.3		-	0.0%	-	0.0%
Rail Bond Funds (Note C)	4.3	12.9	8.6		-	0.0%	-	0.0%
Special Project Appropriations - Rail Capital					-			
Norfolk Southern - i-81/I66 Rail (Note D)	40.0	-	(40.0)		-	0.0%	-	
CSX - Complete MOU projects & Richmond Impr. (Note E)	20.0	-	(20.0)		-	0.0%	-	
Norfolk Southern / CSX - Contingency for above projects	5.0	-	(5.0)		-	0.0%	-	
<b>Total Other Financial Assistance</b>	<b>95.8</b>	<b>42.2</b>	<b>(53.6)</b>	<b>-56.0%</b>	<b>-</b>	<b>0.0%</b>	<b>1.2</b>	<b>2.9%</b>
<b>Total State Financial Assistance Available Through DRPT</b>	<b>\$ 329.8</b>	<b>\$ 267.6</b>	<b>\$ (62.2)</b>	<b>-18.9%</b>	<b>\$ 169.6</b>	<b>51.4%</b>	<b>\$ 166.0</b>	<b>62.1%</b>

**Notes**

- A. May include non-transit projects.
- B. Table reflects current year anticipated funding. Actual amount available and programed in FY09 includes an additional \$18.9M carryover from previous fiscal years, plus \$12.7M reprogramed from the Rail Bonds Fund, for total of \$57.6M. NOVA's share of total programed equals \$2.8M or 4.8% of statewide total.
- C. Table reflects current year anticipated funding. Includes projects for Culpeper, Richmond, Lynchburg, Staunton and Hampton Roads Districts.
- D. NOVA and Staunton Districts
- E. NOVA, Fredericksburg and Richmond Districts

\* Northern Virginia includes NVTC, VRE & PRTC



**COMPARISON OF RAIL AND PUBLIC TRANSPORTATION IMPROVEMENT PROGRAM  
FOR FY 2008 AND FY 2009  
(in millions)**

	FY08	FY09	Increase (Decrease)	
			\$	%
<b>State Funds</b>				
<b>Mass Transit Trust Fund Appropriation and Adjustments</b>				
TTF Allocations to MTTF	\$ 137.3	\$ 131.2	\$ (6.1)	-4.5%
Adjustments for Indirect Charges and Basis Points	(0.8)	(0.6)	0.2	-22.7%
Adjustment for DRPT Project Management - 2.6% of TTF Allocations	-	(3.4)	(3.4)	
Adjustment for Paratransit Assistance Program	(0.8)	(1.5)	(0.7)	87.5%
Adjust for Prior Year Revenue / Estimate	3.5	4.5	1.0	28.6%
<b>Total MTTF Appropriation and Adjustments</b>	<b>\$ 139.2</b>	<b>\$ 130.1</b>	<b>\$ (9.1)</b>	<b>-6.5%</b>
<b>Mass Transit Trust Fund Allocations</b>				
FTM/Admin (Formula) Subprogram of MTTF	102.3	95.6	(6.7)	-6.5%
Capital Assistance Subprogram of MTTF	34.8	32.5	(2.3)	-6.5%
Special Projects Subprogram of MTTF	2.1	2.0	(0.1)	-6.5%
<b>Subtotal</b>	<b>139.2</b>	<b>130.1</b>	<b>(9.1)</b>	<b>-6.5%</b>
<b>Other State Assistance</b>				
Recordation Tax for Transit Operating (FTM/Admin)	-	30.6	30.6	
Adjustment for DRPT Project Management - 2.6% of Recordation Tax	-	(0.8)	(0.8)	
Mass Transit Capital Fund (Bond Funds)	20.0	60.0	40.0	200.0%
Special Appropriation for Capital Assistance Subprogram	18.9	-	(18.9)	-100.0%
Special Appropriations for Rail Rolling Stock	45.0	-	(45.0)	-100.0%
Special Appropriations for HRT Buses	6.1	-	(6.1)	-100.0%
Special Appropriations for Rail Capital Projects	65.0	-	(65.0)	-100.0%
Paratransit Assistance Program	0.8	1.5	0.7	87.5%
Transportation Efficiency Improvement Fund	4.0	4.0	-	0.0%
Rail Enhancement Fund	23.5	26.7	3.2	13.4%
Adjustment for DRPT Project Management - 2.6% Rail Enhancement	-	(0.7)	(0.7)	
Rail Bond Funds	4.3	12.9	8.6	200.0%
Railway Preservation and Development Fund	3.0	3.4	0.4	12.4%
Adjustment for DRPT Project Management - 2.6% Rail Preservation	-	(0.1)	(0.1)	
<b>Total State Funds</b>	<b>329.8</b>	<b>267.6</b>	<b>(62.2)</b>	<b>-18.9%</b>
<b>State Administered Federal Funds</b>				
Flexible STP Funds	13.7	8.7	(5.0)	-36.5%
Minimum Guarantee Funds for Transit (STP)	7.6	14.4	6.8	89.5%
Equity Bonus Funds for Transit (STP)	-	10.5	10.5	
<b>Subtotal</b>	<b>21.3</b>	<b>33.5</b>	<b>12.3</b>	<b>57.8%</b>
Federal Transit Act Section 5307 (Gov. Apport.) Appropriation	9.3	10.1	0.9	9.2%
Federal Transit act Section 5311 & RTAP Program Appropriation	11.1	11.9	0.9	7.8%
Federal Transit Act Section 5303 Program appropriation	1.9	2.0	0.1	7.1%
Federal Transit Act Section 5304 Program Appropriation	0.4	0.4	0.0	6.6%
Federal Transit Act Section 5310 Program Appropriation	2.6	2.8	0.2	8.7%
Federal Transit Jobs Access and Reverse Commute (JARC) Urban Program	0.6	0.7	0.1	8.3%
Federal Transit Jobs Access and Reverse Commute (JARC) Rural Program	0.7	0.7	0.1	8.3%
Federal Transit New Freedom Urban Appropriation	0.4	0.4	0.0	8.0%
Federal Transit New Freedom Rural Appropriation	0.5	0.5	0.0	8.0%
<b>Total State Administered Federal Funds</b>	<b>48.6</b>	<b>63.2</b>	<b>14.5</b>	<b>29.9%</b>
<b>Total Rail and Public Transportation Improvement Program</b>	<b>\$ 378.4</b>	<b>\$ 330.7</b>	<b>\$ (47.7)</b>	<b>-12.6%</b>

**FY 2009 STATE TRANSIT CAPITAL AND OPERATING  
STATE ASSISTANCE THROUGH DRPT FOR NVTC SYSTEMS  
(in millions)**

(Includes only funding from current year funds for current year budgeted expenditures)

	<u>MTTF</u> <u>@ 50%(capital)</u>	<u>MTCF</u> <u>@ 80%</u>	<u>TTF</u> <u>@ 100%</u>	<u>Total</u>	<u>Effective</u> <u>State %</u>	<u>Shortfall</u> <u>(see note)</u>
<b>CAPITAL</b>						
WMATA	\$ 25.6	\$ -	\$ -	\$ 25.6	50%	\$ (23.0)
Local	0.5	32.0	1.4	\$ 33.8	80%	(6.3)
Subtotal	<u>26.0</u>	<u>32.0</u>	<u>1.4</u>	<u>59.3</u>	<u>64%</u>	<u>(29.3)</u>
VRE	4.9	3.6	0.2	\$ 8.7	56%	(6.0)
Subtotal	<u>30.9</u>	<u>35.6</u>	<u>1.5</u>	<u>68.0</u>	<u>63%</u>	<u>(35.3)</u>
<b>FTM/ADMIN</b>						
WMATA/Local	76.2			76.2	45%	(84.5)
VRE	10.1			10.1	54%	(7.5)
Subtotal	<u>86.2</u>			<u>86.2</u>	<u>46%</u>	<u>(92.0)</u>
<b>COMBINED CAPITAL /</b>						
<b>FTM/ADMIN</b>						
WMATA/Local	102.2			135.5	52%	(113.8)
VRE	15.0			18.8	55%	(13.5)
<b>TOTAL</b>	<u>\$ 117.2</u>			<u>\$ 154.3</u>	<u>52%</u>	<u>\$ (127.4)</u>

**Notes:**

MTTF - Mass Transit Trust Fund. Funds are allocated by statute to the FTM/Admin Program (73.5%), the Capital Program (25%) and the Special Projects Program (1.5%). The statutory target percentage for the Capital Program is 95% of non-federal costs, while the target percentage for the FTM/Admin (formula) Program is 95% of certain operating expenses. The actual capital percentage and FTM/Admin funding are products of the state-wide needs and funds available in the subprograms.

MTCF - Mass Transit Capital Fund. \$60 million state-wide bond funds for select capital categories to be funded at 80%. To be eligible for this program, the funding must be directly linked to a specific asset with a significant useful life. Items such as debt service, preventative maintenance, and leases are not eligible.

TTF - Transportation Trust Fund. The required match to SAFETEA-LU, CMAQ and RSTP is funded at 100% from the TTF.

Rail Enhancement Fund - An additional \$2.7 million has been programmed for the VRE Gainesville-Haymarket Extension, Cherry Hill Station, and Fredericksburg-DC Third Main Track projects. The funding includes FY09 revenue, carryover funds from prior years, and reprogrammed Rail Bond Funding. The average state percentage for these projects equals 67%. VRE may also benefit from other rail projects included in this program, however these projects are not included on this schedule since VRE will not be the direct recipient of this assistance.

NVTC will be utilizing \$5 million from a FY08 special appropriation for a portion of the FY09 Metro Matters subsidy. These funds are provided at 80% of costs, and have not been reflected in the above table.

Capital shortfall assumes target rate of 95% for all programs.

**FY 2009 STATE TRANSIT CAPITAL AND OPERATING  
STATE ASSISTANCE THROUGH DRPT FOR NVTC SYSTEMS  
(in millions)**

(Includes only funding from current year funds for current year budgeted expenditures)

	<u>MTTF</u> <u>@ 50%(capital)</u>	<u>MTCF</u> <u>@ 80%</u>	<u>TTF</u> <u>@ 100%</u>	<u>Total</u>	<u>Effective</u> <u>State %</u>	<u>Shortfall</u> <u>(see note)</u>
<b>CAPITAL</b>						
WMATA	\$ 25.6	\$ -	\$ -	\$ 25.6	50%	\$ (23.0)
Local	0.5	32.0	1.4	33.8	80%	(0.4)
Subtotal	<u>26.0</u>	<u>32.0</u>	<u>1.4</u>	<u>59.3</u>	<u>64%</u>	<u>(23.4)</u>
VRE	4.9	3.6	0.2	8.7	56%	(4.4)
Subtotal	<u>30.9</u>	<u>35.6</u>	<u>1.5</u>	<u>68.0</u>	<u>63%</u>	<u>(27.8)</u>
<b>FTM/ADMIN</b>						
WMATA/Local	76.2			76.2	45%	(84.5)
VRE	10.1			10.1	54%	(7.5)
Subtotal	<u>86.2</u>			<u>86.2</u>	<u>46%</u>	<u>(92.0)</u>
<b>COMBINED CAPITAL / FTM/ADMIN</b>						
WMATA/Local	102.2			135.5	52%	(107.9)
VRE	15.0			18.8	55%	(12.0)
<b>TOTAL</b>	<u>\$ 117.2</u>			<u>\$ 154.3</u>	<u>52%</u>	<u>\$ (119.9)</u>

**Notes:**

MTTF - Mass Transit Trust Fund. Funds are allocated by statute to the FTM/Admin Program (73.5%), the Capital Program (25%) and the Special Projects Program (1.5%). The statutory target percentage for the Capital Program is 95% of non-federal costs, while the target percentage for the FTM/Admin (formula) Program is 95% of certain operating expenses. The actual capital percentage and FTM/Admin funding are products of the state-wide needs and funds available in the subprograms.

MTCF - Mass Transit Capital Fund. \$60 million state-wide bond funds for select capital categories to be funded at 80%. To be eligible for this program, the funding must be directly linked to a specific asset with a significant useful life. Items such as debt service, preventative maintenance, and leases are not eligible.

TTF - Transportation Trust Fund. The required match to SAFETEA-LU, CMAQ and RSTP is funded at 100% from the TTF.

Rail Enhancement Fund - An additional \$2.7 million has been programmed for the VRE Gainesville-Haymarket Extension, Cherry Hill Station, and Fredericksburg-DC Third Main Track projects. The funding includes FY09 revenue, carryover funds from prior years, and reprogrammed Rail Bond Funding. The average state percentage for these projects equals 67%. VRE may also benefit from other rail projects included in this program, however these projects are not included on this schedule since VRE will not be the direct recipient of this assistance.

NVTC will be utilizing \$5 million from a FY08 special appropriation for a portion of the FY09 Metro Matters subsidy. These funds are provided at 80% of costs, and have not been reflected in the above table.

Capital shortfall assumes target rate of 95% for only the MTTF program

NVTC  
 APPLICATION FOR STATE CAPITAL GRANT ASSISTANCE  
 WMATA CAPITAL SUBSIDIES  
 FY 2009

**SCHEDULE B**

	<u>Alexandria</u>	<u>Arlington</u>	<u>Fairfax City</u>	<u>Fairfax County</u>	<u>Falls Church</u>	<u>Total</u>	<u>DRPT Adjustment (f)</u>	<u>Adjusted</u>
Metro Matters Program (a)	7,924,000	15,527,000	346,000	24,828,000	502,000	49,127,000	(6,250,000)	42,877,000
Beyond MM - IRP (b)	-	-	-	-	-	-	-	-
BMM - Reimbursable (c)	-	-	-	-	-	-	-	-
BMM - Project Development (d)	133,000	261,000	6,000	417,000	8,000	825,000	-	825,000
Debt Service (e)	1,418,184	2,740,174	46,723	3,168,927	38,478	7,412,486	-	7,412,486
<b>Total</b>	<b>9,475,184</b>	<b>18,528,174</b>	<b>398,723</b>	<b>28,413,927</b>	<b>548,478</b>	<b>57,364,486</b>	<b>(6,250,000)</b>	<b>51,114,486</b>
							State %	50%
								<u>25,557,243</u>

(a) From the FY09 Metro Matters Annual Work Plan distributed on December 14, 2007.

(b) Beyond Metro Matters IRP is the IRP outside of Metro Matters. For FY09 this will consist of programs funded by a mixture of re-programmed Metro Matters funds and issuance of new debt.

(c) Beyond Metro Matters Reimbursable projects - These are non-regional projects that the individual jurisdictions include on their respective state capital grant request based upon their understanding of the current year budgeted expenditures

(d) Beyond Metro Matters Project Development - Regional capital costs for project development activities not part of the Metro Matters funding agreement.

(e) Gross Revenue Transit Refunding Bonds Series 1993 and 2003 maturing FY 2011 and FY 2014 respectively.

(f) Assistance that NVTC applied for is reduced to allow this amount to be invoiced to the \$20M rolling stock grant (@80%) which is from a FY08 special appropriation.

NVTC  
 APPLICATION FOR STATE CAPITAL GRANT ASSISTANCE  
 LOCAL CAPITAL  
 FY 2009

SCHEDULE A

	TOTAL		NON-	DRPT		50%	100%	80%	
	COST	FEDERAL	FEDERAL	Adjustments	Adjusted	MTF Capital	TTF Capital	Mass Transit Capital	Total
<b>CITY OF ALEXANDRIA</b>									
Engine Assembly, Spare Parts, ACM (5) - engine/trans rebuilds	125,000	-	125,000	-	125,000	-	-	125,000	125,000
Purchase 35-ft Expansion Buses (2) - hybrid low floor buses	1,078,960	-	1,078,960	-	1,078,960	-	-	1,078,960	1,078,960
Purchase Sedans (2) - replace relief vehicles	30,000	-	30,000	-	30,000	-	-	30,000	30,000
SAFETEA-LU - Royal St. Garage	-	-	-	27,170	27,170	-	27,170	-	27,170
SAFETEA-LU - Eisenhower Ave Int	-	-	-	135,850	135,850	-	135,850	-	135,850
SAFETEA-LU - City Wide Transit Impmt	-	-	-	64,750	64,750	-	64,750	-	64,750
SAFETEA-LU - Potomac Yard Trans	-	-	-	64,750	64,750	-	64,750	-	64,750
SAFETEA-LU - Royal St. Garage	-	-	-	194,000	194,000	-	194,000	-	194,000
SAFETEA-LU - Falley Ped & Transit	-	-	-	64,750	64,750	-	64,750	-	64,750
<b>Total</b>	<b>1,233,960</b>	<b>-</b>	<b>1,233,960</b>	<b>551,270</b>	<b>1,785,230</b>	<b>-</b>	<b>551,270</b>	<b>1,233,960</b>	<b>1,785,230</b>
							551,270	987,168	1,538,438
<b>CITY OF FAIRFAX</b>									
<b>Total</b>	-	-	-	-	-	-	-	-	-
<b>FAIRFAX COUNTY</b>									
ADP Software	915,000	-	915,000	-	915,000	915,000	-	-	915,000
Bus 3rd Party Project Management - for purchase of 36 buses	414,000	-	414,000	(414,000)	-	-	-	-	-
Bus 3rd Party Project Management-for bldg bus operations facility	525,000	-	525,000	(525,000)	-	-	-	-	-
Purchase Expansion Buses 40 ft- (21)	8,505,000	-	8,505,000	-	8,505,000	-	-	8,505,000	8,505,000
Purchase Fare Collection Equipment - (21) boxes for expansion b	105,000	-	105,000	-	105,000	-	-	105,000	105,000
Purchase Bike Racks - (21) bike racks for expansion buses	84,000	-	84,000	-	84,000	-	-	84,000	84,000
Purchase Misc. Equipment - (8) solar lighting for transit centers	150,000	-	150,000	-	150,000	-	-	150,000	150,000
Purchase Radios - (21) for expansion buses	73,500	-	73,500	-	73,500	-	-	73,500	73,500
Purchase Replacement Buses 40 ft - (15) low floor	6,298,500	-	6,298,500	-	6,298,500	-	-	6,298,500	6,298,500
Purchase Shop Equipment - for expansion garage	1,876,000	-	1,876,000	-	1,876,000	-	-	1,876,000	1,876,000
Purchase Support Vehicles - (7) for expansion of service	251,300	-	251,300	-	251,300	-	-	251,300	251,300
Purchase Support Vehicles - (3) service trucks for expansion serv	254,001	-	254,001	-	254,001	-	-	254,001	254,001
Rehabilitate/Rebuild Buses - (4) rebuild 4 RTS buses	788,000	-	788,000	-	788,000	-	-	788,000	788,000
SAFETEA-LU - Richmond Highway Bus	-	-	-	108,680	108,680	-	108,680	-	108,680
SAFETEA-LU - Richmond Highway Bus	-	-	-	129,250	129,250	-	129,250	-	129,250
<b>Total</b>	<b>20,239,301</b>	<b>-</b>	<b>20,239,301</b>	<b>(701,070)</b>	<b>19,538,231</b>	<b>915,000</b>	<b>237,930</b>	<b>18,385,301</b>	<b>19,538,231</b>
						457,500	237,930	14,708,241	15,403,671
<b>ARLINGTON</b>									
Construction Rail Related Facilities - Crystal City/Potomac Yd	5,782,688	-	5,782,688	-	5,782,688	-	-	5,782,688	5,782,688
Eng/Design Rail Related Facilities-Pentagon City multimodal	2,400,000	1,920,000	480,000	-	480,000	-	-	480,000	480,000
Eng/Design Rail Related Facilities-Rosslyn access improvements	3,670,000	2,936,000	734,000	-	734,000	-	-	734,000	734,000
Eng/Design Rail Related Facilities-Rosslyn access improvements	7,606,000	-	7,606,000	-	7,606,000	-	-	7,606,000	7,606,000
Eng/Design Rail Related Facilities-Columbia Pk street car	1,500,000	-	1,500,000	(675,000)	625,000	-	-	625,000	625,000
Other-concept plan & cost est. for access improvements, Ballston	200,000	-	200,000	-	200,000	-	-	200,000	200,000
Other-communication installation on Columbia Pk real-time bus	200,000	-	200,000	-	200,000	-	-	200,000	200,000
Purchase Fare Collection Equipment - (10) full size fareboxes	120,250	-	120,250	-	120,250	-	-	120,250	120,250
Purchase Bus Shelters - (50) purchase new & rehab older	500,000	-	500,000	-	500,000	-	-	500,000	500,000
Purchase Replacement 35' Buses - (10)	3,873,890	-	3,873,890	-	3,873,890	-	-	3,873,890	3,873,890
Rehabilitation Rail Related Facilities-Pentagon City ped tunnel reh	200,000	-	200,000	-	200,000	-	-	200,000	200,000
SAFETEA-LU - Crystal City PY Bus	-	-	-	156,270	156,270	-	156,270	-	156,270
SAFETEA-LU - Columbia Pike Bus	-	-	-	190,190	190,190	-	190,190	-	190,190
SAFETEA-LU - Pentagon City M Impr.	-	-	-	108,680	108,680	-	108,680	-	108,680
<b>Total</b>	<b>26,052,828</b>	<b>4,856,000</b>	<b>21,196,828</b>	<b>(419,860)</b>	<b>20,776,968</b>	<b>-</b>	<b>455,140</b>	<b>20,321,828</b>	<b>20,776,968</b>
							455,140	16,257,462	16,712,602
<b>CITY OF FALLS CHURCH</b>									
SAFETEA-LU - Intermodal Center	-	-	-	108,680	108,680	-	108,680	-	108,680
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>108,680</b>	<b>108,680</b>	<b>-</b>	<b>108,680</b>	<b>-</b>	<b>108,680</b>
							108,680	-	108,680
<b>GRAND TOTAL</b>									
<b>State Funds</b>	<b>47,526,089</b>	<b>4,856,000</b>	<b>42,670,089</b>	<b>(460,980)</b>	<b>42,209,109</b>	<b>915,000</b>	<b>1,353,020</b>	<b>39,941,089</b>	<b>42,209,109</b>
						457,500	1,353,020	31,952,871	33,763,391



# FY09 Formula Assistance Grants

Statewide Totals:

#	District	Recipient	Statewide Share of Eligible Operating Expenses:				FY09 Formula Assistance Grant	Difference Between FY08 & FY09 Grant	FY09 Grant As % of FY08 Operating Expense	State Aid from other sources	Local Operating Assistance
			Total Oper Expense for Current Fiscal Year	Total Oper Revenue	Total Federal Oper Assistance	FY09 Formula Assistance Grant					
			\$ 691,654,510	\$ 287,065,284	\$ 61,843,384	\$ 124,354,897	\$ 22,064,736	19.71%	\$ 9,613,441	\$ 208,777,504	
								43%			
1	Bristol	AAAC / Four County Transit	\$ 1,558,716	\$ 60,000	\$ 749,358	\$ 302,468	\$ 62,663	19.50%	\$ -	\$ 446,890	
2		City of Bristol Virginia	\$ 500,000	\$ 25,000	\$ 192,920	\$ 101,979	\$ 8,108	21.34%	\$ -	\$ 180,101	
3		District Three Public Transit	\$ 1,658,000	\$ 99,000	\$ 779,500	\$ 323,457	\$ 24,536	21.34%	\$ -	\$ 456,043	
4		Mountain Empire Older Citizens, Inc.	\$ 1,218,434	\$ 40,000	\$ 589,217	\$ 231,170	\$ 56,926	21.34%	\$ -	\$ 358,047	
5		Town of Bluefield-Graham Transit	\$ 219,250	\$ 9,000	\$ 105,125	\$ 33,561	\$ (1,000)	17.96%	\$ -	\$ 71,564	
6		Charlottesville Transit Service	\$ 4,871,267	\$ 372,439	\$ 1,405,631	\$ 966,278	\$ 189,827	21.34%	\$ -	\$ 2,126,919	
7		Greene County Transit, Inc.	\$ 487,528	\$ 45,000	\$ 221,264	\$ 83,427	\$ 3,539	17.90%	\$ -	\$ 137,837	
8		JAUNT, Inc.	\$ 4,707,267	\$ 251,205	\$ 1,406,765	\$ 841,340	\$ 126,049	21.34%	\$ -	\$ 2,207,957	
9		Virginia Regional Transit - Culpeper County	\$ 110,240	\$ 2,000	\$ 54,120	\$ 18,711	\$ (623)	21.34%	\$ -	\$ 35,409	
10		Virginia Regional Transit - Fauquier/Warrenton	\$ 330,628	\$ 8,000	\$ 161,314	\$ 63,785	\$ 3,385	21.34%	\$ -	\$ 97,529	
11		Virginia Regional Transit - Town Of Culpeper	\$ 442,660	\$ 18,000	\$ 212,330	\$ 72,584	\$ 14,367	21.34%	\$ -	\$ 139,746	
12		Virginia Regional Transit - Town Of Orange	\$ 230,126	\$ 5,000	\$ 112,563	\$ 39,334	\$ (3,147)	18.85%	\$ -	\$ 73,229	
13		Bay Aging	\$ 1,897,890	\$ 220,000	\$ 838,945	\$ 353,762	\$ 57,631	21.34%	\$ -	\$ 485,163	
14		Bay Aging/Colonial Beach Transit	\$ 108,190	\$ 7,500	\$ 50,345	\$ 24,482	\$ 9,477	20.51%	\$ -	\$ 25,863	
15		FRED - Caroline County	\$ 281,805	\$ 1,393	\$ 140,206	\$ 36,025	\$ 14,254	21.34%	\$ -	\$ 104,181	
16		FRED - King George	\$ 363,436	\$ 2,550	\$ 180,443	\$ 54,039	\$ 19,802	21.34%	\$ -	\$ 126,404	
17		Fredricksburg Regional Transit	\$ 4,543,780	\$ 81,558	\$ 1,789,963	\$ 441,500	\$ 134,741	21.34%	\$ -	\$ 2,230,759	
18		Hampton Roads Transit	\$ 77,766,970	\$ 17,502,173	\$ 21,356,221	\$ 13,319,015	\$ 2,183,515	21.34%	\$ 1,100,378	\$ 24,489,183	
19		STAR Transit	\$ 564,498	\$ 53,000	\$ 255,749	\$ 93,051	\$ 19,152	20.75%	\$ -	\$ 162,698	
20		Town of Chincoteague	\$ 75,400	\$ 7,500	\$ 33,950	\$ 12,315	\$ -	18.10%	\$ -	\$ 21,635	
21		Williamsburg Area Transport	\$ 5,432,649	\$ 2,392,774	\$ 1,980,050	\$ 480,026	\$ -	10.41%	\$ -	\$ 599,799	
22		Blackstone Area Bus / Piedmont Area Transit	\$ 166,000	\$ 5,250	\$ 80,375	\$ 31,861	\$ (29)	15.06%	\$ -	\$ 48,514	
23		Danville Transit System	\$ 1,174,557	\$ 257,000	\$ 425,434	\$ 196,205	\$ 10,078	20.97%	\$ -	\$ 295,918	
24		Farmville Area Bus	\$ 634,000	\$ 28,500	\$ 302,750	\$ 109,055	\$ 17,067	21.34%	\$ -	\$ 193,695	
25		Greater Lynchburg Transit Company	\$ 6,521,452	\$ 1,029,758	\$ 1,708,496	\$ 1,355,485	\$ 528,883	21.34%	\$ -	\$ 2,427,713	
26		Jaunt Buckingham	\$ 121,528	\$ 23,320	\$ 49,104	\$ 19,617	\$ 4,546	21.34%	\$ -	\$ 29,487	
27		Lake Area Bus / Halifax Area Rural Transit	\$ 72,152	\$ 6,500	\$ 32,826	\$ 13,286	\$ 643	21.34%	\$ -	\$ 19,540	
28		Loudoun County Office of Transportation Services	\$ 7,292,328	\$ 6,053,249	\$ -	\$ 986,654	\$ 211,294	18.29%	\$ -	\$ 252,425	
29		Northern Virginia Transportation Commission	\$ 345,697,764	\$ 198,994,008	\$ -	\$ 62,791,474	\$ 10,619,164	21.34%	\$ -	\$ 83,912,282	
30		NVTC - Arlington County	\$ 9,078,657	\$ 2,054,901	\$ -	\$ 1,594,033	\$ 45,438	21.34%	\$ -	\$ 5,489,723	
31		NVTC - City of Alexandria	\$ 13,201,700	\$ 3,041,000	\$ -	\$ 2,392,402	\$ 393,970	21.34%	\$ -	\$ 7,768,298	
32		NVTC - City of Fairfax	\$ 3,313,672	\$ 596,087	\$ -	\$ 611,933	\$ 115,363	21.34%	\$ -	\$ 2,105,652	
33		NVTC - City of Falls Church	\$ 490,000	\$ 18,000	\$ -	\$ 82,692	\$ 21,500	18.34%	\$ -	\$ 389,308	
34		NVTC - Fairfax County	\$ 46,431,094	\$ 5,955,610	\$ -	\$ 8,756,330	\$ 1,792,145	21.34%	\$ 7,445,000	\$ 24,274,154	
35		NVTC - VRE	\$ 49,024,847	\$ 7,925,700	\$ 3,495,300	\$ 4,344,007	\$ 914,963	21.34%	\$ 134,640	\$ 8,486,408	
36		PRTC	\$ 25,154,101	\$ 21,852,192	\$ -	\$ 10,080,407	\$ 2,030,897	21.34%	\$ -	\$ 10,389,094	
37		Virginia Regional Transit - Loudoun	\$ 3,940,921	\$ 938,595	\$ 1,501,168	\$ 650,141	\$ 155,965	21.34%	\$ -	\$ 851,027	
38		Virginia Regional Transit - Town Of Purcellville	\$ 275,600	\$ 6,000	\$ 134,800	\$ 24,108	\$ 13,197	21.34%	\$ -	\$ 110,692	
39		Bay Aging/New Kent/Charles City	\$ 370,156	\$ 8,500	\$ 181,828	\$ 69,357	\$ 22,617	21.34%	\$ -	\$ 112,471	
40		Blackstone Area Bus	\$ 216,100	\$ 8,500	\$ 103,800	\$ 25,922	\$ 13,497	21.34%	\$ -	\$ 77,878	
41		Blackstone Area Bus / Town & County Transit	\$ 55,300	\$ 2,700	\$ 26,300	\$ 8,239	\$ 600	17.77%	\$ -	\$ 18,061	
42		Blackstone Area Bus - Brunswick Express	\$ 59,000	\$ 2,000	\$ 28,500	\$ 7,709	\$ (5,500)	15.74%	\$ -	\$ 20,791	
43		Blackstone Area Bus - Brunswick Express	\$ 2,562,081	\$ 455,000	\$ 1,125,000	\$ 394,054	\$ (4,656)	16.08%	\$ -	\$ 588,027	
44		City of Petersburg	\$ 1,165,035	\$ 370,396	\$ 37,122	\$ 135,914	\$ 36,730	16.20%	\$ 509,423	\$ 112,180	
45		City of Richmond	\$ 46,660,790	\$ 11,549,052	\$ 4,876,209	\$ 8,587,361	\$ 1,805,332	21.34%	\$ 424,000	\$ 21,224,168	
46		Greater Richmond Transit Company	\$ 67,122	\$ 9,612	\$ 28,755	\$ 11,350	\$ 1,071	17.85%	\$ -	\$ 17,405	
47		Lake Area Bus	\$ 5,128,718	\$ 692,490	\$ 1,522,127	\$ 799,727	\$ 170,648	21.34%	\$ -	\$ 2,114,374	
48		Blackburg Transit	\$ 8,105,224	\$ 2,321,831	\$ 2,739,473	\$ 1,487,437	\$ 231,598	21.34%	\$ -	\$ 1,556,483	
49		Greater Roanoke Transit Company	\$ 348,980	\$ 42,000	\$ 153,490	\$ 56,619	\$ 9,716	21.34%	\$ -	\$ 96,871	
50		Pulaski Area Transit	\$ 186,690	\$ 10,000	\$ 88,345	\$ 35,568	\$ 4,447	20.00%	\$ -	\$ 52,777	

#	District	Recipient	Total Oper Expense for Current Fiscal Year	Total Oper Revenue	Total Federal Oper Assistance	FY09 Formula Assistance Grant	Difference Between FY08 & FY09 Grant	FY09 Grant As % of FY08 Operating Expense	State Aid from other sources	Local Operating Assistance
51		City of Harrisonburg Dept. of Public Transportation	\$ 3,087,770	\$ 1,491,500	\$ 811,260	\$ 505,537	\$ 34,787	19.50%	\$ -	\$ 279,473
52		City of Winchester	\$ 815,000	\$ 68,000	\$ 373,500	\$ 130,118	\$ (43,793)	16.64%	\$ -	\$ 243,382
53		RADAR / Covington & Clifton Forge	\$ 208,500	\$ 8,500	\$ 100,000	\$ 28,590	\$ 12,573	21.34%	\$ -	\$ 71,410
54		Virginia Regional Transit - CATS Coordinated Area Tr.	\$ 581,750	\$ 25,000	\$ 278,375	\$ 93,354	\$ (19,177)	15.27%	\$ -	\$ 185,021
55		Virginia Regional Transit - City Of Staunton	\$ 339,749	\$ 1,001	\$ 169,374	\$ 20,027	\$ (12,265)	9.79%	\$ -	\$ 149,347
56	Staunton	Virginia Regional Transit - Clarke County	\$ 55,120	\$ 1,250	\$ 26,935	\$ 6,621	\$ (5,339)	13.28%	\$ -	\$ 20,314
57		Virginia Regional Transit - Page County	\$ 104,000	\$ 3,200	\$ 50,400	\$ 19,255	\$ 1,192	21.34%	\$ -	\$ 31,145
58		Virginia Regional Transit - Shenandoan Blue Ridge St	\$ 432,250	\$ 6,500	\$ 212,875	\$ 59,225	\$ 9,714	21.34%	\$ -	\$ 153,650
59		Virginia Regional Transit - Town Of Front Royal	\$ 146,068	\$ 1,500	\$ 72,284	\$ 20,894	\$ 2,660	21.34%	\$ -	\$ 51,390



# FY09 Capital Assistance Grants - Summary Report

Overall State Share of Non-federal Capital Expenses:		66%	
FY09 Revenues:	\$ 24,852,871	\$ 32,523,804	\$ 1,500,000
Carry-over from Prior Years or Other Programs:	\$ 8,679,258	\$ 505,557	\$ -
Total Funds Available:	\$ 33,532,129	\$ 33,029,361	\$ 1,500,000
Unobligated Balance:	\$ 1,862,049	\$ 21,467	\$ 780,850
Total Funds Obligated:	\$ 358,651,935	\$ 174,847,446	\$ 719,150
	\$ 31,670,080	\$ 33,007,894	\$ 719,150
	\$ 5,367,876	\$ 61,243,796	\$ 51,795,693
			State MTF Capital Share of Non-Federal Expenses: 50.0%

District	Recipient	Total Cost	Federal Funds	Flexible STP & Equity Bonus	State MTF Capital	State MTF Paratransit	State TTF Capital	Mass Transit Capital	Local Funds Required
Bristol	AASC / Four County Transit	\$ 266,000	\$ 212,800	\$ -	\$ -	\$ -	\$ 22,000	\$ -	\$ 6,240
	District Three Public Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Mountain Empire Older Citizens, Inc.	\$ 225,000	\$ 180,000	\$ -	\$ -	\$ -	\$ -	\$ 36,000	\$ 9,000
	Town of Bluefield-Graham Transit	\$ 156,000	\$ -	\$ -	\$ 148,200	\$ -	\$ -	\$ -	\$ 7,800
Culpeper	Charlottesville Transit Service	\$ 364,281	\$ 210,906	\$ 80,518	\$ -	\$ -	\$ 52,727	\$ 16,104	\$ 4,026
	Greene County Transit, Inc.	\$ 90,000	\$ -	\$ -	\$ 85,500	\$ -	\$ -	\$ -	\$ 4,500
	JALUNT, Inc.	\$ 1,228,320	\$ 488,736	\$ 493,920	\$ 3,800	\$ -	\$ 15,800	\$ 177,811	\$ 48,253
	Virginia Regional Transit - Culpeper County	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fredericksburg	Virginia Regional Transit - Fauquier/Warrenton	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Virginia Regional Transit - Town Of Culpeper	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Virginia Regional Transit - Town Of Orange	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Bay Aging	\$ 1,413,025	\$ 1,088,020	\$ -	\$ 50,350	\$ -	\$ 176,605	\$ 76,320	\$ 21,730
Hampton Roads	Bay Aging/Colonial Beach Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	FRED - Caroline County	\$ 315,000	\$ 252,000	\$ -	\$ -	\$ -	\$ 63,000	\$ -	\$ -
	FRED - King George	\$ 210,000	\$ 168,000	\$ -	\$ -	\$ -	\$ 42,000	\$ -	\$ -
	Fredericksburg Regional Transit	\$ 4,570,000	\$ 335,000	\$ 3,320,000	\$ -	\$ -	\$ 84,000	\$ 664,000	\$ 166,000
Hampton Roads	Hampton Roads Transit	\$ 71,621,233	\$ 50,200,729	\$ -	\$ 363,117	\$ -	\$ 1,008,525	\$ 15,748,596	\$ 4,300,266
	STAR Transit	\$ 110,000	\$ -	\$ -	\$ 104,500	\$ -	\$ -	\$ -	\$ 5,500
	Town of Chincoteague	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Williamsburg Area Transport	\$ 1,248,000	\$ -	\$ 998,400	\$ 65,300	\$ -	\$ -	\$ 95,200	\$ 89,100
Lynchburg	Blackstone Area Bus / Piedmont Area Transit	\$ 100,000	\$ -	\$ -	\$ -	\$ 95,000	\$ -	\$ -	\$ 5,000
	Danville Transit System	\$ 175,200	\$ 80,160	\$ 60,000	\$ -	\$ -	\$ 20,040	\$ 8,000	\$ 7,000
	Farmville Area Bus	\$ 60,000	\$ 48,000	\$ -	\$ -	\$ -	\$ 12,000	\$ -	\$ -
	Greater Lynchburg Transit Company	\$ 5,050,000	\$ 1,280,000	\$ 2,760,000	\$ 15,000	\$ -	\$ 320,000	\$ 528,000	\$ 147,000
Northern Virginia	Jaunt Buckingham	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Lake Area Bus / Halifax Area Rural Transit	\$ 2,823,440	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Loudoun County Office of Transportation Services	\$ 120,421,095	\$ 69,306,609	\$ -	\$ 216,805	\$ -	\$ -	\$ 1,911,864	\$ 694,771
	Northern Virginia Transportation Commission	\$ 27,453,528	\$ 6,676,560	\$ -	\$ 25,557,243	\$ -	\$ -	\$ -	\$ 25,557,243
Northern Virginia	NVTC - Arlington County	\$ 3,990,310	\$ 2,205,080	\$ -	\$ -	\$ -	\$ 455,140	\$ 16,257,462	\$ 4,064,366
	NVTC - City of Alexandria	\$ 21,428,951	\$ 951,720	\$ -	\$ 457,500	\$ -	\$ 551,270	\$ 987,168	\$ 246,792
	NVTC - Fairfax County	\$ 543,400	\$ 434,720	\$ -	\$ -	\$ -	\$ 237,930	\$ 14,708,241	\$ 5,073,560
	NVTC - Falls Church	\$ 41,993,197	\$ 18,280,144	\$ 7,176,000	\$ 4,914,780	\$ -	\$ 108,680	\$ 3,634,160	\$ 7,837,320
Northern Virginia	PRTC	\$ 11,762,421	\$ 2,592,876	\$ 4,007,200	\$ 834,913	\$ -	\$ 389,750	\$ 2,282,215	\$ 1,655,467
	Virginia Regional Transit - Loudoun	\$ 1,694,400	\$ 1,139,520	\$ 376,000	\$ 40,540	\$ -	\$ 28,000	\$ 215,840	\$ 94,500
	Virginia Regional Transit - Town Of Purcellville	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Bay Aging/New Kent/Charles City	\$ 320,000	\$ 176,000	\$ -	\$ -	\$ 95,000	\$ 29,000	\$ 12,000	\$ 8,000
Richmond	Blackstone Area Bus	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Blackstone Area Bus / Town & County Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Blackstone Area Bus - Brunswick Express	\$ 6,262,500	\$ 1,010,000	\$ 4,000,000	\$ -	\$ -	\$ -	\$ 858,000	\$ 394,500
	City of Petersburg	\$ 298,870	\$ 239,096	\$ -	\$ -	\$ -	\$ 59,774	\$ -	\$ -
Richmond	City of Richmond	\$ 23,761,806	\$ 15,489,445	\$ 3,520,000	\$ 522,000	\$ -	\$ 1,110,760	\$ 2,078,081	\$ 1,041,520
	Greater Richmond Transit Company	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Lake Area Bus	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

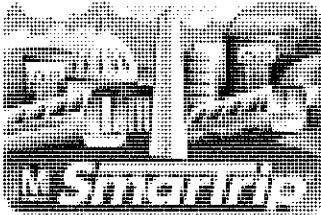
District	Recipient	Total Cost	Federal Funds	Flexible STP & Equity Bonus	State MTF Capital	State MTF Paratransit	State TTF Capital	Mass Transit Capital	Local Funds Required
Salem	Blacksburg Transit	\$ 849,896	\$ 372,277	\$ 307,640	\$ 12,096	\$ -	\$ 93,069	\$ 42,174	\$ 22,640
	Greater Roanoke Transit Company	\$ 2,016,562	\$ 1,186,848	\$ 424,402	\$ 4,800	\$ -	\$ 297,212	\$ 44,400	\$ 56,900
Staunton	Pulaski Area Transit	\$ 48,000	\$ -	\$ -	\$ -	\$ 45,600	\$ -	\$ -	\$ 2,400
	RADAR / Roanoke	\$ 150,000	\$ 80,000	\$ -	\$ -	\$ 47,500	\$ -	\$ 16,000	\$ 6,500
	City of Harrisonburg Dept. of Public Transportati	\$ 281,500	\$ 119,200	\$ 106,000	\$ -	\$ -	\$ 29,800	\$ 21,200	\$ 5,300
	City of Winchester	\$ 100,000	\$ 40,000	\$ 40,000	\$ -	\$ -	\$ 10,000	\$ -	\$ 10,000
	RADAR / Covington & Clifton Forge	\$ 50,000	\$ -	\$ -	\$ -	\$ 47,500	\$ -	\$ -	\$ 2,500
	Virginia Regional Transit - CATS Coordinated Ar	\$ 5,000,000	\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ 800,000	\$ 200,000
	Virginia Regional Transit - City Of Staunton	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Virginia Regional Transit - Clarke County	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Virginia Regional Transit - Page County	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Virginia Regional Transit - Shenandoah Blue Rid	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Virginia Regional Transit - Town Of Front Royal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

## Virginia Rail Enhancement Fund

Districts	Project Description	Applicant	Estimated Cost	Previous Allocations	FY09	FY10	FY11	FY12	FY13	FY14	Total Programmed	
Hampton Roads	NIT Central Rail Yard Expansion	VPA	\$ 40,146,000									
	State Rail Enhancement Funds				\$ 700,000	\$ 14,000,000						\$ 14,700,000
	Public or Private Matching Funds				\$ 1,211,714	\$ 24,234,286						\$ 25,446,000
	Total \$				\$ 1,911,714	\$ 38,234,286						\$ 40,146,000
Hampton Roads	Craney Island Rail Connection	VPA	\$ 20,200,000									
	State Rail Enhancement Funds						\$ 2,100,000		\$ 6,020,000			\$ 8,120,000
	Public or Private Matching Funds						\$ 900,000		\$ 2,580,000			\$ 3,480,000
	Total \$						\$ 3,000,000		\$ 8,600,000			\$ 11,600,000
Northern Virginia	VRE Gainesville - Harmarket Extension Phase 2	Virginia Railway Express	\$ 5,000,000									
	State Rail Enhancement Funds			\$ 700,000	\$ 1,137,500	\$ 1,462,500	\$ 650,000					\$ 3,950,000
	Public or Private Matching Funds			\$ 300,000	\$ 612,500	\$ 787,500	\$ 350,000					\$ 1,750,000
	Total \$			\$ 1,000,000	\$ 1,750,000	\$ 2,250,000	\$ 1,000,000					\$ 5,000,000
Northern Virginia, Fredericksburg	VRE Cherry Hill Station & Third Track Phase 2	Virginia Railway Express	\$ 3,700,000									
	State Rail Enhancement Funds			\$ 2,500,000	\$ 399,000	\$ 1,596,000	\$ 410,000					\$ 4,905,000
	Public or Private Matching Funds			\$ 1,071,429	\$ 214,846	\$ 859,385	\$ 220,769					\$ 1,295,000
	Total \$			\$ 3,571,429	\$ 613,846	\$ 2,455,385	\$ 630,769					\$ 3,700,000
Northern Virginia, Fredericksburg	VRE Fredericksburg - DC Third Main Track	Virginia Railway Express	\$ 5,214,286									
	State Rail Enhancement Funds				\$ 1,217,000	\$ 2,433,000						\$ 3,650,000
	Public or Private Matching Funds				\$ 521,571	\$ 1,042,714						\$ 1,564,286
	Total \$				\$ 1,738,571	\$ 3,475,714						\$ 5,214,286
Fredericksburg, Richmond, Hampton Roads	Fredericksburg, Richmond, and Newport News Passenger Rail Improvements	CSX	\$ 13,930,000									
	State Rail Enhancement Funds			\$ 2,795,100	\$ 9,751,000							\$ 12,546,100
	Public or Private Matching Funds			\$ 1,197,900	\$ 4,179,000							\$ 5,376,900
	Total \$			\$ 3,993,000	\$ 13,930,000							\$ 17,923,000
Hampton Roads, Richmond, Fredericksburg	Double Stack Rail Clearance	CSX	\$ 1,357,000									
	State Rail Enhancement Funds					\$ 326,900	\$ 623,000					\$ 949,900
	Public or Private Matching Funds					\$ 140,100	\$ 267,000					\$ 407,100
	Total \$					\$ 467,000	\$ 890,000					\$ 1,357,000
Hampton Roads	Improvements - Kilby Rail Yard	CSX	\$ 765,000									
	State Rail Enhancement Funds					\$ 267,750	\$ 267,750					\$ 535,500
	Public or Private Matching Funds					\$ 114,750	\$ 114,750					\$ 229,500
	Total \$					\$ 382,500	\$ 382,500					\$ 765,000
Hampton Roads	Norfolk Portsmouth Belt Line Railroad Improvements	VPA	\$ 3,750,000									
	State Rail Enhancement Funds				\$ 125,000	\$ 1,750,000						\$ 1,875,000
	Public or Private Matching Funds				\$ 125,000	\$ 1,750,000						\$ 1,875,000
	Total \$				\$ 250,000	\$ 3,500,000						\$ 3,750,000

Districts	Project Description	Applicant	Estimated Cost	Previous Allocations	FY09	FY10	FY11	FY12	FY13	FY14	Total Programmed
Richmond	Southeast High Speed Rail Tier II NCDOT EIS Phase 2	Norfolk Southern Railway	\$ 3,975,000	\$ 1,500,000	\$ 781,750	\$ 781,750	\$ 781,750	\$ -	\$ -	\$ -	\$ 2,345,250
				\$ 1,285,000	\$ 543,250	\$ 543,250	\$ -	\$ -	\$ -	\$ -	\$ 1,629,750
				Total \$ 2,785,000	\$ 1,325,000	\$ 1,325,000	\$ -	\$ -	\$ -	\$ -	\$ 3,975,000
Northern Virginia	VRE Route - Alexandria to Manassas (1)	Norfolk Southern Railway	\$ 8,252,999	\$ -	\$ 649,797	\$ 591,837	\$ 108,627	\$ 2,172,787	\$ 1,670,327	\$ 583,724	\$ 5,777,099
				\$ -	\$ 278,485	\$ 253,644	\$ 46,555	\$ 931,194	\$ 715,854	\$ 250,168	\$ 2,475,300
				Total \$ -	\$ 928,282	\$ 845,481	\$ 155,182	\$ 3,103,981	\$ 2,386,181	\$ 833,892	\$ 8,252,999
Northern Virginia, Culpeper, Lynchburg	Alexandria to Lynchburg	Norfolk Southern Railway	\$ 14,000,000	\$ -	\$ -	\$ 9,800,000	\$ -	\$ -	\$ -	\$ -	\$ 9,800,000
				\$ -	\$ -	\$ 4,200,000	\$ -	\$ -	\$ -	\$ -	\$ 4,200,000
				Total \$ -	\$ -	\$ 14,000,000	\$ -	\$ -	\$ -	\$ -	\$ 14,000,000
All	State Rail Plan		\$ 233,386,494	\$ -	\$ 38,473,316	\$ 5,326,132	\$ 29,214,691	\$ 33,910,629	\$ 31,415,145	\$ 25,030,633	\$ 163,370,546
				\$ -	\$ 16,488,564	\$ 2,282,628	\$ 12,520,582	\$ 14,533,127	\$ 13,463,634	\$ 10,727,414	\$ 70,015,948
				Total \$ -	\$ 54,961,880	\$ 7,608,760	\$ 41,735,273	\$ 48,443,756	\$ 44,878,779	\$ 35,758,047	\$ 233,386,494
Richmond	South Central Virginia Intermodal Facility	Norfolk Southern Railway	\$ 17,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salem	Roanoke Region Intermodal Facility (2) (Supplemental)	Norfolk Southern Railway	\$ 6,300,000	\$ -	\$ 4,410,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,410,000
				\$ -	\$ 1,890,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,890,000
				Total \$ -	\$ 6,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,300,000
	(1) Contingent on NS agreement			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	(2) Contingent on site selection agreement			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State Rail Enhancement Fund (REF) Funds Programmed			\$ 57,644,363	\$ 38,335,869	\$ 32,055,818	\$ 38,183,416	\$ 39,105,472	\$ 42,284,357	\$ 247,609,295	
	Public or Private Matching Funds			\$ 26,064,931	\$ 36,208,257	\$ 14,062,907	\$ 16,364,321	\$ 16,759,488	\$ 20,657,583	\$ 130,117,484	
	Total Six-Year Cost of REF Projects Programmed			\$ 83,709,294	\$ 74,544,126	\$ 46,118,725	\$ 54,547,737	\$ 55,864,960	\$ 62,941,940	\$ 377,726,779	
	FY2009 REF Available			\$ 25,992,164	\$ 26,368,128	\$ 27,239,858	\$ 28,282,038	\$ 29,337,854	\$ 30,369,315	\$ -	
	Carryover from Previous Years			\$ 18,887,160	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Rail Bonds Programmed to Rail Enhancement Fund			\$ 4,079,176	\$ 11,967,741	\$ 4,815,960	\$ 9,901,378	\$ 9,767,618	\$ 11,915,042	\$ -	
	Total Amount Available			\$ 57,644,363	\$ 38,335,869	\$ 32,055,818	\$ 38,183,416	\$ 39,105,472	\$ 42,284,357	\$ -	
	FY2009 REF Funds Programmed			\$ 57,644,363	\$ 38,335,869	\$ 32,055,818	\$ 38,183,416	\$ 39,105,472	\$ 42,284,357	\$ -	
	Unobligated Balance			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ -

## SMARTRIP CARDS PROVIDE SEAMLESS TRANSIT FARE SERVICE



In May 1999, Metro introduced the SmarTrip® fare card for its rail system and parking facilities.

Almost ten years later, the SmarTrip card is becoming

a permanent fixture for many transit operators and over 3,000,000 SmarTrip cards have been sold to date.

In an effort to create an integrated, seamless fare collection system, DRPT has supported the



### DIRECTOR'S MESSAGE

Welcome to the second issue of Connection, DRPT's new bi-monthly newsletter. You'll notice that Connection provides features and facts about multiple modes of transportation. That's because

Virginia's transportation needs are as diverse as its population. It is important that we provide access to several transportation choices to accommodate the movement of people and goods in the Commonwealth.

In the April issue, you'll read about how DRPT and service providers across the Commonwealth are working to meet Virginia's multimodal transportation needs. You will read about DRPT's efforts to improve rail capacity in the Richmond area and expand access to transit throughout Virginia. You will learn how various transit operators are working to enhance their services and improve options for their customers. You will read about DRPT studies and planning efforts to prepare for future transportation needs.

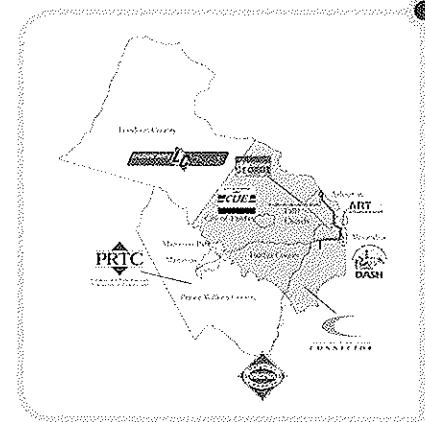
And finally, you will learn about an upcoming opportunity to provide valuable feedback to DRPT about what you hope to see included in the Statewide Rail Plan and Statewide Transit Plan. I hope you enjoy reading the second issue of Connection, and feel free to send us your business news for future issues at [drptpr@drpt.virginia.gov](mailto:drptpr@drpt.virginia.gov).

implementation of SmarTrip cards on all transit systems in Northern Virginia. Regional operators have been gradually updating their equipment to SmarTrip enabled fareboxes, and the ultimate goal is to allow transit riders to travel from Fredericksburg to Baltimore with a single fare card on bus, commuter rail, light rail or heavy rail.

The rechargeable, plastic fare card is used like a traditional fare card, except that it is re-usable and can hold up to \$300 in fare value. The card affords speed and convenience by automatically deducting the appropriate fare, including any applicable discounts, when the card is swiped on the farebox reader.

SmarTrip cards can be purchased online at [www.wmata.com/riding/online\\_sales.cfm](http://www.wmata.com/riding/online_sales.cfm) or at Metro sales offices, retail outlets or commuter stores. Riders with existing balances on paper fare cards can transfer that value to a SmarTrip card. In addition, employers can assign the dollar value of employees' monthly commuting benefits directly to their SmarTrip cards online by using the new SmartBenefits® program, eliminating the need to distribute Metrocheks.

The following Virginia systems have implemented or are working to implement the SmarTrip fare card system: Alexandria DASH, Fairfax Connector, City of Fairfax CUE, Arlington Transit, PRTC and Loudoun County Commuter Buses. Virginia Railway Express is working toward integrating its fare system with SmarTrip to provide this option to their riders in the future.



For more information on the SmarTrip fare card system visit [www.wmata.com/riding/smartrip.cfm](http://www.wmata.com/riding/smartrip.cfm).

## PHASE ONE COMPLETE FOR NEW CULPEPER TRANSIT COMPLEX

Virginia Regional Transit (VRT) completed work on phase one of its new transportation complex in Culpeper in January. Phase one includes the bus bay and wash station, maintenance shop and mechanic area. The second phase, scheduled for completion this fall, includes an administrative and training building. Once complete, the new transit complex will be the headquarters for Culpeper Connector and VRT's administrative operations.



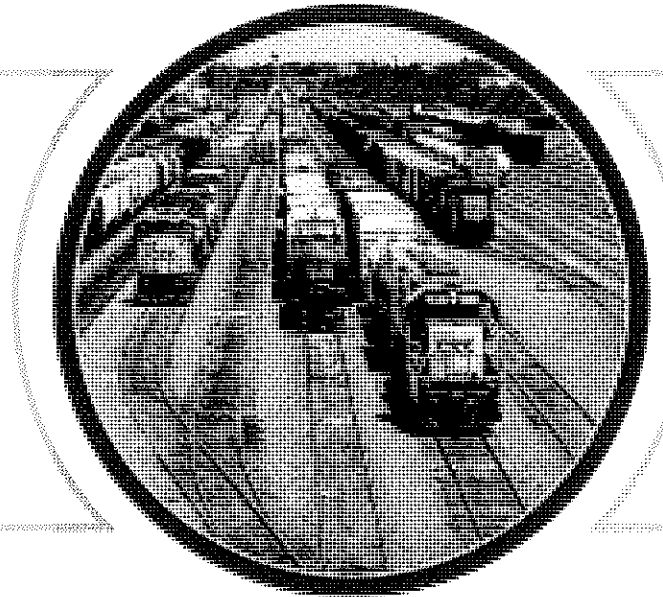
## DRPT PERFORMANCE

During the second reporting quarter of FY08, DRPT met all performance measures included in the management scorecard for Virginia Performs.

Criteria on the scorecard include human resource management, government procurement, financial management, technology, performance management and resource stewardship.

## DRPT STUDIES RICHMOND AREA RAIL IMPROVEMENTS

Heavy rail traffic and capacity constraints create congestion for both passenger and freight rail operations through Richmond. DRPT is evaluating several methods to improve capacity and traffic flow through Richmond as well as alternative routing options south of Richmond and east of the current I-95 rail corridor. DRPT is currently identifying important environmental, engineering and other relevant factors to be considered in an Environmental Assessment.



## DRPT AND SENIORNAVIGATOR PARTNER TO IMPROVE ACCESS

DRPT and SeniorNavigator, a national provider of aging and disability resources, have formed a partnership to create a statewide web-based transportation resource. SeniorNavigator combines online assistance with a network of volunteers to provide resources for seniors, caregivers, adults with disabilities and their families. DRPT and SeniorNavigator will work together to populate the SeniorNavigator Web site with information from all transit operators in the Commonwealth. The goal is to provide a one-stop shop for residents and visitors to learn more about transportation services available in any given area of Virginia. This effort, in combination with the statewide human service transportation plan, will help achieve a cohesive and universally accessible transportation network for elderly and disabled citizens in the Commonwealth. The service is scheduled to be available in July 2008.



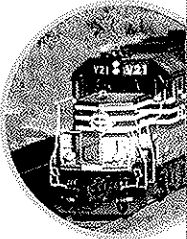
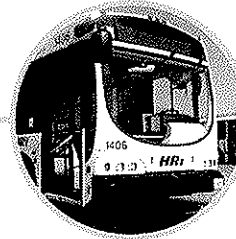
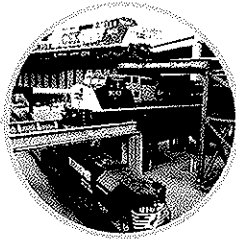
## DRPT REVIEWS STATE OF THE COMMUTE STUDY RESULTS

In 2001 and 2004, the Metropolitan Washington Council of Governments (MWCOC) administered surveys to assess commuting trends and attitudes in Northern Virginia. In 2007, DRPT administered the same survey statewide to gain information from all markets not covered in the MWCOC survey. The results, along with MWCOC's 2007 results, will be combined to provide a snapshot of the current statewide commuting situation and additional perspective on the similarities and differences in mature and evolving commuter markets. The report is scheduled for completion this summer.

## DRPT SEEKS INPUT FOR STATEWIDE RAIL AND TRANSIT PLANS

DRPT is developing a Statewide Rail Plan and a Statewide Transit Plan to provide a clear, long-range vision and strategy to address rail and transit needs in the Commonwealth. Each plan will include a six-year short term action plan and a 2035 long term vision plan to support the Commonwealth's rail and transit goals. DRPT will seek public comments regarding priorities for inclusion in these plans during the spring Six-Year

Improvement Plan (SYIP) public hearings. The spring SYIP meetings also provide an opportunity for public comment on all projects to be included in the SYIP for fiscal years 2009-2014. The meetings began on April 16 and will conclude May 14. A detailed schedule is available online at <http://www.drpt.virginia.gov/news>.



## FEDERAL NEWS

- The National Surface Transportation Policy and Revenue Study Commission recently released its final report, which outlines recommendations to create a surface transportation policy to address key issues and plan for growth. The report recommends a comprehensive, performance-based approach to policies and funding decisions, a reformed process to build projects faster, a national strategic plan to guide investments, and the creation of a commission to recommend policy and funding strategies to Congress. More information can be found at [www.transportationfortomorrow.org](http://www.transportationfortomorrow.org).
- In February, the Federal Railroad Administration published a notice of intent to receive grant applications for passenger rail corridor projects that are ready to advance into construction. The program provides \$30 million in funding for projects and requires a 50 percent state match.
- President Bush issued his proposed FY09 Budget Bill on February 4, 2008. Transit funding as a whole was reduced from \$10.3 billion to \$10.1 billion. The bill proposed \$175 million for strategies to reduce highway congestion through road pricing, and proposed the transfer of an estimated \$3.2 billion dedicated for transit to fund highway projects. The final installment of the \$286.4 billion package of highway, transit, and safety program spending agreed upon in the last surface transportation reauthorization act was proposed in the bill, as was \$191 million for the Federal Railroad Administration's safety program. More information can be found at [www.whitehouse.gov/omb/budget/fy2009](http://www.whitehouse.gov/omb/budget/fy2009).

# CONNECTION



Virginia Department of Rail and Public Transportation

1313 E. Main St.  
Suite 300  
Richmond, VA 23219

## DID YOU KNOW...

- STAR Transit broke ground on the construction of their new transit facility in Onley, VA on February 13.
- The Town of Orange held a ribbon cutting ceremony on February 29 to celebrate the introduction of new trolley buses to the town's transit service.
- On April 26, Virginia transit drivers will come to Williamsburg for the annual CTAV Driving Rodeo where they will participate in a driving obstacle course, wheelchair handling assessments and a short written test.
- DRPT has begun working with the VDOT Multimodal office on the Route 29 Corridor Study, which will develop a long-range vision for the corridor that defines specific rail, transit and highway improvements to help manage the growth of traffic congestion. The study is scheduled for completion in November 2009.



## UPCOMING EVENTS

- 4/22-23 Connecting Communities Public Transportation Emergency Preparedness Workshop  
Chesapeake, Virginia (sponsored by DRPT)
- 4/16, 4/21, SYIP Public Hearings and Comment  
4/23, 4/24, Opportunity for Statewide Rail and Transit  
4/30, 5/14 Plans. Visit [www.drpt.virginia.gov](http://www.drpt.virginia.gov) for locations.
- 4/26 CTAV Driving Rodeo, Williamsburg, Virginia  
(sponsored by DRPT)
- 5/3-7 APTA Bus & Paratransit Conference and  
International Bus Rodeo, Austin, Texas
- 5/4-8 AASHTO Spring Meeting, Branson, Missouri
- 5/14-16 Women's Transportation Seminar 2008  
Annual Conference, Atlanta, Georgia
- 6/1-4 APTA Rail Conference  
San Francisco, California
- 6/8-10 Northeast Association of States Transportation  
Officials Meeting, Pittsburgh, Pennsylvania
- 6/22-27 APTA National Transportation Management  
Conference, Orlando, Florida



# NVTC

Northern Virginia Transportation Commission

## Agenda Item #4

**TO:** Chairman Euille and NVTC Commissioners

**FROM:** Richard Taube and Scott Kalkwarf

**DATE:** April 24, 2008

**SUBJECT:** Memorandum of Understanding with the Virginia Department of Taxation

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The Virginia Department of Taxation (Tax) and the Potomac and Rappahannock Transportation Commission (PRTC) have previously negotiated and executed a MOU that calls for Tax to notify PRTC of proposed settlements with motor fuels taxpayers whenever the amount to be repaid is at least \$25,000 less than the amount originally owed. This MOU gives PRTC and its jurisdictions the opportunity to be notified of such settlements and to offer comments.

NVTC and its jurisdictions should be granted the same opportunity. The commission is asked to authorize its executive director to execute a MOU with the Department of Taxation substantially the same as the attached agreement with PRTC. The agreement has been reviewed by staff of NVTC's jurisdictions and by attorneys for PRTC. As of this date the department has not responded to NVTC staff's request but is expected to do so soon.



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E-mail [nvtc@nvtc.org](mailto:nvtc@nvtc.org) • Website [www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org)

**MEMORANDUM OF AGREEMENT  
BETWEEN THE VIRGINIA DEPARTMENT OF TAXATION and  
THE POTOMAC-RAPPAHANNOCK TRANSPORTATION COMMISSION**

This Memorandum of Agreement between the Department of Taxation (TAX) and The Potomac-Rappahannock Transportation Commission (PRTC) memorializes certain terms that shall govern the disposition of Administrative Appeals filed under *Virginia Code Section 58.1-1821* and Offers in Compromise filed under *Virginia Code Section 58.1-105* in cases where the subject tax liability is comprised, in whole or in part, of tax, penalty, or interest levied pursuant to the authority set out in *Virginia Code Section 58.1-1719, et seq.* (Northern Virginia Retail Motor Fuel Sales Tax), and payable to PRTC. This agreement shall become effective as of the date when both parties have signed it, and shall remain in effect until terminated.

**TERMS:**

During the term of this agreement, TAX agrees to the following:

1. In the case of any administrative appeal or offer in compromise filed with TAX seeking relief from the payment of fuel tax payable to PRTC, TAX will assess the merits of the appeal or offer in compromise and reach a preliminary conclusion about its disposition. In the event TAX's preliminary conclusion about the disposition results in at least a \$25,000 reduction in the amount of motor fuel sales tax initially assessed by TAX and billed to the taxpayer, TAX will notify PRTC and furnish the Chief Financial Officer of PRTC with: copies of the appeal and any papers submitted by the taxpayer in support of the appeal or offer in compromise; and with TAX's preliminary conclusion containing TAX's rationale for the proposed disposition. All such materials will be redacted to remove any confidential tax information not directly related to fuel tax. Such notice will be made by first class mail.
2. Unless otherwise provided, PRTC will have 30 days following notification from TAX to supply TAX with any additional information or analysis that it believes to be pertinent to the consideration of the appeal or offer. An extension of this time may be granted by TAX in cases where TAX deems circumstances to warrant an extension. In the event that the Tax Commissioner determines that it is essential to resolve the case more quickly, a shorter timeframe may be imposed.
3. TAX will inform PRTC of the final disposition of the case. If the final disposition deviates from TAX's preliminary conclusion, TAX will provide PRTC an explanation for the deviation.

During the term of this agreement, PRTC agrees to the following:

1. Original copies of any materials furnished to PRTC in connection with an administrative appeal will be stored in a locked container in the office of PRTC's

Chief Financial Officer. Additional copies may be distributed to PRTC's Chief Executive Officer, commission members, and legal counsel, provided that such copies may not be further copied and are stored in locked containers by any recipients.

2. PRTC will not further disclose, in whole or in part, any materials furnished to the Commission by TAX. Except as provided in preceding Paragraph 1, PRTC will not disclose the fact that an appeal or offer has been filed. Any discussion of an appeal or offer, including the existence of such, in any public meeting is expressly prohibited.
3. Except as specifically provided herein, nothing in this agreement shall abrogate the requirements for the protection of confidential information contained in Va. Code § 58.1-3.

**CONSTRUCTION:**

Nothing in this agreement shall be construed to mean that the Tax Commissioner has ceded, granted, or otherwise conveyed to PRTC, or its representatives, any authority to make a final determination of any affected appeal or offer, or to approve or disapprove any such final determination made by TAX.

**MODIFICATION:**

This agreement may be modified in writing from time to time as deemed mutually desirable and acceptable to the parties.

**TERMINATION:**

This agreement shall remain in effect until terminated. Either party to the agreement may terminate the agreement at any time by providing written notice to the other party at least 60 days prior to the termination date.

Signed on behalf of the  
Department of Taxation by:



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Janie Bowen  
Tax Commissioner

Signed on behalf of the Potomac-  
Rappahannock Transportation Commission by:

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# NVTC

Northern Virginia Transportation Commission

## Agenda Item #5

**TO:** Chairman Eulle and NVTC Commissioners  
**FROM:** Richard K. Taube  
**DATE:** April 24, 2008  
**SUBJECT:** Legislative Items

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

### **A. State**

The commission will receive an update on any General Assembly actions and have the opportunity for a discussion of legislative strategy. NVTA has launched an innovative public outreach campaign featuring You Tube videos (Give Legislators a Piece of Your Commute), web-ads, on-line petition, and black ribbon-tying ceremonies. Governor Kaine continues to state his intention to call a special session of the General Assembly by the end of spring.

### **B. Federal**

Pending legislation in Congress will be described.



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E-mail [nvtc@nvtc.org](mailto:nvtc@nvtc.org) • Website [www.thinkoutsidethecar.org](http://www.thinkoutsidethecar.org)

washingtonpost.com

## Plan Would Cut Roads Funds 44%

Slowing Economy, Lack of Legislative Fix Create Shortfall

By Eric M. Weiss  
Washington Post Staff Writer  
Thursday, April 17, 2008; B03

State lawmakers' failure to increase funding for transportation improvements or come up with a way to allow Northern Virginia to raise its own taxes for such projects will result in a 44 percent reduction in statewide spending for roads over six years, according to projections released yesterday.

Under a revised statewide plan for transportation spending, Fairfax County would receive \$54 million over six years, down from an estimated \$96 million. The \$24 million Loudoun County expected would be cut to \$10.5 million, and Prince William County's share would decrease to \$20 million from \$36 million. Transit funding would be cut 10 percent.

"This is bordering on the catastrophic," said Gerald E. Connolly (D), chairman of the Fairfax County Board of Supervisors. "Fifty-four million dollars is like half an interchange. I don't know if the public or the General Assembly know just how dire this situation is."

All told, the Virginia Department of Transportation's six-year statewide road and transit plan was cut by \$1.1 billion. The reduction includes \$300 million from the repeal of the abusive-driver fees, which were approved last year.

"These reductions will seriously challenge our ability to jointly move projects forward," VDOT Commissioner David Ekern said in a letter to local officials across the state. "Localities will have to make difficult decisions as to which projects are advanced in the secondary and urban systems."

VDOT officials said the cuts were prompted by a slowing economy. Virginia's gasoline tax is set at 17.5 cents a gallon, not as a percentage such as the sales tax. So the state treasury has not benefited from the spike in gas prices. Although gas tax revenue remains flat, contractors bidding on transportation projects must take into consideration the skyrocketing price of fuel, materials and labor. The result is that fewer projects are started.

Motor-vehicle sales and use taxes also are down, as are vehicle license fees, retail sales and recordation taxes, according to the draft VDOT released yesterday.

The public will be allowed to comment on the proposal at meetings across the state, including a May 14 hearing at Northern Virginia Community College in Annandale. The Commonwealth Transportation Board is scheduled to approve the plan at its June meeting.

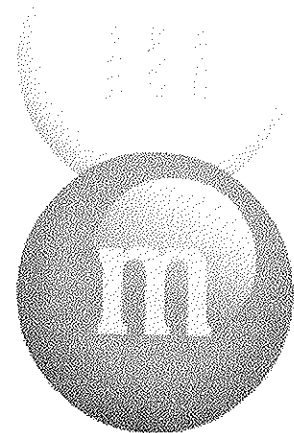
By law, VDOT must prioritize maintenance over new construction. Construction costs are far outpacing policymakers' ability to find the money to pay for the fixes needed to keep pace with growth.

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The reasons include the rising cost of petroleum for asphalt and construction vehicles, the high prices of cement and steel, and the weakening dollar. According to the Associated General Contractors of America, federal statistics show that the cost of road and highway construction materials rose 49 percent from December 2003 through January, while consumer inflation was 14.5 percent.

"Soon, VDOT will be called the Virginia Department of Maintenance," said Bob Chase, executive director of the Northern Virginia Transportation Alliance, a business-funded group that lobbies for transportation spending.

Northern Virginia leaders have long considered VDOT's spending plans inadequate for the region's growing population and gridlock. The lack of adequate state funding for the region's priorities has led to a multiyear effort to raise taxes and fees locally for projects. Last year, the General Assembly allowed the Northern Virginia Transportation Authority to raise about \$300 million in local fees and taxes, but the state Supreme Court ruled the process unconstitutional.

Legislators are trying to come up with an alternative.

Meanwhile, high-priority projects that were to be built using transportation authority money have been removed from regional spending plans or delayed by years. For example, the widening of the Prince William Parkway and Route 1, designed for 2013, has been downgraded to an engineering study only. In Loudoun, the construction of the Route 7/Route 659 interchange has been pushed back five years.

Chase said that even if lawmakers come up with a way to allow Northern Virginia to tax itself for transportation projects, the money will only replace dwindling state funding. That underscores the need for a statewide funding fix, he said.

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## N.Va. Authority Is Insolvent, but Not Silent

Its Taxing Ability Revoked, Commission Turns to YouTube to Lobby Legislature

By Eric M. Weiss  
Washington Post Staff Writer  
Monday, April 14, 2008; B05

You've probably heard of the "Got Milk?" ad campaign. But "Got Congestion?"

Now that it has been stripped of its ability to build roads and transit, the broke and powerless Northern Virginia Transportation Authority thinks it might have found a cheap and effective way to lobby Richmond legislators: on YouTube.

The NVTA is asking Northern Virginia motorists to make videos of their miserable commutes and post them on its YouTube page. The commission will screen videos before posting them on <http://www.youtube.com/group/NVTAPOMC>. (It asks that drivers not drive while holding video cameras and notes that Metro prohibits tripods on its trains and platforms.)

But the biggest roadblock will be ensuring that the videos are "family-friendly."

"I know you wouldn't want to see or hear any videos of me when I'm stuck in traffic," said David F. Snyder, an NVTA member from Falls Church.

The YouTube effort is part of an Internet-based lobbying campaign by NVTA to regain its money and clout after the Virginia Supreme Court recently ruled that its taxing power was unconstitutional. The main reason NVTA members are turning to the Internet is because it's free. The NVTA has returned the \$12 million it collected in fees and taxes since Jan. 1.

"It's sad we have to do it," said Martin E. Nohe of Prince William County, the commission's vice chairman, referring to the need to push for more money for roads and transit. "We thought we had passed this stage, but we're going to do it with gusto."

Gov. Timothy M. Kaine (D) is expected to call a special session to deal with transportation funding. But it is unclear whether legislators will find a way to restore funding to the NVTA, which planned to spend more than \$300 million a year in transportation improvements.

NVTA members hope commuters use the YouTube videos to tell their stories about how the region's congestion is affecting their quality of life.

"It's the personal stories that are the most compelling," said authority member Sharon S. Bulova of Fairfax County. "It brings home what this really is about."

Authority officials are also circulating an online petition and e-mailing an advertisement campaign, "Got

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Congestion?"

Nohe, though, ruled out having the campaign depict commuters with "gasoline mustaches," worrying that it would be "too dangerous."

To mark locations where NVRTA money would have paid for improvements and led eventually to ribbon-cutting ceremonies, the NVRTA is planning to instead host two "black ribbon tying" events at the Franconia-Springfield Metrorail station and on the side of Prince William Parkway.

The ribbon will have to be donated, because there is no money in the budget, authority officials said.

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**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**  
**Statement of Principles Related to Transportation Funding**  
**Adopted – April 10, 2008**

The Northern Virginia Transportation Authority (NVTA) appreciates the significant efforts made by the Governor and the General Assembly during the 2007 session to provide a dedicated transportation funding for Northern Virginia (HB 3202). Unfortunately, on February 29, 2008, the Virginia Supreme Court ruled that the General Assembly did not have a constitutional basis to delegate taxing authority to the NVTA. As a result, Northern Virginia is unable to address its worsening congestion. The implications for the region's and the state's economies are potentially disastrous.

In addressing this challenge, the NVTA will use the following principles to guide it in assessing proposed solutions:

1. Transportation is fundamentally a state responsibility; therefore, enactment of new Northern Virginia transportation revenue sources must include a substantial state financial commitment.
2. There is general comfort with the seven taxes and fees previously approved for Northern Virginia; however, NVTA is willing to consider alternatives. Any changes in the regional funding packages for Northern Virginia and Hampton Roads should be coordinated with both regions.
3. Northern Virginia's adopted *TransAction 2030* long-range transportation plan requires approximately \$700 million annually in new funding to achieve the 2030 goals. Therefore, restoring exclusive Northern Virginia revenues of at least \$300 million annually, as well as providing at least \$400 million annually from Northern Virginia's portion of additional statewide revenues, is needed to meet this requirement.
4. Any legislation must provide significant increases in transportation funding for all modes from a stable, reliable, and permanent source(s).
5. Involvement and support from all jurisdictions – large and small – is important to achieve regionally agreed upon goals. With that in mind, any Northern Virginia transportation revenue package should include both a regional and a local component to allow local jurisdictions to achieve transportation improvements of their choosing (many of which will contribute to overall regional goals).
6. If a statewide package is also enacted, Northern Virginia should receive at least the share that it receives under existing formulas.
7. The state should also continue to match federal interstate and primary road earmarks with state funds, not shift this responsibility to Northern Virginia regional funds.
8. Any Northern Virginia regional transportation funding package should provide an on-going revenue stream of capital funding for the Washington Metropolitan Area Transit Authority (WMATA) with no sunset, and no federal match requirement. This will provide flexibility beyond matching federal funds, and will ensure that WMATA's on-going capital needs will be funded. It should also provide dedicated operating and capital funding for the Virginia Railway Express (VRE).

The NVTA stands ready to assist with the development of a meaningful, responsive transportation funding package that will aggressively move the region forward in implementing its transportation plan.

April 11, 2008

The Honorable Timothy M. Kaine  
Governor of Virginia  
Patrick Henry Building  
1111 E. Broad Street  
Richmond, Virginia 23219

Dear Governor Kaine:

The Virginia Transit Association is grateful for your strong support to fund transportation and especially your efforts to advance public transportation. Thanks to your leadership last year, transit received a critical increase in funding for both operating and capital. The funds from recordation fees, dedicated to transit operating, are critical to maintain service especially given the dramatic fuel and health insurance costs transit systems are managing.

As state and regional transportation funding proposals are reconsidered in the coming months, adding statewide funds to expand transit should be a high priority along with addressing highway maintenance and construction needs. In FY08 the state transit capital contribution was 65% of the state/local share, an important advance, but still well short of the VTRANS 2025, Urban Policy recommendations and statutory target of a 95% state share. Economic, demographic and environmental realities underscore the urgent need to expand public transportation now.

The era of cheap oil is over and the evidence – high gas prices that are likely to continue to climb and reduced consumer buying power -- is in news reports daily. Virginians are looking for ways to trim their transportation costs and an increasing number are ridesharing, vanpooling, and using public transportation as alternatives to driving their car for every trip.

The benefits of expanding and improving transit and related options are significant. Families can save *\$6,200 - \$6,500 annually*, if one wage earner can commute by bus or rail, reducing the need for one family car. More people using transit also helps ease road congestion, reduces pollution and reduces their carbon footprint. Reducing vehicle miles traveled is essential to reduce greenhouse gas emissions. Finally, a growing elderly population will require much more transit and paratransit for elders to continue to travel safely and live independently and for the Commonwealth to contain Medicaid costs. Expanding the transit network is a key to changing individual travel choices. As you consider transportation proposals in the coming days and weeks, the Virginia Transit Association urges you to:

- 1) **Maintain the gains for statewide transit and rail funding in HB3202;**
  - A) Two cents of recordation taxes are dedicated to transit operating (the other 1 cent went to highway maintenance); B) A minimum of 20% of the \$3 Billion bond package is dedicated to transit capital; and 4.3% to rail.
  
- 2) **Comparable replacement funding by the General Assembly for regional authorities in HB3202**

- NVTA revenue is critical for essential transit projects and would provide ongoing funds for VRE and WMATA. Without regional revenues, many of these capital projects will be deferred and others will pressure the existing state transit capital program. This would negatively impact every other public transportation system in the Commonwealth through a further reduction in the state matching ratio.
- Consideration should be given to the following:
  - Allow other regions to easily form Transportation Regional Authorities and raise revenue in a constitutionally acceptable manner.
  - Encourage all Regional Authorities to include transit in their allocations.
  - Allow regional authorities to expand to encompass regional commuting patterns, so those who benefit also pay.

3) **Ensure that any new statewide transportation revenue proposals dedicate at least 20% for public transportation operating and capital (the same share as mandated for the HB3202 bond package).** This would maintain the multimodal approach embodied in HB3202.

- If new revenues are directed to the HMOF, 20% should be directed to public transportation (prior to 1999 transit was part of the HMOF).
- New revenues could instead be directed to the Transportation Trust Fund. By statute maintenance receives the first draw on highway revenues, and transit, airports and ports also receive a share (although transit's share from this source is less than 15 percent).

In summary, we believe that funding of transportation is primarily a state responsibility and the state should identify stable, reliable and permanent funding sources for all modes. Transit needs should not be ignored as growing highway maintenance needs are highlighted.

If history is any guide, it may be decades before Virginia leaders address transportation funding again. The Virginia Transit Association asks you to use your powers to ensure, once again, that transit funding is a significant part of any final plan. Thank you for your consideration of our request and for your continuing work to provide good transportation choices for Virginians.

Sincerely,

John J. McGlennon



VTA President

Cc: Pierce R. Homer, Secretary of Transportation  
Matthew Tucker, Director of the Virginia Dept. of Rail and Public Transportation

# NVTC

Northern Virginia Transportation Commission

## Agenda Item #6

**TO:** Chairman Euille and NVTC Commissioners

**FROM:** Rick Taube

**DATE:** April 24, 2008

**SUBJECT:** I-95/395 HOT Lanes

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At NVTC's April 3, 2008 meeting, commissioners reiterated several concerns to Virginia's Secretary of Transportation, including:

1. Beltway HOT Lanes will provide new capacity but the I-95/395 HOT Lanes in the northern segment will use existing publicly funded facilities. Accordingly, there is an obligation in the I-95/395 corridor not to diminish the performance of the existing facilities.
2. NVTC board members have asked for a year for an analysis of the benefits and costs of a bus-only lane in the I-95/395 corridor. To date, three drafts have been reviewed internally at VDOT/DRPT. Secretary Homer stated the release of the study could come as early as April 7<sup>th</sup>. It has not been released yet.
3. NVTC has written Secretary Homer to ask for clarification that FHWA will not be asked to approve the I-95/ 395 HOT Lanes project before the results of a safety analysis by Halcrow, Inc. are completed. Further, clarification was requested in the minimum average speeds to be permitted on the HOT Lanes since federal law allows 45 mph but the facility as currently operated achieves over 55 mph. NVTA acted on April 10<sup>th</sup> to send a very similar letter. NVTC has received no response.
4. NVTC staff has asked that the Halcrow safety study examine the bus-only lane concept and that the draft of the Halcrow study be shared with local and regional staff for comment before it is released in final form.

In light of the above outstanding issues, the attached letter to Secretary Homer has been prepared in which the commission's strong desire to review the draft analysis of a bus-only lane is reiterated. The commission is asked to authorize Chairman Euille to sign the letter on behalf of NVTC.



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# NVTC

Northern Virginia Transportation Commission

May 1, 2008

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**Vice Chairman**

Hon. Christopher Zimmerman

**Secretary/Treasurer**

Hon. Gerald E. Connolly

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Hon. Paul Smedberg

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Del. Joe T. May

Del. Thomas D. Rust

**Executive Director**

Richard K. Taube

The Honorable Pierce Homer  
Secretary of Transportation  
Patrick Henry Building 3<sup>rd</sup> Floor  
111 East Broad Street  
Richmond VA 23219

Dear Secretary Homer:

The Northern Virginia Transportation has discussed the proposed HOT Lane project in the I-95/395 corridor at virtually every monthly meeting for well over a year. We have written several times to you expressing our concerns and have also discussed those concerns with you in person. As you know, the overriding issue for us is the need to protect the level of service for transit and HOV commuters in the existing HOV lanes. To that end, we have requested from Fluor-Transurban an analysis of a bus-only lane on the facility. We have also written to you to ask that the bus-only lane concept be reviewed in conjunction with the ongoing Halcrow safety study.

We understand that the bus-only lane analysis has been prepared and that it has undergone at least three reviews by VDOT and DRPT staff. You told us at our April 3<sup>rd</sup> NVTC meeting that you have seen the study. You mentioned it would be released soon, perhaps as early as April 7<sup>th</sup>. We note with deep concern that the study has still not been shared with us.

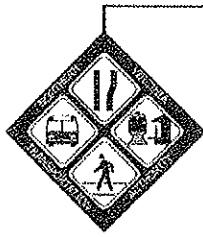
We firmly believe that local staff will have valuable insights to contribute to the analysis of the bus-only lane as well as the Halcrow safety study. We urge you not to wait until a finished product is available that fully satisfies the commonwealth's perceived interests before seeking local input.

We applaud your prompt and positive responses to our earlier requests to include local transit systems in service planning and to perform independent safety analyses. We are simply asking that you continue this positive approach by releasing the draft bus-only lane analysis now for our review and comment.

Please feel free to contact me with any questions about our request to review the bus-only lane materials.

Sincerely,

William D. Euille  
Chairman



The Authority  
for Transportation in Northern Virginia

## The Northern Virginia Transportation Authority

April 11, 2008

The Honorable Pierce Homer  
Secretary of Transportation  
1111 East Broad Street, Third Floor  
Richmond, Virginia 23219

Dear Secretary Homer:

On behalf of the Northern Virginia Transportation Authority, I am writing to follow-up with you on the progress of the I-95/395 HOT Lanes project, and more specifically on the safety and operational aspects of the proposed facility. In particular, the NVTVA would like to ensure that all aspects of the safety analysis are complete before final National Environmental Policy Act (NEPA) documentation is submitted to the Federal Highway Administration (FHWA). In addition, we would like to make certain that the average minimum speed of the HOT lanes facility remains as high as the speeds experienced on the HOV facility today.

As you know, the NVTVA has previously raised concerns about the safety and operations of the proposed I-95/395 HOT Lanes facility. We are very pleased to hear that the state has retained Halcrow, Inc., to develop operational and performance requirements that will be incorporated into the public-private agreement. We feel this analysis is imperative for the safe and efficient operation of this facility.

Since safety is an important component of the NEPA documentation, and the Halcrow findings could cause changes to the scope and design of the HOT Lanes project, we urge the state to wait until the Halcrow analysis is complete before submitting the final NEPA documentation for this project. According to VDOT staff, this is, in fact, the case. The state anticipates requesting that the FHWA to make a NEPA finding for the northern segment of the project late this summer, after the Halcrow safety analysis is complete. The NVTVA is supportive of this approach and would like confirmation that this is the planned course of action. In addition, we expect that the Halcrow findings and recommendations will be a matter of public record, and we will have an opportunity to react to them before actions are taken.

We have also been waiting for over a year for the operational and funding analysis of a bus-only lane as part of the I-95/395 HOT Lanes project. We strongly urge the state to release this analysis for review by the local jurisdictions and regional agencies. Since transit is an integral part of moving people in this corridor, this alternative must also be included in the safety analysis being performed by Halcrow.

The Honorable Pierce Homer  
April 11, 2008  
Page Two

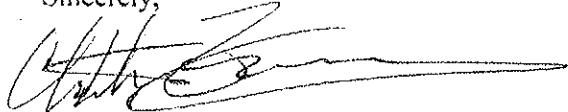
Finally, we were also disappointed to hear that during some General Assembly discussions, VDOT staff stated that an average minimum speed on 55 mph on the HOT lanes would be too difficult to maintain and might discourage public-private partnerships on this facility. According to VDOT data, the HOV facility today operates at an average speed of 56 mph in the am peak period northbound (49 mph inside the Beltway, and 62 mph outside), and 67 mph southbound in the afternoon peak (68 mph inside the

Beltway, and 67 outside the Beltway). We hope that an average minimum speed of at least 55 mph on the HOT Lanes would be achievable considering today's data. If this is not the case, this project will degrade service for all users of the facility, including transit, vanpool and carpool commuters. As we have stated before, that is unacceptable.

According to VDOT staff, the state considers the 45 mph federal requirement to be a minimum threshold, and anticipates that the average speed will be closer to 55-60 mph. We would like confirmation that this commitment will be reflected in the final I-95/395 HOT Lanes agreement.

We hope you will take these concerns into consideration as you continue to move forward with the I-95/395 HOT Lanes project. Please do not hesitate to contact me should you wish to discuss this further.

Sincerely,



Christopher Zimmerman  
Chairman

Cc: Members, Northern Virginia Transportation Authority  
John Mason, NVT Authority Executive Director



Agenda Item #7

**TO:** Chairman Eulle and NVTC Commissioners  
**FROM:** Rick Taube and Adam McGavock  
**DATE:** April 24, 2008  
**SUBJECT:** Metro Items

---

**A. Status of Rail to Dulles Rail Project**

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

**B. Monthly Ridership at Virginia's Metrorail Stations**

The attached tables show Metrorail ridership at Virginia stations is very strong in FY 2008 through March compared to FY 2007. NVTC staff will continue to track and report monthly ridership to observe if this trend persists.

**C. Buses Operating on Shoulder Lanes**

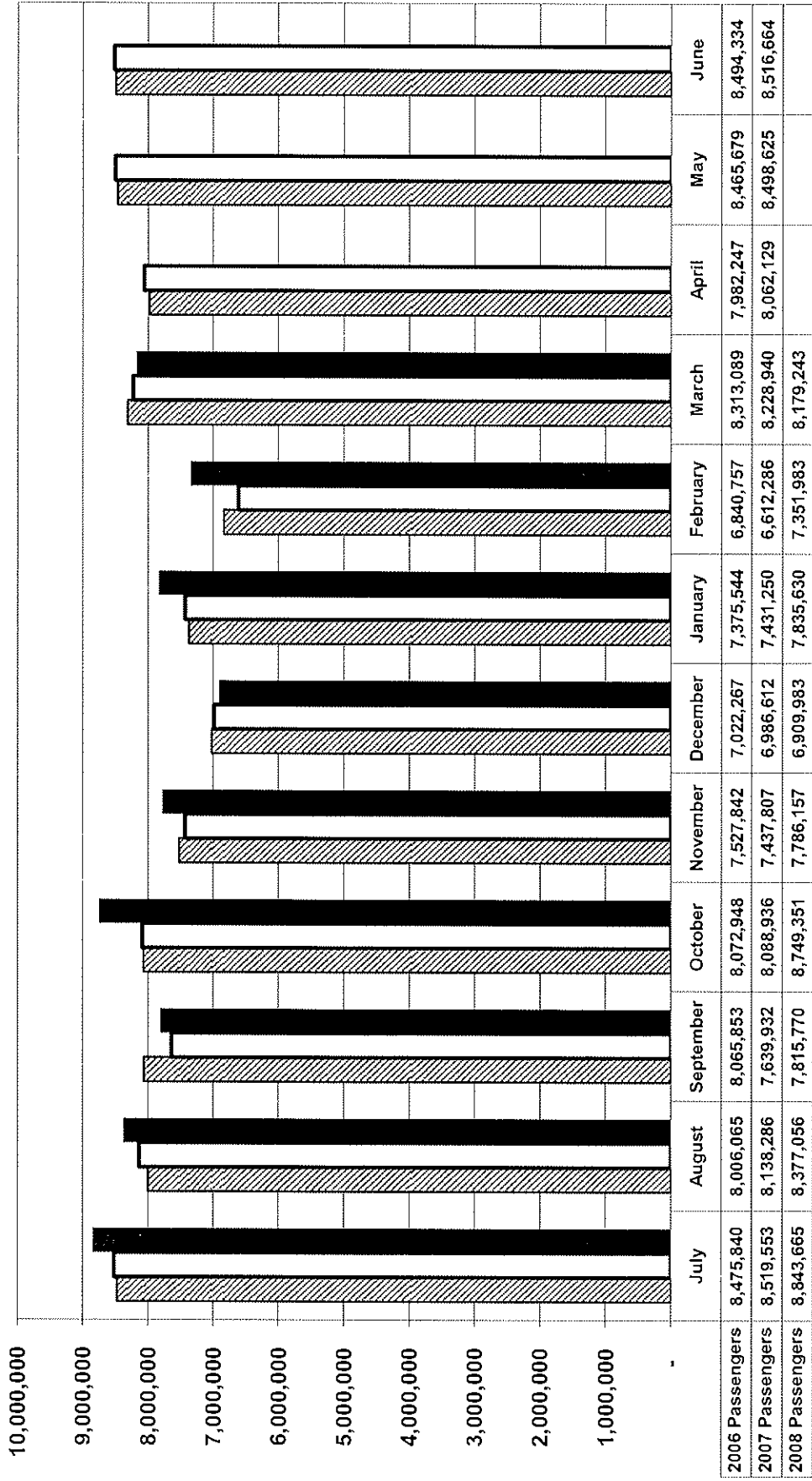
WMATA Chairman Zimmerman's proposal to consider a system of shoulder lanes on which buses could operate is described in the attached Washington Post article.

**D. Metrorail Capacity Needs**

The attached Power Point and Washington Post article describe the need to expand WMATA's capacity to meet growing future ridership demand.



Figure 9: Metrorail Monthly Northern Virginia Passenger Trips, FY2006 - FY2008



2006 Passengers
  2007 Passengers
  2008 Passengers





washingtonpost.com

## For Buses, Wheels To the Shoulders?

By Eric M. Weiss  
Washington Post Staff Writer  
Thursday, April 17, 2008; B01

Washington area transportation officials are pushing a plan to run buses on the shoulders of the region's highways and other major roads, allowing the vehicles to drive around congestion and go to the head of the line at traffic signals.

With prospects for increased transportation funding fading, regional leaders are looking for alternative -- read: cheap -- solutions for easing congestion.

"It's about as low cost a thing as you can do," said Chris Zimmerman, chairman of the Metro board and the Northern Virginia Transportation Authority. Zimmerman is proposing a 100-mile system of shoulder lanes, the same length as the Metrorail system.

Metro General Manager John B. Catoe, who was credited with innovations when he ran the Los Angeles bus system, is meeting with top transportation officials in Maryland and Virginia this week to push shoulder use and other bus improvements.

With Washington commuters mired in the second-worst traffic in the nation, area leaders are increasingly open to new, even radical, ideas for getting people across the region, including extensive tolling, better timing of traffic signals and using every inch of existing pavement, including highway shoulders.

"Any road that is tied up and has a shoulder on it is a candidate," said Zimmerman, who is also a member of the Arlington County Board.

Transportation officials would study which roadways could accommodate shoulder use. District officials are focusing on instituting dedicated bus lanes, such as the one on Ninth Street NW.

Zimmerman said allowing buses to bypass congestion would give commuters added incentive to use public transit. Each full bus takes 30 to 40 cars off the road, he said. "We have to reward people who use public transportation and let them know that even if there is traffic, you are going to make it to work or home on time."

Buses already use the shoulders on the connector between the Dulles Toll Road and Interstate 66, and on Route 29 near Burtonsville.

Glenn Saffran, deputy director of MARC and commuter bus service in Maryland, said bus passengers riding Route 29 "cheer when you pass 70 to 80 cars waiting for a stoplight. It was very successful when the traffic was very heavy."

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The lanes still operate, but the route was shortened when many of the signalized intersections on Route 29 were replaced with full interchanges, he said.

The idea was pioneered in 1992 in Minneapolis, which has 230 miles of roadway that can accommodate buses on shoulders, according to a 2006 study by the Transportation Research Board of the National Academies.

Minneapolis bus drivers are allowed to use shoulders only when traffic speeds in the regular lanes drop to less than 35 mph; they can then travel on the shoulders a maximum of 15 mph faster than traffic in the regular lanes. Drivers are specially trained to avoid stalled cars, debris and other safety issues, according to Minneapolis officials, who said the lanes have had a good safety record.

In a survey of Minneapolis riders, 38 percent said shoulder use has helped buses keep to schedules; the survey also found the lanes have been particularly beneficial during bad weather.

"Almost everyone who has seen the Twin City's operation seems to say, 'This is a no-brainer,' " said Peter C. Martin, a San Francisco-based engineer and consultant who wrote the research board report.

"The concept seems to be very popular with passengers," said Martin, who is working on a follow-up report on best practices. "Typical opposition comes from highway and traffic engineers who are trained and charged with maximizing traffic safety and maximizing vehicle throughput, not necessarily people throughput."

But Ronald F. Kirby, transportation director for the Metropolitan Washington Council of Governments, said the proposal "would bring a pretty modest benefit for a lot of trouble. There's a lot less there than meets the eye."

Kirby said that many shoulders are not wide enough or strong enough to accommodate buses and that the buses would travel so slowly that they would not significantly cut travel time.

A committee of bus operators in the region studied the idea and found little enthusiasm for a bus shoulder network, he said.

"I disagree," Catoe said. "It could make major improvements."

Catoe said the idea is "a low-cost opportunity, with basically just signage and some striping." He said other strategies, such as dedicated bus lanes downtown and allowing buses to hold green lights, could make bus trips quicker and more attractive to riders. Similar innovations increased the efficiency of some bus lines in Los Angeles by 25 percent, he said.

In the past, Virginia officials have been lukewarm to allowing buses to run on shoulders, and Zimmerman blames them for the failure of a direct bus line from Bethesda to Tysons Corner a few years ago. Virginia's refusal to allow the buses to circumvent traffic by using the shoulders meant they got snarled in Capital Beltway traffic with other vehicles.

Virginia Transportation Secretary Pierce R. Homer said he is open to the idea in places where it makes sense in terms of safety and efficiency. He said that the state will study the issue and that he could envision shoulder use on a planned shuttle service between the Springfield/Franconia Metro station and Fort Belvoir and spots along Route 50, Route 1 and the Prince William and Fairfax County parkways. But he said older infrastructure and pinch points along highways could limit the scope of such a system.

Lon Anderson of AAA Mid-Atlantic said shoulders need to be maintained as safety refuges.

"Once you make them bus lanes, they are no longer shoulders," he said. "If you want more lanes, build them."

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# Future Metrorail Capacity Needs

*Presented to the Board of Directors:*

Planning, Development and Real Estate  
Committee

April 24, 2008



## Purpose

---

- Discuss Metrorail ridership growth trends over the next 25 years
- Examine the adequacy of Metrorail system and station capacity to handle the expected growth
- Identify capital improvements needed to enhance Metrorail system and station capacity



## Benefits/Costs

- **Benefits**
  - Provision of sufficient Metrorail system capacity to satisfy growing demand
  - Relief of passenger crowding during peak periods and provision of a better ride for our customers
  - Improved customer access to Metrorail
  - Preparation for long-term system capacity expansion
- **Costs**
  - Cost of expanding use of 8-car trains and support facilities beyond current 50% of fleet
  - Cost of station access and capacity improvements including escalators, stairways, parking and feeder bus services
  - Cost of long-term system capacity expansion

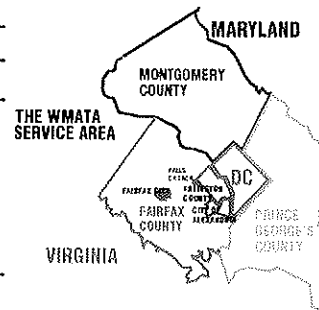
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## Regional Growth Trends

### Regional Growth:2005-2030

	2005-2030	
	Employment	Population
Metropolitan Total	39%	33%
Metro Service Area	34%	24%
Inside Beltway	23%	26%
Outside Beltway	41%	23%
Outer Suburbs	65%	62%



Source:  
MWCOG Round 7.0 Cooperative Land Use Forecasts, 2006

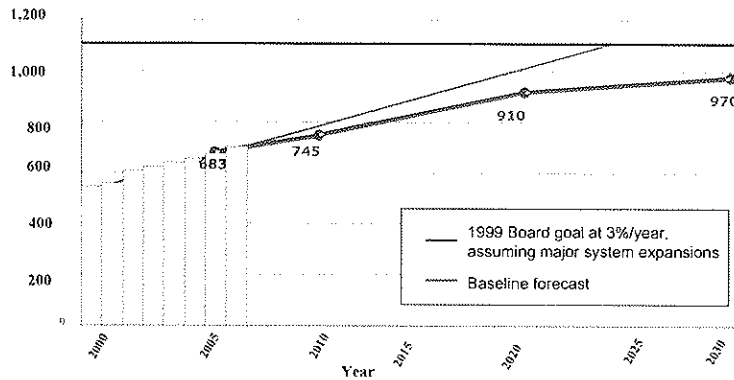
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## Baseline Ridership Forecast

Ridership expected to grow by 42% between 2005 and 2030, reaching 970,000 by 2030

Weekday Metrorail Ridership Growth (in thousands)



Source for Baseline forecast:  
Assume Dulles extension by 2020 and COG Round 7.0 land use forecasts

5



## Highest Ridership Stations

Station	2000	2005	2010	2015	2020	2025	2030
Union Station	~10,000	~12,000	~14,000	~16,000	~18,000	~20,000	~22,000
Washington Metro Center	~8,000	~10,000	~12,000	~14,000	~16,000	~18,000	~20,000
Washington Metro Center	~7,000	~9,000	~11,000	~13,000	~15,000	~17,000	~19,000
Washington Metro Center	~6,000	~8,000	~10,000	~12,000	~14,000	~16,000	~18,000
Washington Metro Center	~5,000	~7,000	~9,000	~11,000	~13,000	~15,000	~17,000
Washington Metro Center	~4,000	~6,000	~8,000	~10,000	~12,000	~14,000	~16,000
Washington Metro Center	~3,000	~5,000	~7,000	~9,000	~11,000	~13,000	~15,000
Washington Metro Center	~2,000	~4,000	~6,000	~8,000	~10,000	~12,000	~14,000
Washington Metro Center	~1,000	~3,000	~5,000	~7,000	~9,000	~11,000	~13,000
Washington Metro Center	~500	~1,500	~3,000	~5,000	~7,000	~9,000	~11,000

Average Daily Passenger Volume  
(Total of Daily Entries and Exits)

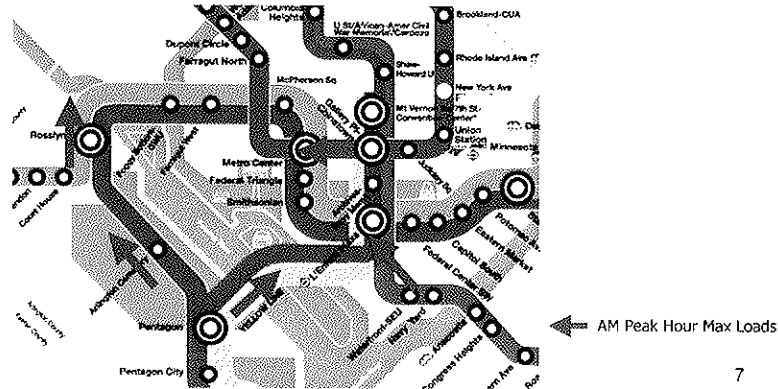
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## Metrorail Capacity Analysis

- System capacity is evaluated for the AM peak hour at the maximum passenger load point on each line
- Assumes Blue Line Realignment by 2010 and Dulles Extension built before 2020



7



## Rail System Capacity – No Additional Fleet Expansion

Line	2005	2010	2015	2020	2025	2030
Red	Congested (1-100 people per car)	Highly Congested (100-120 people per car)	Highly Congested (100-120 people per car)	Highly Congested (100-120 people per car)	Highly Congested (100-120 people per car)	Highly Congested (100-120 people per car)
Blue (Rosslyn)	Highly Congested (100-120 people per car)	Highly Congested (100-120 people per car)	Highly Congested (100-120 people per car)	Highly Congested (100-120 people per car)	Highly Congested (100-120 people per car)	Highly Congested (100-120 people per car)
Orange/Dulles Rail	Exceeds Capacity (> 120 people per car)	Exceeds Capacity (> 120 people per car)	Exceeds Capacity (> 120 people per car)	Exceeds Capacity (> 120 people per car)	Exceeds Capacity (> 120 people per car)	Exceeds Capacity (> 120 people per car)
Yellow/Blue (14th Bridge)	Highly Congested (100-120 people per car)	Highly Congested (100-120 people per car)	Highly Congested (100-120 people per car)	Highly Congested (100-120 people per car)	Highly Congested (100-120 people per car)	Highly Congested (100-120 people per car)
Green	Highly Congested (100-120 people per car)	Highly Congested (100-120 people per car)	Highly Congested (100-120 people per car)	Highly Congested (100-120 people per car)	Highly Congested (100-120 people per car)	Highly Congested (100-120 people per car)

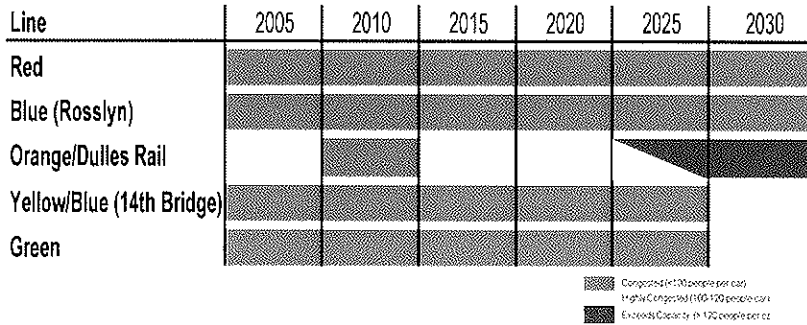
Congested (1-100 people per car)  
 Highly Congested (100-120 people per car)  
 Exceeds Capacity (> 120 people per car)

- Assumes 50% 8-car trains from 2010 through 2030
- In 2010, 50% 8-car trains will bring relief to peak crowding on all lines
- By 2030, entire system is expected to approach capacity
  - By 2020: Orange/Dulles Line will exceed capacity
  - By 2020: Yellow, Blue and Green Lines will become highly congested
  - By 2030: Red Line will become highly congested

8



## Rail System Capacity – With Fleet Expansion



- Assumes 75% 8-car trains by 2015 (130 additional cars) and 100% 8-car trains by 2020 (90 additional cars)
- Extends adequate system capacity out by 5-10 years into the future

9



## Station Capacity Analysis

Stations with critical capacity constraints

- Inside the core:
  - Metro Center
  - Farragut North
  - Gallery Place
  - L'Enfant
- Outside the core:
  - Shady Grove

Station	Mezz	Vertical		Faregate	
		2005	2030	2005	2030
Archives-Navy Memorial-Penn Quarter		○	○		
Bethesda			○		
Branch Ave		○	○		
Cleveland Park					○
Court House			○		○
Farragut North	SE	○	○		
Farragut West	W	○	○		
Foggy Bottom-GWU		○	○		
Franconia-Springfield			○		
Gallery Pl-Chinatown	N	○	○	○	○
Judiciary Square	W		○		○
L'Enfant Plaza	E	○	○		
Metro Center	W		○		
	N	○	○		○
	S	○	○		
Navy Yard*	W		○		
Shady Grove	E	○	○		○
Takoma				○	○
Twinbrook				○	○
White Flint				○	○
Union Station	S	○	○		
	W	○	○		

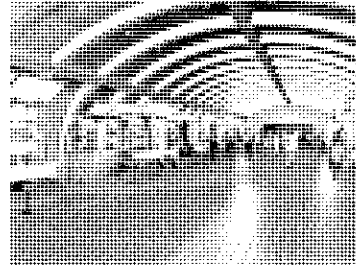
- Needs improvement ( $v/c \geq 0.75$ )
- Needs study ( $0.5 \leq v/c < 0.75$ )

10



## Capacity Needs: 2010-2020

- Complete 75% 8-car trains by 2015 and 100% 8-car trains by 2020, including power systems and storage facilities
- Implement Blue Line split to increase capacity at Rosslyn Portal
- Construct station connection pedestrian tunnels: Farragut North to Farragut West and Metro Center to Gallery Place
- Add escalators and stairways at core stations
- Expand station access including parking, bus service, and bicycle and pedestrian facilities
  - Maintaining current auto access mode share would require 36,000 more parking spaces by 2030
- Expand the region's bus service and integrate with planned streetcar and light rail lines to supplement Metrorail capacity in major corridors

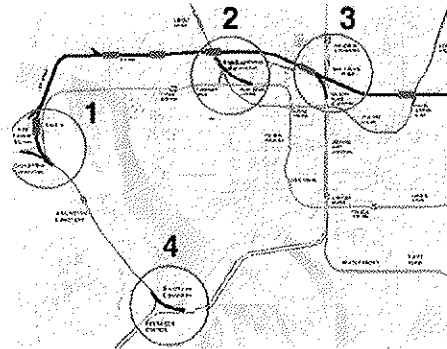


11



## Capacity Needs: 2020-2030

- Build pocket tracks to add storage and turnaround track
- Construct inter-line connections to improve system flexibility
- Plan and design new Potomac river crossing between Rosslyn and Georgetown with new line to downtown



Source: 2002 Core Capacity Study

12



## Next Steps

---

- |           |  |
|-----------|--|
| July 2008 | Present the Board the 2011-2020 Capital Improvement Plan – “State of Good Repair” and Capacity Enhancement Needs |
| 2009      | Develop capital funding agreement to begin July 2010   |
| 2009-2010 | Begin engineering and project development activities for rail car, power systems and storage facilities          |
| 2011-2015 | Implement power and facility improvements and rail car procurement   |
| 2015-2020 | Expand rail fleet to allow 75% and 100% 8-car train service  |

washingtonpost.com

## Metro Will Need Hundreds Of New Cars, Manager Says

By Lena H. Sun  
Washington Post Staff Writer  
Saturday, April 19, 2008; B01

The Metrorail system will exceed its capacity in 12 years unless the transit agency can buy 220 more cars to run longer trains during morning and afternoon rush hours, agency officials said yesterday.

Even if cash-strapped Metro is able to come up with the estimated \$660 million needed to buy the additional cars, the agency would still need to consider adding a Potomac River crossing between Rosslyn and Georgetown to accommodate the nearly 1 million passengers who officials project will be riding the subway on an average weekday by 2030. That's about 250,000 more people crowding onto trains over the next two decades.

"More people than ever before are relying on Metro for their travel needs," General Manager John B. Catoe Jr. said yesterday.

The ridership forecasts are scheduled to be presented to board members next week.

On Thursday, as tens of thousands of people rode the subway to attend the papal Mass at Nationals Park, Metrorail recorded its third-highest weekday ridership in history, with 828,418 trips. Weekday ridership this month has topped more than 800,000 trips on two other days, during the Cherry Blossom Festival and the home opener for the Washington Nationals. Average weekday ridership is typically 725,000 to 750,000 trips.

Based on job and household growth projections from the Metropolitan Washington Council of Governments, Metro has forecast 1.4 percent annual growth in ridership from 2005 to 2030, officials said. That means ridership is expected to grow 42 percent in that period, reaching a weekday average of 970,000 trips in 2030.

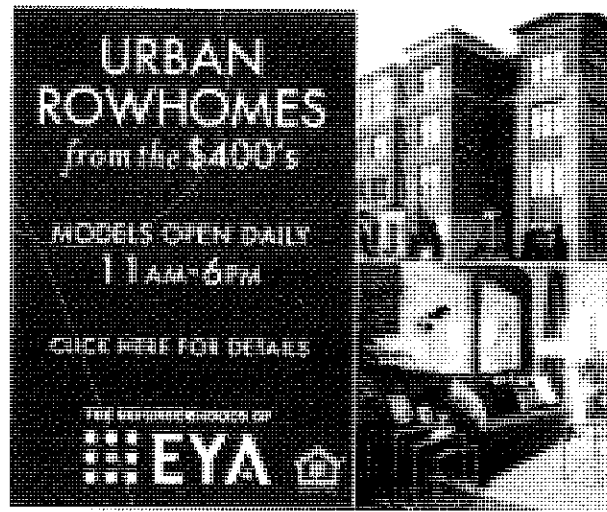
The challenge of squeezing all those new passengers onto trains and moving them through stations will not only test Metro's ability to serve the region. If the transit system cannot meet the demand, riders will probably abandon the subway for the region's roadways, which are already overburdened.

The 32-year-old system has reached the point at which many components must be refurbished or replaced. Catoe already has identified \$489 million in urgent unfunded capital repairs and will outline a comprehensive 10-year capital plan to the board in July.

Catoe said he hopes to address Metro's strategy for funding all its needs during budget discussions in the weeks ahead.

Metro has enough money to operate every other train as an eight-car train during peak periods by spring 2009. Currently, every fifth train is eight cars long during rush periods; the others are six-car trains. The

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agency has been relying on its newest batch of rail cars to run longer trains.

If the agency is unable to expand the fleet, several rail lines will approach or exceed capacity by 2020. Metro planners assume that the Dulles rail extension, which is on hold, will be built but that if it is not, the basic needs for additional capacity remain the same, officials said.

To meet ridership demand, Metro needs 75 percent of its trains to run with eight cars during the peak period by 2015 and 100 percent to run with eight cars by 2020.

Metro is the only major transit agency in the country without a significant source of dedicated funding. A federal bill to provide Metro \$1.5 billion over 10 years, to be matched by Virginia, Maryland and the District, is pending in Congress. All three jurisdictions have identified their share of the funding. The bill is being blocked by Sen. Tom Coburn (R-Okla.)

Even if the bill were to pass this year, the earliest that funds would be available to Metro would be fiscal 2011, Catoe said.

To address growing ridership, Metro wants to expand regional bus service and integrate that service with planned streetcar and light-rail lines along major corridors to supplement the 106-mile subway system.

In addition to expanding its current fleet of 1,066 rail cars, Metro needs to make major improvements to stations by adding staircases, escalators and pedestrian tunnels connecting Farragut North and Farragut West and Gallery Place and Metro Center.

The agency also can increase capacity by realigning the Blue Line. That plan would reroute some Blue Line trains between Virginia and the District during rush periods on the Yellow Line bridge near the Pentagon, instead of running them through the Rosslyn tunnel, the system's biggest chokepoint. The plan would send the trains to Greenbelt, the last stop on the Green Line. The plan would be the first major realignment of daily service in recent years.

Officials are soliciting comment from riders before making a final recommendation to the board.

Many of the measures to increase capacity, including the pedestrian tunnels, Blue Line realignment and new rail line downtown, have been discussed by Metro planning officials in the past. But as ridership has grown, officials say there is an urgent need to revisit them.

"In the next five to 10 years, there needs to be a serious ramping up of the planning and development," said Nat Bottigheimer, Metro's planning chief. "It's not like you can go to Target in 2015 and buy 130 rail cars."

It takes at least five years to design, order, build and test rail cars. Additional rail cars also require increasing storage capacity at rail yards, which is expensive and time-consuming. Longer trains also use more electricity, and Metro is upgrading its power substations to accommodate running half of rush-period trains with eight cars by next spring.

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# NVTC

Northern Virginia Transportation Commission

## Agenda Item #8

**TO:** Chairman Euille and NVTC Commissioners  
**FROM:** Rick Taube and Greg McFarland  
**DATE:** April 24, 2008  
**SUBJECT:** Regional Transportation Items

---

**A. Virginia Transit Association Spring Meeting in Crystal City**

VTA will meet May 19-21, 2008 at the Hilton Crystal City. An agenda is attached. Commissioners interested in attending should contact NVTC staff.

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

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

**C. 21<sup>st</sup> Century Transportation Challenges**

The US PIRG Education Fund has published in March, 2008 a report titled:

"A Better Way to Go: Meeting America's 21<sup>st</sup> Century Challenges with Modern Public Transit". It is available at [www.uspirg.org](http://www.uspirg.org).  
Benefits and costs of transit: U.S. PIRG conservatively estimates that transit's benefits total \$60 billion per year while costing \$31 billion. See report page 35.  
History of underinvestment in transit: Since 1956, cumulative government (federal, state, local) capital investment in highways has totaled \$3.2 trillion, while the same figure for transit has amounted to \$300 billion. For federal expenditures the ratio of highway to transit investment has been 9 to 1. For state expenditures, the same ratio has been 13 to 1. See report page 37.



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Federal funding for transportation is biased against transit: All transit projects that receive federal money must meet stringent rules regarding environmental impacts, operating efficiency, cost effectiveness, and land-use impact. Highway projects must only meet environmental impact rules. Also, highway projects receive an 80-20 federal-state match, while the transit “New Starts” program has a 61-39 maximum federal/non-federal match. See report page 39.

State funding for transit is woefully small: 12 states each spent under \$1 million in 2004 on transit operating and capital expenses. Virginia’s state government spent as much as tiny Delaware on transit operating and capital expenses. Virginia spent \$20.83 per capita on transit in 2005, while Maryland spent \$129.89 per capita and Washington, DC spent \$385.18 per capita. See report page 41.

U.S. PIRG recommends the following actions:

- Improve the quality of the transit experience with better rider information and information coordination between transit agencies. See report page 48.
- Serve the suburbs with effective transit, including commuter rail, suburb-to-suburb or “ring” transit routes, vanpools, and community shuttles. See report page 49.
- Increase the use of low-floor buses to speed passenger boarding. See report page 49.
- Utilize transit signal priority to speed buses along their routes. See report page 49.
- Pay attention to the aging population and find ways to better serve them. See report page 50.
- Keep transit fares low. Research shows that a 10% fare increase will yield a 4% ridership decrease. See report page 52.
- Link land use planning and transit investments: mix land uses; utilize TOD; decrease parking lot sizes; make communities pedestrian and bicycle friendly. See report pages 52-54.
- Shift transportation funding from new highways to transit. See report page 57.
- Transit expansion should be paid for by all who benefit, not just the riders. See report page 58.



The benefits of transit are characterized in the report as follows (page 19):

- Mobility Benefits
  - Users (faster, more pleasant, less expensive)
  - Equity (transportation disadvantaged)
  - Public service support (access to schools, senior centers)
  - Option Value (emergency response)
  
- Efficiency Benefits
  - Congestion mitigation
  - Pollution reduction
  - Energy savings
  - Monetary savings (reduced auto ownership costs, lower highway/parking construction)
  
- Community Benefits
  - Public health
  - Community development (economic development, link workers to jobs)
  - Tourism
  - Land-use impacts (more compact communities)

The report goes on to quantify the benefits in some of those areas.

#### D. Effects of Climate Change on U.S. Transportation

TRB's Special Report 290, Potential Impacts of Climate Change on U.S. Transportation is available at [www.trb.org](http://www.trb.org).

On the basis of current knowledge, climate scientists have identified five climate changes of particular importance to U.S. transportation and estimated the probability of their occurrence in the 21<sup>st</sup> century:

- Increases in very hot days and heat waves (certainty > 90%)
- Increases in Arctic temperatures (certainty > 99%)
- Rising sea levels (certainty > 99%)
- Increases in intense precipitation events (certainty > 90%)
- Increases in hurricane intensity (certainty > 66%)

How will climate change affect U.S. transportation?

- Flooding of roadways, rail lines, ports and airports near sea level
- Buckling of pavement and misalignment of railroad tracks due to high heat
- Decrease in state and local DOT's snow operations

Recommendations for transportation decision makers:

- Federal, state and local governments, in collaboration with owners and operators of infrastructure, such as airports and railroads, should inventory critical transportation infrastructure in light of climate change predictions to determine whether, where, and when projected climate change in their regions might be consequential.
- State and local governments and private infrastructure providers should incorporate climate change into their long-term capital improvement plans, facility designs, maintenance practices, operations, and emergency response plans.
- There should be better integration of land use and transportation planning over a longer horizon than just 20 or 30 years.

Recent local examples of effects of high water and high heat on transportation infrastructure (not in TRB Report 290):

On June 25, 2006, 7.1 inches of rain fell on metro D.C. and:

- Federal Triangle and Archives-Navy Memorial stations experienced flooding and were shut down for approximately one day, and operated at limited capacity for an additional day. Major damage occurred to electrical equipment.
- Flooding of Metrorail tracks between Braddock Road and National Airport required single track operations for one day.
- Seven Metrobus lines were impacted by the flooding.
- Flooding at Huntington Station rendered the bus bays inoperable.

CSX Railroad, which owns the tracks VRE operates on issues "heat orders" when the temperature is expected to exceed 90 degrees. Passenger trains must operate 20mph slower than normally due to the danger of heat kinks in the tracks. WMATA also regularly slows its trains in hot weather conditions.

**E. 40 Years in the Future (as of 1968)**

An article is attached from the November, 1968 issue of Mechanix Illustrated. Its forecasts about personal rapid transit and domed cities have not yet come to pass but it was very accurate in describing shopping via computer.

**F. Costs of Deteriorating Urban Pavement**

Recently released research from TRIP (a national research group) shows that 23 percent of U.S. major metropolitan roads have poor pavement conditions. This costs the average driver \$413 annually in additional vehicle operating costs due to vehicle deterioration and increased fuel consumption. The Washington D.C. metropolitan area had 30 percent of its major roads in poor condition, ranking 20<sup>th</sup> worst overall. The resulting average cost to motorists in this region is \$459 annually. This is another hidden cost of operating an automobile, and transit vehicles are likely affected as well.

A copy of the media release is attached. A link to the full report is available at [www.tripnet.org](http://www.tripnet.org).

In the same report heavy truck traffic is cited as a major contributing factor to the pavement deterioration. From 1990 to 2005, heavy truck traffic nationwide grew 49 percent while auto traffic grew 39 percent. Forecasts to the year 2020 suggest the trend will continue, with heavy truck traffic growing 39 percent versus auto travel growing by 30 percent.

According to MWCOG, the Washington Metropolitan region will experience greater growth of freight traffic (110 percent from 2005 through 2030) than the national average (70 percent) with truck traffic growing 106 percent.

“A single pass of a three-axle single-unit truck with a gross weight of 54,000 pounds (the maximum allowed in Virginia) causes approximately 8,000 times the damage of an ordinary car,” according to VDOT.

**G. The Financial Burden of Traffic Accidents**

The American Automobile Association estimates that traffic accidents cost U.S. motorists \$164.2 billion per year (\$1,051 per person). In the Washington D.C. metropolitan area the total is \$5 billion (\$970 per person). Nationwide, traffic congestion is estimated to cost motorists \$67.6 billion annually (\$430 per person) so crashes are nearly two and a half times more costly nationwide and twice as costly in the Washington area (at \$2.3 billion or \$545 per person). The Washington region is seventh worst in the U.S.

Components of the costs of traffic accidents as compiled by AAA include medical expenses, emergency services, fees, property damage, lost productivity and reduced quality of life. In 2005, 500 people died in traffic accidents in this region and 50,360 persons were injured.

Cambridge Systematics conducted the study for AAA.

**H. Bike to Work Day**

Bike to Work Day is May 16, 2008. See the attachment to learn how to register for this free event.



# Moving Transit to the NEXT LEVEL

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Monday, April 14, 2008

**PRELIMINARY AGENDA**Show **All Sessions****Monday, May 19, 2008**

- 12:00 PM - 1:30 PM **VTA Board Meeting**
- 12:00 PM - 6:00 PM **Conference Registration**
- 2:00 PM - 6:30 PM **Exhibitors in the Crystal Room**
- 3:00 PM - 4:00 PM **Session 1 - Alternative Fuel Vehicle Panel**
- 3:00 PM - 5:00 PM **Session 2 - Communications Roundtable and Sharing**
- 5:30 PM - 6:30 PM **Cocktail Reception with our Exhibitors in the Crystal Room**
- 6:30 PM - 11:00 PM **Enjoy Arlington Dining on Your Own**

**Tuesday, May 20, 2008**

- 7:30 AM - 8:30 AM **Continental Breakfast**
- 7:45 AM - 8:30 AM **Registration**
- 8:30 AM - 8:45 AM **Welcoming Session**
- 9:00 AM - 10:45 AM **Parking Tools That Support Smart Growth and Transit Instead of Sprawl - Jeff Tumlin, Nelson/Nygaard**
- 10:45 AM - 11:00 AM **Break**
- 11:00 AM - 12:00 PM **Improving Your Customer's Transit Experience**
- 12:00 PM - 2:00 PM **Awards Luncheon**
- 2:00 PM - 3:15 PM **Tour of Columbia Pike: Adapting TOD to a "Main Street" Transit Corridor**
- 3:15 PM - 4:15 PM **Session 1 - Connecting Communities with Passenger Rail**
- 3:15 PM - 4:15 PM **Session 2 - Best Practices Panel: Getting College Students on Board**
- 4:30 PM - 10:00 PM **Take Me Out to the Ball Game: bus departs to Nationals Park where the Nationals take on Philly**

**Wednesday, May 21, 2008**

- 7:30 AM - 8:30 AM **Continental Breakfast**
- 8:30 AM - 9:45 AM **Virginia's Transit Outlook**
- 9:45 AM - 10:30 AM **World Oil Outlook: Transit Implications - Tim Whipple, Editor, Peak Oil Review**
- 10:30 AM - 11:00 AM **Break**

11:00 AM - 12:00 PM

**Transit Finance: Maximizing Federal and State Funding Sources**

12:00 PM - 1:30 PM

**Transportation Planning: A Seat for Transit at the Table and Departure Luncheon**



washingtonpost.com

## The Bumpy Road to Congestion Relief

Advertisement

By Fred Hiatt  
Monday, April 14, 2008; A15

Should you have to pay to drive on the Capital Beltway -- and on Interstate 270, the George Washington Memorial Parkway and all the bridges that cross the Potomac?

Many economists would say yes. The Bush administration would agree. A federally funded study completed last week lays out how much revenue such a tolling system would generate and how much it could reduce traffic congestion.

But if you don't like the idea, don't fire off any angry e-mails just yet. "Road pricing," long the arcane province of a few academics, has become technically feasible and politically at least not unmentionable. But it still generates tremendous suspicion and opposition, and not along the usual left-right dividing lines.

Just ask Mayor Michael Bloomberg of New York City. He assembled a coalition of environmentalists, business groups, subway riders and others to back what he called "congestion pricing," an \$8 fee he would have charged anyone driving downtown during business hours. The Bush administration offered a \$354 million incentive -- or bribe, to opponents -- to be used for public transit if the plan was adopted. But Democrats in the New York legislature killed the proposal a week ago.

"Many of us believe it's a regressive tax on the working class," Michael Benjamin, a Democratic legislator from the Bronx, told The Post's Keith B. Richburg. And when asked about a similar plan that has worked well in London, reducing congestion and throwing off funds to improve buses, he said, "Britain has been rationing things since 1945. In America, we don't ration things."

Economists would disagree, saying that Americans pay for space on the road -- just not in money. They waste more than 4 billion hours in traffic delays each year. They pay in lost time, bad air, stress, lowered health and skewed development patterns. A system that charged drivers to use the roads, with fares rising at peak times as high as necessary to keep traffic moving, would be more rational and efficient. As Chris Zimmerman, a Democrat on the Arlington County Board and an economist, says, "If the price of bread were zero, you wouldn't find bread on the shelves."

"I personally don't agree that the roads should be free," he added. "We should be subsidizing mass transit, which has all kinds of benefits, as opposed to roads, which have all kinds of costs."

But Zimmerman, who currently chairs Metro's board of directors, didn't embrace the new study from the National Capital Regional Transportation Planning Board, even though he heads the task force that authorized its work. His caution is understandable, given the political obstacles and legitimate questions.

Liberals focusing on climate change and smart growth tend to love road pricing. But liberals focusing on social inequities tend to believe that high-income taxpayers should pay for public amenities that are available to everyone.

Conservatives such as those in the Bush transportation department focus on the potential for private investment in road pricing schemes and the efficiency of market solutions. But Zimmerman notes that



other branches of the same government -- the National Park Service, for example, which controls the George Washington Parkway -- aren't wild about the idea, and that commuters in the outer (red) counties, who believe they've already paid for the roads with their taxes, aren't either.

The reality is that road pricing is inevitable. It won't be a panacea, and the administration has unfairly burdened a good idea by supporting it while refusing to increase other revenue sources for transportation. The D.C. study showed that road pricing doesn't necessarily solve the revenue problem. Tolls on Maryland's intercounty connector (ICC), for example, should keep traffic flowing, but they won't come close to covering construction costs.

But congestion pricing is working in London, Stockholm and Singapore, and variable-rate tolls are coming to Washington on three projects already: new lanes on part of the Beltway in Virginia, new and converted lanes on Interstates 95 and 395 in Virginia and the entirely new ICC in Maryland. Tyler Duvall, acting U.S. undersecretary for transportation policy, says that technology could enable policies to ease concern about regressiveness; low-income drivers could receive a monthly credit on their windshield transponders.

And Duvall said that global experience shows that road pricing is far more popular once it's implemented than in anticipation, when many people just don't believe it can work.

"This is not an easy idea to sell," he admits. "But it's so much better than the alternative."

Something to think about while you're sitting, at no charge, on the Beltway tonight.

*fred hiatt@washpost.com*

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## Report Suggests New Tolls For Region

Plan Could Produce \$2.75 Billion Yearly For Roads, Transit

By Eric M. Weiss

Washington Post Staff Writer

Monday, March 17, 2008; B01

Regional transportation and political leaders are increasingly coming to the conclusion that the only way to keep the chronically congested Washington region moving is tolls, and plenty of them.

A report to be released Wednesday pushes a regionwide system that would place tolls on most existing area highways, bridges into the District, the Baltimore-Washington Parkway, George Washington Memorial Parkway and such major District thoroughfares as New York Avenue. The key to success, the authors say, is the comprehensiveness of the network.

Officials, pointing to the lack of any sizable investment in the region's transportation infrastructure by Virginia, Maryland or the federal government, say they see no other realistic options to keep traffic moving, accommodate newcomers and get desperately needed money to pay for new roads and improved transit. The tolls could generate more than \$2.75 billion a year, according to the report.

"We've got to be straight with people," said Michael Knapp (D-Upcounty), a Montgomery County Council member who worked on the federally funded study undertaken by the Metropolitan Washington Council of Governments Transportation Policy Board. "These recommendations put them out there. It's pretty clear that there's no money coming from anywhere outside the region."

The Washington region has the second-worst traffic in the nation, and projections call for the region to grow by 1.3 million people and 1 million jobs by 2030, according to the planning board.

No one is suggesting building tollbooths in the middle of New York Avenue. The study envisions tolls being deducted through E-ZPass-like transponders as vehicles travel at normal speed. Tolls would range from less than 20 cents a mile to an average bridge toll of \$2.80.

"Here we are in a rapidly growing region and barely able to maintain our systems, address congestion or add transit," said Ronald F. Kirby, transportation director for the council of governments. "The needs are so great after years of not keeping up. Given the dearth of resources from other sources, it's time to really start to look at things."

The study, which will be presented to the council of governments' Transportation Planning Board, includes three scenarios. The first would add a series of new toll lanes to every freeway in the region, with tolls applying only to drivers on those lanes, a

On that point, Zimmerman is not optimistic. Unlike London, Stockholm or Manhattan, which have or are considering congestion tolling, the Washington area is covered by three jurisdictions -- two states and the District -- plus the federal government.

The National Park Service is already on record as opposing the tolling of parkways, saying such action might be illegal and is impractical; the parkways already have problems handling large sport-utility vehicles, let alone a heavy increase in transit buses.

And it doesn't take much imagination to envision local elected officials trying to exempt their local roadways from the tolling network.

"It's worth talking about all of it," said D.C. Council member Phil Mendelson (D-At Large), who is also chairman of the National Capital Region Transportation Planning Board. "But I think it will be a decade before we get there."

Said Virginia Secretary of Transportation Pierce R. Homer: "We can't leave any funding options off the table, but we have to be realistic. These are not easy problems to solve."

Jack Cahalan, spokesman for the Maryland Department of Transportation, described the report as a "visionary exercise" that doesn't take into account cost, regional politics or citizen solutions.

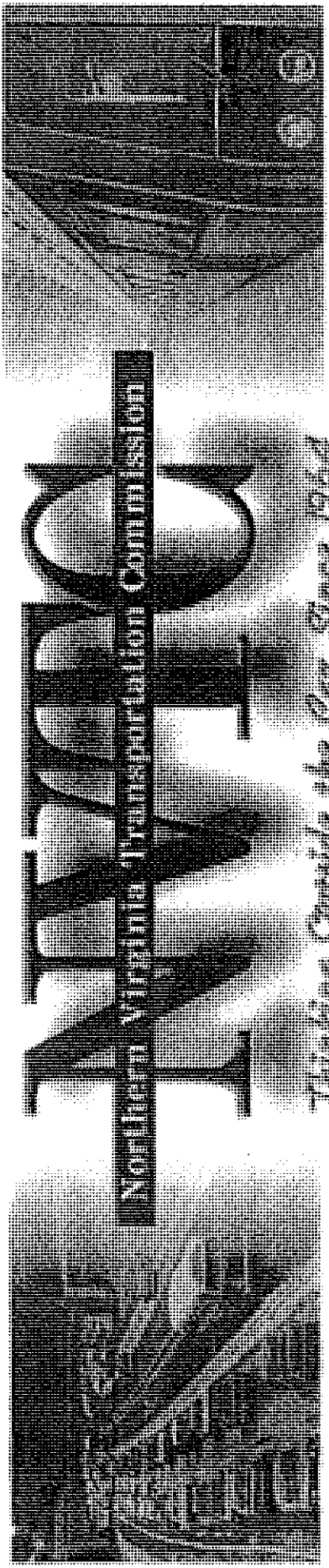
"There is not one blanket solution," Cahalan said. "We have to use every tool in the toolbox. We've got to look at transit, variable pricing, transit-oriented development. . . . Just looking at variable pricing as a solution is not the end-all. It's a tool in the toolbox where it makes sense to do so."

Kirby said the 18-month study, funded by the Federal Highway Administration, was more than an exercise.

"We think it should be seriously considered; otherwise, we wouldn't put it out there," Kirby said.

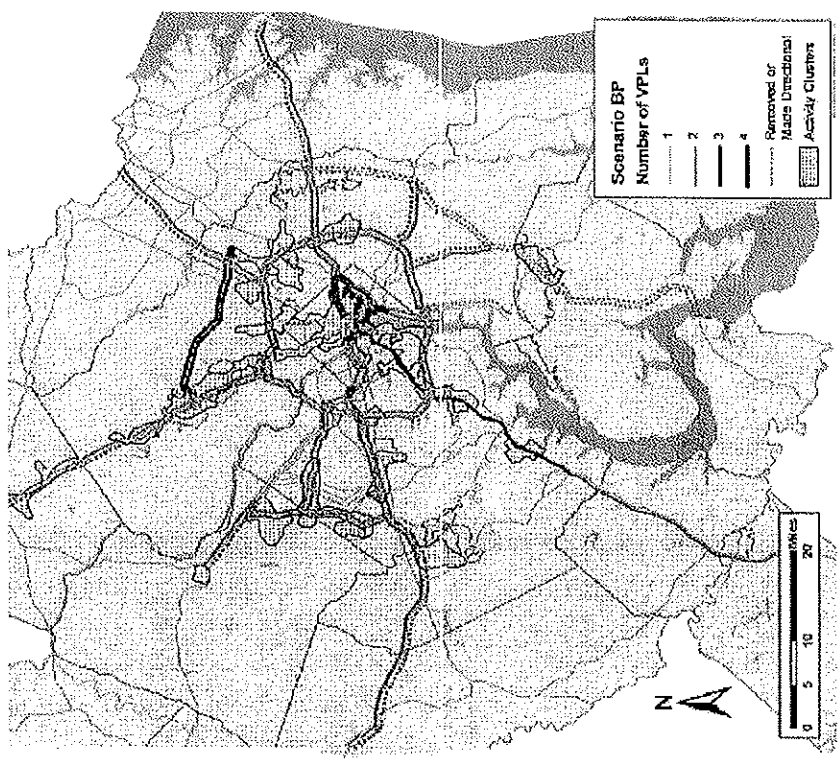
"Does it all have to be done immediately? No. We've already added some tolling facilities and we're on our way. So let's look for some more," Kirby said, referring to tolls planned for Virginia and Maryland. "But the absolute key is to plow every penny of tolls back into transit."

Washington area drivers will soon experience for themselves the pluses and minuses of congestion-priced highways. The first of a network of high-occupancy-toll, or HOT, lanes in Virginia could open in just two years, and the intercounty connector in Maryland, which also will impose tolls, is scheduled to be completed by 2012. A widening of a 10-mile stretch of Interstate 95 south of Baltimore will have express toll lanes. The projects will use tolls to regulate traffic by raising or lowering tolls every few



# Report on TPB's Regional Value Pricing Study

Presented by  
Greg McFarland  
NVTC





Value Pricing Study:

## Background Information



TPB staff conducted an eighteen-month study to evaluate alternative scenarios for a comprehensive network of variably priced highway lanes in the metro region. Study was funded by a FHWA grant. This was only a study, it was not intended to serve as a proposal.

### ***Task Force Members:***

**Chair: Christopher Zimmerman** – Arlington County Board

Lyn Erickson – MDOT

JoAnne Sorenson – VDOT

Rick Rybeck - DDOT

Tom Harrington – WMATA

Catherine Hudgins – Fairfax County Supervisor

Michael Knapp – Montgomery County Council

Tim Lovain – City of Alexandria Council

Phil Mendelson – DC Council

## Value Pricing Study:

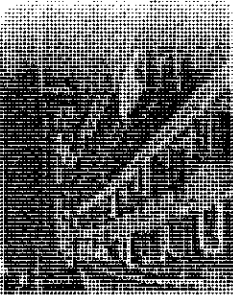
# Scenarios

### **Scenario A:**

- All freeways in region have two VPLs added in each direction
- All HOV lanes converted to VPLs
- Selected arterials outside beltway have one VPL added in each direction
- Only 14<sup>th</sup> Street Bridge, and Teddy Roosevelt Bridge tolled in District
- Assumes available ROW in District for additional lanes

### **Scenario B: (changes to Scenario A)**

- Adds tolls to all lanes of Chain Bridge, Key Bridge, Memorial Bridge, Frederick Douglas Bridge, Sousa Bridge, E. Capitol St. Bridge, Benning Road Bridge no extra bridge lanes built. Effectively a “cordon” between VA-DC, and southern and eastern MD-DC.
- Removes additional VPLs in District because of lack of ROW
- Converts all regular freeway lanes in District to VPLs (I-395, I-295, Rt. 50)



## Value Pricing Study:

# Scenarios



### **Scenario C: (changes to Scenario B)**

- Converts all lanes of National Park Service Parkways to VPLs:
  - Baltimore-Washington Parkway
  - George Washington Memorial Parkway
  - Rock Creek Parkway
  - Clara Barton Parkway
  - Suitland Parkway

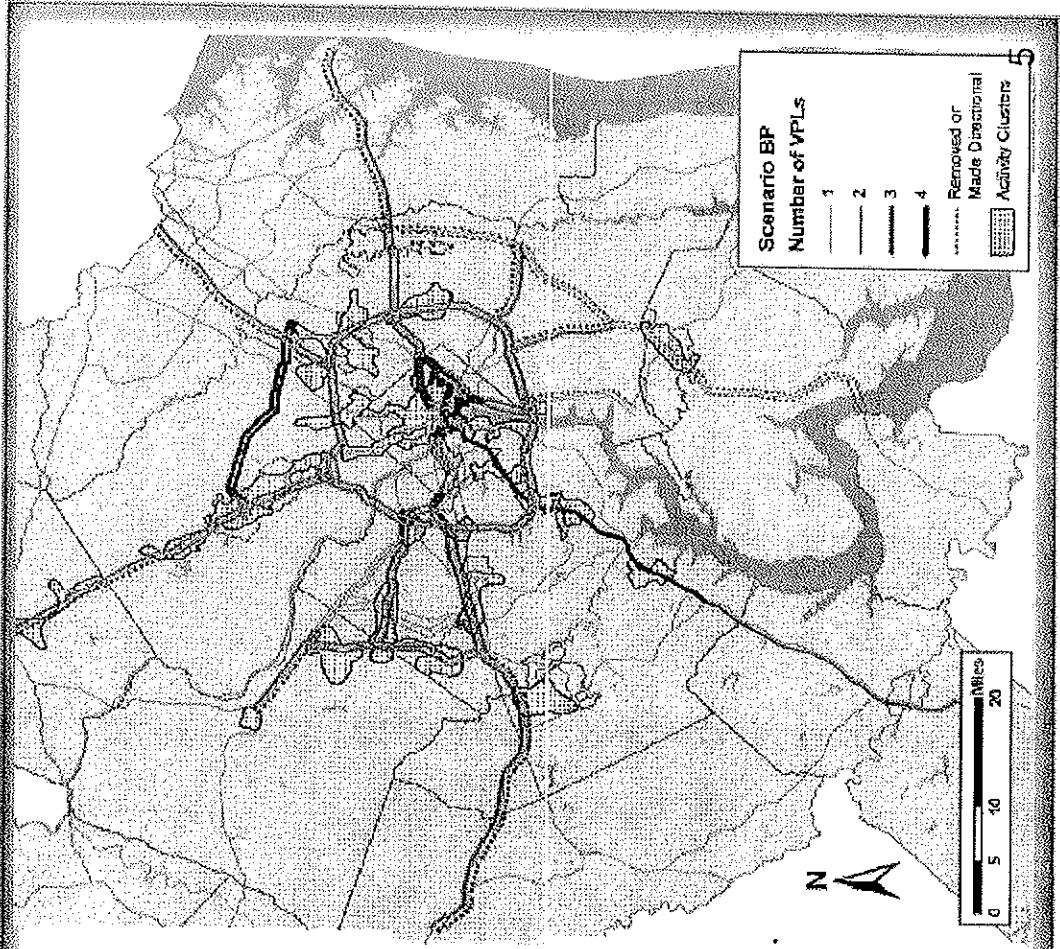
### Potentially fatal flaws to tolling Parkways:

- NPS and others will strongly resist plan
- Eliminates free visitor access to facilities
- Infrastructure may detract from scenic and historic value of facilities
- Federal prohibition against charging fees to visit District's National Parks
- No current mechanism or authority to pass tolls along to other entities
- Roadbeds may not be strong enough for increased transit bus usage

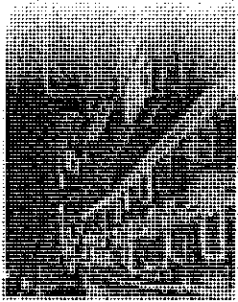
# Value Pricing Study: Scenarios

First round of modeling with Scenarios A, B, and C predicted that many segments of VPLs would be underutilized and therefore those segments were removed from the VPL network. This created Prioritized Scenarios AP, BP, and CP.

Shown is Scenario BP. Dotted green lines represent VPLs removed from Scenario B.

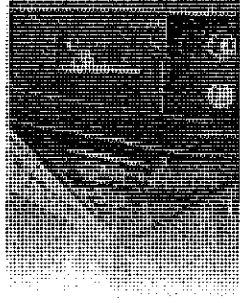






## Value Pricing Study:

# Scenarios

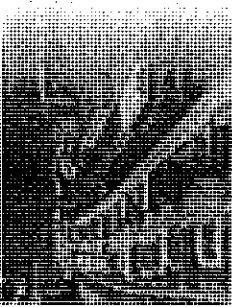


One of the rationales for VPLs is to provide free-flowing highway lanes which transit can utilize.

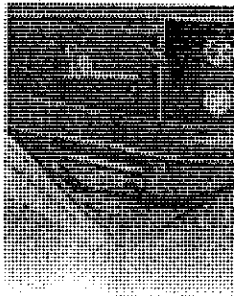
Enhanced Transit Scenarios APT and BPT assumed:

- If a bus route has a choice of running on either the VPL or GPL lanes, and if more than 1/3 the route distance can be run on VPL lanes, then the bus route will choose the VPL lanes over the GPL lanes.
- Beltway transit routes not in 2006 CLRP were added
- Transit routes on Rt. 28 and Rt. 7100 not in 2006 CLRP were added
- All above bus routes had headways reduced by 50%
- All above bus run times were cut in half.

Scenario CPT added 16 enhanced or new bus routes along Parkways to capitalize on the benefits of the VPL network.

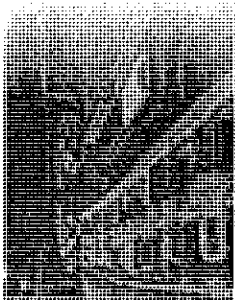


# Value Pricing Study: Lane Miles Comparison



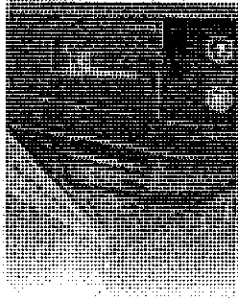
	CLRP	AP*	BP	CP*
GPIs	2,891	2,891	2,738	2,400
VPLs	155	1,208	1,291	1,629
In MD & DC (as Express Tolls)	102	640	714	834
In VA (as High Occupancy Tolls)	53	569	577	694
24/7 HOV	25	0	0	0
Peak-Only HOV	312	0	0	0
Regional Network of Freeways	3,383	4,099	4,029	4,029
% VPLs	5%	28%	32%	40%
% Increase from CLRP		200%	18%	18%

\* Scenarios AP and CP are 'dimmed' because they are unlikely scenarios



Value Pricing Study:

# Measures of Effectiveness



% change from base 2006 CLRP in 2030

	APT*	BPT	CPT
Regional VMT	1.2%	0.4%	-0.7%
HOV Use	5.4%	5.4%	-0.4%
Transit Use	7.6%	9.7%	9.5%

\* Scenarios AP and CP are 'dimmed' because they are unlikely scenarios

Value Pricing Study:

Sample of PM Peak Period Tolls, 2010 \$

**Scenario BP**

Downtown DC to VA 28 via I-66

approx. \$ 35.00

Downtown DC to VA 123 via I-395 and I-95

approx. \$ 27.50

Tysons Corner to VA 28 via DTR

approx. \$ 12.00

Value Pricing Study:

# Costs and Revenues

(Cost in Billions 2010\$)

	APT	EPT	CPT
181 New Interchanges	\$ 27.1	\$ 26.5	\$ 26.5
646 New VPL lane miles	\$ 23.6	\$ 21.3	\$ 21.3
489 Upgraded/Converted GPL lane miles	\$ 1.5	\$ 2.2	\$ 3.7
20-year transit capital costs	\$ 3.0	\$ 3.0	\$ 3.2
20-year transit operating cost	\$ 0.0	\$ 0.6	\$ 0.7
<b>Total Capital Costs</b>	<b>\$ 55.8</b>	<b>\$ 53.5</b>	<b>\$ 55.3</b>
20-year toll revenues	\$ 25.9	\$ 37.4	\$ 52.1
20-year transit revenues	\$ 0.6	\$ 0.8	\$ 0.9
Revenue shortfall	\$ 29.1	\$ 15.3	\$ 2.0

181 New Interchanges

646 New VPL lane miles

489 Upgraded/Converted GPL lane miles

20-year transit capital costs

20-year transit operating cost

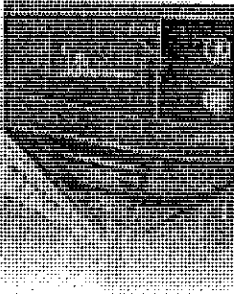
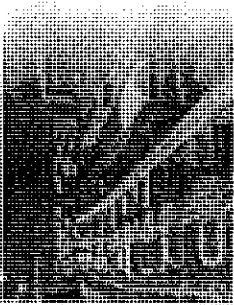
**Total Capital Costs**

20-year toll revenues

20-year transit revenues

Revenue shortfall

\* Scenarios APT and CPT are 'dimmed' because they are unlikely scenarios

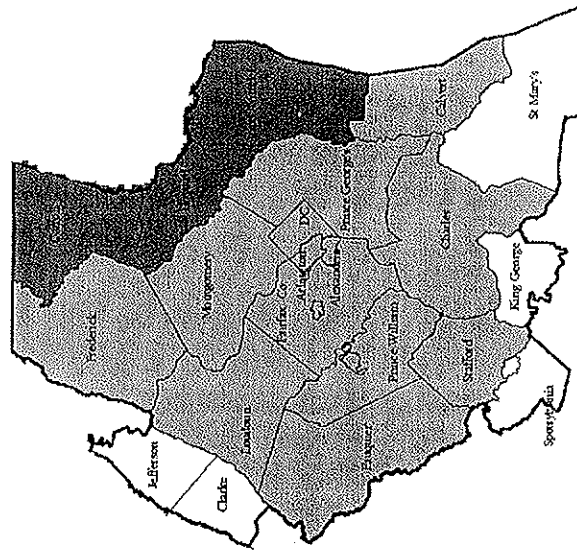


# Value Pricing Study: Cost Analysis

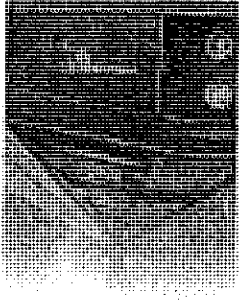
Shortfall of VPL network (BPT)      \$15,300,000,000  
 Annual Cost (over 20 years)      \$ 765,000,000

Households in expanded  
 COG Region      2,044,000

Average annual cost per household  
 in expanded COG Region      \$ 374



Expanded COG region

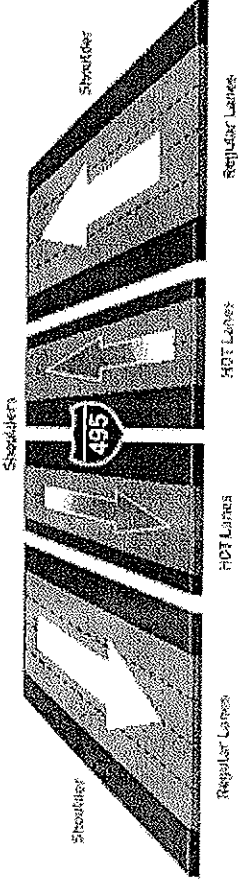


## Value Pricing Study: Other Issues

### Chokepoints:

- COG modeling cannot reveal queuing problems at VPL-VPL and at VPL-GPL interfaces.
- What happens when VPL drivers try to exit into congested GPL lanes?
- What happens to revenue if HOV vehicles crowd out toll-paying SOVs?

### How much capacity does a \$53 billion VPL network provide?

- Each VPL lane provides capacity of approx. 1,600 vehicles/hour at  $V/C = 0.8$
  - Four VPL lanes on Beltway provides capacity of approx. 6,400 vehicles/hour in a 75' ROW.
- 
- One LRT line provides capacity of approx. 24,000 passengers/hour in a 28' ROW.

# 40 Years in the Future

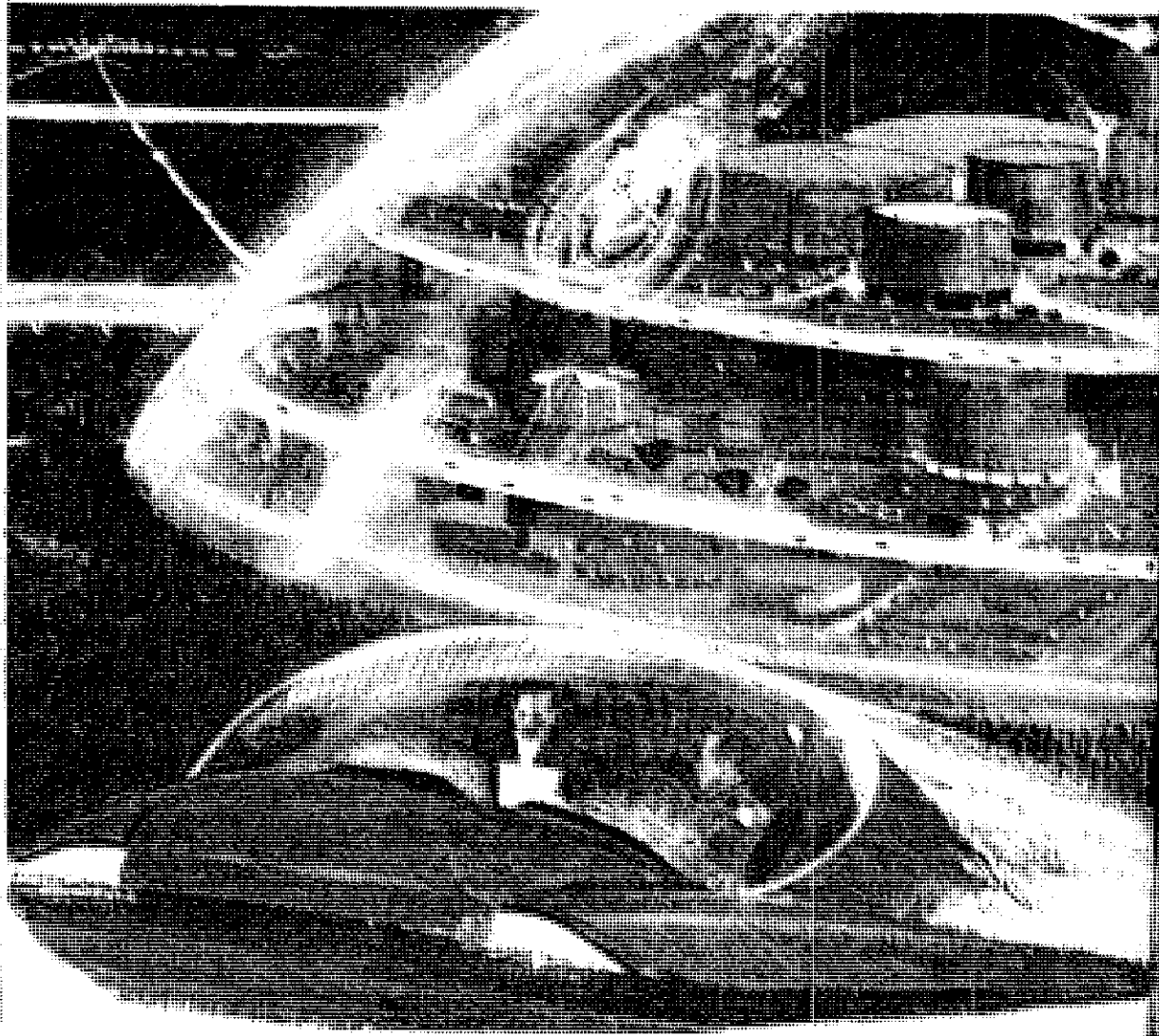
By James R. Berry

**I**T'S 8 a.m., Tuesday, Nov. 18, 2008, and you are headed for a business appointment 300 mi. away. You slide into your sleek, two-passenger air-cushion car, press a sequence of buttons and the national traffic computer notes your destination, figures out the current traffic situation and signals your car to slide out of the garage. Hands free, you sit back and begin to read the morning paper—which is flashed on a flat TV screen over the car's dashboard. Tap-

ping a button changes the page.

The car accelerates to 150 mph in the city's suburbs, then hits 250 mph in less built-up areas, gliding over the smooth plastic road. You whizz past a string of cities, many of them covered by the new domes that keep them evenly climatized year round. Traffic is heavy, typically, but there's no need to worry. The traffic computer, which feeds and receives signals to and from all cars in transit between cities, keeps vehicles at least

VEHICULAR travel between the domed, evenly climatized cities of 2008 is controlled by





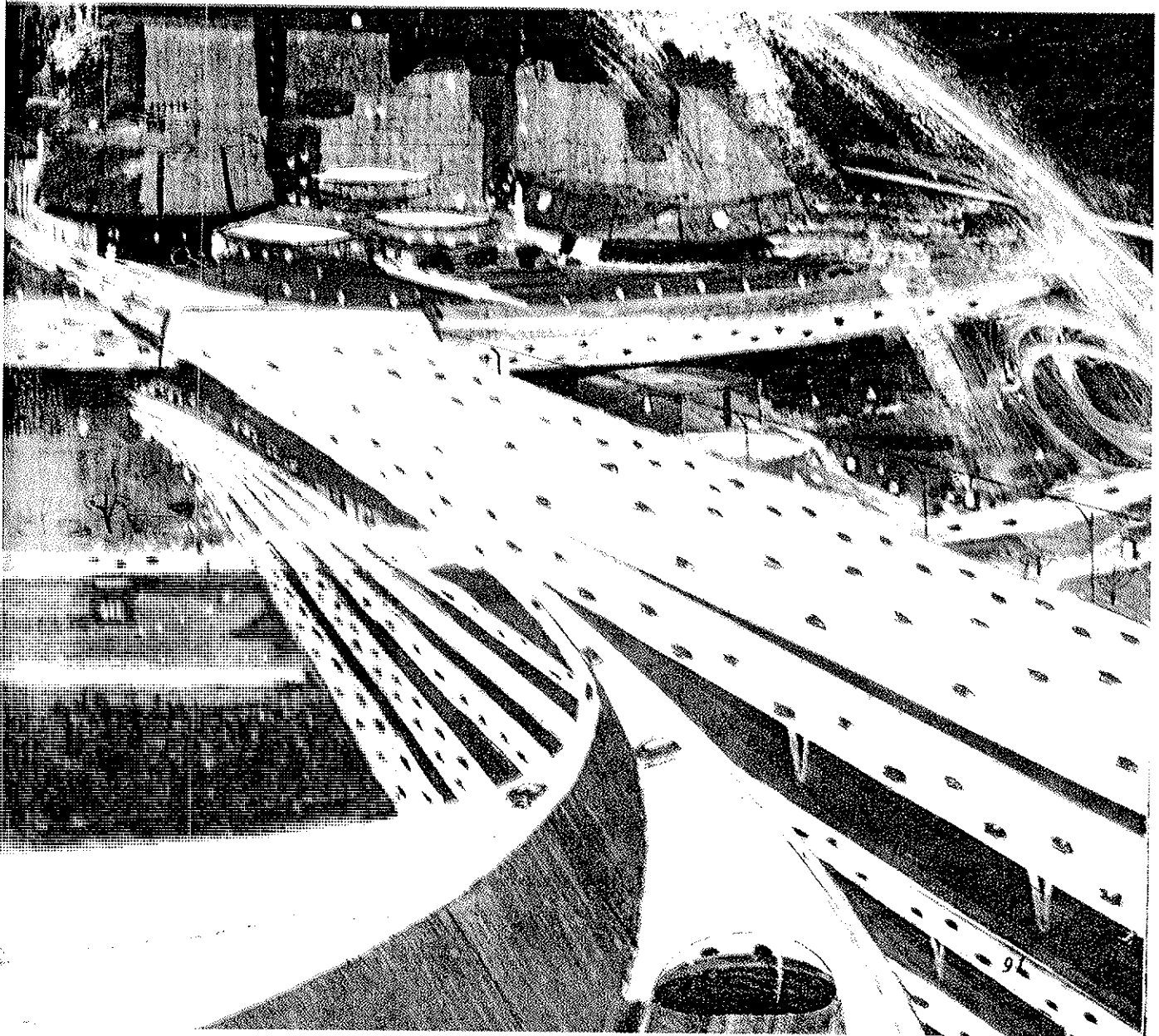
50 yds. apart. There hasn't been an accident since the system was inaugurated.

Suddenly your TV phone buzzes. A business associate wants a sketch of a new kind of impeller your firm is putting out for sports boats. You reach for your attache case and draw the diagram with a pencil-thin infrared flashlight on what looks like a TV screen lining the back of the case. The diagram is relayed to a similar screen in your associate's office, 200 mi. away. He jabs a button

and a fixed copy of the sketch rolls out of the device. He wishes you good luck at the coming meeting and signs off.

Ninety minutes after leaving your home, you slide beneath the dome of your destination city. Your car decelerates and heads for an outer-core office building where you'll meet your colleagues. After you get out, the vehicle parks itself in a convenient municipal garage to await your return. Private cars are banned inside most city

the national traffic computer, which guarantees perfect safety even at speeds of 250 mph.



## 40 Years in the Future

cores. Moving sidewalks and electrams carry the public from one location to another.

With the U.S. population having soared to 350 million, 2008 transportation is among the most important factors keeping the economy running smoothly. Giant transportation hubs called modemixers are located anywhere from 15 to 50 mi. outside all major urban centers. Tube trains, pushed through bores by compressed air, make the trip between modemixer and central city in 10 to 15 minutes.

A major feature of most modemixers is the launching pad from which 200-passenger rockets blast off for other continents. For less well-heeled travelers there are SST and hypersonic planes that carry 200 to 300 passengers at speeds up to 4,000 mph. Short trips—between cities less than 1,000 mi. apart—are handled by slower jumbo jets.

**Homes in MI's 80th year** are practically self-maintaining. Electrostatic precipitators clean the air and climatizers maintain the temperature and humidity at optimum levels. Robots are available to do housework and other simple chores. New materials for siding and interiors are self-cleaning and never peel, chip or crack.



**TYPICAL** vacation in the year 2008 is to spend a week at an undersea resort, making excursions via minisub.

Dwellings for the most part are assembled from prefabricated modules, which can be attached speedily in the configuration that best suits the homeowner. Once the foundation is laid, attaching the modules to make up a two- or three-bedroom house is a job that doesn't take more than a day. Such modular homes easily can be expanded to accommodate a growing family. A typical wedding present for the 21st century newlyweds is a fully equipped bedroom, kitchen or living room module.

**Other conveniences** ease kitchenwork. The housewife simply determines in advance her menus for the week, then slips prepackaged meals into the freezer and lets the automatic food utility do the rest. At preset times, each meal slides into the microwave oven and is cooked or thawed. The meal then is served on disposable plastic plates. These plates, as well as knives, forks and spoons of the same material, are so inexpensive they can be discarded after use.

The single most important item in 2008 households is the computer. These electronic brains govern everything from meal prepa-

ration and waking up the household to assembling shopping lists and keeping track of the bank balance. Sensors in kitchen appliances, climatizing units, communicators, power supply and other household utilities warn the computer when the item is likely to fail. A repairman will show up even before any obvious breakdown occurs.

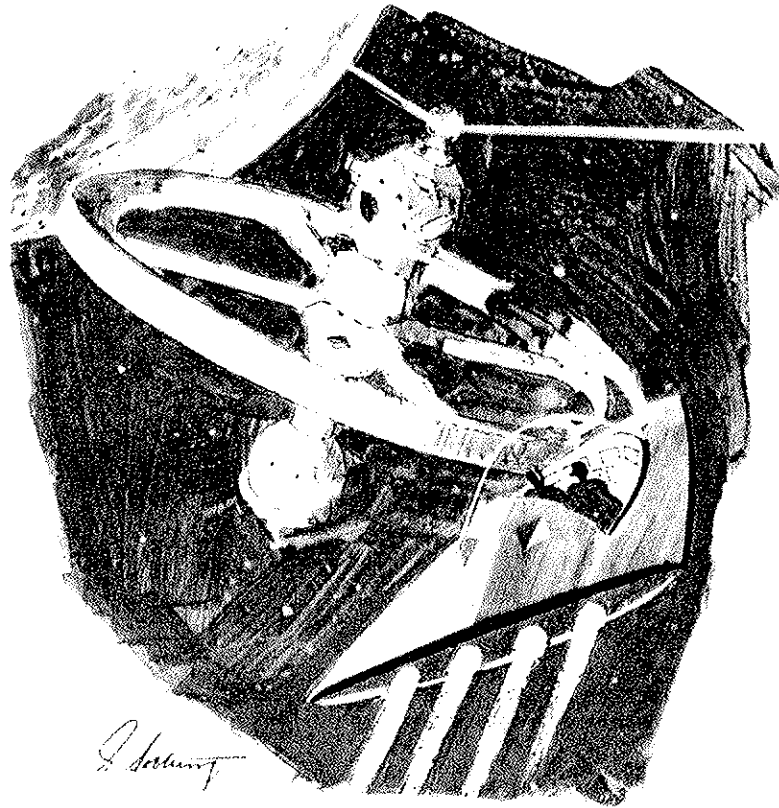
Computers also handle travel reservations, relay telephone messages, keep track of birthdays and anniversaries, compute taxes and even figure the monthly bills for electricity, water, telephone and other utilities. Not every family has its private computer. Many families reserve time on a city or regional computer to serve their needs. The machine tallies up its own services and submits a bill, just as it does with other utilities.

Money has all but disappeared. Employers deposit salary checks directly into their employees' accounts. Credit cards are used for paying all bills. Each time you buy something, the card's number is fed into the store's computer station. A master computer then deducts the charge from your bank balance.

**Computers not only** keep track of money, they make spending it easier. TV-telephone shopping is common. To shop, you simply press the numbered code of a giant shopping center. You press another combination to zero in on the department and the merchandise in which you are interested. When you see what you want, you press a number that signifies "buy," and the household computer takes over, places the order, notifies the store of the home address and subtracts the purchase price from your bank balance. Much of the family shopping is done this way. Instead of being jostled by crowds, shoppers electronically browse through the merchandise of any number of stores.

People have more time for leisure activities in the year 2008. The average work day is about four hours. But the extra time isn't totally free. The pace of technological advance is such that a certain amount of a jobholder's spare time is used in keeping up with the new developments—on the average, about two hours of home study a day.

Most of this study is in the form of programmed TV courses, which can be rented or borrowed from tape [Continued on page 140]



ROCKET RIDE to hotel satellite, plus vistas of earth and moon, makes an equally memorable vacation jaunt.

## Boeing's 490-Passenger Jetliner

[Continued from page 109]

the world, pinpointing the big bird to landings in near-zero visibility.

After the imaginary flight it was time to become a potential passenger. Boeing showed us everything that will be available in terms of passenger comfort and convenience except for the 15 hostesses who will be on duty on each plane. Here is how it will be for a paying customer: He'll board through one of the ten entry doors (five per side, each 8 in. wider than the two doors on a 707) arriving through one of several telescoping passageways which will deliver him from the terminal building directly to the position nearest his assigned seat. At some airports, portable boarding ramps still will be in use, but it will take at least three of them to accommodate the full passenger load.

As our passenger heads for his seat he'll notice that there are two lengthwise aisles and five cross aisles. Both aisles and seats are at least 10 per cent wider than those on existing 707s. Ceiling height is 8 ft. and walls are near-vertical.

Passenger seating will vary according to airline requirements. Basic mixed class will be 58 first-class seats and 308 at lower fares, these latter nine abreast. In another version there will be 61 in first class and 336 arranged ten-abreast. One all-economy setup is 446 seats nine-abreast. Maximum is an all-economy, 490-seat, ten-abreast configuration.

First-class passengers can look forward to using an upper lounge (just behind the flight deck) accessible via a spiral staircase from the main cabin.

The 747 boasts five galley units and 15 lavatories. Something brand-new is the concept of overhead storage lockers. Hand luggage carried aboard will not be permitted under the seat.

Of course, passenger entertainment has not been overlooked. Each chair will have an armrest-mounted control panel which will operate reading lamp, cabin attendant call and a dozen audio channels for music and movies. Those passengers seated in the center section might as well sit back and enjoy the music and movie time in the air, counting it an interlude between cities rather than flight at 45,000 ft. After takeoff

they won't have much sensation of flight and, in any event, they won't be able to see much out of the distant cabin windows.

To date, 26 airlines have ordered 150 of the 747s, and Pan American gets the first one about the end of 1969. At \$20 million per copy, Boeing claims that the 747 will be an economy over the \$7-million 707. For one thing, the seat-mile direct operating cost is 32 per cent less for the 747—about .8 cent per seat-mile. What makes the airplane even more attractive is the profit potential—three times greater than today's jets even though it costs twice as much to operate.

One thing is certain: the 747 must revolutionize air travel if it is to be successful. It is estimated that only 15 per cent of the population flies today. Many more will have to be enticed aboard in the coming years. The airlines even now are planning massive advertising campaigns to sell you some of those extra seats which soon will be available. Boeing predicts that air travel will grow from 175 billion revenue seat-miles (a paying passenger flying one mile is a seat-mile) today to 425 billion by 1975.

If this happens the 747 will be right in there whooshing along. It really is the most of everything we have ever seen in aviation. •

## 40 Years in the Future

[Continued from page 93]

libraries. In fact most schooling—from first grade through college—consists of programmed TV courses or lectures via closed circuit. Students visit a campus once or twice a week for personal consultations or for lab work that has to be done on site. Progress of each student is followed by computer, which assigns end term marks on the basis of tests given throughout the term.

Besides school lessons, other educational material is available for TV viewing. You simply press a combination of buttons and the pages flash on your home screen. The world's information is available to you almost instantaneously.

TV screens cover an entire wall in most  
[Continued on page 142]

# MAGIC MAIL PLAN

that comes with this Little Machine  
CAN MAKE YOU \$1200 AN HOUR



The machine is turning out a job that will bring operator \$2.58, by mail. Material cost, only 11c

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1512 Jarvis, Chicago, Ill. 60626

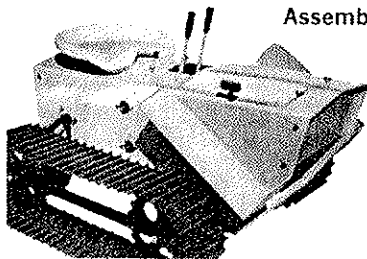
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attachments. To see how Dozer works, send for Plans and Parts Price List — only \$5.00. Cost deducted from kit purchase price. 16 page illustrated Catalog — 50c. Order now!

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23" long stainless steel blade in black plastic holder.

\$169  
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HYDE TOOLS

DEPT. M. T., SOUTHBRIDGE, MASS. 01550

homes and show most subjects other than straight text matter in color and three dimensions. In addition to programmed TV and the multiplicity of commercial fare, you can see top Broadway shows, hit movies and current nightclub acts for a nominal charge. Best-selling books are on TV tape and can be borrowed or rented from tape libraries.

A typical vacation in 2008 is to spend a week at an undersea resort, where your hotel room window looks out on a tropical underwater reef, a sunken ship or an ancient, excavated city. Available to guests are two- and three-person submarines in which you can cruise well-marked underwater trails.

Another vacation is a stay on a hotel satellite. The rocket ride to the satellite and back, plus the vistas of earth and moon, make a memorable vacation jaunt.

While city life in 2008 has changed greatly, the farm has altered even more. Farmers are business executives running operations as automated as factories. TV scanners monitor tractors and other equipment computer programmed to plow, harrow and harvest. Wires imbedded in the ground send control signals to the machines. Computers also keep track of yields; fertilization, soil composition and other factors influencing crops. At the beginning of each year, a print-out tells the farmer what to plant where, how much to fertilize and how much yield he can expect.

Farming isn't confined to land. Mariculturists have turned areas of the sea into beds of protein-rich seaweed and algae. This raw material is processed into food that looks and tastes like steak and other meats. It also is cheap; families can have steak-like meals twice a day without feeling a budget pinch. Areas in bays or close to shore have been turned into shrimp, lobster, clam and other shellfish ranches, like the cattle spreads of yesteryear.

Medical research has guaranteed that most babies born in the 21st century will live long and healthy lives. Heart disease has virtually been eliminated by drugs and diet. If hearts or other major organs do give trouble, they can be replaced with artificial organs.

Medical examinations are a matter of sitting in a diagnostic chair for a minute

or two, then receiving a full health report. Ultrasensitive microphones and electronic sensors in the chair's headrest, back and armrests pick up heartbeat, pulse, breathing rate, galvanic skin response, blood pressure, nerve reflexes and other medical signs. A computer attached to the chair digests these responses, compares them to the normal standard and prints out a full medical report.

**No need to worry about** failing memory or intelligence either. The intelligence pill is another 21st century commodity. Slow learners or people struck with forgetfulness are given pills which increase the production of enzymes controlling production of the chemicals known to control learning and memory. Everyone is able to use his full mental potential.

*Despite the fact that the year 2008 is only 40 years away—as far ahead as 1928 is in the past—it will be a world as strange to us as our time (1968) would be to the pilgrims. •*

## 40 Years Ago

[Continued from page 100]

a low-fi era of 78 rpm records played on hand-cranked phonographs. Hit songs of the day were My Blue Heaven, I'm Looking Over a Four-Leaf Clover, Baby Face, Louise (popularized by young Maurice Chevalier) and Showboat tunes, Bill, Old Man River, Why Do I Love You, to mention a few that have endured.

Talking pictures—Jolson's Mammy and John Barrymore's Sea Beast—were novelties that some enthusiasts thought would put the silents out of business. Theater musicians were confident that audiences

would never put up with canned music. Two systems, sound-on-film and sound-on-records, competed. The latter system often got out of sync and needed an operator in the audience who buzzed the projectionist to get back on the track. A hit picture of the year was Lilac Time, a silent movie with World War I background (we were only a decade removed from the Armistice). It starred Colleen Moore and a leading man who was a star from then on, Gary Cooper. All movies were black-and-white, [Continued on page 147]



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# TRIP

a national transportation research group

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For immediate release

Wednesday, March 12, 2008

Report available at: [www.tripnet.org](http://www.tripnet.org)

Contact: Frank Moretti 202-262-0714 (cell)

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## **DETERIORATING URBAN PAVEMENT CONDITIONS COST THE AVERAGE DRIVER MORE THAN \$400 ANNUALLY; LOS ANGELES, SAN FRANCISCO-OAKLAND, HONOLULU, SAN JOSE, SAN DIEGO, NEW ORLEANS, NEW YORK CITY, SACRAMENTO, BALTIMORE LEAD NATION IN POOR ROADS**

## **TRAFFIC VOLUMES AND COST OF PAVEMENT MATERIALS RISE WHILE FEDERAL, STATE HIGHWAY REVENUES FACE CUTS; GREATER INVESTMENT NEEDED TO ENSURE SMOOTHER RIDES AND LONGER-LASTING ROADS**

*Eds.: Urban pavement conditions and extra vehicle operating costs for urban regions with 250,000 residents or greater are listed in report appendices.*

**WASHINGTON, D.C., March 12, 2008** – Twenty-three percent of the nation’s major metropolitan roads – interstates, freeways and other critical local routes – have pavements in poor condition, resulting in rough rides and costing the average urban motorist \$413 annually in additional vehicle operating costs due to accelerated vehicle deterioration, additional maintenance needs and increased fuel consumption, according to a new report released today by TRIP, a national transportation research group.

TRIP’s report, “Keep Both Hands on the Wheel: Metro Areas With the Roughest Rides and Strategies to Make Our Roads Smoother,” found that the twenty large urban regions (500,000+ population), with the greatest share of major roads and highways with pavements in poor condition are: Los Angeles, 65%; San Francisco-Oakland, 62%; Honolulu, 62%; San Jose, 60%; San Diego, 53%; New Orleans, 50%; New York City, 49%; Sacramento, 46%; Baltimore, 42%; Oklahoma City, 41%; Tulsa, 40%; Albuquerque, 39%; Omaha, 38%; San Antonio, 37%; Philadelphia, 37%; Riverside-San Bernardino, 35%; Oxnard-Ventura, 35%; Houston, 33%; Fresno, 30%; and Washington, DC, 30%.

“With state and federal transportation funding falling short, the cost of materials and repairs rising and traffic volumes increasing, transportation agencies will face a significant challenge in improving urban pavement conditions,” said William M. Wilkins, TRIP’s executive director. “The nation needs to develop a new long-term vision for its highway system that would include improving conditions and safety and reducing traffic congestion.”

The twenty urban regions with at least 500,000 people where motorists pay the most annually in additional vehicle maintenance because of roads in poor condition are: Los Angeles, \$778; San Francisco-Oakland, \$761; Honolulu, \$760; San Jose, \$746; San Diego, \$684; Tulsa, \$682; Oklahoma City, \$661; Sacramento, \$655; New Orleans, \$636; New York, \$623; Albuquerque, \$604; Riverside-San Bernardino, \$586; Baltimore, \$586; Omaha, \$584; Oxnard-Ventura, \$571; Philadelphia, \$548; San

Antonio, \$539; Houston, \$523; Fresno, \$515; and Dallas-Fort Worth, \$500. Driving on roads in disrepair increases consumer costs by accelerating vehicle deterioration, increasing the frequency of needed maintenance and increasing fuel consumption and tire wear.

According to the TRIP report, continued increase in urban traffic is putting significant wear and tear on the nation's urban roads. Overall travel on urban roads increased by 39 percent from 1990 to 2005; urban travel by large commercial trucks grew at an even faster rate, increasing by 49 percent from 1990 to 2005. Large trucks place significant stress on road surfaces. Overall vehicle travel is expected to increase by approximately 30 percent by 2020 and the level of heavy truck travel nationally is projected to increase by approximately 39 percent by 2020.

Although the share of major urban roads in poor condition has decreased since 2002, conditions are likely to worsen in the future under current transportation funding projections. A U.S. Department of Transportation (DOT) report to Congress indicates that through 2025 the nation will fall short of the cost of maintaining current urban pavement conditions by \$119 billion and will fall short of making significant repairs by \$270 billion. Maintaining urban roadways in their current condition would require a 56 percent increase in annual funding, while significantly improving the physical condition of urban roadways would require a 126 percent increase in annual funding.

**Additional findings of the TRIP report include the following:**

- Federal funding for highway repairs and improvements in the fiscal year 2009, starting on October 1, 2008, may be reduced as a result of a forecast deficit of \$3.2 billion in the Highway Account of the Federal Highway Trust Fund. Congress is currently considering providing additional highway funding to avoid steep cuts in federal highway funding.
- Eighteen states expect to face budget shortfalls totaling more than \$14 billion during the current 2008 fiscal year. Twenty-five states expect to face budget shortfalls of at least \$36 billion during fiscal year 2009, largely as a result of shrinking tax revenues. Because most states are not allowed to run a deficit or borrow to cover their expenditures, it is likely that states will have to consider drawing down reserves, cutting expenditures or raising taxes.
- Paved surfaces have five stages in their life cycle: design, construction, initial deterioration, visible deterioration and pavement disintegration and failure. Pavements deteriorate because of a combination of traffic loads, moisture and climate.
- The cost of roadway improvements is escalating because the price of key materials needed for highway and bridge construction has increased rapidly. Over the four-year period from January 2004 to January 2008 the average cost of materials used for highway construction, including asphalt, concrete, steel, lumber and diesel has increased by 46 percent.





## AAA News Release 3/5/2008

HIGHWAY CRASHES CLAIM 500 LIVES IN THE GREATER WASHINGTON AREA ANNUALLY AT A COST OF \$5 BILLION, LANDMARK AAA STUDY ON THE SOCIETAL IMPACT OF CAR CRASHES SHOWS

### **THE FINANCIAL BURDEN OF CRASHES ON SOCIETY IS FAR GREATER THAN THE COSTS OF CONGESTION, GROUNDBREAKING STUDY BY AAA SHOWS**

***Traffic Crashes Cost American Motorists \$164.2 Billion Per Year; The Total Cost Of Crashes In Washington Metro Area Is \$5 Billion***

WASHINGTON, D. C. (Wednesday, March 5, 2008) – The societal cost of car crashes nationwide is a staggering \$164.2 billion annually, nearly two and a half times greater than the \$67.6 billion price tag for congestion, according to a new report released today by AAA.

In the Washington metro area, a region that suffers from the second-worst gridlock in the nation, the annual cost of traffic crashes is just above five billion dollars, nearly double the area’s annual congestion costs, reports AAA Mid-Atlantic.

The report, “Crashes vs. Congestion: What’s the Cost to Society?,” demonstrates vividly why traffic safety issues warrant increased attention from the public and policymakers, particularly as Congress prepares to reauthorize federal transportation programs in 2009.

“Most Americans will be surprised to learn that motor vehicle crashes cost more than the congestion they face on their daily commute to work,” said AAA President and CEO Robert L. Darbelnet.

“Great work has been done by the Texas Transportation Institute (TTI) to quantify the costs of congestion, raise awareness for the problem and offer solutions. We feel safety deserves a similar focus.”

In a first of its kind study, AAA conducted a side-by-side comparison of the costs associated with traffic crashes with the costs of congestion to determine which problem has the greatest economic impact on our society.

AAA compared motor vehicle costs (medical-related costs,

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emergency medical services, property damage, lost productivity and quality of life) to congestion costs (lost productivity and wasted fuel), as measured by the Texas Transportation Institute's (TTI) *Urban Mobility Report*.

"Traffic reports have become a cottage industry in the greater Washington area as traffic reporters keep their fingers on the pulse of the gridlock, traffic delays, fender benders and crashes that thwart and frustrate motorists and commuters morning, noon and night," said Mahlon G. (Lon) Anderson, AAA Mid-Atlantic's Director of Public and Government Affairs.

"Most area motorists already know that the Washington metro region presently suffers from the second worst gridlock in the nation. But until now few of us were aware that the costs associated with car crashes locally far exceed the cost of regional congestion."

The landmark study shows that crash costs are nearly double those of congestion in very large urban areas, such as the Greater Washington area, Anderson noted.

### Crash and Congestion Costs

**Greater Washington Metropolitan Area (Washington-Arlington-Alexandria, DC-VA-MD-WV):**

- Total cost of crashes (injuries and fatalities): \$5 billion annually - \$970 per person
- Total cost of congestion: \$2.3 billion annually - \$545 per person

**Nationally:**

- Total cost of crashes (injuries and fatalities): \$164.2 billion annually - \$1,051 per person
- Total cost of congestion: \$67.6 billion annually - \$430 per person

Boasting a population of 5.2 million individuals, the greater Washington metropolitan area - (which includes Washington-Arlington-Alexandria, DC-VA-MD-WV) - is ranked seventh in the nation in terms of the total costs of crashes and the cost per person, Anderson explained.

The total cost of crashes in the Washington metro area is \$5,056,000,000 for 2005, according to the study conducted for AAA by Cambridge Systematics. Individually, that works out to \$970 per resident.

In contrast, the total annual cost of congestion in the metro area is \$2.3 billion or \$545 per person. The report calculates the costs of crashes for the same metropolitan areas covered by the annual *Urban Mobility Report* conducted by TTI, Anderson explained.

During 2005 traffic crashes in the greater Washington metro area claimed 500 lives. Regionally, the total annual cost of those fatalities was \$1.6 billion. What is more, 50,360 persons were injured in traffic crashes in the region that year. The total cost of traffic crash-related injuries in the

region is \$3.4 billion, the study shows.

This AAA study compares the costs of crashes to the costs of congestion by calculating a per person cost for crashes based on 11 comprehensive components including property damage, medical costs and lost earnings, Anderson explained.

For very large urban areas with more than 3 million people - this region included - crash costs have nearly twice as much impact than congestion does in our day-to-day lives, the new report finds.

Nationally, the \$164.2 billion cost for crashes equates to an annual per person cost of \$1,051, compared to \$430 per person annually for congestion, according to the study conducted by Cambridge Systematics.

Again, these safety costs include medical, emergency and police services, property damage, lost productivity, and quality of life, among other things, the auto club notes.

“Nearly 43,000 people die on the nation’s roadways each year,” said Darbelnet. “Yet, the annual tally of motor vehicle-related fatalities barely registers as a blip in most people’s minds. It’s time for motor vehicle crashes to be viewed as the public health threat they are. If there were two jumbo jets crashing every week, the government would ground all planes until we fixed the problem. Yet, we’ve come to accept this sort of death toll with car crashes.”

The report includes several recommendations to improve safety, including support for a national safety goal of cutting surface transportation fatalities in half by 2025, as recommended by the National Surface Transportation Policy and Revenue Study Commission.

“It is axiomatic, in the Greater Washington area crashes sometimes cause congestion and vice-versa,” said Anderson. “Both exact a tremendous toll on us, but of the two, crash costs have a far greater impact on each of us.”

“ It is one thing to be late for work or your appointment because of gridlock. It is a far different thing to lose your life or the lives of your loved ones or suffer severe, life-altering injuries in a traffic crash,” said Anderson.

“We speculate that as congestion increases, a point is reached where safety improves because people cannot drive fast enough to kill or injure themselves. However, this new study proves we do not have evidence to confirm this relationship as previously thought.”

AAA Mid-Atlantic has more than 3.9 million members in the District of Columbia, Maryland, Virginia, Delaware, Pennsylvania, and New Jersey. It provides a wide range of personal insurance, travel, financial and automotive services through its 50-plus retail branches, regional operations

centers, and the Internet. For more information, please visit our web site at [www.AAA.com](http://www.AAA.com).

###


*Note to Editors/Reporters: For additional information or to download a full copy of the report, visit [AAA.com/news](http://AAA.com/news).*

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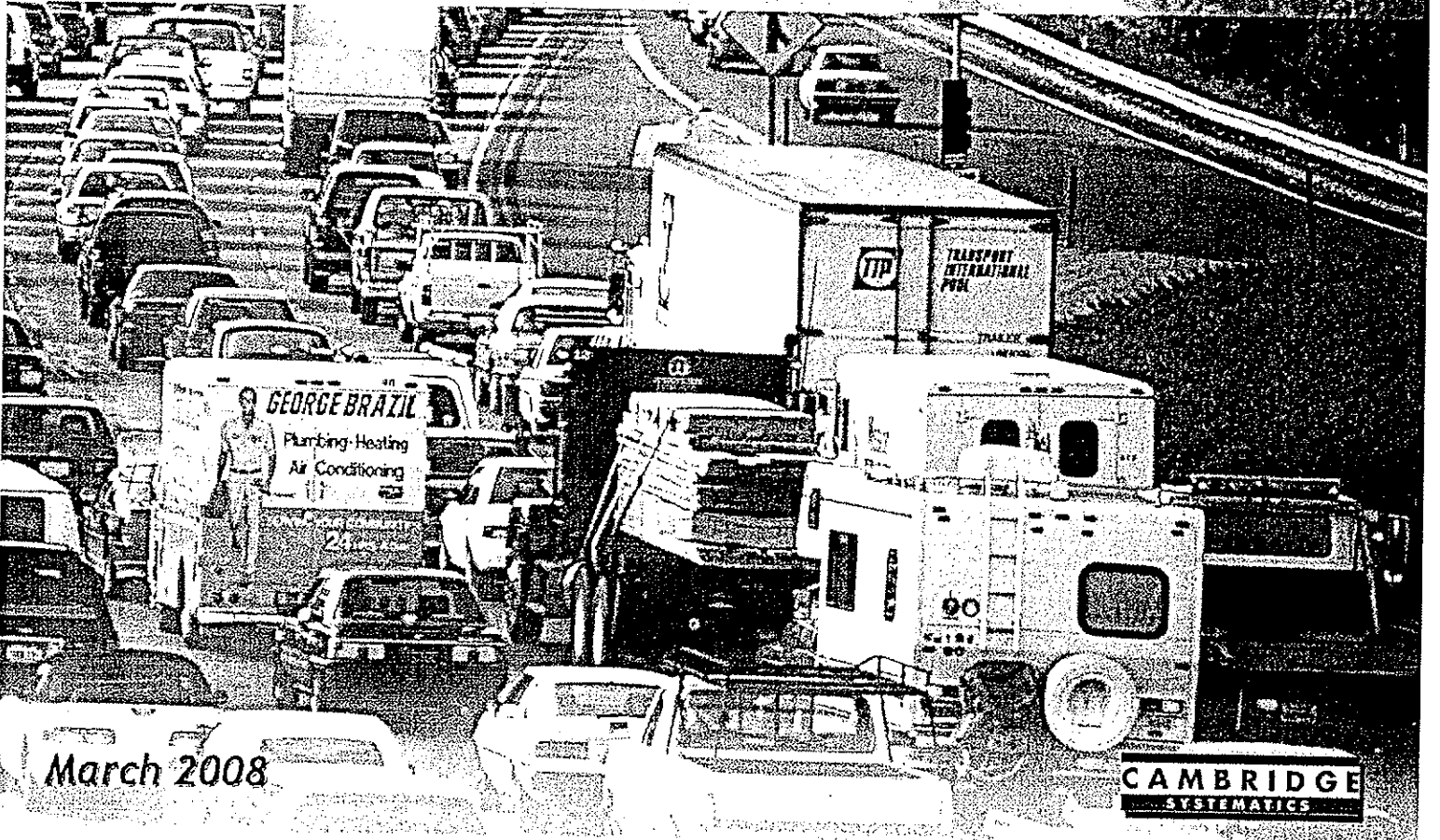
This site serves residents of the [AAA Mid-Atlantic territory](#) which includes Delaware, Maryland, Washington DC, and parts of Virginia, Pennsylvania and New Jersey.



# CRASHES VS. CONGESTION



## What's the Cost to Society?



March 2008

**CAMBRIDGE**  
SYSTEMATICS

---

# Crashes vs. Congestion – What's the Cost to Society?

*prepared for*

AAA

*prepared by*

Cambridge Systematics, Inc.  
4800 Hampden Lane, Suite 800  
Bethesda, Maryland 20814

*with*

Michael D. Meyer, Ph.D.

*March 5, 2008*

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# Executive Summary

# Executive Summary

When American motorists talk about transportation problems, they generally key in on traffic. Snarled highways, epic commutes, and gridlocked business and commercial districts mar our suburban existence, weighing heavily upon our elected leaders, our policy-makers, and our families. Yet there's a more costly problem to be addressed on America's roads: motor vehicle crashes. In 2006, traffic crashes killed 42,642 people in the United States – about 117 deaths per day, and nearly 5 every hour. Most Americans would be surprised to learn the societal costs associated with motor vehicle crashes significantly exceed the costs of congestion.

AAA commissioned this study to examine the costs of crashes to society. The study, along with recommendations for improvements, is designed to raise awareness of the importance of transportation investments, and provide policy-makers, departments of transportation, and the public with information on the magnitude of the safety problem.

## ■ Methodology

The AAA study compares the costs of crashes to the costs of congestion by calculating a per person cost for crashes and multiplying by the population figures in the same 85 urban areas used by the Texas Transportation Institute (TTI) in the annual *Urban Mobility Report*. The costs of crashes are based on the Federal Highway Administration's (FHWA) comprehensive costs for traffic fatalities and injuries which place a dollar value on 11 components.

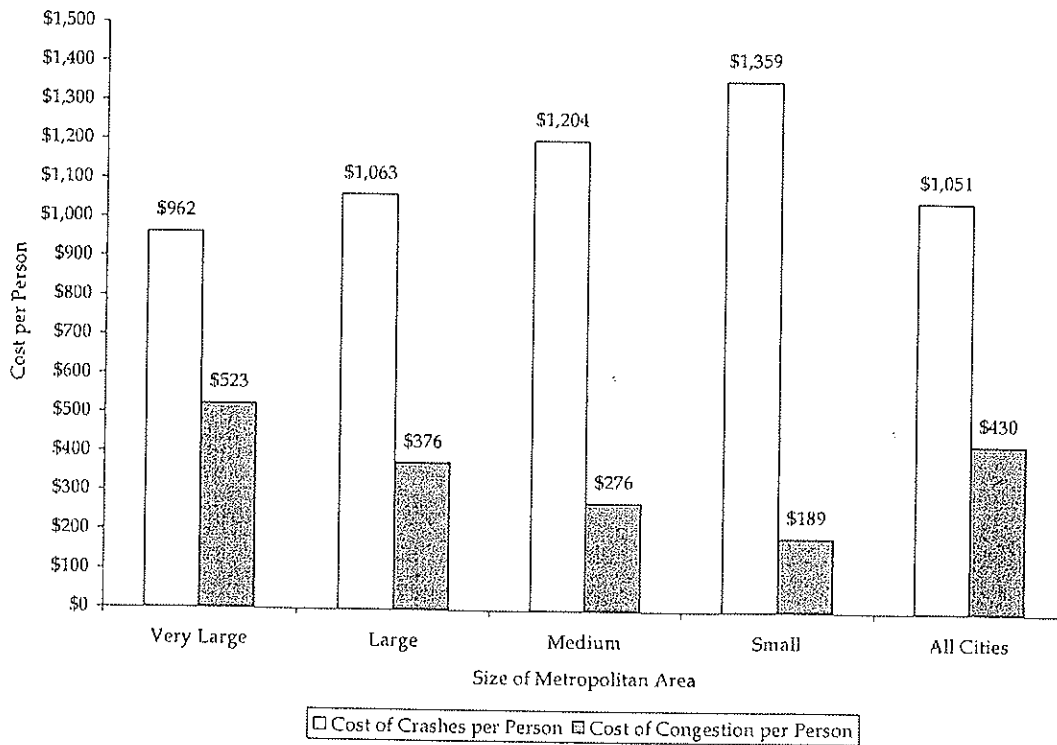
The 11 comprehensive cost components include property damage; lost earnings; lost household production (non-market activities occurring in the home); medical costs; emergency services; travel delay; vocational rehabilitation; workplace costs; administrative; legal; and pain and lost quality of life. According to FHWA, in 2005 dollars, the per person cost of a fatality is \$3,246,192 and the cost for an injury is \$68,170. Congestion costs, as reported in the *Urban Mobility Report*, are based on delay estimates combined with value of time and fuel costs.

To ensure the accuracy of the study, results are not provided for Atlanta, Georgia, and for cities in Massachusetts and Texas. In the case of Atlanta only one of the two required comparison factors was available; Massachusetts was eliminated due to lack of good data; and Texas did not have recent data available during the course of this study.

## ■ Crash Costs Summary Results

Figure ES.1 shows data from 2005. The yellow bar graph shows, in 2005 dollars, the total cost of fatal and injury crashes for very large metropolitan areas (population over 3 million); large urban areas (population of 1 million but less than 3 million); medium areas (over 500,000 and less than 1 million); and small areas (less than 500,000). The blue bar shows the costs of congestion as reported by TTI in their 2007 *Urban Mobility Report*.

**Figure ES.1 Per Person Cost of Crashes and Congestion**  
*Cost of Crashes includes Fatality and Injury Costs and excludes Property Damage Only (PDO) Crashes*

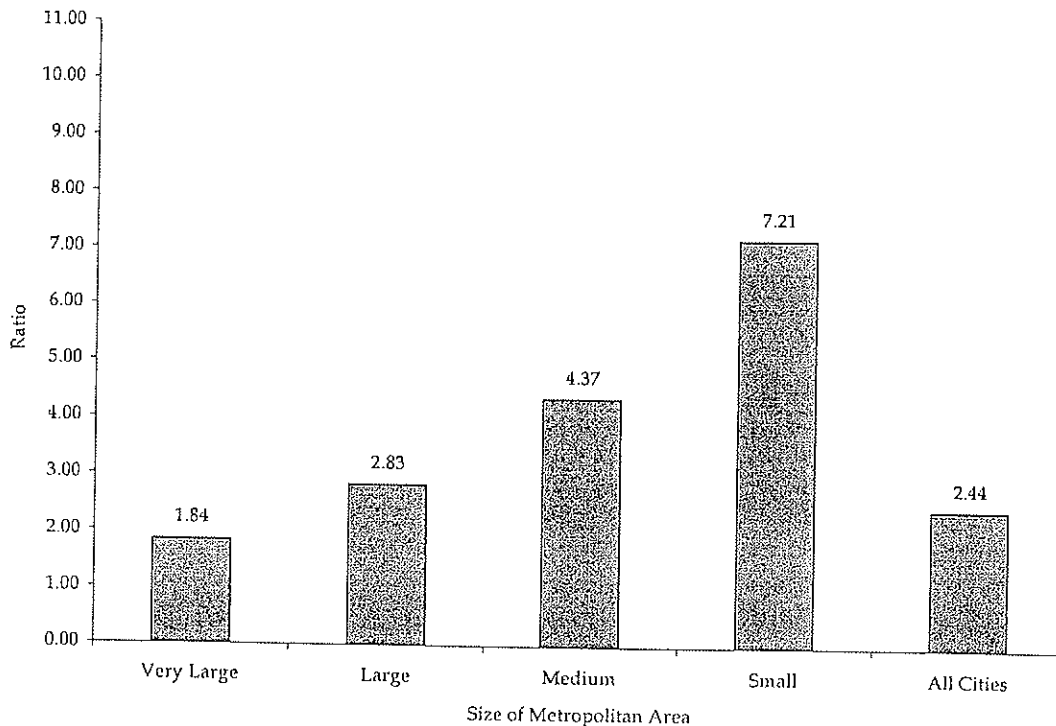


## ■ Key Findings

- In the urban areas studied, the cost of traffic crashes is nearly two and a half times the cost of congestion – \$164.2 billion for traffic crashes and \$67.6 billion for congestion.
- The crash costs include property damage; lost earnings; lost household production (non-market activities occurring in the home); medical costs; emergency services; travel delay; vocational rehabilitation; workplace costs; administrative; legal; and pain and lost quality of life. The economy and the environment also are impacted but those costs are not quantified in the study. According to FHWA, in 2005 dollars, the average cost of a fatality is \$3,246,192 and the average cost of an injury is \$68,170.
- Improving safety may improve congestion. Forty to 50 percent of all nonrecurring congestion is associated with traffic incidents.
- The cost of crashes on a per person basis decreases as the size of the metropolitan area increases. This is the inverse of the cost of congestion, which increases with an increase in the size of the metropolitan area.

Figure ES.2 shows the relationship between crash and congestion costs for very large, large, medium, and small urban areas along with the average for all cities in the study. For example, in the case of very large cities, for every dollar of congestion costs, the crash costs are \$1.84.

Figure ES.2 Crash Costs Compared to Congestion Costs

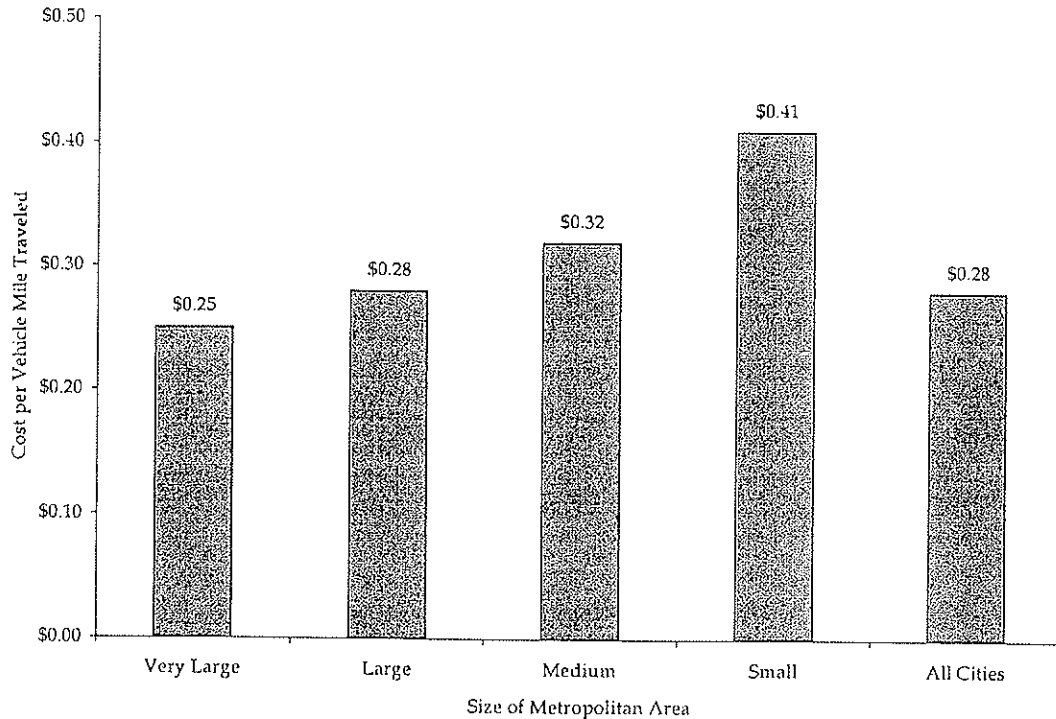


## ■ Key Findings

- In every city, the crash costs on a per person basis exceed the congestion costs. Overall, crash costs are nearly two and half times those of congestion. For very large urban areas (over 3 million), crash costs are nearly double those of congestion; for large urban areas (1 million to less than 3 million), crash costs are nearly two and a half times more than congestion; for medium-sized urban areas (500,000 to less than 1 million), crash costs are over four times more than congestion; and for small urban areas (less than 500,000), crashes are seven times more costly than congestion.

Figure ES.3 shows the cost of crashes and congestion per vehicle miles of travel. According to the FHWA, the average per vehicle miles traveled in 2005 was 12,084. Based on 28 cents per mile for the average city, this translates to a cost of over \$3,000 per year for all Americans. For individuals living in very large urban areas, crashes cost \$3,021; in large urban areas the crash costs are \$3,384; for medium urban areas the costs are \$3,867; and for small urban areas crashes cost \$4,954.

Figure ES.3 Cost of Crashes and Congestion per Vehicle Mile Traveled



## ■ Report Recommendations

Further progress on traffic safety is going to take all the “tools” in the traffic safety toolbox, plus some new thinking about approaches. Among the most significant challenges going forward will be how to change our culture of complacency as it relates to traffic safety. There is no single action or strategy that will bring about a cultural change. Rather, it will take new approaches to enhance public support for increased funding and help transportation planners focus on areas that will have the greatest safety benefits.

### *Leadership*

- Leadership and commitment are needed at the Federal, state, and local levels to make safety a priority in all transportation planning. Focusing planning and resources on safety improvements will not only save lives and prevent injuries, but can also reduce congestion.
- Greater political will is needed to pass legislation and enforce laws that can have a positive impact on safety such as primary safety belt requirements, impaired driving countermeasures, and full implementation of graduated driver licensing systems.

- Congress and the U.S. Department of Transportation should ensure states follow through on implementation of their strategic highway safety plans and evaluate the results to determine effectiveness.<sup>1</sup>
- National safety goals should be established and strategies implemented to cut surface transportation fatalities in half by 2025, as recommended by the National Surface Transportation Policy and Revenue Study Commission.

#### *Communication & Collaboration*

- The transportation safety community needs to develop more effective ways of getting the public to understand the impact of traffic crashes, the need for effective countermeasures, and the role their own behavior plays in safety.
- Increased collaboration among traffic safety professionals, public health specialists, and health communications experts is needed to incorporate the best available science on behavior modification.

#### *Research & Evaluation*

- Increased funding for testing and evaluation of safety interventions should be a priority. Programs should be based on sound scientific principles rather than “conventional wisdom,” populist fervor, or political expediency. Systematic evaluation allows identification and expansion of successful programs and interventions so that limited resources can be applied more effectively.
- Further testing and implementation of a road risk assessment tool, e.g., U.S. Road Assessment Program (usRAP), should be encouraged to ensure dollars are spent on roads and bridges with the greatest safety problems. Understanding road safety risks will help state DOTs focus on solutions that will have the greatest safety benefits and should result in broader public support for needed improvements.<sup>2</sup>

---

<sup>1</sup> In 1997, the American Association of State Highway & Transportation Officials (AASHTO) developed a Strategic Highway Safety Plan (SHSP) and identified 22 of the nation’s most pressing highway safety problems. The plan focused on drivers, special users, vehicles, highways, emergency medical services, and management. In 2005, Congress passed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which directed states to use data to determine their most serious transportation safety problems and develop a SHSP to address them.

<sup>2</sup> The U.S. Road Assessment Program (usRAP) is a pilot program of the AAA Foundation for Traffic Safety, built upon successful programs already established in Europe (EuroRAP) and Australia (AusRAP). usRAP produces color-coded risk maps that display the crash rates and crash densities of roads, derived from historical crash data and traffic volume data, and also “star ratings” that communicate the relative safety of the physical characteristics and safety features of the roads, which are assessed through physical inspection of the roads. The pilot program has developed risk maps of rural primary roads in four states, and is expanding into several additional states in 2008.



quality of life) to congestion costs (lost productivity and wasted fuel), as measured by the Texas Transportation Institute's (TTI) *Urban Mobility Report*.

"Traffic reports have become a cottage industry in the greater Washington area as traffic reporters keep their fingers on the pulse of the gridlock, traffic delays, fender benders and crashes that thwart and frustrate motorists and commuters morning, noon and night," said Mahlon G. (Lon) Anderson, AAA Mid-Atlantic's Director of Public and Government Affairs.

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- Total cost of congestion: \$2.3 billion annually - \$545 per person

Nationally:

- Total cost of crashes (injuries and fatalities): \$164.2 billion annually - \$1,051 per person
- Total cost of congestion: \$67.6 billion annually - \$430 per person

Boasting a population of 5.2 million individuals, the greater Washington metropolitan area - (which includes Washington-Arlington-Alexandria, DC-VA-MD-WV) - is ranked seventh in the nation in terms of the total costs of crashes and the cost per person, Anderson explained.

The total cost of crashes in the Washington metro area is \$5,056,000,000 for 2005, according to the study conducted for AAA by Cambridge Systematics. Individually, that works out to \$970 per resident.

In contrast, the total annual cost of congestion in the metro area is \$2.3 billion or \$545 per person. The report calculates the costs of crashes for the same metropolitan areas covered by the annual *Urban Mobility Report* conducted by TTI, Anderson explained.

During 2005 traffic crashes in the greater Washington metro area claimed 500 lives. Regionally, the total annual cost of those fatalities was \$1.6 billion. What is more, 50,360 persons were injured in traffic crashes in the region that year. The total cost of traffic crash-related injuries in the

*Note to Editors/Reporters: For additional information or to download a full copy of the report, visit [AAA.com/news](http://AAA.com/news).*


[Return to News Release Index](#)

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Phone: (202) 478-9528



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# Crashes vs. Congestion – What's the Cost to Society?

*prepared for*

AAA

*prepared by*

Cambridge Systematics, Inc.  
4800 Hampden Lane, Suite 800  
Bethesda, Maryland 20814

*with*

Michael D. Meyer, Ph.D.

*March 5, 2008*

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# Executive Summary

## ■ Crash Costs Summary Results

Figure ES.1 shows data from 2005. The yellow bar graph shows, in 2005 dollars, the total cost of fatal and injury crashes for very large metropolitan areas (population over 3 million); large urban areas (population of 1 million but less than 3 million); medium areas (over 500,000 and less than 1 million); and small areas (less than 500,000). The blue bar shows the costs of congestion as reported by TTI in their 2007 *Urban Mobility Report*.

**Figure ES.1 Per Person Cost of Crashes and Congestion**  
*Cost of Crashes includes Fatality and Injury Costs and excludes Property Damage Only (PDO) Crashes*

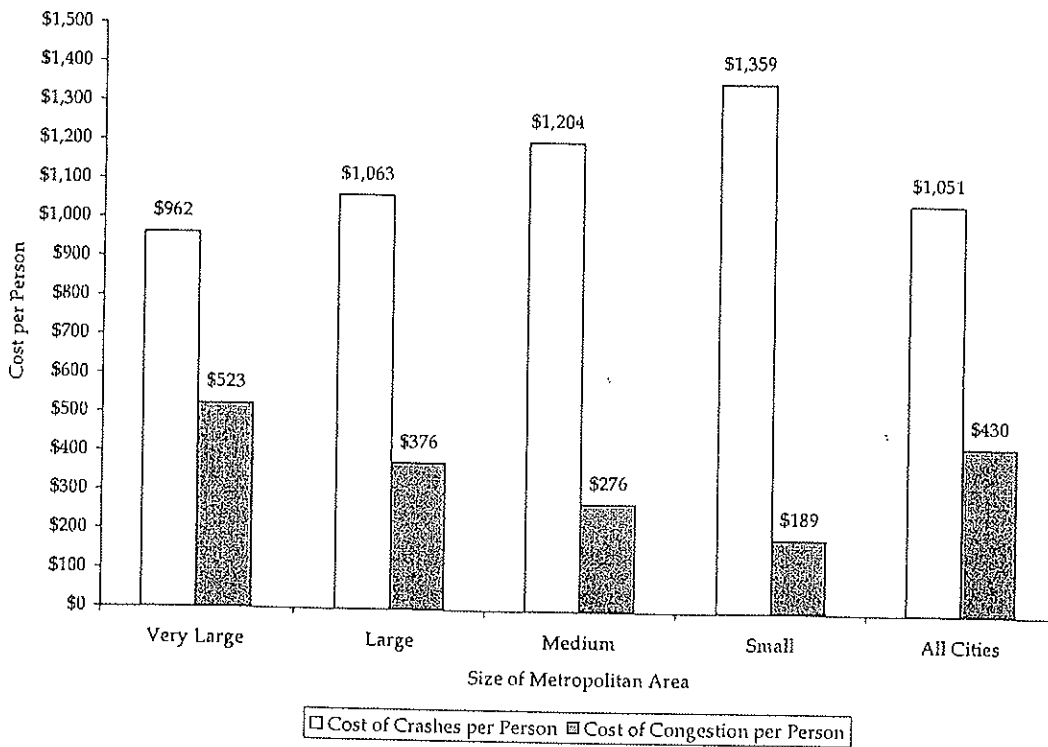
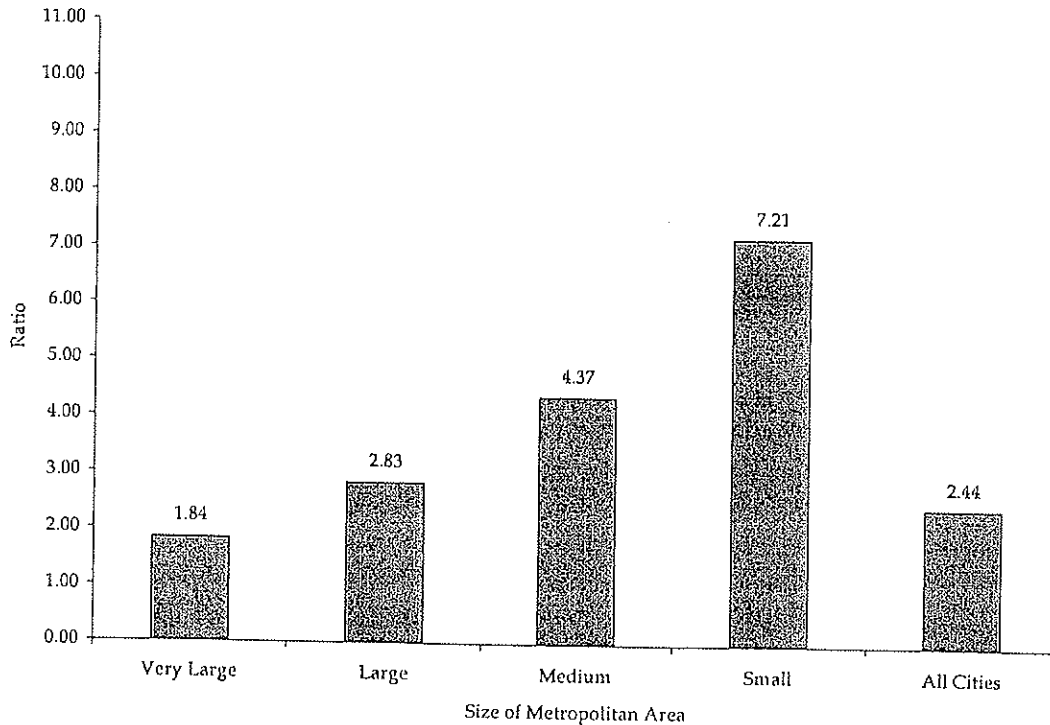


Figure ES.2 Crash Costs Compared to Congestion Costs



## ■ Key Findings

- In every city, the crash costs on a per person basis exceed the congestion costs. Overall, crash costs are nearly two and half times those of congestion. For very large urban areas (over 3 million), crash costs are nearly double those of congestion; for large urban areas (1 million to less than 3 million), crash costs are nearly two and a half times more than congestion; for medium-sized urban areas (500,000 to less than 1 million), crash costs are over four times more than congestion; and for small urban areas (less than 500,000), crashes are seven times more costly than congestion.

Figure ES.3 shows the cost of crashes and congestion per vehicle miles of travel. According to the FHWA, the average per vehicle miles traveled in 2005 was 12,084. Based on 28 cents per mile for the average city, this translates to a cost of over \$3,000 per year for all Americans. For individuals living in very large urban areas, crashes cost \$3,021; in large urban areas the crash costs are \$3,384; for medium urban areas the costs are \$3,867; and for small urban areas crashes cost \$4,954.

- Congress and the U.S. Department of Transportation should ensure states follow through on implementation of their strategic highway safety plans and evaluate the results to determine effectiveness.<sup>1</sup>
- National safety goals should be established and strategies implemented to cut surface transportation fatalities in half by 2025, as recommended by the National Surface Transportation Policy and Revenue Study Commission.

#### *Communication & Collaboration*

- The transportation safety community needs to develop more effective ways of getting the public to understand the impact of traffic crashes, the need for effective countermeasures, and the role their own behavior plays in safety.
- Increased collaboration among traffic safety professionals, public health specialists, and health communications experts is needed to incorporate the best available science on behavior modification.

#### *Research & Evaluation*

- Increased funding for testing and evaluation of safety interventions should be a priority. Programs should be based on sound scientific principles rather than “conventional wisdom,” populist fervor, or political expediency. Systematic evaluation allows identification and expansion of successful programs and interventions so that limited resources can be applied more effectively.
- Further testing and implementation of a road risk assessment tool, e.g., U.S. Road Assessment Program (usRAP), should be encouraged to ensure dollars are spent on roads and bridges with the greatest safety problems. Understanding road safety risks will help state DOTs focus on solutions that will have the greatest safety benefits and should result in broader public support for needed improvements.<sup>2</sup>

---

<sup>1</sup> In 1997, the American Association of State Highway & Transportation Officials (AASHTO) developed a Strategic Highway Safety Plan (SHSP) and identified 22 of the nation’s most pressing highway safety problems. The plan focused on drivers, special users, vehicles, highways, emergency medical services, and management. In 2005, Congress passed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which directed states to use data to determine their most serious transportation safety problems and develop a SHSP to address them.

<sup>2</sup> The U.S. Road Assessment Program (usRAP) is a pilot program of the AAA Foundation for Traffic Safety, built upon successful programs already established in Europe (EuroRAP) and Australia (AusRAP). usRAP produces color-coded risk maps that display the crash rates and crash densities of roads, derived from historical crash data and traffic volume data, and also “star ratings” that communicate the relative safety of the physical characteristics and safety features of the roads, which are assessed through physical inspection of the roads. The pilot program has developed risk maps of rural primary roads in four states, and is expanding into several additional states in 2008.





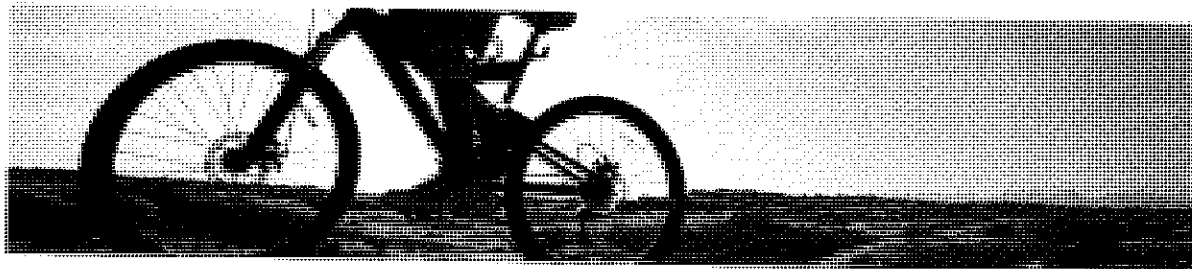
**Rick Taube**

**From:** TAGS The Transportation Association of Greater Springfield [Tags@tagsva.org]

**Sent:** Monday, April 21, 2008 2:28 PM

**To:** Rick Taube

**Subject:** Bike To Work Day May 16, 2008



Washington Area  
Bicyclist Association  
and Commuter  
Connections invite you  
to try bicycling to work  
as an alternative to solo  
driving.

To register

Go To  
[www.waba.org](http://www.waba.org)

## Bike To Work Day

*May 16, 2008*

**Bike to Work Day 2008 May 16, 2008  
Registration is Now Open!**

Mark your calendar and get ready for the best Bike To  
Work Day yet!

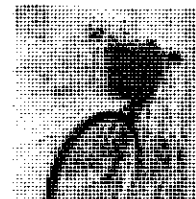
Pit stop rallies throughout the region *including*  
*Franconia Springfield METRO.*

Join thousands of area commuters for a celebration of bicycling as a clean,  
fun and healthy way to get to work!  
Free food, beverages and giveaways available at each location.

Help the Washington region become a better place to ride.


Bike to Work Day is a FREE event and open to all area commuters.

Free Bike to Work Day t-shirts are available to the first 7,000 registrants.



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4/21/2008

# NVTC

Northern Virginia Transportation Commission

## Agenda Item #9

**TO:** Chairman Euille and NVTC Commissioners  
**FROM:** Scott Kalkwarf and Colethia Quarles  
**DATE:** April 24, 2008  
**SUBJECT:** NVTC Financial Items for March, 2008

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



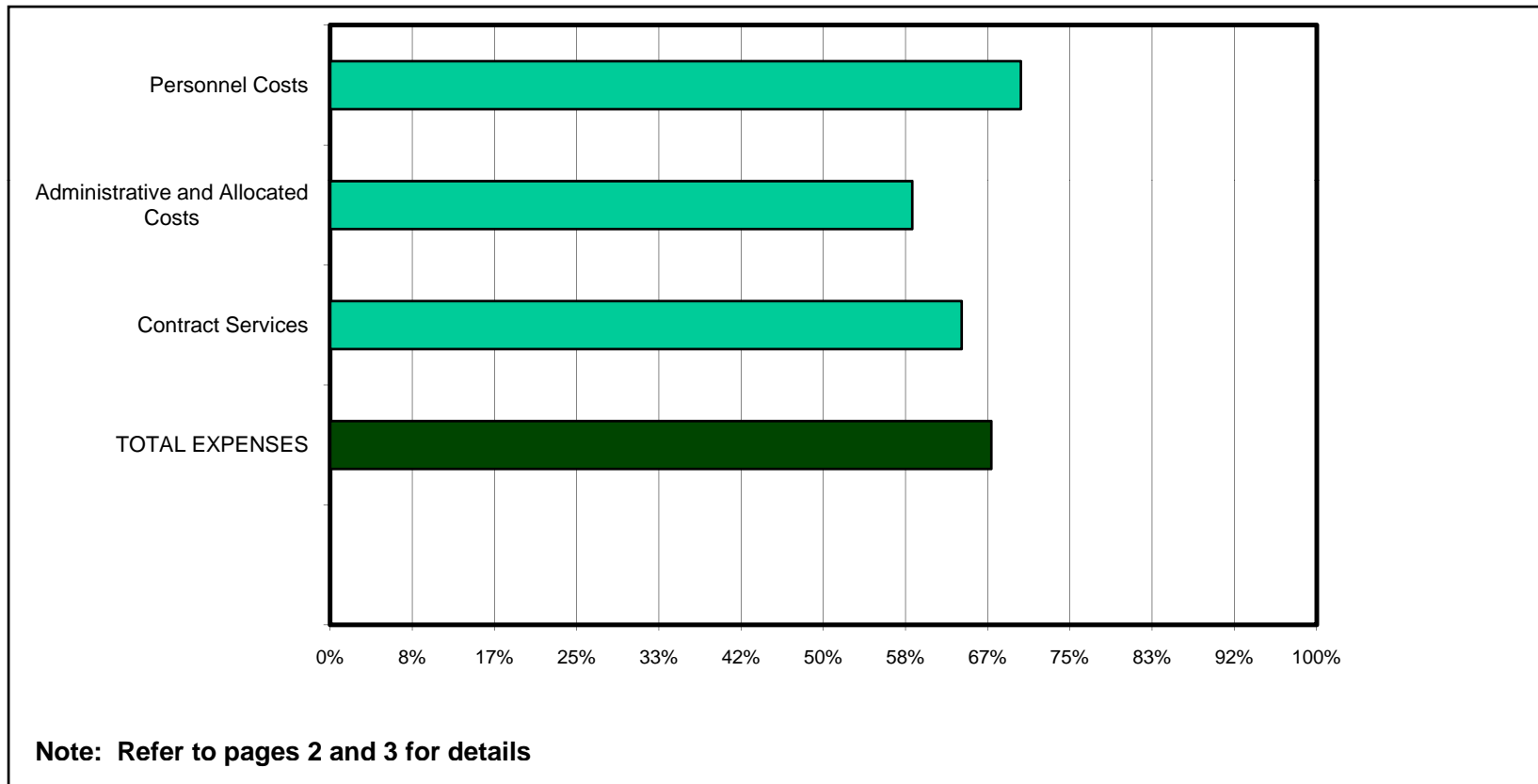
4350 N. Fairfax Drive • Suite 720 • Arlington, Virginia 22203  
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# Northern Virginia Transportation Commission

Financial Reports

March, 2008

Percentage of FY 2008 NVTC Administrative Budget Used  
March, 2008  
(Target 75% or less)



**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**  
**G&A BUDGET VARIANCE REPORT**  
**March, 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	\$ 51,438.23	\$ 511,737.50	\$ 701,400.00	\$ 189,662.50	27.0%
Temporary Employee Services	-	-	1,000.00	1,000.00	100.0%
Total Personnel Costs	51,438.23	511,737.50	702,400.00	190,662.50	27.1%
<u>Benefits</u>					
Employer's Contributions:					
FICA	5,423.52	34,576.05	48,900.00	14,323.95	29.3%
Group Health Insurance	2,579.37	30,989.45	65,750.00	34,760.55	52.9%
Retirement	5,946.00	41,088.00	56,200.00	15,112.00	26.9%
Workmans & Unemployment Compensation	165.99	3,854.55	3,400.00	(454.55)	-13.4%
Life Insurance	297.00	2,427.62	3,750.00	1,322.38	35.3%
Long Term Disability Insurance	261.46	2,328.10	4,450.00	2,121.90	47.7%
Total Benefit Costs	14,673.34	115,263.77	182,450.00	67,186.23	36.8%
<u>Administrative Costs</u>					
Commissioners Per Diem	950.00	10,100.00	18,400.00	8,300.00	45.1%
<i>Rents:</i>					
Office Rent	15,366.25	132,643.03	184,950.00	52,306.97	28.3%
Parking	14,588.35	125,087.13	173,050.00	47,962.87	27.7%
	777.90	7,555.90	11,900.00	4,344.10	36.5%
<i>Insurance:</i>					
Public Official Bonds	-	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	75.25	3,595.66	16,200.00	12,604.34	77.8%
Conference Travel	-	-	2,000.00	2,000.00	100.0%
Local Meetings & Related Expenses	-	863.19	4,500.00	3,636.81	80.8%
Training & Professional Development	10.25	1,972.47	6,200.00	4,227.53	68.2%
	65.00	760.00	3,500.00	2,740.00	78.3%
<i>Communication:</i>					
Postage	1,299.54	7,361.32	11,600.00	4,238.68	36.5%
Telephone - LD	802.87	2,559.37	4,600.00	2,040.63	44.4%
Telephone - Local	99.03	900.71	1,200.00	299.29	24.9%
	397.64	3,901.24	5,800.00	1,898.76	32.7%
<i>Publications &amp; Supplies</i>					
Office Supplies	1,803.59	9,790.00	23,800.00	14,010.00	58.9%
Duplication	459.64	1,754.36	4,500.00	2,745.64	61.0%
Public Information	1,343.95	7,535.64	9,300.00	1,764.36	19.0%
	-	500.00	10,000.00	9,500.00	95.0%

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

	<u>Current Month</u>	<u>Year To Date</u>	<u>Annual Budget</u>	<u>Balance Available</u>	<u>Balance %</u>
<i>Operations:</i>	79.95	3,508.24	25,650.00	22,141.76	86.3%
Furniture and Equipment	-	-	12,650.00	12,650.00	100.0%
Repairs and Maintenance	-	-	1,000.00	1,000.00	100.0%
Computers	79.95	3,508.24	12,000.00	8,491.76	70.8%
<i>Other General and Administrative</i>	1,004.25	4,115.65	6,800.00	2,684.35	39.5%
Subscriptions	169.00	169.00	400.00	231.00	57.8%
Memberships	-	966.00	1,700.00	734.00	43.2%
Fees and Miscellaneous	215.25	2,285.65	2,900.00	614.35	21.2%
Advertising (Personnel/Procurement)	620.00	695.00	1,800.00	1,105.00	61.4%
40th Anniversary	-	-	-	-	0
Total Administrative Costs	<u>20,578.83</u>	<u>173,676.90</u>	<u>291,800.00</u>	<u>118,123.10</u>	<u>40.5%</u>
	<u>Contracting Services</u>				
Auditing	2,750.00	13,975.00	19,700.00	5,725.00	29.1%
Consultants - Technical	-	-	1,000.00	1,000.00	100.0%
Legal	-	-	1,000.00	1,000.00	100.0%
Total Contract Services	<u>2,750.00</u>	<u>13,975.00</u>	<u>21,700.00</u>	<u>7,725.00</u>	<u>35.6%</u>
 Total Gross G&A Expenses	<u><u>\$ 89,440.40</u></u>	<u><u>\$ 814,653.17</u></u>	<u><u>\$ 1,198,350.00</u></u>	<u><u>\$ 383,696.83</u></u>	<u><u>32.0%</u></u>

**NVTC  
RECEIPTS and DISBURSEMENTS  
March, 2008**

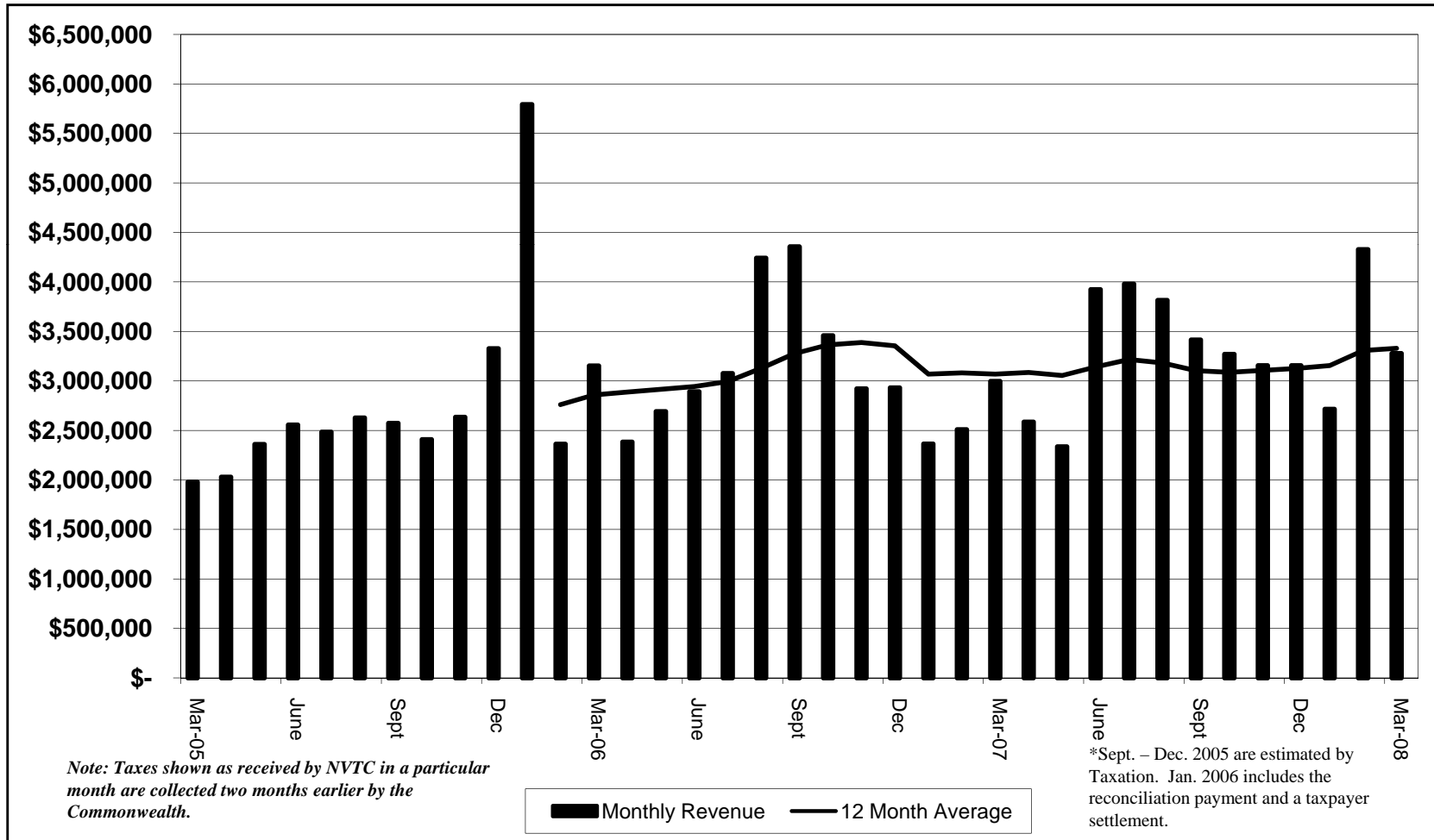
<u>Date</u>	<u>Payer/ Payee</u>	<u>Purpose</u>	<u>Wachovia (Checking)</u>	<u>Wachovia (Savings)</u>	<u>VA LGIP</u>	
					<u>G&amp;A / Project</u>	<u>Trusts</u>
<b>RECEIPTS</b>						
17	Dept. of Taxation	Motor vehicle fuels sales tax				\$ 3,278,534.38
18	DRPT	FTM/Admin grant receipt				4,347,692.00
18	VRE	Staff support		6,658.63		
18	Staff	Expense reimbursement		31.01		
31	DRPT	Hydrogen bus grant receipt			12,493.00	
31	Banks	March interest	-	315.53	1,340.81	322,376.16
			<u>-</u>	<u>7,005.17</u>	<u>13,833.81</u>	<u>7,948,602.54</u>
<b>DISBURSEMENTS</b>						
1-31	Various	NVTC project and administration	(67,301.23)			
7	Stantec	Consulting - Bus Data	(18,839.72)			
31	Wachovia Bank	March service fees	(53.99)			
			<u>(86,194.94)</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TRANSFERS</b>						
7	Transfer	From LGIP to LGIP (Bus Data)			18,839.72	(18,839.72)
7	Transfer	From savings to checking	25,000.00	(25,000.00)		
14	Transfer	From savings to checking	40,000.00	(40,000.00)		
28	Transfer	From LGIP to checking	100,000.00		(100,000.00)	
			<u>165,000.00</u>	<u>(65,000.00)</u>	<u>(81,160.28)</u>	<u>(18,839.72)</u>
<b>NET INCREASE (DECREASE) FOR MONTH</b>			<u>\$ 78,805.06</u>	<u>\$ (57,994.83)</u>	<u>\$ (67,326.47)</u>	<u>\$ 7,929,762.82</u>

**NVTC  
INVESTMENT REPORT  
March, 2008**

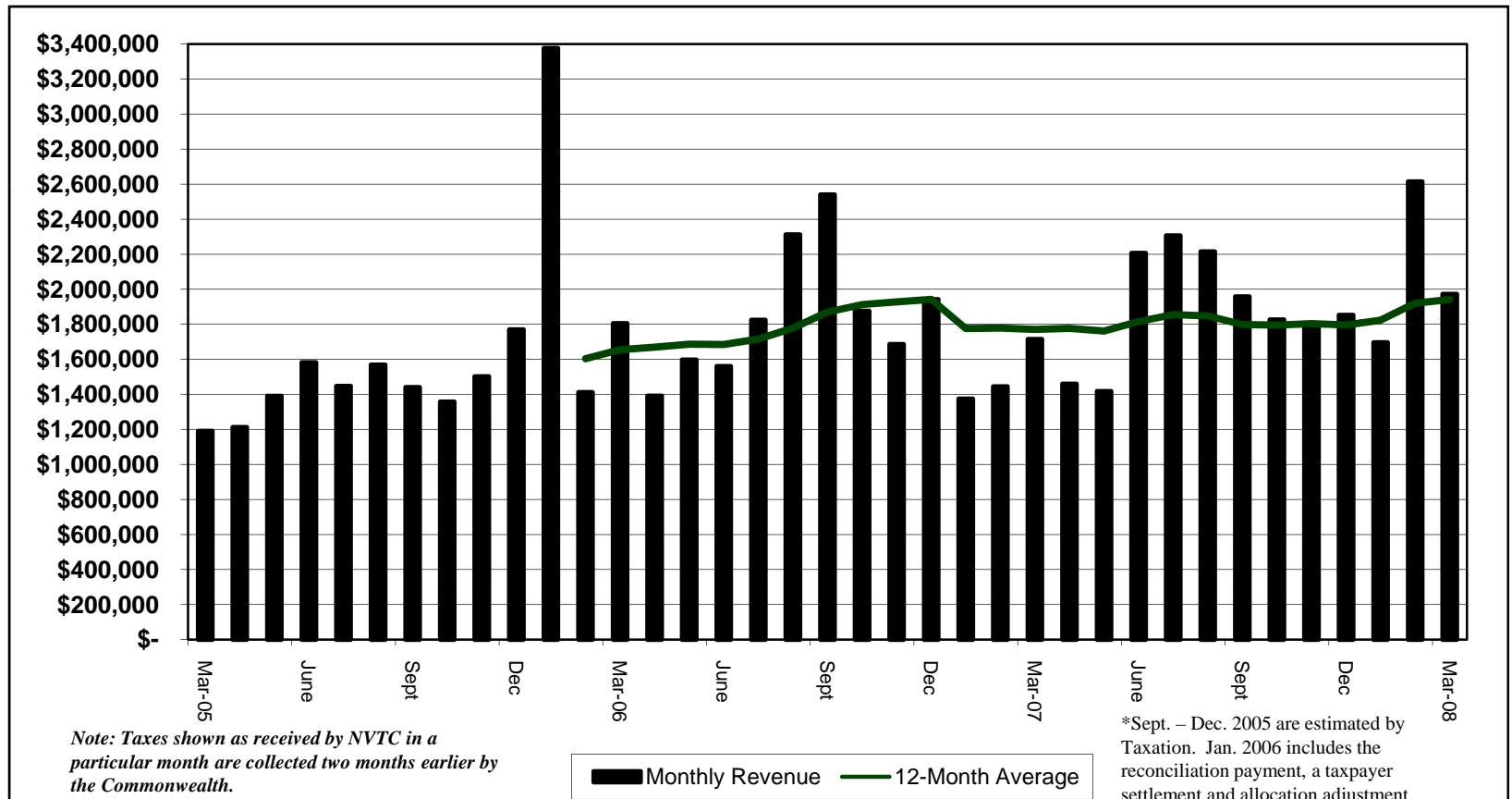
<u>Type</u>	<u>Rate</u>	<u>Balance 2/29/2008</u>	<u>Increase (Decrease)</u>	<u>Balance 3/31/2008</u>	<u>NVTC G&amp;A/Project</u>	<u>Jurisdictions Trust Fund</u>	<u>Loudoun Trust Fund</u>
<b><u>Cash Deposits</u></b>							
Wachovia: NVTC Checking	N/A	\$ 35,113.45	\$ 78,805.06	\$ 113,918.51	\$ 113,918.51	\$ -	\$ -
Wachovia: NVTC Savings	1.74%	255,769.19	(57,994.83)	197,774.36	197,774.36	-	-
<b><u>Investments - State Pool</u></b>							
Nations Bank - LGIP	3.21%	115,652,039.53	7,862,436.35	123,514,475.88	415,070.10	88,560,941.70	34,538,464.08
		<u>\$ 115,942,922.17</u>	<u>\$ 7,815,920.11</u>	<u>\$ 123,826,168.75</u>	<u>\$ 726,762.97</u>	<u>\$ 88,560,941.70</u>	<u>\$ 34,538,464.08</u>



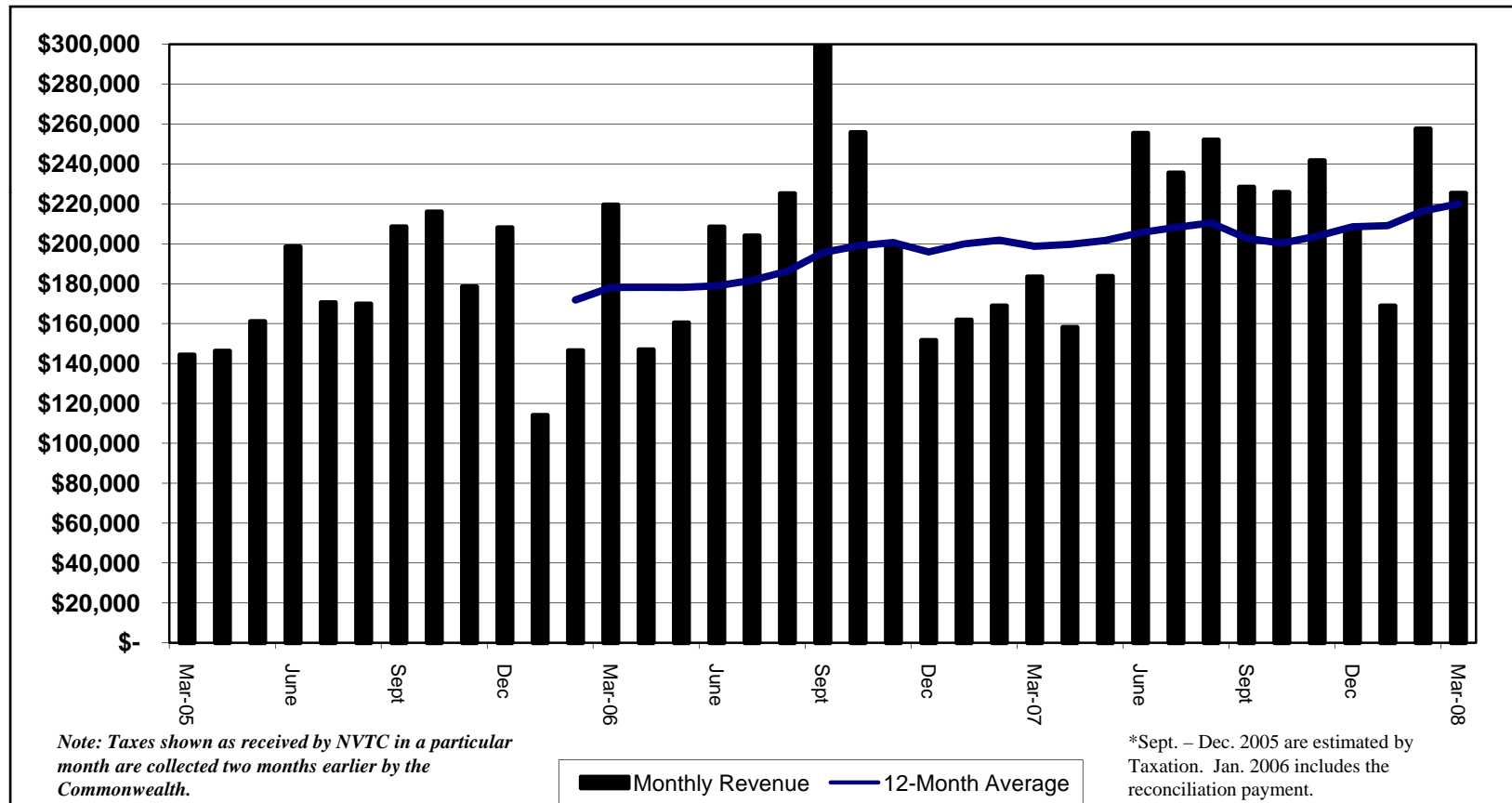
# NVTC MONTHLY GAS TAX REVENUE ALL JURISDICTIONS FISCAL YEARS 2005-2008



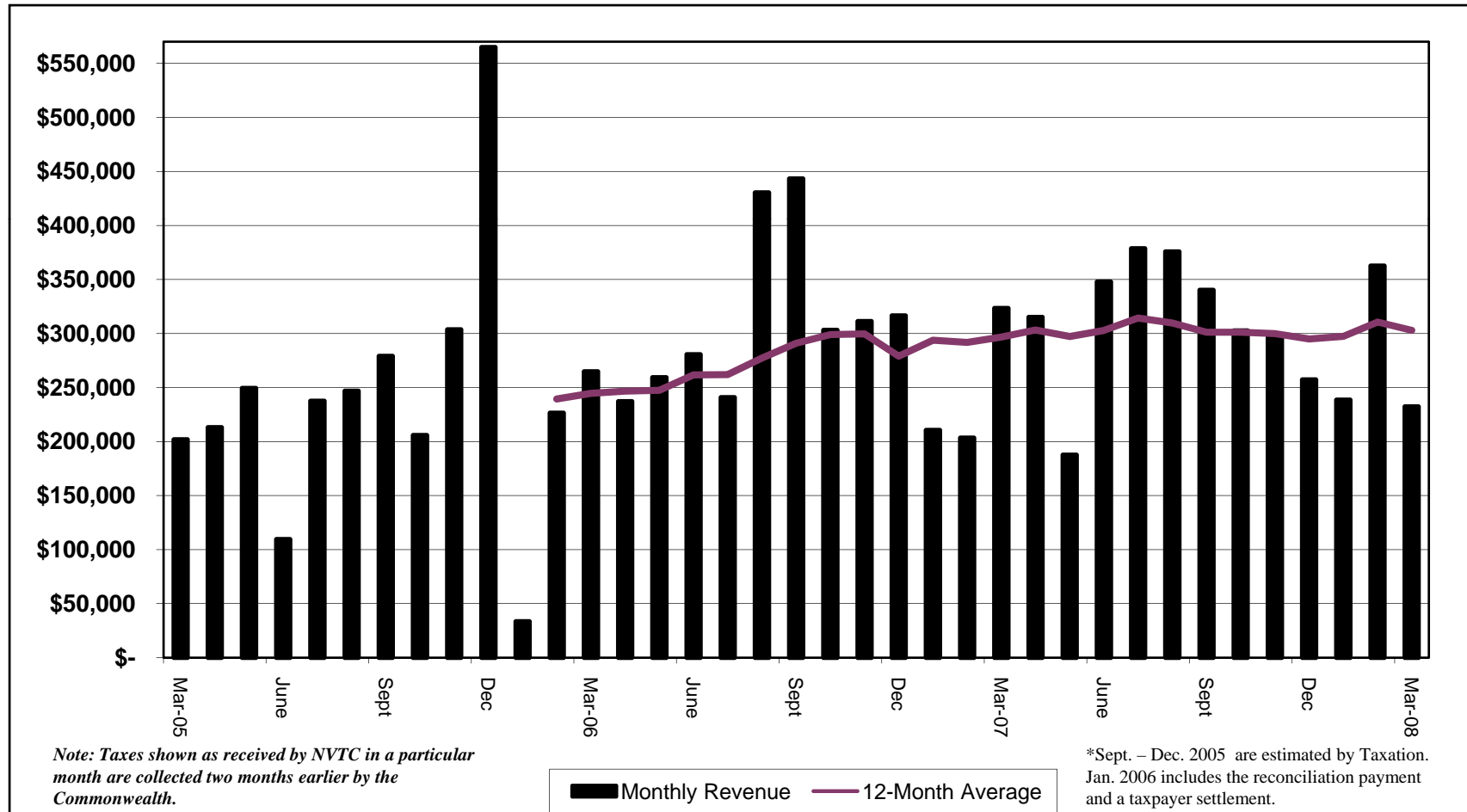
# NVTC MONTHLY GAS TAX REVENUE FAIRFAX COUNTY FISCAL YEARS 2005-2008



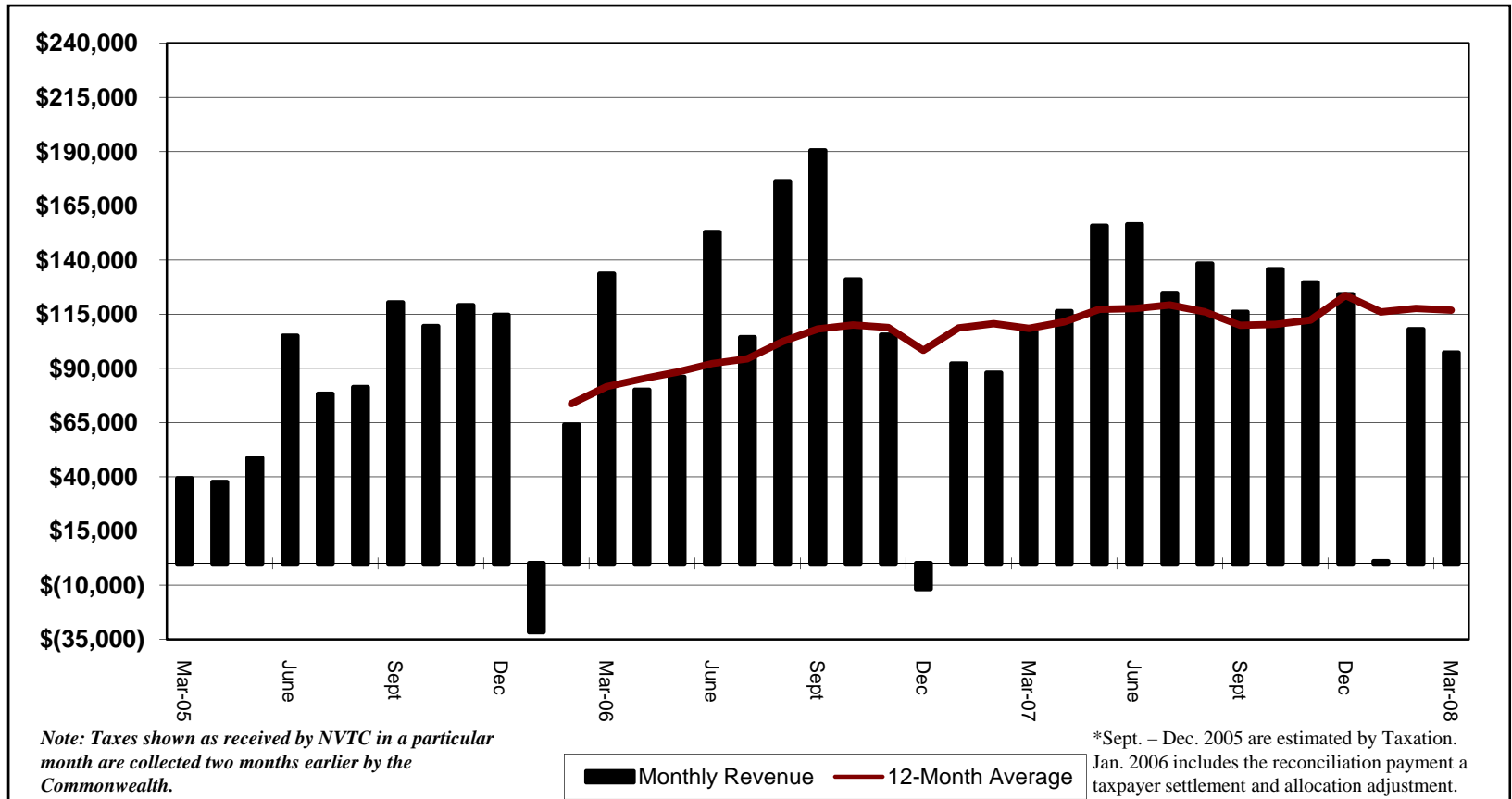
# NVTC MONTHLY GAS TAX REVENUE CITY OF ALEXANDRIA FISCAL YEARS 2005-2008



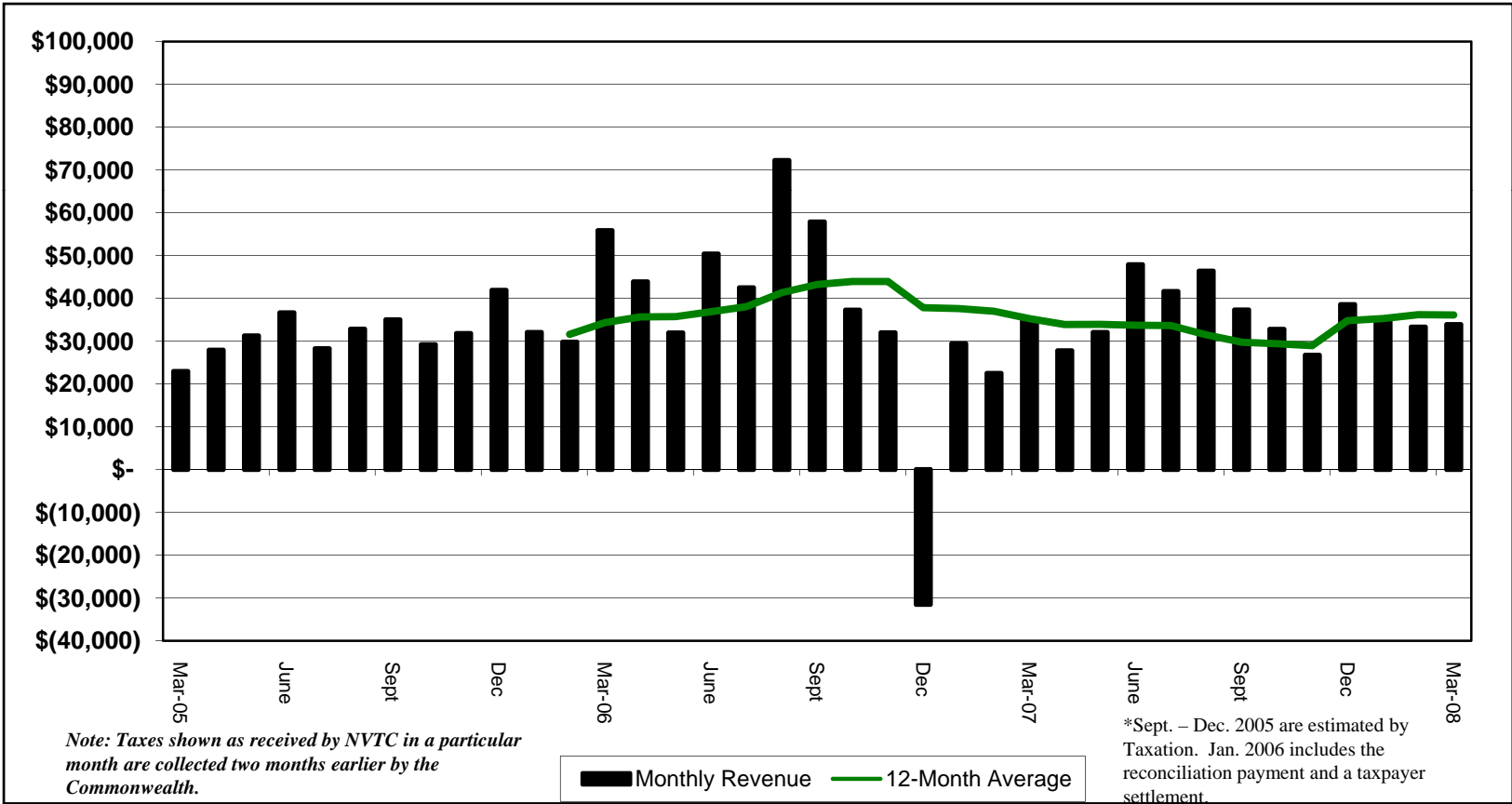
# NVTC MONTHLY GAS TAX REVENUE ARLINGTON COUNTY FISCAL YEARS 2005-2008



# 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

